



CITY OF HAMILTON
PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT
Economic Development Division
and
Transportation Planning and Parking Division

TO:	Chair and Members West Harbour Development Sub-Committee
COMMITTEE DATE:	November 26, 2024
SUBJECT/REPORT NO:	Updated West Harbour Waterfront Parking Strategy, 2024 (PED24151) (Ward 2)
WARD(S) AFFECTED:	Ward 2
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SUBMITTED BY:	Norm Schleeahn Director, Economic Development Planning and Economic Development Department
SIGNATURE:	
SUBMITTED BY:	Brian Hollingworth Director, Transportation Planning and Parking Planning and Economic Development Department
SIGNATURE:	

RECOMMENDATION

- (a) That the “Updated West Harbour Parking Strategy, 2024”, as detailed in Appendix “A” to Report PED24151 be approved;
- (b) That staff from Municipal Land Development Office, Corporate Real Estate Office, Transportation and Parking Services, and Legal be directed and authorized to negotiate with Waterfront Shores Corporation, the City’s development partner for Pier 8, to establish key terms and conditions of a public parking agreement associated with integrating approximately 300 public parking spaces within the below-grade strata of Blocks 1, 4, 12 and 16 on Pier 8, referred to as the “Area of Focus” as identified on Appendix “B” to Report PED24151;

OUR Vision: To be the best place to raise a child and age successfully.

OUR Mission: To provide high quality cost conscious public services that contribute to a healthy, safe and prosperous community, in a sustainable manner.

OUR Culture: Collective Ownership, Steadfast Integrity, Courageous Change, Sensational Service, Engaged Empowered Employees.

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- (c) That staff from the Municipal Land Development Office report back to the West Harbour Development Sub-Committee by Q4 2025 on the outcomes of negotiations and for any requisite approvals that may be required;
- (d) That staff from the Municipal Land Development Office, Transportation and Parking Services, and Corporate Real Estate Office assess operating model and ownership options and financial implications associated with integrating public parking within the below-grade strata of Blocks, 1, 4, 12 and 16 on Pier 8, referred to as the “Area of Focus” as identified on Appendix “B” to Report PED24151;
- (e) That staff from the Municipal Land Development Office, and Transportation and Parking Services report back to the West Harbour Development Sub-Committee in Q4 2025 on the findings and recommended parking model option prior to finalizing the public parking agreement;
- (f) That staff from the Municipal Land Development Office be authorized to fund all City costs associated with the Pier 8 public parking agreement with Waterfront Shores Corporation outlined in Recommendation (a) of Report PED24151 including any real estate and legal costs from Account No. 4411806107, with real estate and legal costs credited to Account No. 55778-812036 (Real Estate – Admin Recovery);
- (g) That staff from Transportation and Parking Services be authorized to fund all City costs associated with implementation of Paid Parking Program along Pier 8 Temporary Surface Parking Lots and On-Street Along Guise Street, as detailed in Appendix “A” to Report PED24151 from Account No. 4901751700 (Parking Payment Equipment).

EXECUTIVE SUMMARY

The purpose of Report PED24151 is to recommend an update to the 2017 West Harbour Parking Strategy. The recommended approach is a multi-pronged strategy comprised of a comprehensive set of actions to be implemented over time with a focus on managing public parking demand in a manner which supports the healthy function of public amenities and uses at the waterfront.

The Recommendations are based on:

- Progress made in implementing several measures of the 2017 Parking Strategy;
- An updated technical parking demand assessment of uses at the waterfront that has indicated a projected shortfall of public parking spaces; and,

- Consideration of an evolved site context including the opportunity to integrate public parking spaces within the Pier 8 future private development in collaboration with the City's development partner of Pier 8, Waterfront Shores Corporation.

Specifically, the Report:

- Seeks approval of an Updated Waterfront Parking Strategy;
- Outlines the actions required to implement the Updated Waterfront Parking Strategy, 2024;
- Outlines the merits of securing publicly accessible parking on Pier 8;
- Seeks authority to enter into negotiations with the City's development partner for Pier 8, Waterfront Shores Corporation, to integrate publicly accessible parking as part of a public parking agreement; and,
- Seeks direction to conduct an assessment of ownership/operating model options and financial implications associated with integrating public parking within the underground parking garage.

This Report discusses public parking within the waterfront and associated challenges of providing too much and too little public parking and outlines the recommended steps to obtain public parking assets in a phased manner, to support various public interests at the waterfront. Staff analysis has determined that, even with the implementation of measures to promote non-vehicular modes of travel, shared parking and other demand management strategies, there is a projected shortfall of public parking of approximately 500 spaces. As part of the Pier 8 development, there are opportunities to create public parking within the development, avoiding the need for a stand-alone parking structure. It is necessary to incorporate any public parking (which would be above and beyond the required parking for a multiple dwelling building) into the design and construction of the planned residential development. As such, time is of the essence to commence with actions to implement this public parking opportunity.

The updated West Harbour Parking Strategy includes the following action items:

1. Integrate public parking supply of approximately 300 spaces in an underground parking garage on Pier 8, on Blocks 1, 4, 12 and 16 (beneath the proposed 45-storey tower) as part of Waterfront Shores Corporation's development;

2. Pause Pier 4 Area Above-Ground Parking Structure Location Study and Financial Analysis;
3. Implement a Paid Parking Program on the Pier 8 Temporary Surface Parking Lots and On-Street Along Guise Street;
4. Increase West Harbour Transit Service through HSR's Transit Growth Strategy;
5. Implement Traffic Demand Measures (TDM);
6. Monitor and Manage Parking Demands Associated with Public Use and Municipal-Interest Uses;
7. Proceed with Improvements to Pier 8 Temporary Parking Lots;
8. Ensure Waterfront Shores Provides Parking Associated with Private Development, consistent with City's Zoning By-law 05-200, as amended;
9. Continue to utilize Remote Lots at Bayfront Park and Eastwood Park to accommodate peak parking events; and,
10. Explore opportunity to incorporate HSR Transit end-of-line location near Williams Café or west end of Guise Street near Leander along with public restrooms.

Together these actions comprise a comprehensive strategy addressing the dynamic and evolving nature of the redevelopment of the waterfront.

Alternatives for Consideration – See Page 15

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: As an outcome of the 2017 Parking Strategy, funds were identified for conducting a Pier 4 to 7 Surface and Structure Parking Feasibility Study and for constructing a parking garage. Specifically, the costs relating to the preparation of the 'above-ground' Feasibility Study for \$300,000 were previously authorized through West Harbour Capital Account No. 4411706105, with \$282,358 remaining available. The forecasted budget for the associated parking garage is \$36,100,000, however remains unfunded. A decision relative to the funding a below-grade parking structure within the Pier 8 "Area of Focus" would be considered by Council in a future Capital Budget process beginning in 2028 and beyond.

As an outcome of the 2024 Updated West Harbour Waterfront Parking Strategy, staff are recommending that financial impacts associated with securing public parking spaces within the Area of Focus, as identified in Appendix “B” to Report PED24151 will be reported back to the West Harbour Development Sub-Committee in Q4 2025. The funds previously identified for conducting the Pier 4 to 7 ‘above-ground’ parking structure Feasibility Study will be redirected for assessing the feasibility of the ‘below-grade’ parking structure within the Waterfront Shores’ future development of Pier 8. Any costs associated with assessing financial impacts of integrating public parking spaces within the Pier 8 development will be funded by Capital Account No. 4411706105.

Staffing: There are no staffing implications associated with this Report. Existing staffing resources will be used to manage legal, administration and real estate processes outlined in Report PED24151.

Legal: Legal Services will be required to assist in the preparation of the necessary documents required to complete the requisite agreements to facilitate the Recommendations of Report PED242151 as well as assessing the legal implications related to these agreements.

HISTORICAL BACKGROUND

Below are several pertinent Council decisions related to:

- Pier 7 and 8 Parking Study (2016) and Waterfront Parking Study (2017);
- Development application appeals, settlement process and land tribunal decisions;
- Pier 8 Greenway disposition process; and,
- Pier 8 Block 16 proposed residential tower.

While each of these matters are separate and distinct, together they provide a chronological history of the evolution of the parking context and serve as a basis for staff’s recommendation to pursue public parking within Blocks 1, 4, 12 and 16 on Pier 8.

- On October 18, 2017, Council received Information Report PW17076, titled “Status of West Harbour Waterfront Parking Strategy”, which contained a technical summary needs assessment and outlined actions to implement the Parking Strategy;

- On September 11, 2019, Council approved Confidential Report PED14002(i), titled “Pier 8 Development Agreement between the City of Hamilton and Waterfront Shores Corporation”, identifying the framework to be used within the negotiated Development Agreement;
- On September 22, 2020, the Local Planning Appeal Tribunal issued a decision pertaining to Pier 8 lands. The decision included an order that all required parking must be provided within the geographic area comprised of Blocks 1 through 16;
- On April 26, 2023, Council approved staff Report PED23078 titled, “West Harbour Redevelopment: Interim Conditions and Transition Plan” with information about measures being undertaken by staff to implement temporary road closures, temporary parking lots and improvements and sidewalks on Pier 8;
- On April 26, 2023, Council approved staff Report PED23039 titled, “Potential Parking Layout Improvements and Greenway for the Pier 8 Development”, with directions to: authorize staff to submit a rezoning application to permit underground parking within the Pier 8 Greenway blocks; authorize staff to negotiate agreements with Waterfront Shores to dispose of the below-grade portion of the Greenway enabling the construction of consolidated underground parking beneath the Greenway; and directed staff to explore the opportunity to accommodate public parking within Pier development blocks;
- On October 11, 2023, Council approved staff Report PED23201 titled “Application for a Zoning By-law Amendment for Lands Located at 65 Guise Street East, Hamilton” which recommended approval of rezoning the Greenway lands from P5 to P5-Exception to permit underground required parking, subject to a Holding Provision;
- On November 22, 2023, Council approved staff Report PED22031(a) titled “Applications for an Official Plan Amendment and Zoning By-law Amendment for Lands Located at 65 Guise Street East (Pier 8, Block 16), Hamilton” which recommended approval of redesignating and rezoning lands to permit a maximum 45 storey mixed use building, subject to a Holding Provision. This application was appealed to the Ontario Land Tribunal, however, was subsequently withdrawn resulting in the amendments coming into effect on April 15, 2024;
- On June 26, 2024, Council received information Report titled PED17181(g) “West Harbour Re-Development Plan – Status Update” which provided an update about long-term parking for the West Harbour area, noting that addressing long-term parking needs in the waterfront area remains an outstanding issue; and,

- On July 12, 2024, Council approved staff Report PED23039(a) titled “Pier 8 Development: Waterfront Shores Development Agreement, Greenway Strata Title, and Delegated Authority” which authorized staff to finalize agreements with Waterfront Shores Corporation that would enable Waterfront Shores Corporation to proceed with underground parking, while retaining the at-grade portion in City’s ownership as a pedestrian corridor.

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

Not applicable.

RELEVANT CONSULTATION

The following departments were consulted for input:

- Planning and Economic Development Department:
 - Economic Development Division (Municipal Land Development Office (MLDO), Corporate Real Estate Office (CREO));
 - Transportation Planning and Parking (Parking Operations; Transportation Planning Services);
 - Tourism and Culture Division (Tourism and Events);
- Public Works Department:
 - Engineering Services (Waterfront Development Office);
 - Transit (Transit Planning and Infrastructure); and,
- Corporate Services:
 - Legal.

ANALYSIS AND RATIONALE FOR RECOMMENDATION

Planning for parking spaces, whether associated with private or public development, has evolved in recognition of the importance of lessening dependency on vehicular transportation and supporting modal shifts towards transit, cycling and biking, as well as implementing a range of Traffic Demand Management strategies such as carshare, bikeshare, parking space pricing, and shared parking spaces between land uses.

Expansive free parking areas are no longer viable or appropriate options within an urban and intensifying context, of which the waterfront is becoming.

Much of the existing public parking supply at the waterfront will no longer be available as Pier 8 development progresses; the loss of public parking spaces is directly linked to the timing and phasing of mixed-use residential development of waterfront land (e.g. Waterfront Shores development blocks on Pier 8).

While this loss of free surface parking marks the transition of a redeveloping industrial waterfront towards a new vibrant mixed-use neighbourhood, there will be impacts - some of which are to be expected as people adjust to an urban context, some are to be managed, and others are to be avoided.

Providing too much parking encourages greater levels of vehicular use, is costly and undermines efforts to promote sustainable transportation options. Conversely, providing too little can have impacts of spill-over parking into surrounding streets, result in slower uptake of development, impact the viability/functionality of land uses, and discourage people from enjoying the waterfront and accessing other public investments such as parks and various waterfront activations and events. These perspectives were articulated in reports prepared by consulting firm, IBI in 2016 and 2017 as inputs into the West Harbour redevelopment planning process and remain relevant today.

The first study titled “Pier 7/8 Parking Study, 2016” informed the site-specific zoning regulations for required parking standards associated with private development now in place and applicable to Pier 8 development blocks. As such, parking requirements will be addressed at the site plan stage.

The second study titled, “Waterfront Parking Strategy, 2017” evaluated future parking needs for existing and future uses in the West Harbour between Pier 4 and 8 and recommended an overall parking supply and management strategy. This study estimated that there would be need for approximately 500 new parking spaces in the longer term to support waterfront needs, excluding Pier 8 development. Given the passage of time, a reassessment of parking needs has been undertaken and is presented later in this Report PED24151.

It is important to note that parking standards associated with many public uses and park and open spaces do not exist as they do within the Zoning By-law for private uses such as residential, commercial, or office. As such, it is prudent for the City to conduct careful assessment of existing supply, projected demand, changing area context as well as to employ Traffic Demand Management strategies, to determine the right amount of vehicle parking to support the healthy function of the waterfront and adjacent areas.

It also warrants noting that the City's required parking standard in the downtown has been reduced; however, standards applicable to Pier 8 remain unchanged as they were approved as part of the site-specific Official Plan Amendment and Zoning By-laws. Planning applications such as variances or zoning by-law amendments would be required to implement alternative parking standards at the waterfront.

Defining Public Parking at the Waterfront

Public parking is a public asset serving a range of public interests and viability of the City's lease interests, including:

- Supporting the healthy function of other public investments such as a potential future library at the Discovery Centre, parks and open spaces such as Copps Pier and HMCS Haida national historic site, public events and programming such as diverse waterfront activations;
- Serving as a component of the tourism infrastructure at the waterfront;
- Mitigating impacts to the adjacent existing neighbourhood and local streets should there be inadequate vehicle parking at the waterfront;
- Supports the healthy function of City's lease interests such as Williams Café, Parks Canada, banquet facilities and boat clubs; and,
- Supportive parking needs relative to the City-owned West Harbour Marina.

For the purposes of this Report, "public parking" is to mean a vehicle parking space that serves visitors to:

- Municipal parks and open spaces;
- Special Events Advisory Team events on City land;
- Institutions and agencies such as a library or historic site; and,
- Lands/buildings associated with the City's third-party leasehold interests such as boat clubs, banquet facilities and restaurant(s).

Public parking spaces may be free of charge or subject to a fee. The term "publicly accessible parking" generally implies a vehicle parking space available to a member of the public, often subject to a fee, and is operated by a private party. For example, there are numerous parking lots within the Downtown core that are available for use by the public, but not operated by Hamilton Municipal Parking Authority.

At the time of this Report, there has been no determination on the operating model for public parking and/or publicly accessible parking.

Status Update – Implementation of 2017 West Harbour Parking Strategy

In 2017, IBI Group, the City’s consultant retained to completed parking assessment completed the Waterfront Parking Strategy. This Study contained a technical assessment of existing conditions (parking supply and demand), proposed development, analysis of parking scenarios, and future parking needs. The studies outlined a parking management plan and recommended parking a strategy and used to inform the zoning for the required parking rates associated with the nine development blocks across Pier 8 to be developed by the City’s development partner, Waterfront Shores Corporation.

The Parking Study was premised on finding the right balance between projected demand with supply. The Parking Study identified need for approximately 500 new parking spaces in the longer term. This need was in addition to the parking to be provided for the Waterfront Shores development. The need was driven by a number of factors including planned new waterfront activities as well as the reduction in existing surface parking due to development. The study identified two potential locations for new parking supply: one on Pier 8 and the other on the Leander Drive lot at near Pier 4.

Subsequent to the completion of the Study, Council received staff Report PW17076, titled “Status of West Harbour Parking Strategy”, which contained a technical summary needs assessment and outlined actions to implement the Parking Strategy which included:

- Ensuring parking for new development is provided consistent with rates specified in the Pier 8 zoning By-law;
- Planning the provision of required parking spaces associated with Waterfront Shores development;
- Creating temporary surface parking on Pier 8 to address interim shortfalls of parking in Piers 4 to 7;
- Planning for the construction of a new parking structure(s) to support the Waterfront Recreation Master Plan vision;
- Using remote lots at Bayfront and Eastwood Parks;

- Implementing Travel Demand Management (TDM) strategies;
- Introducing paid public parking over time; and,
- Supporting new mobility options.

Report PW17076 stated that staff will:

- a) Initiate a Parking Structure Location Study and Financial Analysis for the Leander Drive area near Pier 4. The study will also look at various staging options and delivery strategies for public parking;
- b) Continue to work with existing users, such as the Waterfront Trust, the Hamilton Port Authority and marina users, to manage changes to parking supply and demand;
- c) Work with the future developer of Pier 8 to secure publicly accessible parking; and,
- d) Continue to monitor parking demand over time in relation to development activity in order to manage supply delivery.

Since that time, staff have been implementing a range of the actions including:

- Establishing site-specific zoning standards for required parking associated with Waterfront Shores Pier 8 development;
- Implementing a range of Transportation Demand Management measures such as the commercial E-scooter program, the flexible car-share program, expanded bike parking, construction of new cycling infrastructure to support mode shifts and enhanced Hamilton Street Railway service frequencies;
- Implementing various improvements to the temporary surface parking lots on Pier 8;
- Conducting on-going liaising with the City's third-party lease interests such as Williams Café, Parks Canada, banquet facilities and boat clubs; and,
- Commencing discussions with Waterfront Shores to explore public parking opportunities on Pier 8.

Evolution of West Harbour Development Context

As Waterfront Shores Corporation, the City's development partner for Pier 8, advanced the detailed design of the various development blocks, dialogue with City staff confirmed an opportunity with significant benefit to the overall amenity, design and

function of Pier 8. The opportunity to enhance the Pier 8 vision is to be realized by enabling Waterfront Shores to consolidate underground required parking between the development blocks, within the below-grade portion of lands referred to as the “Greenway”, while retaining the surface portion of the Greenway as an east-west pedestrian corridor in public ownership. The consolidated underground parking areas will lead to a better functional design of the neighbourhood, and also provides an opportunity to incorporate public parking into the underground structure.

In June 2024, Council directed staff to finalize negotiations with Waterfront Shores to dispose of the below grade strata of the Greenway enabling Waterfront Shores to construct a parking garage, while retaining the at-grade strata for a publicly owned pedestrian corridor. Negotiations for Greenway Strata agreement are nearing completion.

While the below grade parking garage is to accommodate the required parking spaces associated with the private development, it also is an opportunity to accommodate public spaces within the garage structure.

In April 2023, Council directed staff to explore public parking opportunities, and dialogue with Waterfront Shores has confirmed the opportunity to accommodate public parking within Block 16, the development block that was subject to the 2023 Council decision to approve the 45-storey tower.

This Report advances the discussion with Waterfront Shores Corporation. As Waterfront Shores works prepares detailed designs of the proposed tower, they will need confirmation of the City’s interest in integrating public parking spaces within the future private development, as it will inform their design of the building, driveway access points and site layout.

Transit Service Enhancements

Hamilton Street Railway has made significant investments in transit service through the 10-Year Local Transit Strategy, adopted in 2015, that support the 2017 West Harbour Parking Strategy. Early work to address system deficiencies targeted the 20 A-Line, improving frequencies and reliability for service to Pier 8 along the James Street corridor. More recent improvements targeting service standards affected both the 20 A-Line and four Bayfront routes that serve West Harbour, with 91% of all Hamilton Street Railway boardings occurring on routes meeting all service standards as of Fall 2024.

In January 2025, the next Transit Growth Strategy will be brought forward for Council approval. Building off extensive consultation and technical work, the Transit Growth Strategy prepares Hamilton’s transit network for Light Rail Transit service and shifts to a

hub-to-hub network model. The next Transit Growth Strategy sees continued investment in transit service in and around West Harbour, notably:

- Increased service on the 20 A-Line and four Bayfront routes, with buses arriving more frequently and running longer hours every day of the week;
- Extended service to Pier 8 on the 27 Upper James route, with more frequent buses and longer service hours; and,
- A major transit hub envisioned at West Harbour GO station, within a 5-to-10-minute walk of many waterfront sites, with nine bus routes connecting to locations across the Mountain, Ancaster, and the lower City.

As a result of these changes, West Harbour will be better connected to the rest of Hamilton by public transit. With proposed increases in service in the Transit Growth Strategy, 41% more Hamiltonians will live within a 30-minute transit ride of West Harbour. Overall, 245,000 Hamiltonians will be able to reach West Harbour within 45 minutes on transit by the end of the Transit Growth Strategy – up from 196,000 today.

As a result of these changes, West Harbour will be as easy to reach by transit as popular destinations like Gage Park, Locke Street, and Eastgate Square today. This reflects West Harbour's growing importance to the City's recreational, tourism, and placemaking goals, as this section of the waterfront currently compares to Mountain Transit Centre and Ancaster in access by transit terms.

Update Parking Supply/Demand Assessment

As previously noted, staff prepared a technical assessment in 2017 based on a consultant study which identified a shortfall of parking spaces. One of the intended outcomes of the Piers 7 and 8 study was to inform the zoning standards related to Waterfront Shores development of Pier 8. That zoning is now in effect, the parking standards will be applied at the site plan stage for each development.

With the zoning in place, parking for the Pier 8 development will be the responsibility of Waterfront Shores to provide. Based on estimated development levels, and applicable zoning, approximately 1,422 parking spaces would be required for the private components of the development. It is expected that this supply will be provided throughout the development blocks and will be adequate for the needs of the private development.

In addition to the private development, there are a number of other public uses and related developments that will generate parking demands. Each of these are discussed

below while more specific assumptions are included in Appendix “C” to Report PED24151.

Pier 6 and 7 Development Blocks

- The Pier 6 and 7 development blocks are planned to include approximately 12,204m² of residential development, 5,489 m² of commercial development and two public buildings. Based on parking rates consistent with transit-oriented development and applying a shared parking rate, it is estimated that this development will generate a need for approximately 280 spaces. Given the narrow configuration of Pier 6 and 7 and proximity to the shoreline, there is minimal potential to include parking as part of the development. As such, parking will need to be off-site.

Pier 8 Public Uses

- A number of public uses will remain or be enhanced on Pier 8 including Williams Café, the Discovery Centre which is being planned to include a new Library, and the various outdoor amenities/spaces such as the skating rink, Copps Pier, Children’s Play Area and Boardwalks. Parking demands for these uses are highly variable by season and time of day; however, based on surveys, application of typical parking rates for the library and other information/insights it is estimated that collectively these uses will generate a demand of approximately 159 spaces. This includes an allocation for visitors to the Haida and assumes a high shared parking rate. It is likely that demand will exceed this estimate during peak times. Typical weekend demand is estimated to be approximately 350 vehicles for Pier 8 public uses. Observations throughout summer 2024 confirmed that there is a growing demand for general visitor parking with many weekends seeing parking overflowing into residential areas.

Marine-related uses

- The waterfront has historically and will continue to host a number of marine related buildings. Key uses include the Royal Hamilton Yacht Club, Leander Rowing Club, Hamilton Sailing Club and Harbour West Marina. In 2015, detailed parking surveys were conducted throughout various days of the week and revealed that the demand for these uses ranged from approximately 107 cars on a typical (non-event) weekday to 317 parked cars on a special event weekday. Weekend usage ranged from 226 – 335 observed vehicles, excluding vehicles parked in on-street spaces and other locations such as Bayfront Park/Eastwood Park. At the time, on a peak weekend parking demand exceeded parking supply; and,

- More recent observations were made during summer fall 2024 and confirmed that similar parking demand existed. On a typical Thursday evening, in September 2024, it was estimated that the overall parking utilization for waterfront parking was between 80 and 90%. On weekends, cars are observed parking illegally in many areas due to shortages in supply.

Parking Supply Changes

- With the development of Pier 6 and 7 and Pier 8, the majority of existing surface parking will be displaced by development. The only parking that will remain is approximately 338 spaces in the Leander Rowing Club and Royal Hamilton Yacht Club lots, as well as on-street parking; and,
- The result of this updated assessment is that the City remains in a projected shortfall of a minimum of 500 spaces, notwithstanding Hamilton Street Railways transit service enhancements, and the implementation of a range of Traffic Demand Management measures. This figure is representative of typical weekday demands. On summer weekends and evenings where there are events, the parking shortfall is projected to be in the order of 850 spaces at full build-out. While it is possible to accommodate some of this shortfall in off-site locations such as Bayfront Park, parking shortfalls are such that parking is likely to infiltrate into neighbourhoods, with increased illegal parking and associated problems.

Recommended Amendments to West Harbour Parking Strategy

Based on rationale above, staff recommend a series of Actions as part of implementing the Updated West Harbour Parking Strategy, as outlined in Appendix “A” to Report PED24151.

Next steps

Subject to Council approval of recommendations of Report PED24151, staff will proceed with negotiations with Waterfront Shores in relation to incorporating public parking within the Area of Focus, and report back to West Harbour Development Sub-Committee in Q2 2025. It is important that a decision made on the integration of public parking into Pier 8 “Area of Focus” due the amount of lead time required into designing the building, associated parking and related parking agreements with Waterfront Shores.

ALTERNATIVES FOR CONSIDERATION

Council could choose to pursue an alternative parking supply strategy which would focus on the construction of a stand-alone parking structure on the Leander Lot. This is

not recommended as this structure would not be as optimally located as an integrated parking structure on Pier 8.

Council could also choose to not pursue any option to secure future public parking. This is not recommended as the impacts of not providing public parking are likely to result in negative impacts on adjacent neighbourhoods and potentially impact the overall viability of the City's Vision for Waterfront development.

APPENDICES AND SCHEDULES ATTACHED

Appendix "A" to Report PED24151 – Updated West Harbour Parking Strategy,
November 2024

Appendix "B" to Report PED24151 – Area of Focus for Public Parking Opportunity with
Waterfront Shores

Appendix "C" to Report PED24151 – Technical Assessment of Public Parking
Requirements