



Hamilton

WEST HARBOUR DEVELOPMENT SUB-COMMITTEE

November 26, 2024

Updated West Harbour Waterfront Parking Strategy



Photo credit: Dave Gruggen

Public Parking – A Component of Municipal Asset Portfolio

Public Parking is a Public Asset Serving a Range of Public Interests

Various Municipal Assets:

- ✓ **Public Parking** 
- ✓ Storm Water / Water / Wastewater
- ✓ Waste and Diversion
- ✓ Transportation
- ✓ Parks and Open Space
- ✓ Recreation
- ✓ Civic Facilities
- ✓ Cemeteries
- ✓ Transit
- ✓ Information Technology



Source: Google

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Waterfront Parking Strategy is Multi-Pronged and Will Evolve over Time

- Use of available existing public parking supply at remote lots (Bayfront and Eastwood)
- Existing and Enhanced Transit Service
- Provision of Cycling and Walking Infrastructure, Transportation Demand Management Measures
- Use of Pricing Strategies for Paid Parking
- Monitor and Manage and Recalibrate Strategies as area Develops
- Additional public parking spaces for vehicles

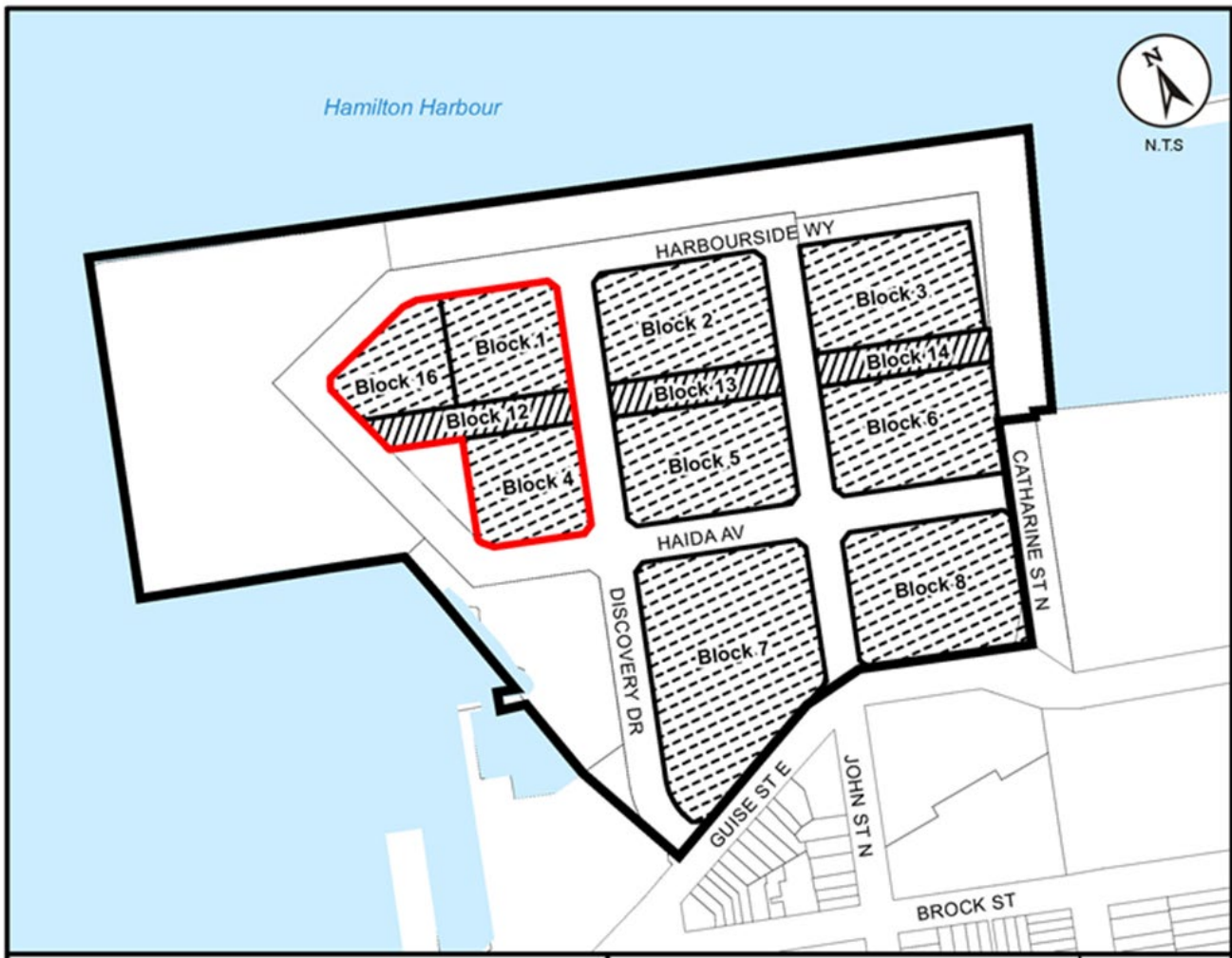
Projected Parking Shortfall

- Updated Analysis projects a shortfall of 500 (weekday) – 850 (weekend) parking spaces at full-build out of Waterfront
- Projected shortfall is due to displacement of existing parking by development, as well in additional public uses (excludes Pier 8 development)
- Projections take into account high levels of transit/walking/cycling, use of remote parking, and shared parking between uses
- Notwithstanding projected shortfall, there is a need to find the right balance between demand and supply: Too much parking is as harmful as too little
- Insufficient parking can impact roles of the West Harbour, being both a city-wide destination and neighbourhood
- Parking supply and paid parking can be phased in

Components: Updated Parking Strategy

1. Integrate parking spaces in development
2. Pause Pier 4 Above Ground Parking Structure Study
3. Paid Parking
4. Increased Transit Service
5. Implement Range of Travel Demand Measures
6. Monitor and Manage Evolving Parking Demands
7. Temp Parking Lot Improvements
8. Ensure Required Parking within Pier 8 is Provided
9. Use Remote Lots
10. Explore End-of-Line Transit Infrastructure

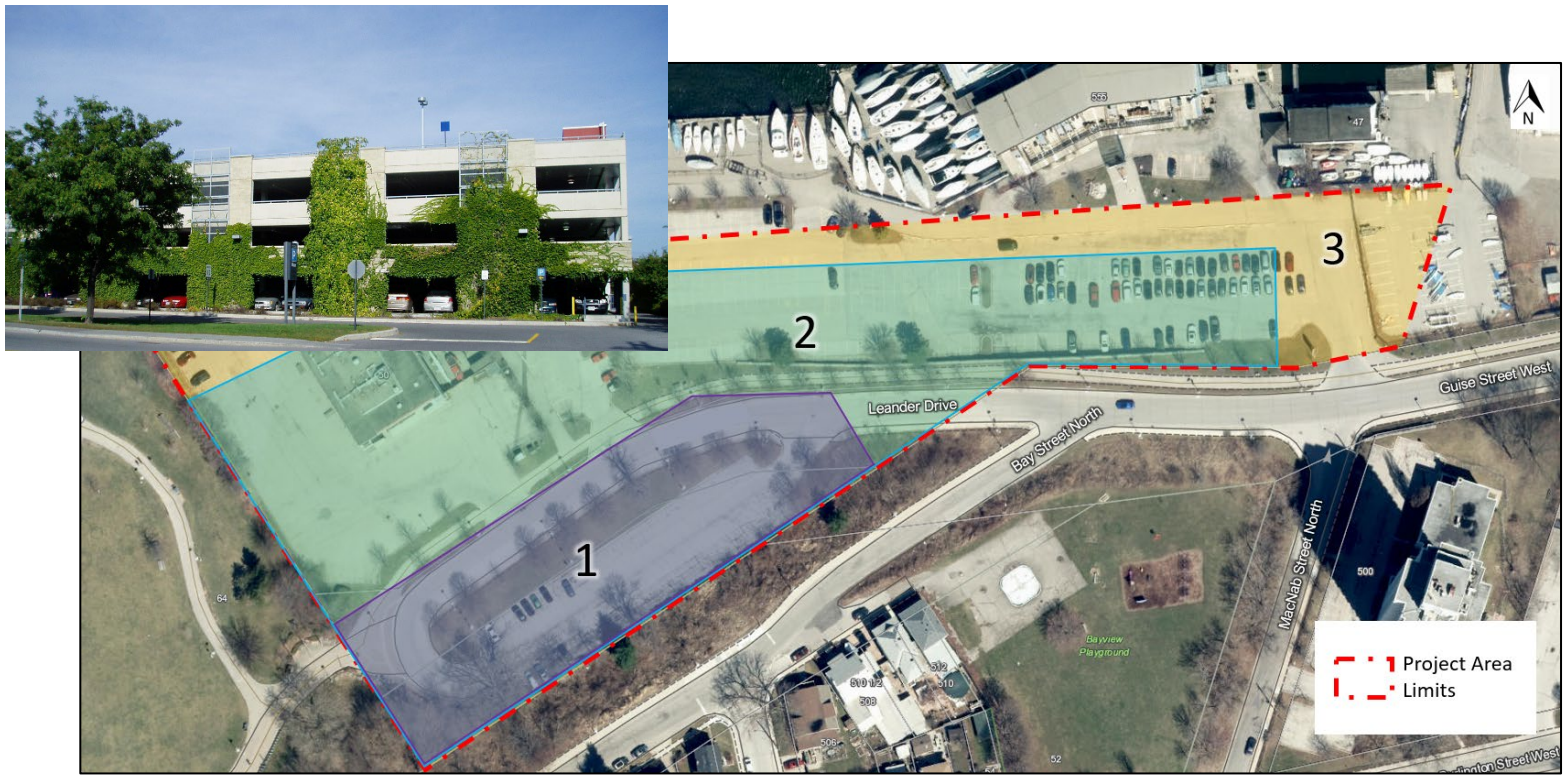
Integrate Public Parking Underground – Pier 8 “Area of Focus”



General “Area of Focus” for Below-Grade Parking Structure



Pause Pier 4 Above-Ground Parking Structure Study



Previously identified locations for potential parking structure (Leander lots)

Source: Google

Implement Paid Parking Program



Source: Google

Increase West Harbour Transit Service and Explore HSR

Transit End-Of-Line Locations (Williams or Leander Areas)



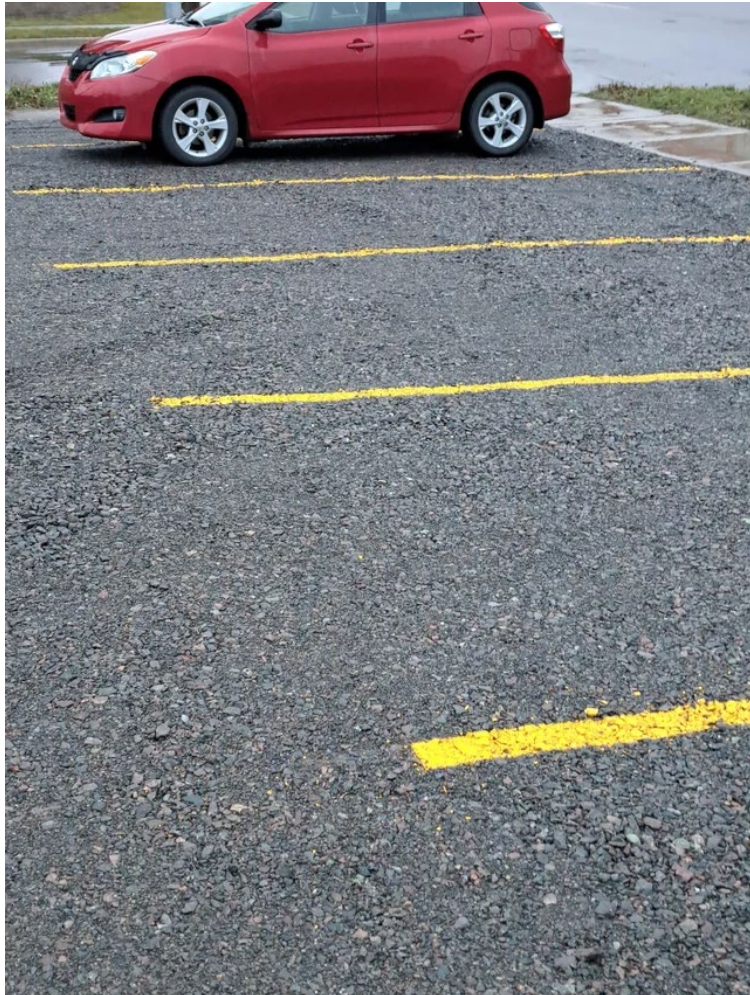
Source: Google 11

Implement Traffic Demand Measures



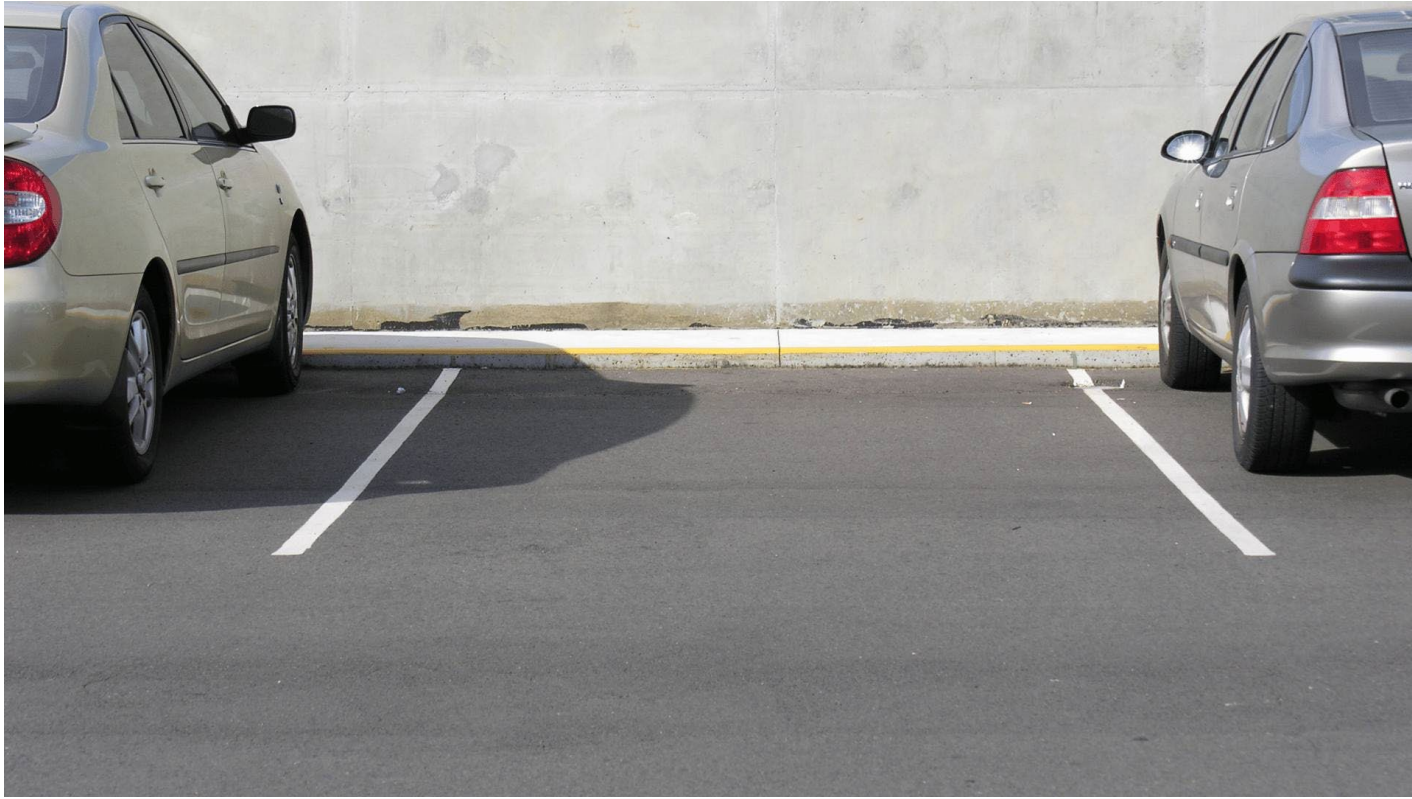
Source: Google 12

Proceed with Improvements to Pier 8 Temporary Parking Lots



Source: Google

Provision of Private Parking Spaces within Waterfront Shores Pier 8 Development



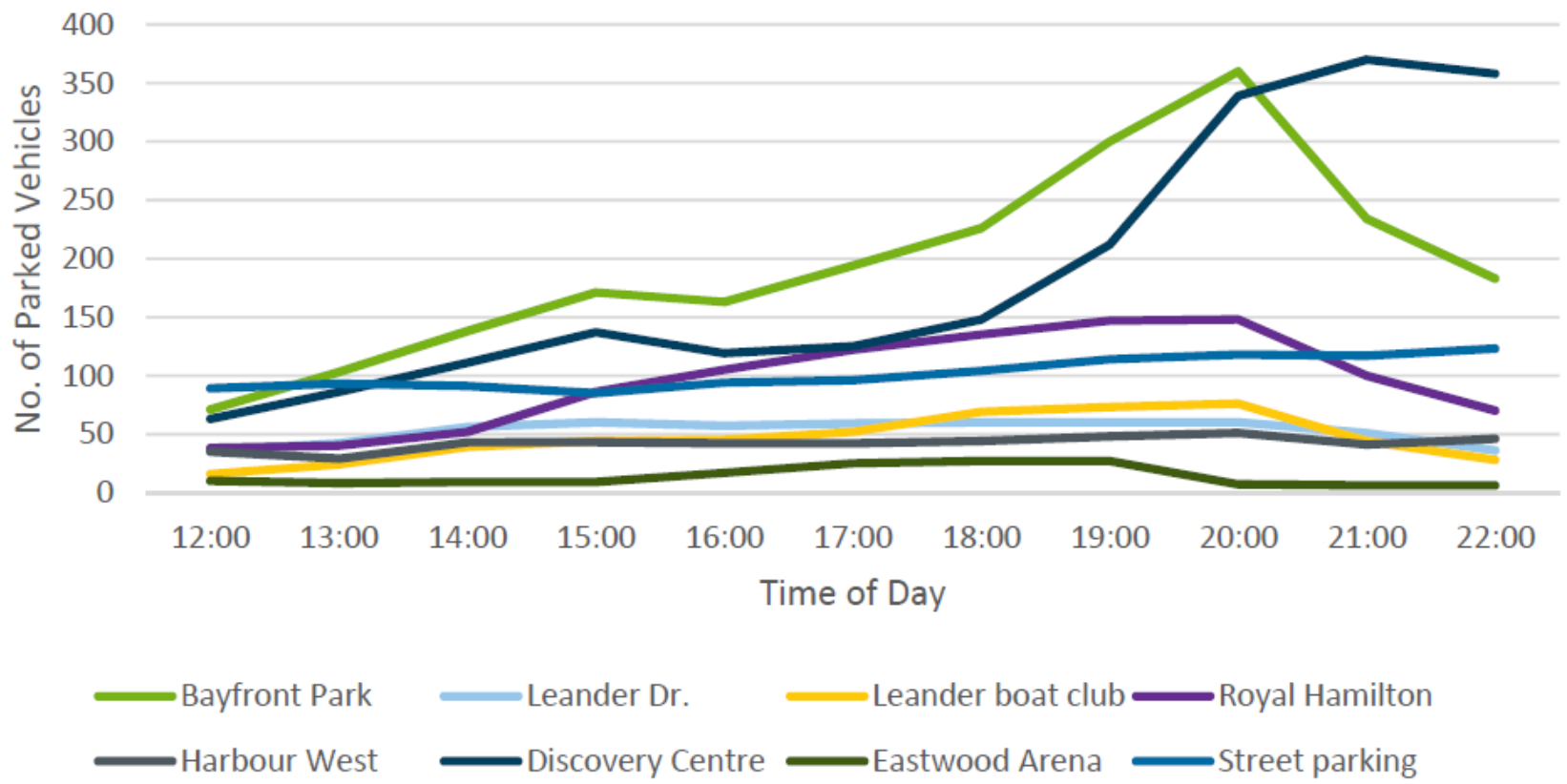
Source: Google

Utilize Remote Lots (Bayfront Park and Eastwood Park)



Source: Google

Monitor and Manage Parking Demands



Source: Google

Key Report Recommendations - Summarized

- **Approve** the Updated West Harbour Parking Strategy
- **Negotiate a parking agreement** with Waterfront Shores to integrate 300 public parking spaces within the “Area of Focus” on Pier 8
- Concurrent to negotiations, City staff to **assess ownership/operating model options** and financial implications and **report back** to Committee/Council prior to finalizing the agreement