

Updated West Harbour Parking Strategy, November 2024

Action Item	Target	Lead
<p><b>1) Integrate Public Parking Supply on Pier 8 as part of Waterfront Shores Corporation’s Development.</b></p> <p>Negotiate with Waterfront Shores Corporation, based on the 2024 Technical Assessment of Public Parking Requirements, to secure up to 300 public parking spaces within the future underground parking structure on Pier 8 within the Area of Focus as illustrated on Appendix “B” to Report PED24151.</p> <p>Concurrent to this negotiation, staff will assess financial implications of securing public parking spaces, and suitability of various operating models. Options to be assessed will include: capital cost expenditure for parking spaces; deductions from the net closing proceeds on the sale of the development blocks with Waterfront Shores; cost recovery; etc.</p> <p>Capital and operating implications associated with these spaces will be identified concurrent to the negotiation process and reported back to Committee/Council for decision prior to finalizing a public parking agreement with Waterfront Shores Corporation.</p>	<p><b>Q4 2025</b></p>	<p><b>MLDO</b></p>
<p><b>2) Pause Pier 4 Area Above-Ground Parking Structure Location Study and Financial Analysis.</b></p> <p>This study should be paused and can be reinitiated subject to outcomes of ongoing monitoring of the waterfront’s evolving parking supply/demand context warranting additional spaces beyond any additional spaces accommodated within the Waterfront Shores development on Pier 8.</p> <p>Funds previously approved for conducting the Above-Ground Parking Structure ‘feasibility study’ will be used for costs associated with the assessing capital and operating costs of public parking options on Block 16, which is the current “Area of Focus” for public parking.</p>	<p>Not Applicable</p>	<p><b>MLDO</b></p>
<p><b>3) Implement a Paid Parking Program for Waterfront Lots and On-Street Along Guise Street</b></p>	<p><b>Q2 2025</b></p>	<p><b>Transportation and Parking Services</b></p>

<p>Introduce paid public parking for existing lots to manage demand and encourage use of sustainable transportation modes. Initial focus is planned for Pier 8 and vicinity. Each of the lots would be identified with a City parking zone number and equipped with parking machines.</p> <p>It is expected that this will be a net positive impact on parking revenues through the collection of paid on-street parking and enforcement. There will be small cost for installation of equipment which has been budgeted for within Transportation and Parking Services budget.</p>		
<p><b>4) Increase West Harbour Transit Service</b></p> <p>Hamilton Street Railway (HSR) is introducing the next Transit Growth Strategy in January 2025. While the plan is currently in draft, including implementation phasing, it envisions significant improvements in service for the West Harbour area.</p> <ul style="list-style-type: none"> <li>- Increasing service frequencies on today’s 20 A-Line and 4 Bayfront routes</li> <li>- Extending service span to run 5am-2am on weekdays and Saturdays, 6am-1am on Sundays.</li> <li>- Extending 27 Upper James to serve Pier 8 via James, Wellington / Victoria, and Burlington</li> <li>- Restructuring the network to create a new transit hub at West Harbour, with nine routes serving the mountain, lower city, and Ancaster connecting at West Harbour GO.</li> </ul> <p>These service level enhancements will be funded through City’s operating budget process.</p>	<p><b>On-Going</b></p>	<p><b>Transit</b></p>
<p><b>5) Implement Travel Demand Measures (TDM)</b></p> <p>Staff will continue to implement measures identified in the 2016 Pier 7/8 Transportation Demand Management Detailed Report, IBI.</p> <p>Staff will implement the following proposed measures including:</p> <ul style="list-style-type: none"> <li>- Paid parking on Pier 8</li> <li>- Increased transit service</li> <li>- Shared parking arrangements between uses</li> <li>- Shared ride</li> <li>- Vallet bike parking during events</li> <li>- Bike share locations</li> <li>- Community-based social marketing</li> </ul>	<p><b>On-Going</b></p>	<p><b>Corporate-Wide (MLDO, Planning, Transportation and Parking Services), Transit</b></p>

<p>- Incorporate additional TDM measures as part of Waterfront Shores development for private uses, at time of site plan application.</p> <p>The above initiatives can be incorporated into work plans for the Sustainable Mobility Team and in combination with Hamilton’s Smart Commute.</p>		
<p><b>6) Monitor and Manage Parking Demands Associated with Public Use and Municipal-Interest Uses</b></p> <p>Continue to monitor and manage parking demands associated with:</p> <ul style="list-style-type: none"> <li>(i) Increasing visitors to the public open spaces such as Copps Pier, James St. Plaza, and events as the waterfront serves as city-wide waterfront public amenity and tourist destination;</li> <li>(ii) Additional visitors in relation to the Hamilton Public Library’s vision for reuse of the Discovery Centre as a library, Indigenous gathering space, exhibit/gallery, café and visitor amenities;</li> <li>(iii) Changing visitor patterns to City’s third-party leasehold interests including: Leander Boat Club, Royal Hamilton Yacht Club, Hamilton Bay Sailing Club, Harbour West Marina, Macassa Bay Yacht Club, and Williams Fresh Café;</li> <li>(iv) Projected increase of visitors associated with Parks Canada HMCS Haida National Historic Site and need for the spaces relative to Parks Canada offices;</li> <li>(v) Elimination of Temporary Surface Parking Lots on Pier 8 as development by Waterfront Shores progresses across Pier 8; and,</li> <li>(vi) Elimination of currently available public parking spaces in the lot near Leander to accommodate required parking spaces associated with the four (4) development blocks located on Piers 6/7, through a real estate agreement related to the disposition process.</li> </ul> <p>Issues and opportunities that arise shall be reported via West Harbour Development Sub-Committee staff reports as required.</p>	<p align="center"><b>On-Going</b></p>	<p align="center"><b>MLDO; CREO; Transportation and Parking Services.</b></p>
<p><b>7) Proceed with Improvements to Pier 8 Temporary Parking Lots</b></p>	<p align="center"><b>Q2 2025</b></p>	<p align="center"><b>Engineering Services</b></p>

<p>Proceed with constructing improvements to the existing temporary parking lots (e.g. gravel or asphalt enhancements, sidewalks, driveway accesses).</p> <p>Costs associated with these improvements have previously been approved through staff Report PED23078 West Harbour Redevelopment: Interim Conditions and Transition Plan.</p>		
<p><b>8) Ensure Waterfront Shores Provides Parking Associated with Private Development, consistent with City’s Zoning By-law.</b></p> <p>Waterfront Shores will be required to provide parking spaces associated with Pier 8 development as part of future site plan applications for each of the nine (9) development blocks across Pier 8. The City will work with Waterfront Shores to confirm parking requirements associated with private development.</p>	<p><b>At Site Plan Application and Building Permit Application Stages</b></p>	<p><b>MLDO; Planning Division; Building Division</b></p>
<p><b>9) Utilize Remote Lots at Bayfront Park and Eastwood Park</b></p> <p>Utilize remote lots at Bayfront Park and Eastwood Park to supplement parking needs during peak weekends and special events. Promote parking availability at these locations during large events and add signage.</p>	<p><b>On-Going</b></p>	<p><b>Transportation and Parking Services</b></p>
<p><b>10) Explore opportunity to incorporate HSR Transit end-of-line location near Williams Café or west end of Guise St. near Leander along with public restrooms through the Transit Growth Strategy.</b></p> <ul style="list-style-type: none"> <li>- HSR’s Transit Growth Strategy sees nearly a dozen routes operating in the West Harbour area, including nine intended to terminate at West Harbour GO. Work is currently underway to identify how these routes could operate out of a new facility at West Harbour GO. A new facility would require joint study by Metrolinx and the City of Hamilton to advance.</li> <li>- Reducing the number of buses terminating at West Harbour GO in favour of end-of-lines along the waterfront reduces the cost and complexity of implementing the Transit Growth Strategy while improving transit access to and from the West Harbour waterfront.</li> <li>- An end-of-line location can be lightweight in approach. A new end-of-line would require 1-2 bus bays, access to washrooms for operators, and customer amenities like shelters and benches that</li> </ul>	<p>Timeframe to be determined as part of implementation of Transit Growth Strategy</p>	<p><b>Transit</b></p>

<p>can be provided through the waterfront's own street furniture programs.</p> <p>Budget impacts associated with implementing this action item will be identified through future Council decisions related to the City's Transit Growth Strategy.</p>		
---	--	--