



Hamilton



DEVELOPMENT OPPORTUNITY

PIER 8



• WEST HARBOUR •
HAMILTON





Figure 1: Indicative concept rendering from Pier 7 & 8 Urban Design Study, looking northeast

Comprehensive Vision for a Revitalized West Harbour Waterfront



Figure 2: The improvement and sale of Pier 8 will be a critical piece of a larger public strategy to revitalize the West Harbour waterfront precinct

SITE LOCATION AND AREA DESCRIPTION

Pier 8 is located at the east end of the West Harbour waterfront on the City of Hamilton's inner Lake Ontario harbour. The recreational waterfront is part of the 1,600 km Great Lakes Waterfront Trail and is connected to the Royal Botanical Gardens and Cootes Paradise, a restored marshland area that is nationally recognized for its importance to the region's biodiversity and endangered species.

Pier 8 is surrounded by water on its north, west, and east boundaries. To the north is open water; to the west is the Main Basin (Piers 5-7), which supports public and private marine facilities; and to the east is Pier 9, which is home to the HMCS Haida, a tourist attraction operated by Parks Canada. Along its southern boundary, fronting on the opposite side of Guise Street, is a mix of residential uses including single-family homes, row-houses, and a two-tower, high-rise apartment complex.

Located at the western tip of Pier 8 are existing structures and recreational facilities that are envisioned to remain within the public realm and do not form part of this offering. This tourist attraction area is home to a casual dining café, a fine-dining restaurant, a public skating rink, and multi-purpose meeting and event spaces.

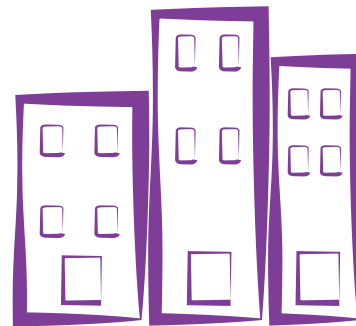
The improvement and sale of Pier 8 will be a critical piece of a larger public strategy to catalyze revitalization of the West Harbour waterfront precinct. Concurrent with the development of Pier 8, the City will redevelop the public recreational areas between Bayfront Park and Pier 7, while future mixed use development is also envisioned on the Barton-Tiffany Lands located approximately 1.5 km southwest of Pier 8, of which the City-owned parcels will be sold through a separate solicitation process.

Pier 8 Opportunity – Quick Facts

Figure 3



\$80 M worth of public investments over the next two years has been committed to enhancing the recreational waterfront



Approximately 1,500 families and a variety of retail and community uses will create a year-round animated destination



11.6% average annual growth rate of condo sale prices (listed properties only) in Hamilton from 2012-2016

PIER 8 DEVELOPMENT OPPORTUNITY

The City of Hamilton is preparing to initiate a Request for Qualifications (RFQ) to call for and identify qualified developers who are interested in purchasing prime waterfront lands with the intent to develop a new, mixed-use community. The sale offering will be for 5.24 hectares of serviced, development-ready land (“Subject Lands”), integrated with a remarkable public recreation area.

VALUE PROPOSITION

Pier 8 will be the heart of Hamilton’s revitalized, urban waterfront, supported by a mix of residential, retail, community, and cultural uses. The project will give developers the chance to contribute to a lasting legacy on the City’s waterfront.

The upcoming land sale offering at Pier 8 represents a unique opportunity and value proposition:

- Hamilton is currently one of the hottest residential markets in the country;
- Hamilton’s transit connectivity with Toronto and the Greater Toronto Area has significantly improved with the completion of the new Regional Express Rail West Harbour GO Station, located only 1 km away from the Subject Lands;
- Pier 8 is one of very few opportunities to control significant urban, development lands on Lake Ontario;
- The City is undertaking much of the land development risks through pre-zoning, plan of subdivision, municipal servicing, filing a Record of Site Condition, and installing public amenities. The remaining risks to the developer would primarily be marketing and construction risks; and
- The City has made commitments to upgrade existing infrastructure and recreational facilities, and to develop new attractions, at Piers 5-7, that would create even more animation and sense-of-place in the immediate area.



Figure 4: Pier 8 will be well connected to the rest of the City and Greater Golden Horseshoe region through a network of higher-order transit lines and nearby highway access

A summary of the major planned capital projects at Piers 5-8 can be found in Table 1. To-date, the City has already approved funding for \$80 million of a \$136 million projected multi-year implementation budget. The gross area of this entire redevelopment project is approximately 17 hectares (42 acres).

After re-zoning and subdivision are complete, Pier 8 will yield approximately 5.24 ha (13 acres) of fully-serviced land spread across

nine developable parcels (see Figure 5 - pg.6), that combined, will permit approximately 124,000 square meters (1.33 million square feet) of gross buildable area that can support upwards of 1,500 residential units, street-front retail, and community spaces. The City intends to retain ownership of the road network and public open spaces, for which it will be responsible to maintain.

Table 1: Recently Completed, In progress, and Planned Public Investments at Piers 5-8

Project Description	Approx. Value (millions)	Phasing / Target Completion	Funding Status
Pier 7 Shoreline, Boardwalk and Transient Docks	\$4.0	Completed (2016)	Project Complete
Replace Marina Floating Breakwater	\$3.3	Completed (2016)	Project Complete
Replace Marina Docks	\$7.1	2017	Full
Piers 7-8 Draft Plan of Subdivision and Zoning	\$0.6	2015-2017	Full
Record of Site Condition, Site Prep and Remediation	\$3.5	2018	Full
Piers 6-8 Servicing Design & Construction	\$9.5	2016-2017	Full
Piers 5-7 Shoreline Rehabilitation and Boardwalk	\$11.3	2018-2019	Full
Piers 6-7 Artisan & Commercial Village Public Amenities	\$4.2	2018-2019	Full
Pier 8 Shorewall Rehabilitation	\$16.2	2018-2019	Full
Pier 8 Park, Promenade, Public Washrooms	\$8.8	2018	Full
Pier 8 Sanitary Pumping Station & Forcemain	\$2.9	2017	Full



Pier 8 Proposed Land Use Plan



Figure 5: The City is taking on the work and costs of pre-zoning, subdividing, servicing, filing a Record of Site Condition, and creating attractive public space on Pier 8 with the intention of mitigating the development risks and enhancing the value of the site. Blocks 1-8 and 16 on this diagram comprise the Subject Lands (outlined in yellow).

CONCEPTUAL VISION

In 2015, the City commissioned planning firm Brook/McIlroy to conduct an Urban Design Study for Piers 7 and 8 (“UDS”), which included creating an indicative concept plan for the site that illustrates what the entire development could look like at full build-out, including both public and private areas. This plan was adopted by Council in May 2016 to serve as the overall design guidelines for Piers 7 and 8.

Table 2 summarizes the attributes of each Development Block and the UDS concept for each. Illustrative renderings of the UDS concept are shown in **Figures 1 and 6** - pgs. 1 and 8.

This indicative concept is simply an example of what is possible given the design guidelines and applicable planning policy. Within these parameters, many different variations can be created, and each Prequalified Proponent will have the opportunity to present its own concept at the Request for Proposals (RFP) stage; however, all concept proposals will be expected to conform to the applicable planning policies. Additionally, the City intends to carry out the proposed layout plan from the UDS with respect to the road network, public open spaces, and storm water management features. These public elements are reflected in the Draft Plan of Subdivision, and will be reiterated in greater detail in the RFP.

Table 2: Description of Development Blocks and Urban Design Study Concept Results

Development Blocks on Offer				Urban design Study concept (for illustration purposes only)		
Block Number ¹	Land Use ²	Size (ha.)	Max. Permitted Height ²	Residential Gross Floor Area (sqm.)	Estimated Number of Units	Commercial/Institutional Gross Floor Area (sqm.)
1	Residential	0.38	8 storeys	9,000	90-117	N/A
2	Residential	0.56	8 storeys	20,800	192-294	N/A
3	Mixed Use	0.73	6 storeys	16,900	156-238	600
4	Mixed Use	0.37	8 storeys	9,000	87-119	340
5	Mixed Use	0.56	6 storeys	3,250 ³	36	500 ³
6	Mixed Use	0.56	6 storeys	13,000	119-182	1,500
7	Mixed Use	1.10	8 storeys	18,000	171-246	4,800
8	Residential	0.68	8 storeys	20,000	188-275	N/A
16	Institutional	0.30	4 storeys	N/A	N/A	6,800
TOTAL		5.24		109,950	1,039 - 1,507	14,540

1. Block Numbers correspond with **Figure 5** -pg. 6

2. As prescribed in the West Harbour Secondary Plan

3. UDS concept plan envisions this block as a centralized parkade structure surrounded by street-level townhomes and retail.





Figure 6: Indicative concept rendering from Pier 7 & 8 Urban Design Study, looking west

OFFERING PARAMETERS

In an effort to provide as much certainty as possible to prospective Proponents so that each may assess its degree of interest in participating in the forthcoming RFQ, the City would like to clarify the following:

- **Block Offering** – It is the City’s intent to select and engage with a single entity (principal or consortium) which can present a compelling master vision that will be consistently implemented across the Subject Lands.
- **Land Ownership** – The Subject Lands are currently owned by the City. Upon negotiation of transactional agreements, subject to final approval by City Council, the City intends to transfer fee simple ownership of the lands to the Successful Proponent. The City is also considering arrangements wherein the City retains ownership of some or all of the lands, until such time as the Successful Proponent requires control of specified parcels. Desired phasing of land purchases will be further addressed at the RFP stage;
- **Affordable Housing** – It is a City requirement that no less than 5% of the units in the project must meet the definition of “affordable home ownership”, as defined in the *City’s Municipal Housing Facility By-law*. The pricing threshold for this definition is a sale price that is at least 10% below the median resale price of all strata-titled units within the City of Hamilton, as reported monthly by the Realtor’s Association of Hamilton-Burlington.
- **Planning Applications** – The City has submitted applications for re-zoning and Draft Plan of Subdivision approvals consistent with the Official Plan and Secondary Plan. The City will also be managing any appeals to the Ontario Municipal Board with respect to these applications. All responses to the RFQ and RFP should be consistent with the applicable planning legislation, policies, and decisions.

- **Environmental Condition** – The City is in the process of finalizing Phase I and II Environmental Site Assessments at the site. Using this information, the City is working with technical consultants and the Ministry of Environment and Climate Change to complete a Risk Assessment and prepare a Risk Management Plan that will be applied toward the filing a Record of Site Condition and receiving a Certificate of Property Use for the entire site, including the Subject Lands. Prequalified Proponents who are invited to the RFP stage will be given an opportunity to engage with the City to further understand its Record of Site Condition execution strategy and the status of the filing process.



Taking a stroll along the marina at Pier 8

PIER 8 PLANNING CONTEXT

“Historic West Harbour has been the arrival point, the departure point, and a meeting place for generations of people. Many have made the West Harbour communities home for their families and their businesses. As an integral part of the residential, commercial, recreational, and creative heart of Hamilton, its residents have created a unique and dynamic culture that, together, are the West Harbour.” – Quote from West Harbour Vision Statement developed by community members’ working group

LONG-TERM STRATEGY FOR HAMILTON’S WATERFRONT

Beginning almost thirty years ago the City has been executing a long-term strategy to draw people to the waterfront through significant, public investments that have transformed the former industrial piers along the inner harbour into a spectacular recreational area. The City is now looking to leverage these public investments to attract private-sector investment to complete the area’s transformation.

As growth and housing demand in Hamilton has increased in recent years, financial commitments toward fulfilling these plans have been made firm and execution is nearing a crescendo as the City prepares to invite the private development industry to bid on the Pier 8 lands and bring a new mixed-use community to fruition.

The following is a summary of the most relevant plans and frameworks that have influenced, and continue to influence, the character of all development on and near Pier 8.

WEST HARBOUR SECONDARY PLAN

Pier 8 falls within the West Harbour Secondary Plan precinct, located immediately north of the Downtown core. It is bound by Cannon and York Street along the south, the shoreline along the north, Wellington Street to the east, and the far western point of Dundurn Park. This district encompasses several neighbourhoods and includes the waterfront parks and marina piers, as well as the new West Harbour GO Station (Metrolinx) and the HMCS Haida



Waterfront recreation areas today. Bayfront Park in foreground

(Parks Canada). The City owns numerous strategic real estate sites within this district, including Pier 8, which are intended to serve as cornerstones and catalysts of future growth and revitalization for the benefit of the whole City.

The Secondary Plan, titled *“Setting Sail”*, represents the culmination of several years of public consultation and research of urban planning best practices to define the desired character of all future growth, development, and land-use activity in the precinct. As a statutory document, Setting Sail is part of the legal planning framework, to which all development activity, both private-sector and City-led, must conform. The original plan was adopted by City Council in 2005 by way of an Official Plan Amendment, and endorsed by the Ontario Municipal Board in 2012 following the dismissal of statutory appeals.

The plan is guided by eight core principles:

1. Promote a healthy harbour;
2. Strengthen existing neighbourhoods;
3. Provide safe, continuous public access along the water’s edge;
4. Create a diverse, balanced and animated waterfront;
5. Enhance physical and visual connections;
6. Promote a balanced transportation network;
7. Celebrate the City’s heritage; and
8. Promote excellence in design.

Setting Sail prescribes the allowable land uses, heights, and densities of the Pier 8 lands. It also delineates the road network and public open spaces. All Proposals arising from the Request for Proposals subsequent to the RFQ will be required to conform to the policies and principles laid out in Setting Sail.

WEST HARBOUR WATERFRONT RECREATION MASTER PLAN (“REC MASTER PLAN”)

Originally conceived in 2005, and endorsed by Council in 2010, the West Harbour Waterfront Recreational Master Plan (“Rec Master Plan”) follows Setting Sail and serves as the City’s blueprint for long-term investments in public amenities that will improve the general public’s accessibility to, and enjoyment of, the waterfront. The Rec Master Plan defines and clarifies planning design guidelines that would guide and shape the development of buildings and landscapes along the waterfront. (see Figure 8 - pg 16)

Encompassing Bayfront Park (Pier 1) through to the Main Basin (Piers 5-7), the Rec Master Plan envisions the following features:

- **Bayfront Park** (upgrades in planning stage): Public fountain, public art, swimming facilities, children’s play areas, picnic pavilions, public washrooms;
- **Macassa Bay** (upgrades in planning stage): Continued boating club uses, aquatic habitats and urban fishing enhancements, eventual relocation of Police Marine Unit (from Pier 7);
- **Pier 4 Park** (complete): children’s play areas, continued boating club uses; and
- **Main Basin** (upgrades in progress to 2019): continued boating club uses, upgraded and expanded on-water marina facilities (docks, breakwater), pedestrian bridges, aquatic habitats, public plaza and boardwalks, public art, mixed commercial buildings that could accommodate retail, food service, office, or hotel operations.





A family takes advantage of new visitor docking facilities at Pier 7 (opened summer 2016)

PIER 7 & 8 URBAN DESIGN STUDY

The UDS was developed as an extension to the Rec Master Plan, and similarly was built on Setting Sail's policy framework; it established a set of seven guiding principles that all future developments must consider:

1. A mix of uses to support a diverse and vibrant community;
2. Environmentally sustainable landscapes and architecture designs to create a low impact community footprint;
3. A community of complete streets designed for accessibility, walking, running, cycling, taking transit and driving;
4. A fixed street and park network that creates a variety of development blocks;
5. A variety of public spaces for active and passive recreation on the waterfront;
6. An architecture that is varied, contemporary and compatible with the surrounding areas; and
7. Marine and industrial elements in the landscape and/or architecture that acknowledge the area's history.

These principles are reflected in a suite of design guidelines that encompass the street network and rights-of-way, parking, building design, and open space and infrastructure planning. The UDS was adopted by Council in May 2016.

A further exercise to the UDS included an indicative concept plan for the site that illustrates what the entire Pier 8 development could look like at full build-out, including both public and private areas. This indicative concept incorporated the following values:

- A community framed by open space;
- Maintain views to the water;
- A naturalized approach to managing storm water;
- A variety of building heights and massing;
- A diversity of land uses;
- Community and cultural uses as anchors;
- A well-connected pedestrian and cyclist network;
- Ground floors framed by active uses;
- A mix of parking solutions; and
- A network of green streets.



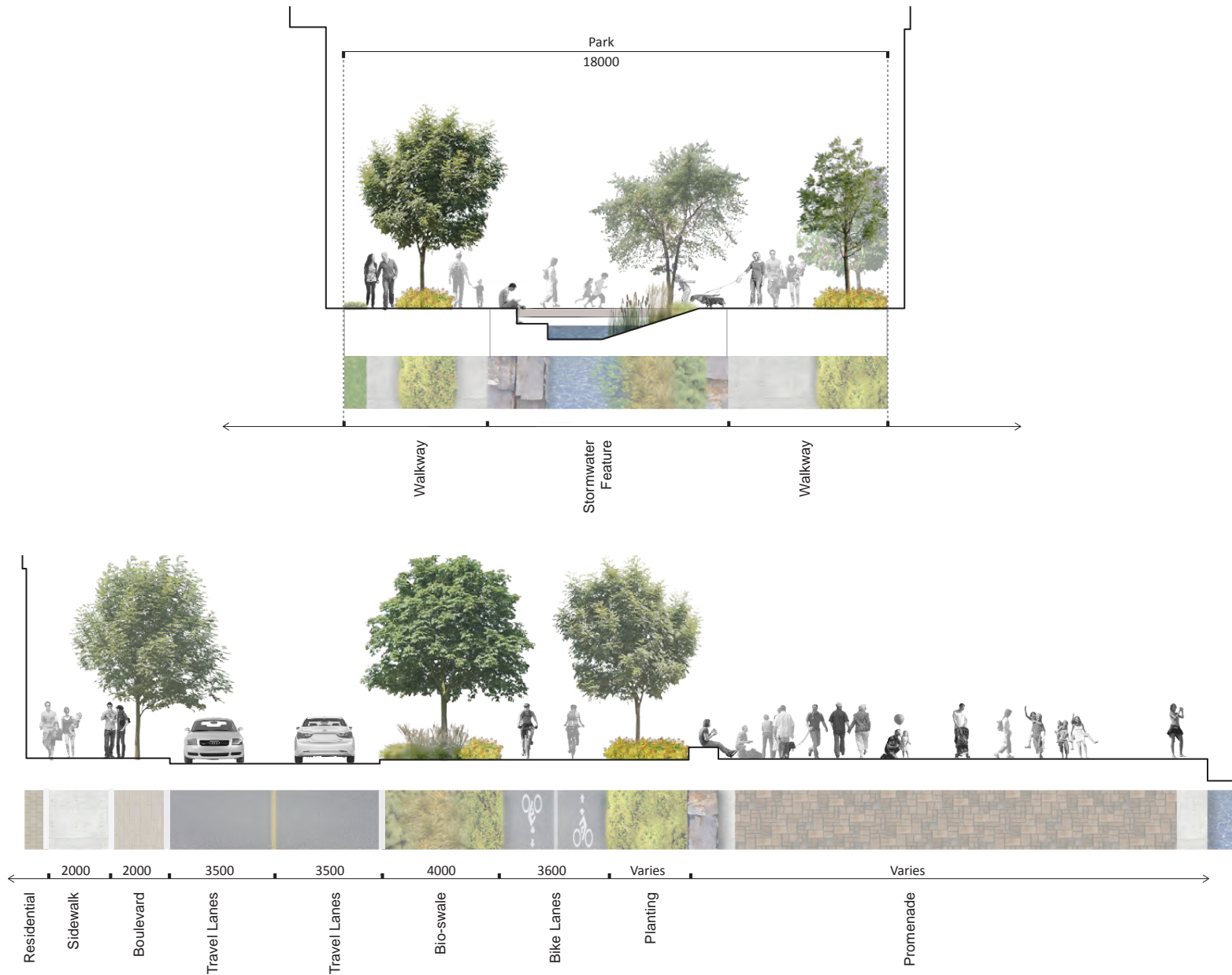


Figure 7: From Pier 7 & 8 Urban Design Study, (Top) The proposed greenway is a pedestrian and cycling street that will double as a naturalized storm water management feature. (Bottom) A public promenade will provide exclusive pedestrian access to the water's edge around the entire perimeter of Pier 8.

WEST HARBOUR WATERFRONT REDEVELOPMENT PLAN

In 2015, capital plans for the harbour's Main Basin (Piers 5-7) and Pier 8 were laid out in a West Harbour Waterfront Redevelopment Plan. This plan envisions a transformation of the Pier 5-8 lands to include a variety of linked open spaces and surrounding commercial uses that will fulfill long-standing goals of bringing the public directly to the water's edge.

This plan also includes enhancements to Pier 8 that will make the lands ready for sale, development, and marketing and will provide as much certainty as possible for developers so that they can focus on market and construction risk. This plan includes the following undertakings by the City:

- Manage technical studies, public consultations, regulatory approvals, and statutory appeals to re-zone and subdivide the site in conformity with the Official Plan and Secondary Plan;
- Demolish existing structures, grade the site, and install the road network and all municipal infrastructure;
- Execute an application with the Ministry of Environment and Climate Change in order to file a Record of Site Condition for the entire site; and
- Design and build public open spaces including a 30-metre wide promenade park along the pier's perimeter and a public "greenway" that also serves as a storm water management feature.

In 2016, the City's Waterfront Development Office submitted Zoning By-law Amendment and Draft Plan of Subdivision applications. Approval of these applications will allow the City to subdivide Pier 8 land to include public rights-of-way, public open space, and up to nine developable blocks zoned to accommodate

mixed-use buildings. The City's Planning Department will present its recommendation to approve the application to Planning Committee in April 2017.

Subsequently, through 2017 and 2018, the City intends to install the road network and municipal services, file an environmental Record of Site Condition, and commence the build-out of the public amenity spaces. Concurrently, the City will also begin the process of planning for an Artisan and Commercial Village envisioned at Piers 6-7, which will include relocation of the Police Marine Unit, boardwalk connections, conceptual designs, and updated feasibility studies.



The waterfront parks are a popular venue for major, public events

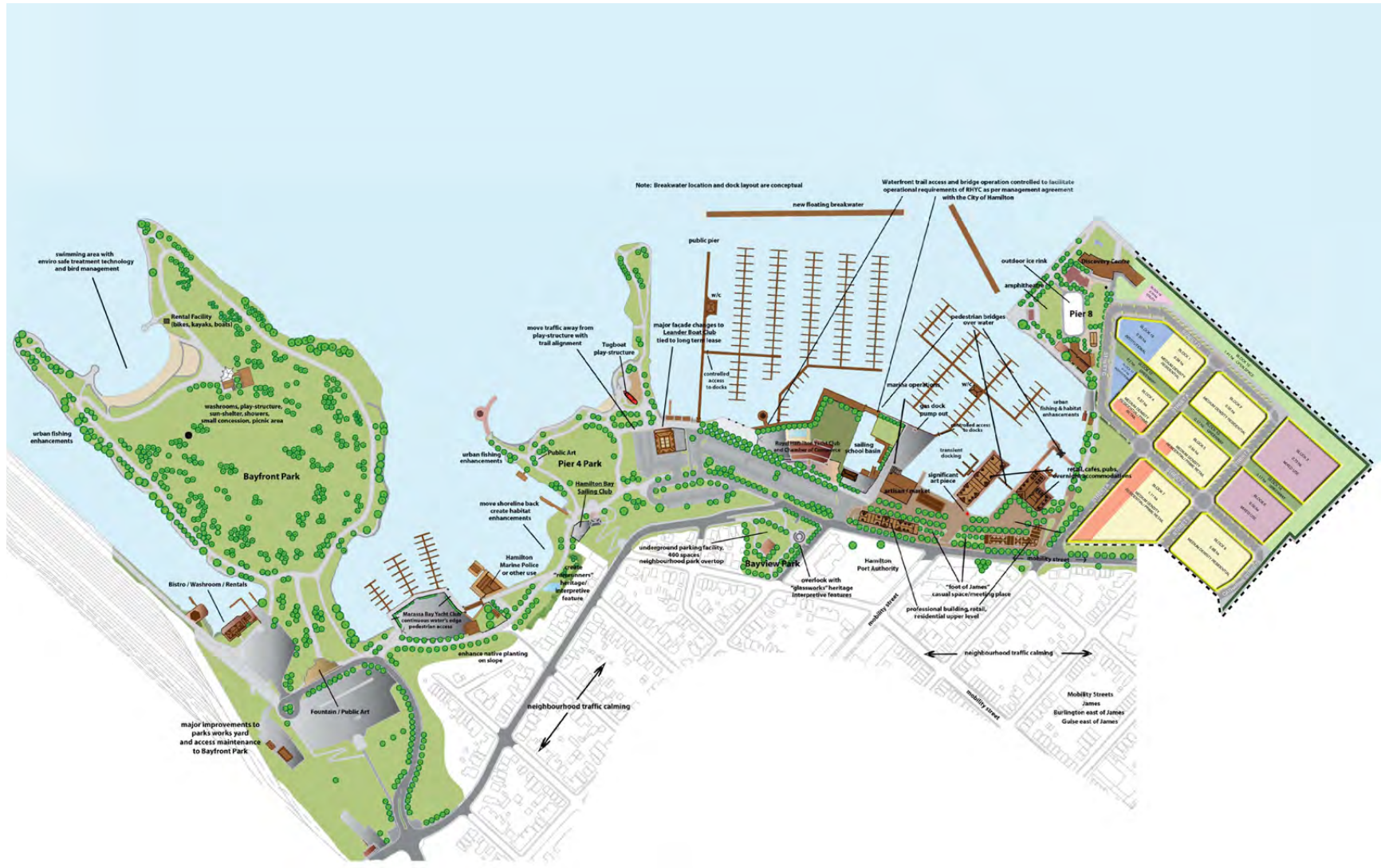


Figure 8: The West Harbour Waterfront Recreation Master Plan articulates a broad vision for the publicly-accessible recreation amenities that will connect with Pier 8. Much of this vision will have been fulfilled, or be in the design stage, by the time Pier 8 is ready for development.

HAMILTON'S TIME HAS COME

The City of Hamilton is experiencing a renaissance in recent years which is expected to remain robust as growth trends and infrastructure investments continue. Pier 8 is ideally situated and timed to benefit from these trends.

IN THE PATH OF GROWTH

As the Greater Toronto Area continues to prosper and grow, so too does Hamilton, as it increasingly becomes integrated with the neighbouring region. The Province of Ontario already identifies Hamilton as an integral part of the Greater Golden Horseshoe economic engine, as well as Metrolinx's expanding regional

transportation system. With its historical downtown core and varied housing stock, Hamilton presents itself as a popular option for households looking for affordable urban living as an alternative to Toronto.

- The Greater Toronto and Hamilton Area (GTHA) is currently experiencing tremendous levels of growth with research indicating 3.3 million people expected to be added to the region over the next 25 years, of which 7.2%, or 238,000, will choose to settle in Hamilton.
- An increasing number of homebuyers who have been priced out of Toronto have set their attention towards Hamilton. CMHC reports that the major trend in Hamilton's real estate market is an influx of Toronto buyers looking for more affordable homes.
- Hamilton's transit connectivity with Toronto and the GTA has significantly improved with the completion of the new West Harbour GO Station, the City's second, downtown GO Train station. Furthermore, Metrolinx has announced that GO service will be extended towards St. Catharines by 2023 with a station in Stoney Creek to be connected with West Harbour GO by 2021.



The new West Harbour GO Station (1 km from Pier 8)

HAMILTON'S REVITALIZATION

Over the past several years, the City of Hamilton has been experiencing significant revitalization as both employers and residents rediscover the fundamentals that make Hamilton a great place to live, work, and invest. This is evidenced by the fact that the construction value of building permits issued has exceeded \$1 billion in each of six of the past seven years.

The revival of Hamilton's Downtown core and urban neighbourhoods, is indicative of a new wave of investment interest in the City, an important pillar of which has been investments made by governments and local institutions. Many of these completed and planned investments will benefit the Pier 8 development either through proximity to higher concentrations of people or through improved connectivity:

- The new West Harbour GO Station connects the waterfront communities directly to the Greater Toronto Area and Niagara Region;

- A \$1 billion planned rapid transit network will ultimately link Pier 8 to the City's urban neighbourhoods in the east and west, including McMaster University's Main Campus;
- The City has committed \$80 million towards upgrades to the waterfront recreation areas that will increase the appeal of the waterfront;
- Hamilton Health Sciences plans to add a new Children's & Women's Hospital to its downtown, Hamilton General Hospital campus; and
- McMaster University built an \$85 million new campus facility for its DeGroot School of Medicine in the heart of downtown.

In tandem with these public investments, Hamilton's urban neighbourhoods have been experiencing an upsurge of new private development. Interest has particularly been focused on hotels, condos, rental apartment buildings, private student residences, and specialty retail.



Braley Health Sciences Building is the new downtown campus for McMaster University's School of Medicine



Conceptual rendering of planned LRT running through Downtown Hamilton along King St. E

MARKET DYNAMICS

The notion of home ownership remains a top priority for Canadians across the country. The RE/MAX 2017 Housing Market Outlook found that 53% of respondents expressed an interest in purchasing a home. Of those surveyed, 47% indicated that they were seriously considering a home purchase in the next five to 10 years.

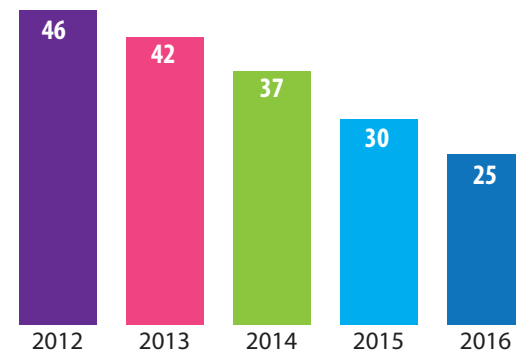
Of those looking to purchase a home, millennials have shown an increased desire to join the market. An RBC Home Ownership Survey conducted in 2016 indicated that 43% of millennials have shown interest in purchasing a home within the next 3 years; up from 34% in 2015. The largest obstacle to home ownership cited by millennials was the increasing price of housing in Canada's major markets. This should come as no surprise as regional markets in close proximity to Canada's highest-price cities have continued to experience steady interest from local 'move-up buyers' who are looking to find a balance between affordability and square footage.

The GTA Housing market continues to see increased growth as the average residential sale price rose by 17% to \$725,857, up from \$622,217 in 2015. As mentioned earlier, 'move-up buyers' have continued to drive demand in the market for single-family detached homes valued up to \$1.5 million in Toronto and \$1 million in the surrounding GTA. This trend is expected to continue in the foreseeable future due to land limitations and tightening mortgage rules.

Re/MAX also found that the Hamilton-Burlington market was the hottest market in the country in 2016 and will continue to see much higher than average growth in 2017. As indicated by a marked decline in a listed home's average number of days on market (**Figure 9** - pg.19), demand for property in Hamilton has increased significantly as it has emerged as an affordable housing option for those who have been priced out of Toronto. The pricing gap between houses in Hamilton and Toronto was \$228,577 in 2016 which is a significant increase from 2001 when the difference was \$79,081.

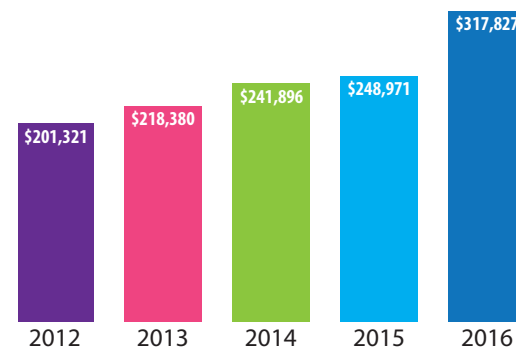
In particular, first-time buyers from the GTA have been eyeing the Hamilton market due to its relative affordability. The Hamilton market has traditionally attracted first-time buyers seeking out older, single-family detached homes and townhomes. However, affordability and the transit connectivity has begun to attract young professionals and retirees looking to downsize.

Pricing for new condo sales in and around Downtown Hamilton have been fairly robust, giving rise to more projects reaching feasibility, as well as continued upward pressure on land sale prices. However, to date, no significant waterfront developments have launched, which makes the potential of Pier 8 truly transformational.



Source: Realtors' Association of Hamilton-Burlington

Figure 9:
Average Days
on Market – Hamilton



Source: Realtors' Association of Hamilton-Burlington

Figure 10:
Average
Condominium
Sales Price
(Listed Properties
Only) – Hamilton

SELECTION PROCESS

The process to select a Proponent to purchase and develop the Subject Lands shall be comprised of two stages, beginning with a Request for Qualifications stage.

DESIRED OUTCOMES

The selection process has been designed to motivate the chosen developer to implement innovative solutions that can fulfill or exceed the City's desired outcomes. The City hopes to achieve the following outcomes through the sale and re-development of Pier 8:

- A vibrant, mixed-use community that enhances the area while respecting the existing neighbourhoods;
- An animated waterfront that offers a comprehensive cultural, recreational, and retail experience for residents and visitors alike;
- Enhanced physical and visual connections to the harbour and increased public access to the water's edge;
- A community that is planned, designed, and built for a multi-modal transportation system that integrates with the rest of the City's network;
- The community is inclusive of a diverse range of incomes, household configurations, and lifestyles; and
- The area stands as a model of excellence in the fields of design, sustainable living, accessibility, and environmental conservation.

SELECTION PROCESS

The selection process starts with a Request for Qualifications stage, which will result in a shortlist of up to five (5) Prequalified Proponents who will exclusively be invited to the Request for Proposals stage.

The RFP stage will invite Prequalified Proponents to prepare Proposals addressing design, development, financial, business strategy, and legal issues. After the evaluation of RFP Proposals, the City will finalize agreements regarding the sale and development of the Subject Lands with one Successful Proponent.

ACCESSING RFQ DOCUMENTS

The RFQ is expected to launch in early-Q2 2017 and will be distributed through two channels:

Electronic version online at: www.Biddingo.com/Hamilton

Hard copy in person at:

City of Hamilton Procurement Section
120 King Street West, 9th Floor
Hamilton, ON L8P 4V2
8:30 am to 4:30 pm, Monday to Friday
(closed on Statutory Holidays)

ADDITIONAL INFORMATION

For more information please visit our project website at:

Hamilton.ca/WestHarbour

Please note that once the RFQ has been released, all communications with the City shall be exclusively limited to representatives from the City's Procurement Section.



The outdoor skating rink at Pier 8 is a year-round recreational attraction

DISCLAIMER

All information provided herein, and any associated documents or websites, is provided for reference only, and is, to the best of the City's knowledge, correct and accurate at the time of its publication but is also subject to change at any time without prior notice. No guarantee is given regarding its completeness or accuracy. This information is provided on an "as is" basis without representations, warranties or obligations (ongoing or otherwise) of any kind whether express or implied. Specifically, although the City intends to, it is not obliged to issue the RFQ or the RFP nor complete the Project contemplated herein.

Accessibility for Ontarians with Disabilities Act (AODA).

Information on this booklet is available in alternative formats on request. Please contact Philbert.Kim@hamilton.ca



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