

# WELCOME!



## **BAYFRONT INDUSTRIAL AREA RENEWAL STRATEGY**

Public Open House #1

June 12, 2017





# **AGENDA FOR TODAY**

## **SESSION 1 - AFTERNOON**

**4:00pm – Doors Open for Afternoon Session (Open House and Table Activities Throughout)**

**4:15pm – Presentation (20 minutes with 10 minutes for Q&A)**

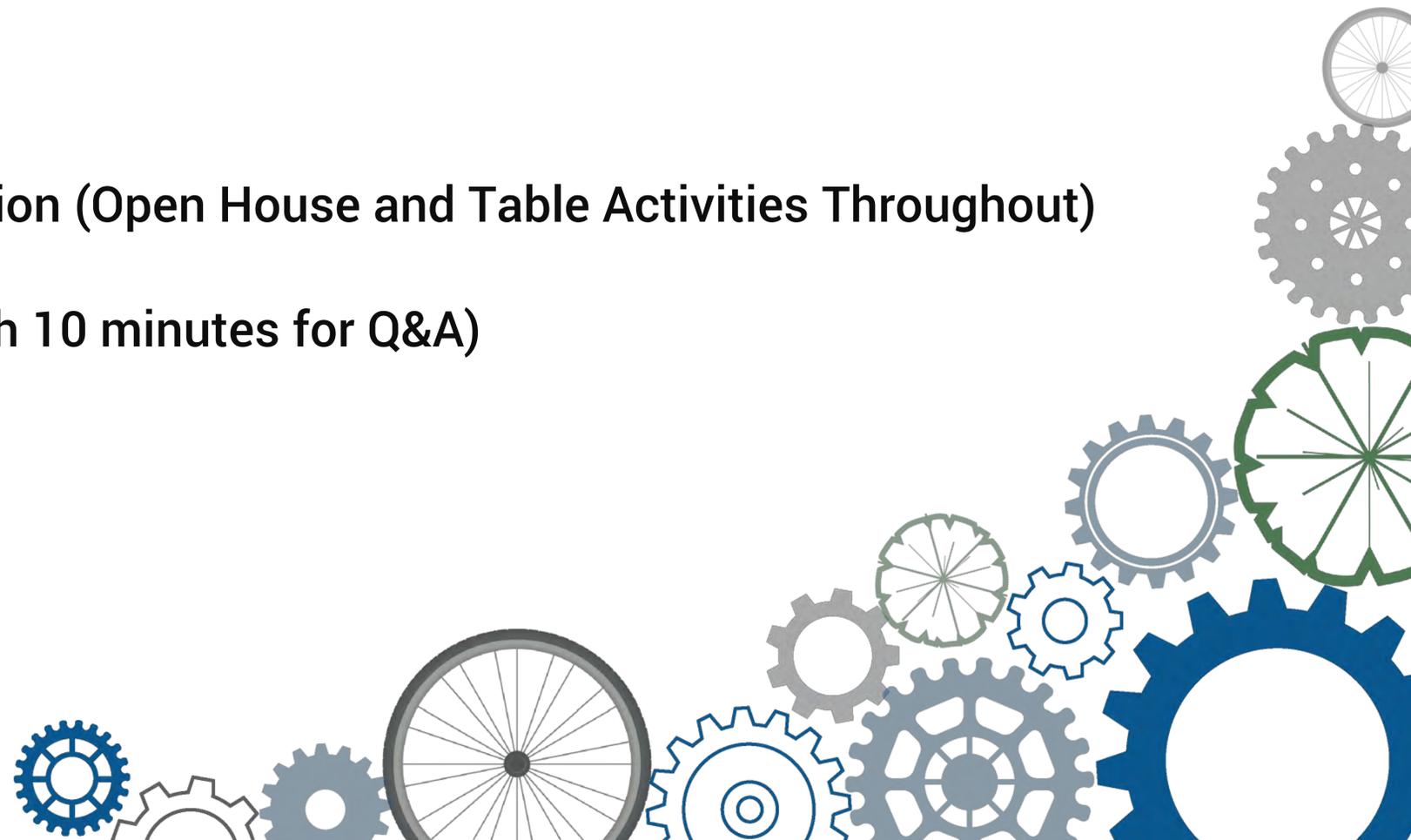
**6:00pm – Afternoon Session Ends**

## **SESSION 2 - EVENING**

**6:30pm – Doors Open for Evening Session (Open House and Table Activities Throughout)**

**6:45pm – Presentation (20 minutes with 10 minutes for Q&A)**

**8:30pm – Evening Session Ends**

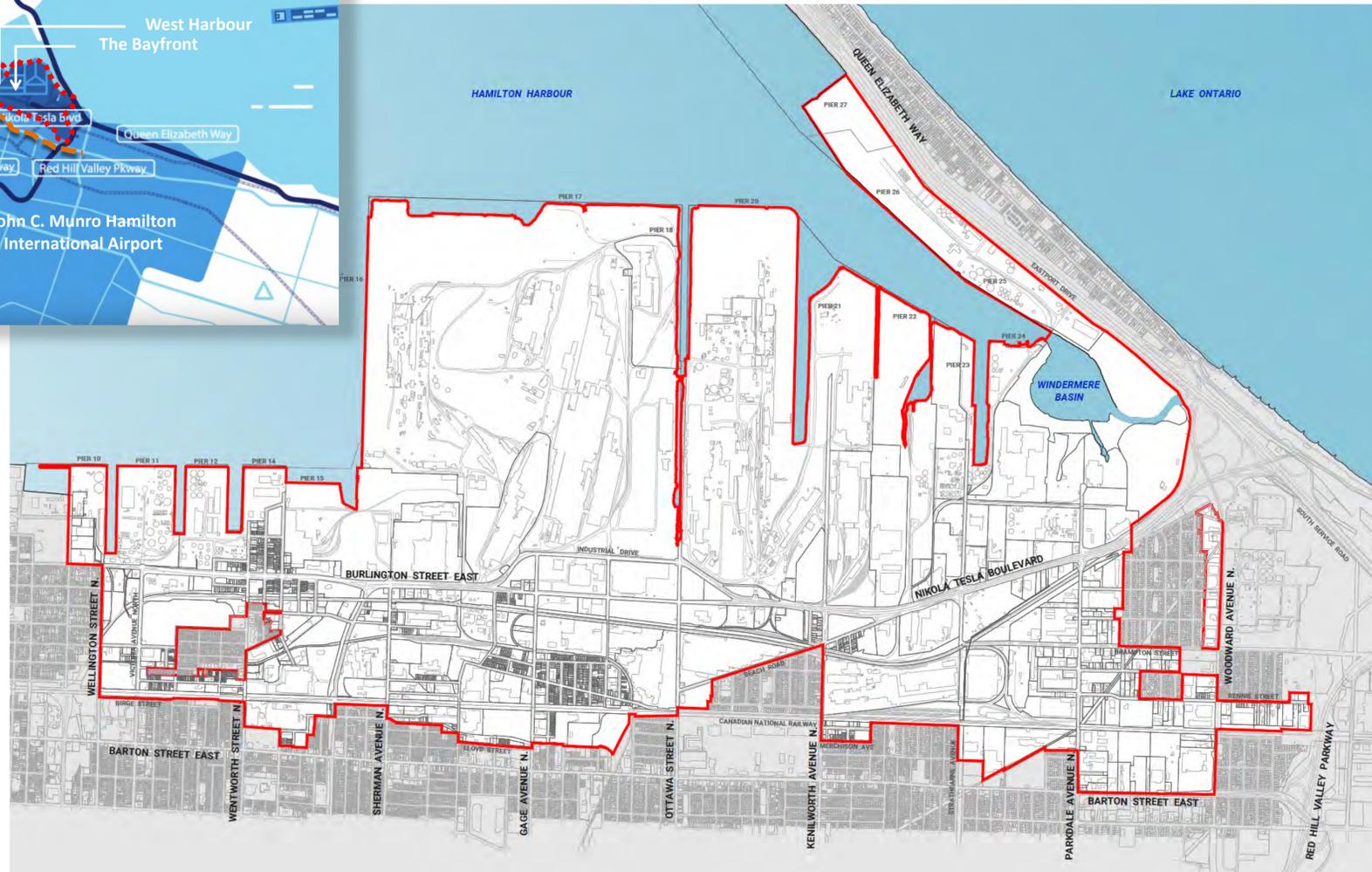




## BAYFRONT INDUSTRIAL AREA RENEWAL STRATEGY

# ABOUT THE BAYFRONT

### STUDY AREA



The Study Area is 1,607 hectares of mostly industrial land south of Hamilton Harbour. Uses include steel manufacturing, other industrial and Hamilton Port Authority uses.

The Bayfront generates \$1.2 billion in annual tax revenue.

Historically, the Bayfront housed over 50% of the City's employment, today it is the home to over 18,000 jobs.





# BAYFRONT INDUSTRIAL AREA RENEWAL STRATEGY

# BACKGROUND

## WHY A STRATEGY FOR BAYFRONT?

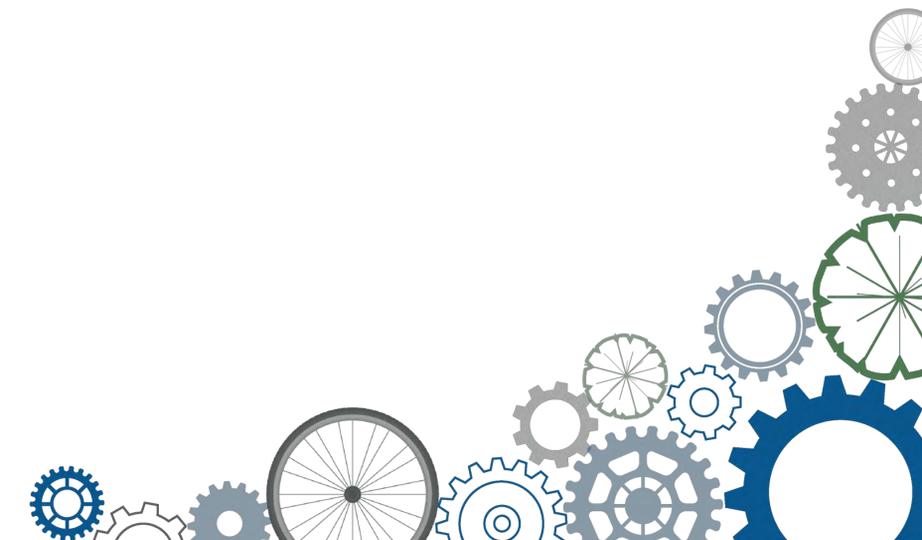
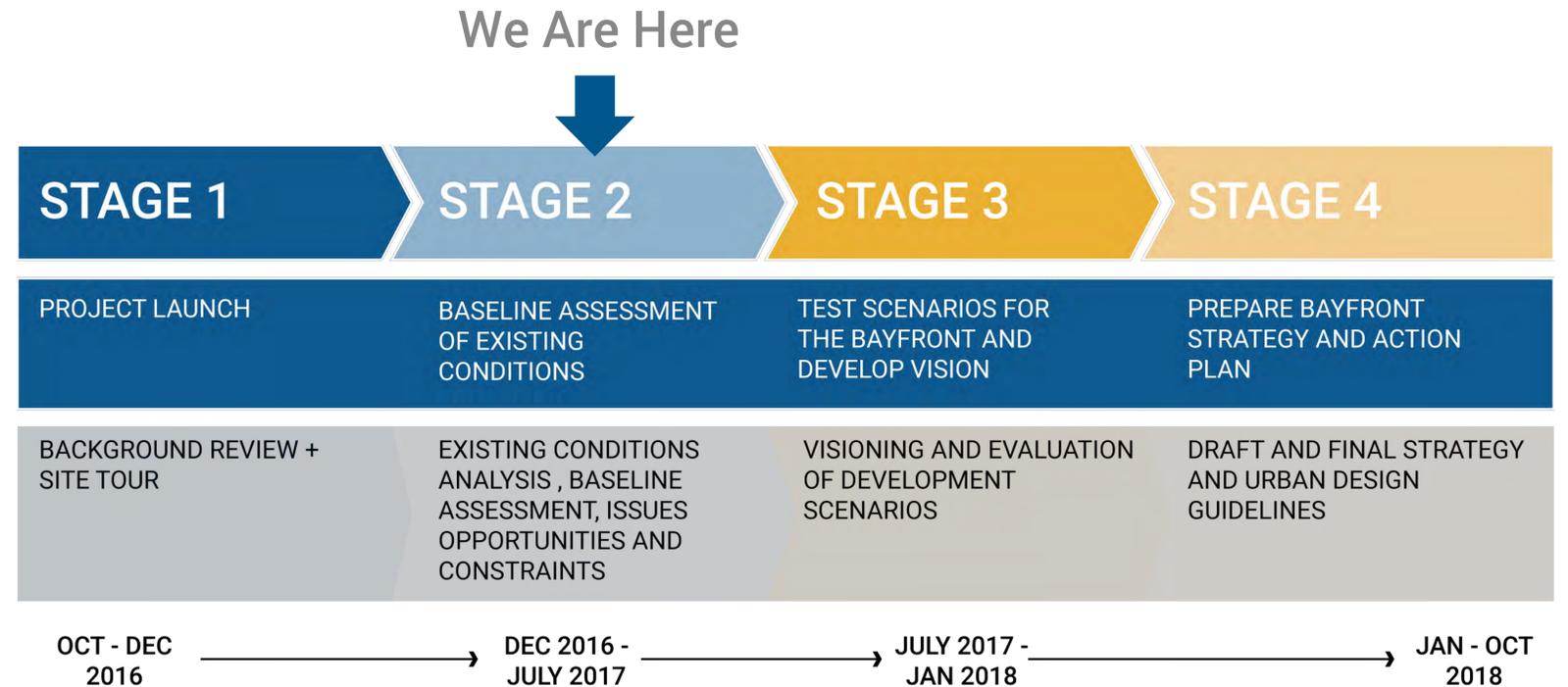
- Important asset and unique location
- Response to evolving state of manufacturing
- Future of Steel Industry in Hamilton
- Ensure future opportunities on Hamilton's largest area of employment land
- Perceptions of the area – appearance, productivity

### Two Phase Study

Phase 1 – Market Opportunities (Deloitte) – Completed (2015)

Phase 2 – Strategy and Action Plan (Dillon) - Ongoing

## PHASE 2: STUDY PROCESS





## BAYFRONT INDUSTRIAL AREA RENEWAL STRATEGY

# PURPOSE OF STRATEGY

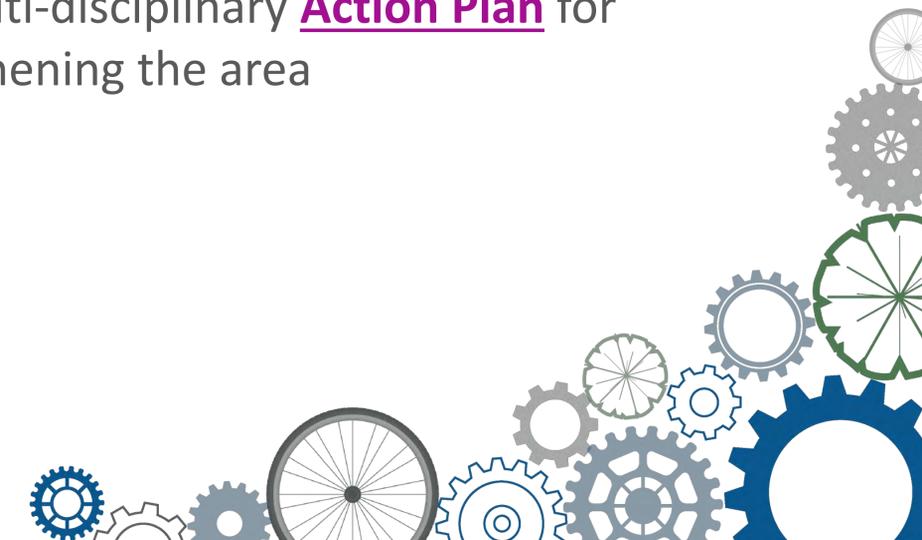
The Bayfront will remain an employment area for at least the short to medium term. Significant change to other land uses is a very long-term proposition. The goal should be to maintain the strength of existing industrial sectors while growing and expanding into new sectors.

## RECOMMENDATIONS FROM PHASE 1 – MARKET OPPORTUNITIES STUDY

1	Establish a vision for the Bayfront
2	Ensure Airport Employment Growth District and other greenfield supply comes to market soon
3	Encourage more efficient use of existing land and building supply
4	Consider targeted site acquisition to encourage redevelopment
5	Establish a program to bring sites to market
6	Explore program management options

## STUDY OBJECTIVES FOR PHASE 2 – STRATEGY AND ACTION PLAN

1. Investigate a wide range of issues, opportunities and constraints in the Bayfront (land use, urban design, transportation, infrastructure, cultural heritage, economic development, brownfields redevelopment, climate change)
2. Recognize the significant short, medium and long term economic development opportunities
3. Create a bold new vision for the Bayfront and multi-disciplinary Action Plan for strengthening the area

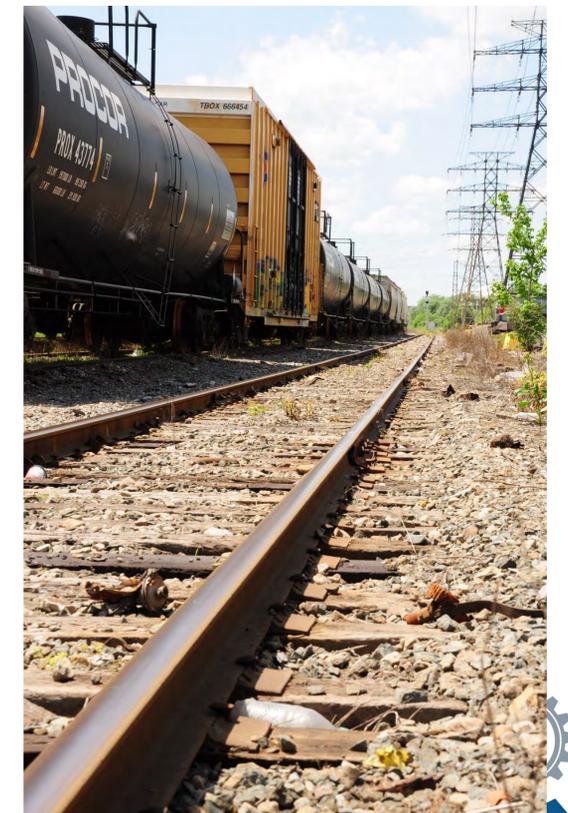




## BAYFRONT INDUSTRIAL AREA RENEWAL STRATEGY

*Large industrial parcels with manufacturing type buildings. Port access for large scale shipping. Interconnected network of rail corridors and roads. Large open areas used for storage. Heritage industrial buildings present.*

# TODAY'S BAYFRONT

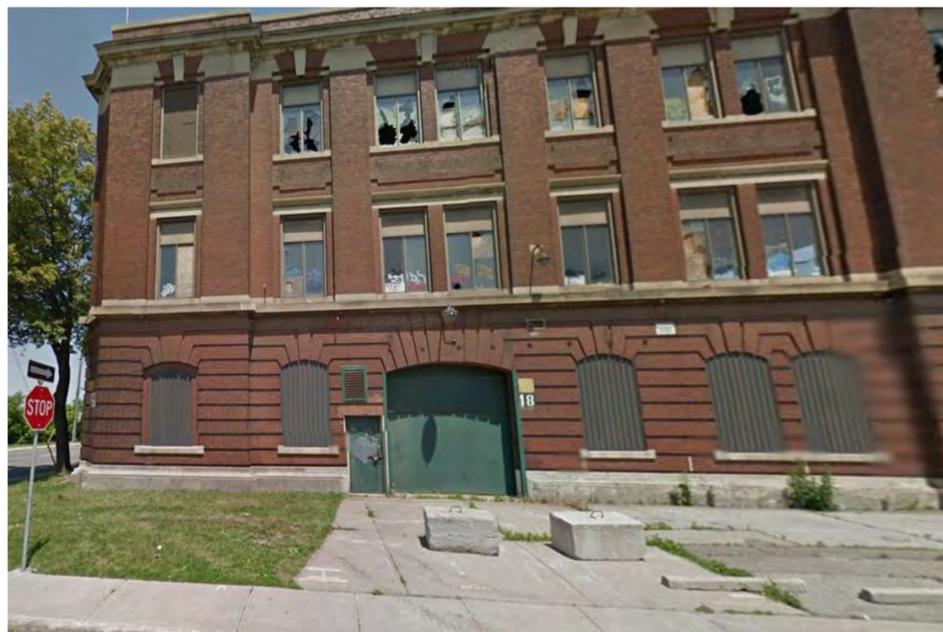




# BAYFRONT INDUSTRIAL AREA RENEWAL STRATEGY

# TODAY'S BAYFRONT

*Overhead infrastructure for Steel Industry and Hydro Corridor. Old and revitalized heritage buildings. Abrupt and apparent transitions from residential pockets to industrial uses. Limited active transportation infrastructure.*





# BAYFRONT INDUSTRIAL AREA RENEWAL STRATEGY

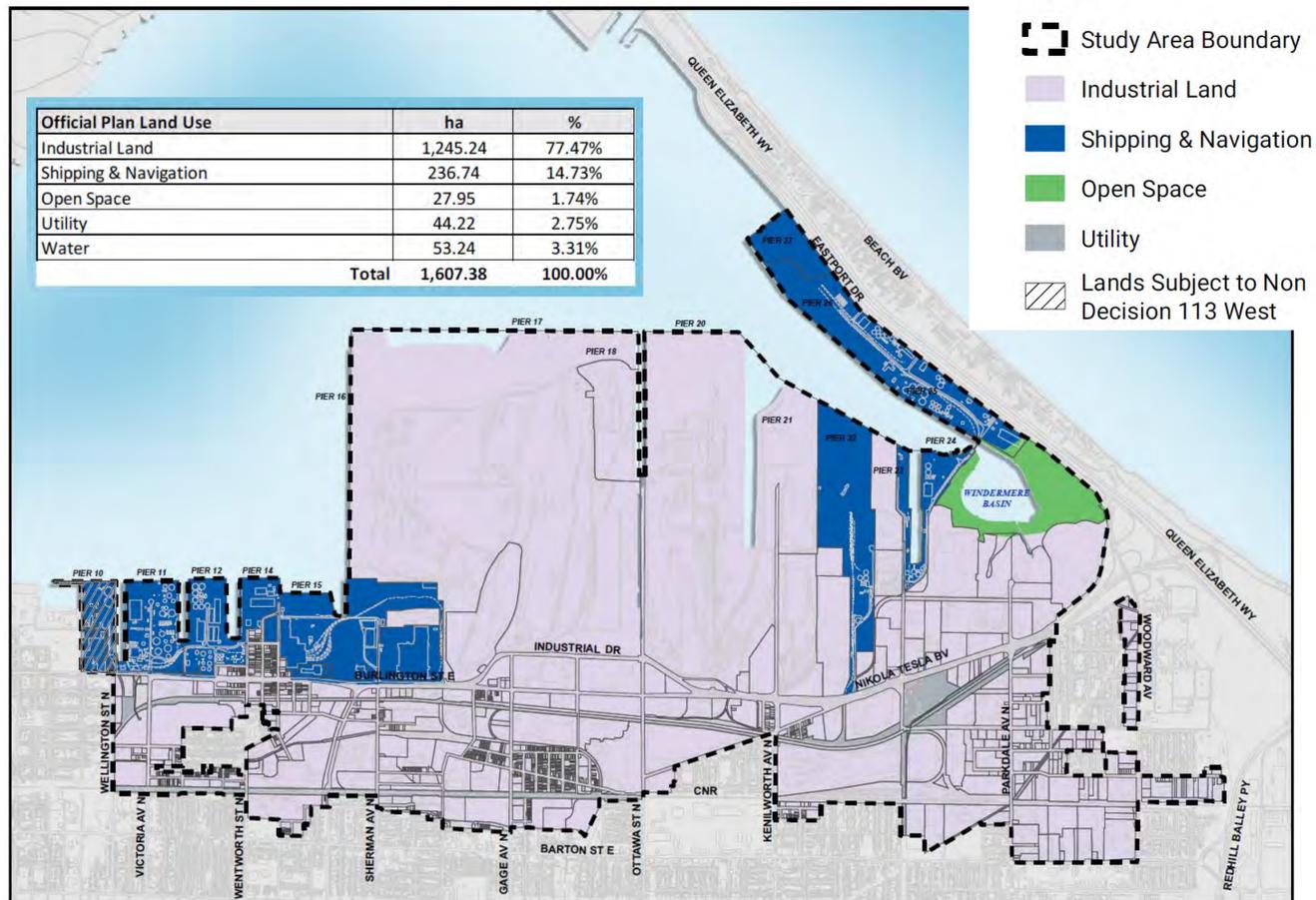
# LAND USE

## PLANNING APPROACH

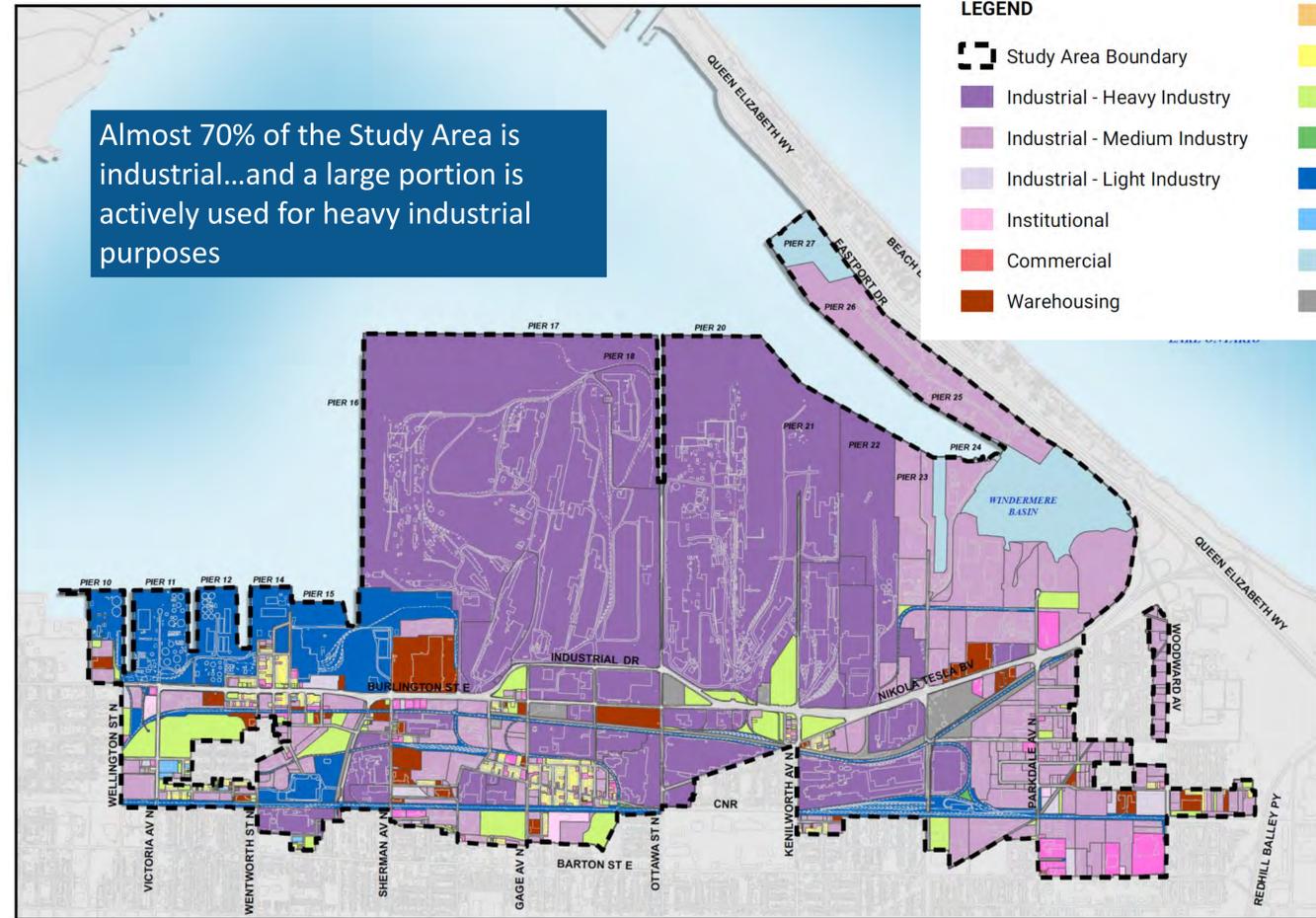
Our team undertook a planning assessment for the following items:

- Land Use
- Land Use compatibility
- Intensification opportunities

## Future Land Use – Urban Hamilton Official Plan



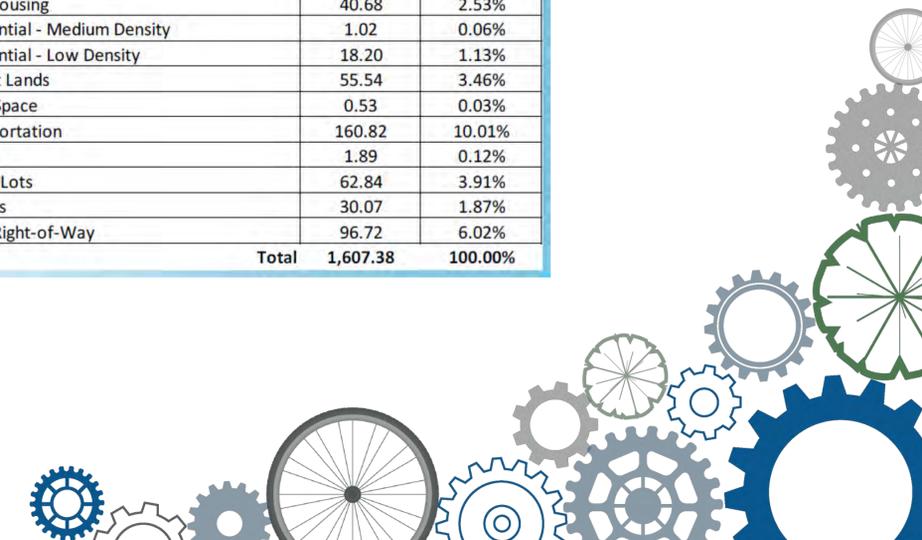
## Existing Land Use



File Location: G:\scad\2016\164534 Bayfront Industrial Strategy\GIS Data\MXD\2017-02-07 Planning\Existing Land Use.mxd

A new land use strategy will likely be needed to implement a new vision for the Bayfront Industrial Area. There will be an opportunity for more intensive use of land – which could involve new block patterns / roads in areas which undergo redevelopment.

Existing Land Use	ha	%
Industrial - Heavy Industry	787.67	49.00%
Industrial - Light Industry	10.08	0.63%
Industrial - Medium Industry	314.10	19.54%
Institutional	4.54	0.28%
Commercial	22.66	1.41%
Warehousing	40.68	2.53%
Residential - Medium Density	1.02	0.06%
Residential - Low Density	18.20	1.13%
Vacant Lands	55.54	3.46%
Open Space	0.53	0.03%
Transportation	160.82	10.01%
Office	1.89	0.12%
Water Lots	62.84	3.91%
Utilities	30.07	1.87%
Road Right-of-Way	96.72	6.02%
<b>Total</b>	<b>1,607.38</b>	<b>100.00%</b>





## BAYFRONT INDUSTRIAL AREA RENEWAL STRATEGY

# BROWNFIELDS

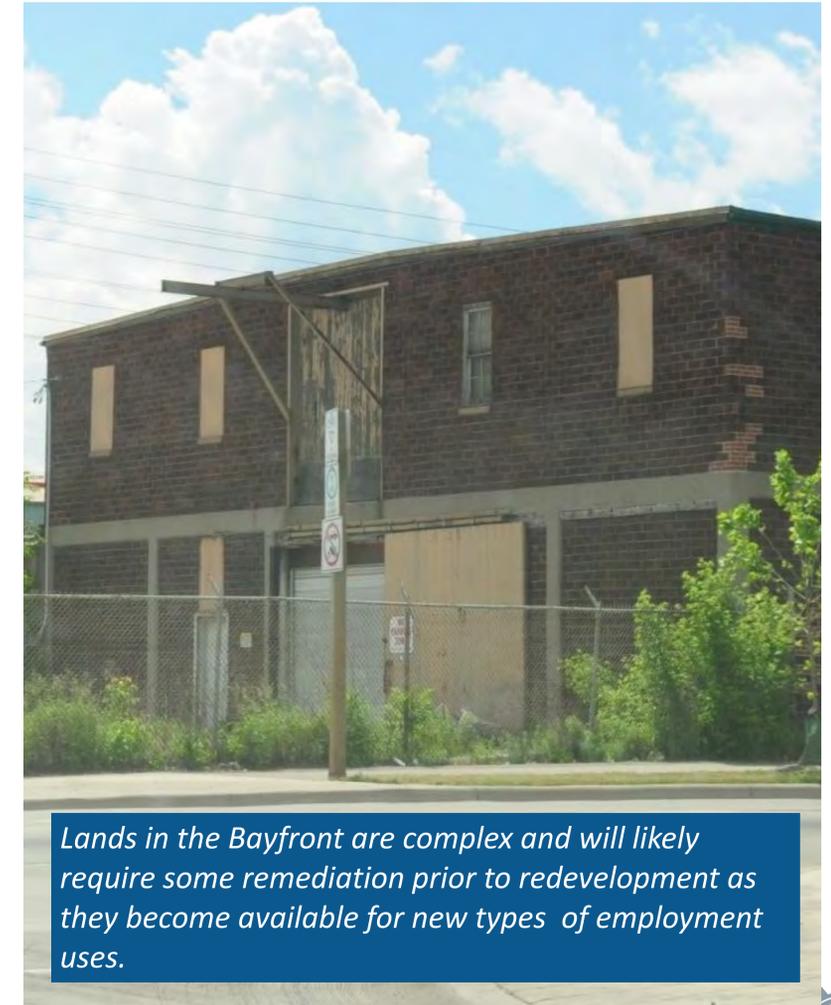
## BROWNFIELDS APPROACH

### Two main components:

1. Review historic land use to better understand the range of possible environmental constraints
2. Review ERASE program incentives to enable:
  - i. Private realm improvements
  - ii. Climate change initiatives
  - iii. Enhancements /modifications to the current programs to ensure that incentives are competitive and respond to redevelopment challenges in the Bayfront

## ISSUES AND OPPORTUNITIES

- Most of the lands in the Bayfront have a high degree of complexity due to historic land uses.
- City's ERASE incentive program needs to be updated and modernized to attract new investment.
- Opportunities to guide redevelopment as land becomes available and industries' needs evolve:
  - i. Create a finer grid or street network
  - ii. Guide aesthetics and site planning
  - iii. Increase streetscaping
  - iv. Implement green infrastructure and sustainability



*Lands in the Bayfront are complex and will likely require some remediation prior to redevelopment as they become available for new types of employment uses.*





# BAYFRONT INDUSTRIAL AREA RENEWAL STRATEGY

# CULTURAL HERITAGE

## CULTURAL HERITAGE APPROACH



- Present a thematic history of the Bayfront
- Provide built heritage and cultural landscape inventory
- Provide ideas for theming and heritage resource protection

## HERITAGE BUILDINGS

- 44 previously identified cultural heritage resources
- A number are two storey brick residential dwellings
- At least 12 industrial buildings and several bridge structures

Canadian Westinghouse Head Office, c. 1917



Otis-Fensom Office Building (Studebaker Company)



Arts & Science Brewing Company post 1970's.



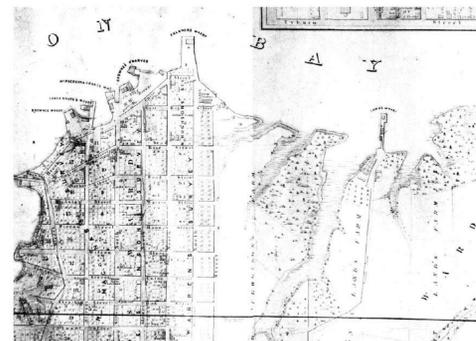
## HERITAGE LANDSCAPES

Possible locations of heritage landscapes include:

- Areas near the historic shoreline
- Areas near the railway

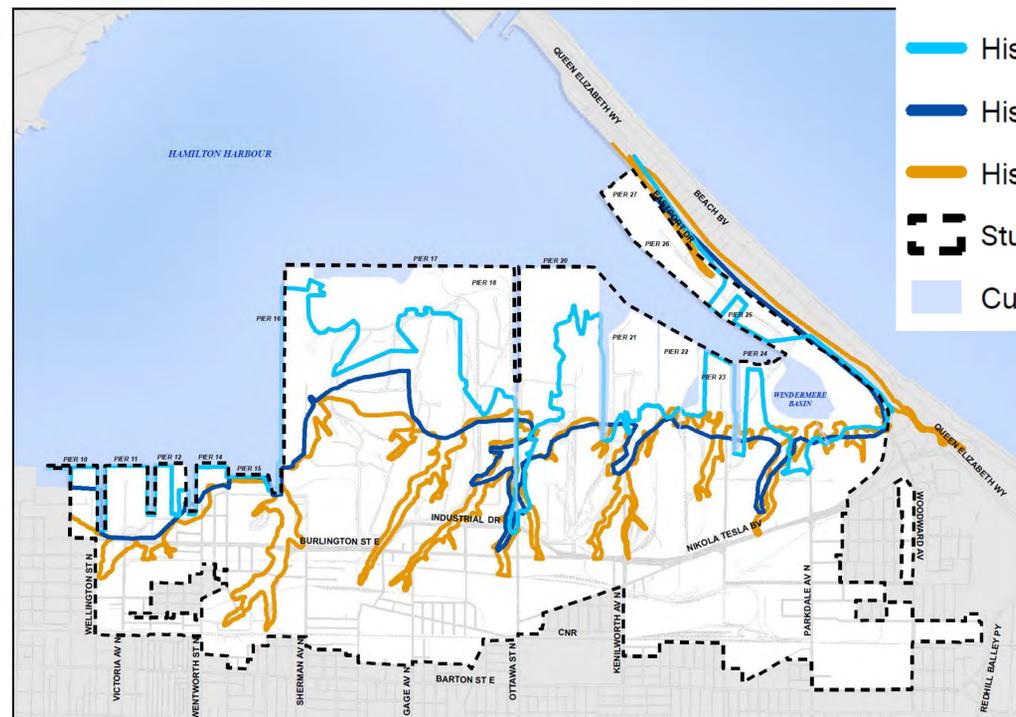


1842 Plan of the Town of Hamilton District of Gore



1850 Map of City of Hamilton in the County of Wentworth

## Evolution Of The Shoreline



### LEGEND

- Historic Shoreline 1962
- Historic Shoreline 1927
- Historic Shoreline 1900
- - - Study Area Boundary
- Current Lake Shoreline

*The Bayfront has a rich and complicated history – there are a number of opportunities to leverage the area's social, economic and environmental history as we look to the future for a new strategy for the Bayfront*





# BAYFRONT INDUSTRIAL AREA RENEWAL STRATEGY

Urban design is the physical and aesthetic characteristics and elements of public and private spaces as they are experienced by users (pedestrian, auto, cyclists and transit users etc.). It is how the physical space looks and what it contains (trees, furnishings, signage, art. Etc.) Urban design will be important aspect of revitalization transforming the Bayfront from a space to a 'place.'

# URBAN DESIGN

## URBAN DESIGN APPROACH

### Public Realm Conditions

- Identification of existing gateway areas
- Review of existing streetscape conditions
- Review of existing edge conditions and interface areas
- Review of existing public spaces

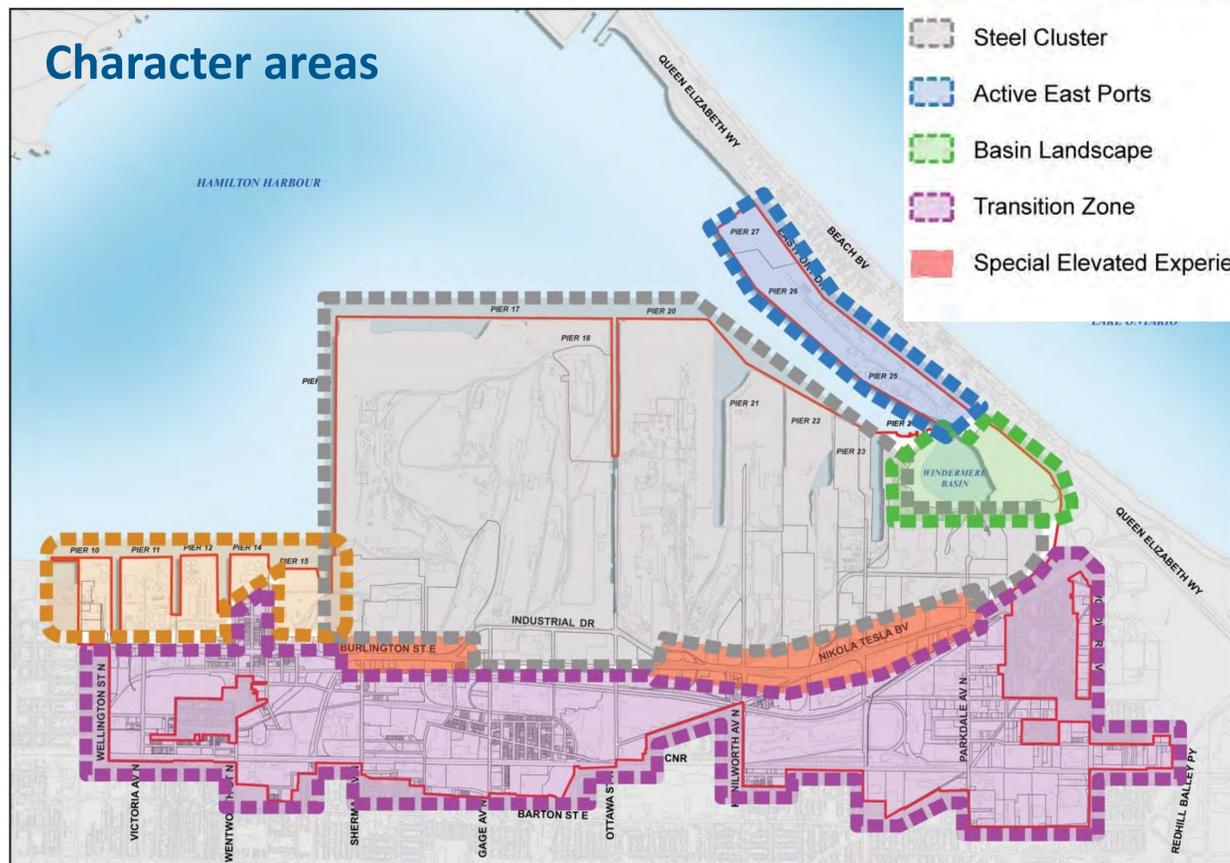
### Urban Design Conditions

- Identification of character areas
- Identification of high profile lots/areas
- Identification of important views and vistas

#### LEGEND

- Study Area Boundary
- Agri-Food, Commercial Ind. Ports
- Steel Cluster
- Active East Ports
- Basin Landscape
- Transition Zone
- Special Elevated Experience

### Character areas



### Public Realm – Issues and Opportunities



#### LEGEND

- Study Area Boundary
- Existing Public Spaces
- Major Gateways
- Minor Gateways
- Opportunities for Public Art or Interpretation
- Views & Vistas
- Major Arterial Streetscaping
- Minor Arterial Streetscaping
- Edge / Interface
- Under Infrastructure Opportunity

### Existing Views



Existing views of infrastructure, escarpment and waterfront.





# BAYFRONT INDUSTRIAL AREA RENEWAL STRATEGY

*As lands and corridors are redeveloped, it is important to create a unique identity and sense of place that users will experience as they enter the area.*

## GATEWAYS

Gateways are visible entry points into an area. Bayfront's are stark, and naked from both a pedestrian and automotive user perspective.

### Existing Gateways



Wellington Street N + Burlington Street East



Nikola Tesla Boulevard Before Parkdale Avenue North

## STREETSCAPES

Due to the heavy industrial nature of use located in this area, many of the street surfaces have deteriorated. Sidewalks for the most part are narrow in nature and do not allow for an enjoyable pedestrian experience. Streetscapes play an important role as the primary public space available in the area.

### Existing Streetscapes



Wellington Avenue North + Burlington Street East



Panoramas of Burlington Street East at Ottawa Street North

# URBAN DESIGN

## Potential Gateways Improvements



Public art, architectural and signage as gateway features

Signage, lighting, water features, and public art to highlight Hamilton's industrial history

## Potential Streetscape Improvements



Small ways to improve public realm include furnishings and lighting.



Bioswales and rain gardens.



Street trees require adequate soil volumes for healthy growth.

*Better environmental conditions for year round use of the street requires trees to reach maturity and remain in good health.*





# BAYFRONT INDUSTRIAL AREA RENEWAL STRATEGY

# URBAN DESIGN

## PUBLIC SPACES

There are only three parks identified within the Study Area.

- Windermere East Park
- Birch Avenue Dog Park
- Dofasco Property Park

Aside from these, the sidewalks and streets are the only public spaces which put an emphasis on the streetscape to act as the main public realm.

## TRANSITIONAL ZONES

The interface between existing clusters of residential development and abutting industry are abrupt and apparent. There are opportunities to screen residences from existing industrial uses.

### Existing Transitional Zones



Hillyard St. North of Hinton St. E

Hillyard St. South of Burlington St. E

### Existing Public Space



Windermere East Park



Informational Signs, New South Wales

### Potential Public Space Improvements



Public Art, Evergreen Brickworks



Reclamation of Underpass Space, The Underline, Miami \* The Wabash Lights, Chicago



### Potential Transitional Zone Improvements



Landscape screening and berming if needed between industry adjacent to existing residential clusters.



Highlight existing views, Lake Wilcox Park, Richmond Hill

*Public spaces are few and far between, but they have the opportunity to be enhanced through additions of signage and public art to help create the 'Story of the Bayfront.'*

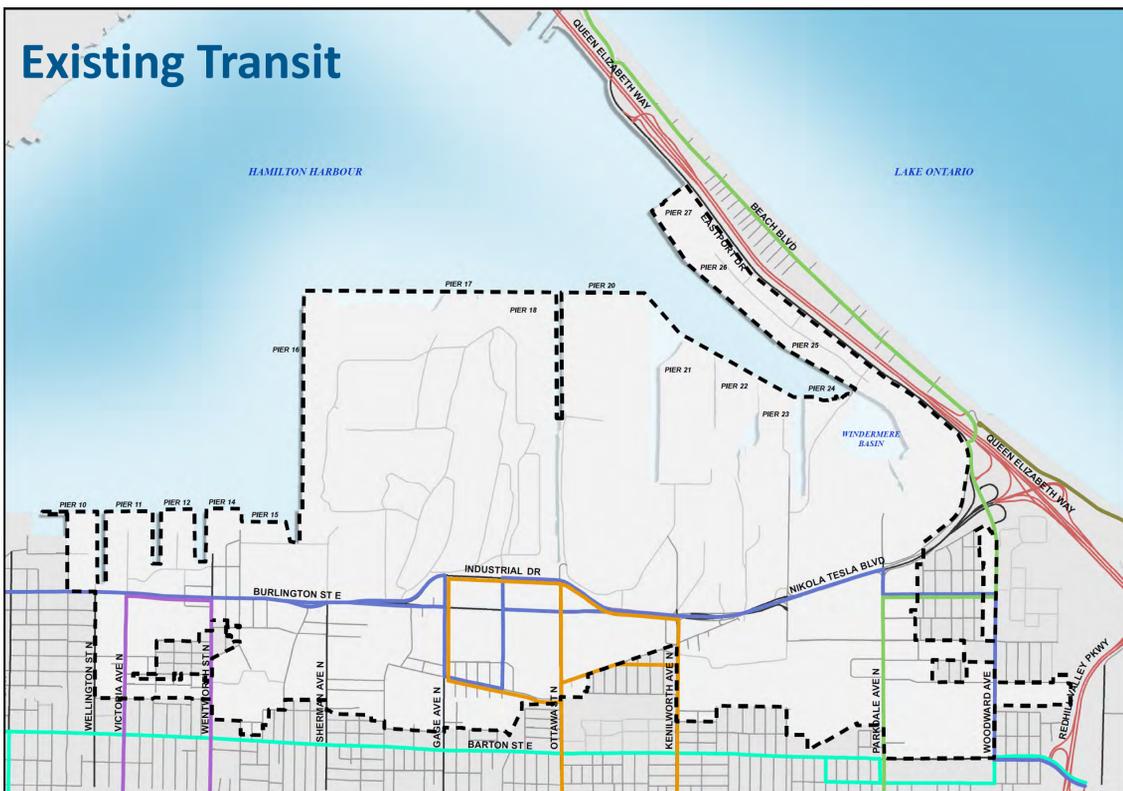




# BAYFRONT INDUSTRIAL AREA RENEWAL STRATEGY

## TRANSPORTATION APPROACH

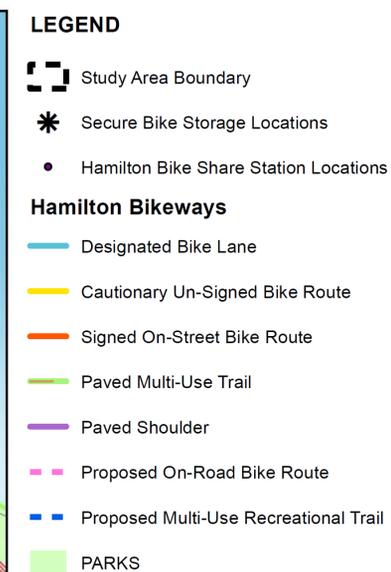
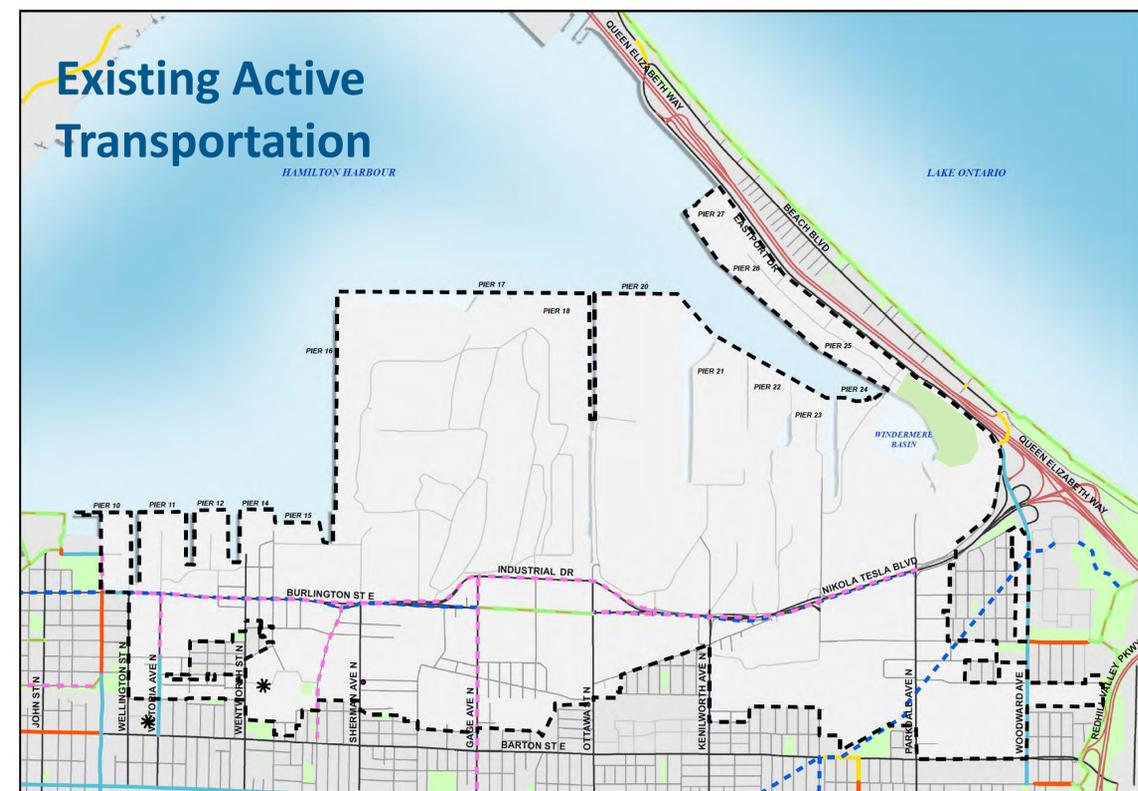
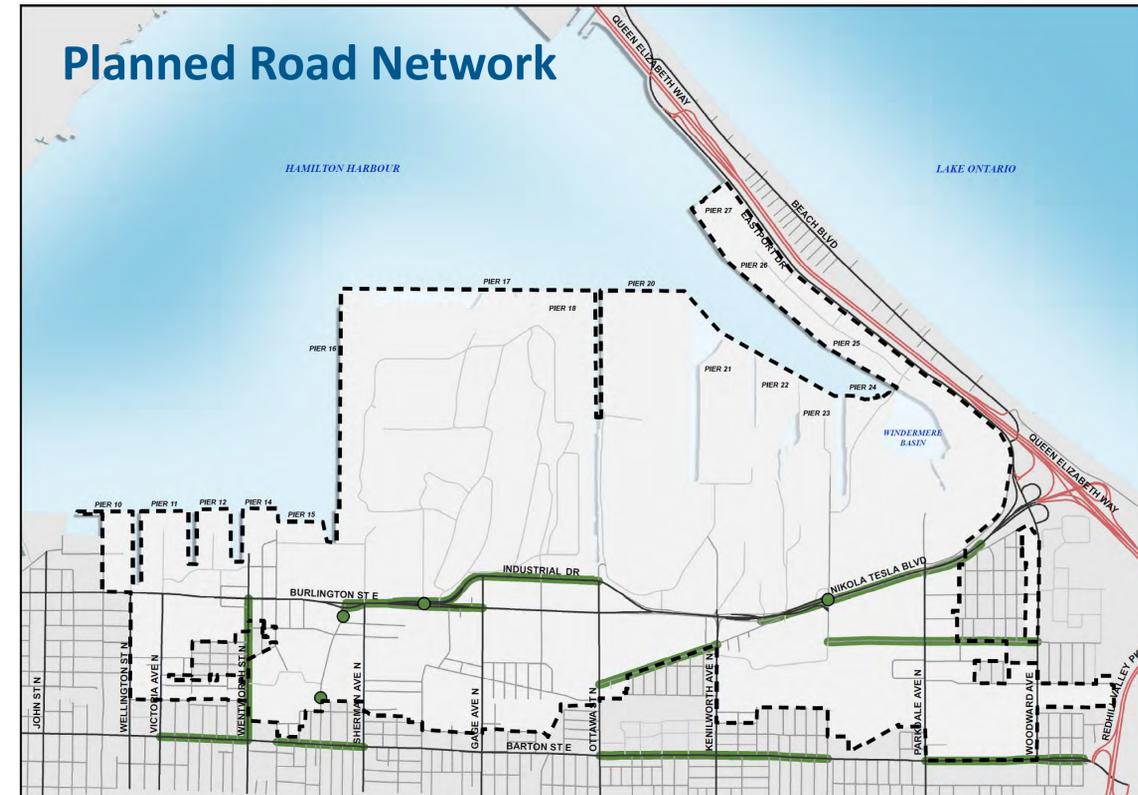
- Review form and function of existing road network
- Identify collision “hot spots”, opportunities for safety improvements
- Identify planned capital investment projects – 10 year horizon
- Strategic assessment of roadway capacity issues
- Review planned port, railway, and goods movement opportunities
- Review active transportation network, identify gaps and opportunities
- Issues and opportunities moving forward



Currently the network is predominantly motorized-vehicle focused. As the desire to upgrade the lands and transportation network increases, the need to enhance facilities and accommodate all modes of transportation for residents, employees, industry users, and commuters becomes apparent. Transportation enhancements must also respect the need for good and efficient movement through the network.



# TRANSPORTATION





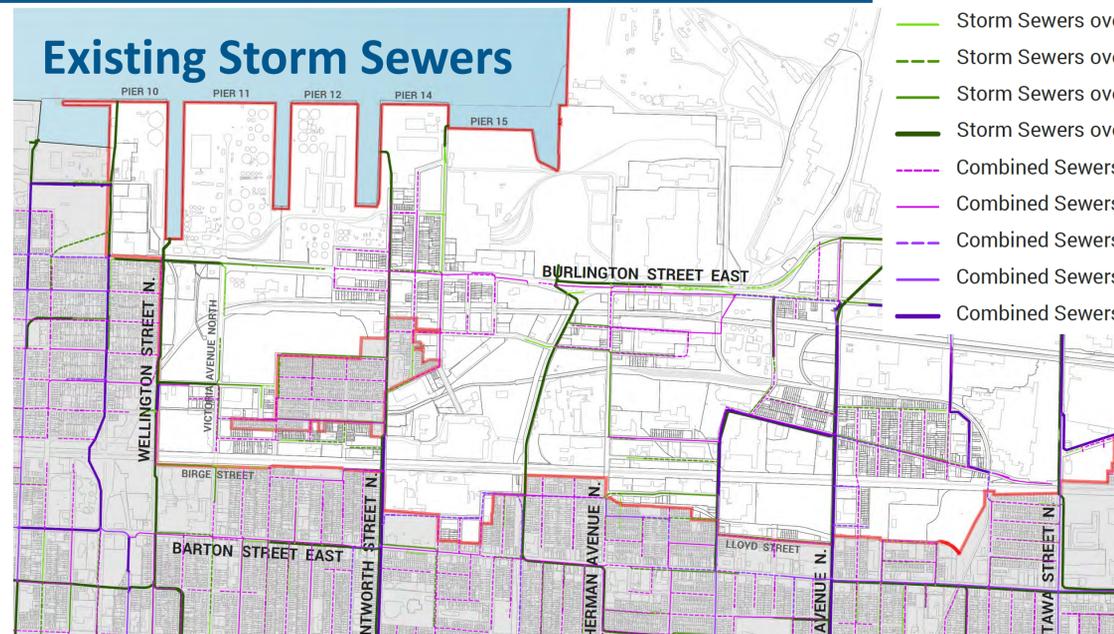
# BAYFRONT INDUSTRIAL AREA RENEWAL STRATEGY

# INFRASTRUCTURE

## INFRASTRUCTURE APPROACH

- Existing linear infrastructure location and size reviewed and outlined on figures.
- Capital budget reviewed to identify short-intermediate term infrastructure work.
- Potential capacity issues are not identified at this time, liaison with City Operations staff to continue to identify operational issues / critical flaws.
- Available topographical information reviewed.
- Coordinate review with ongoing drainage and flooding study.

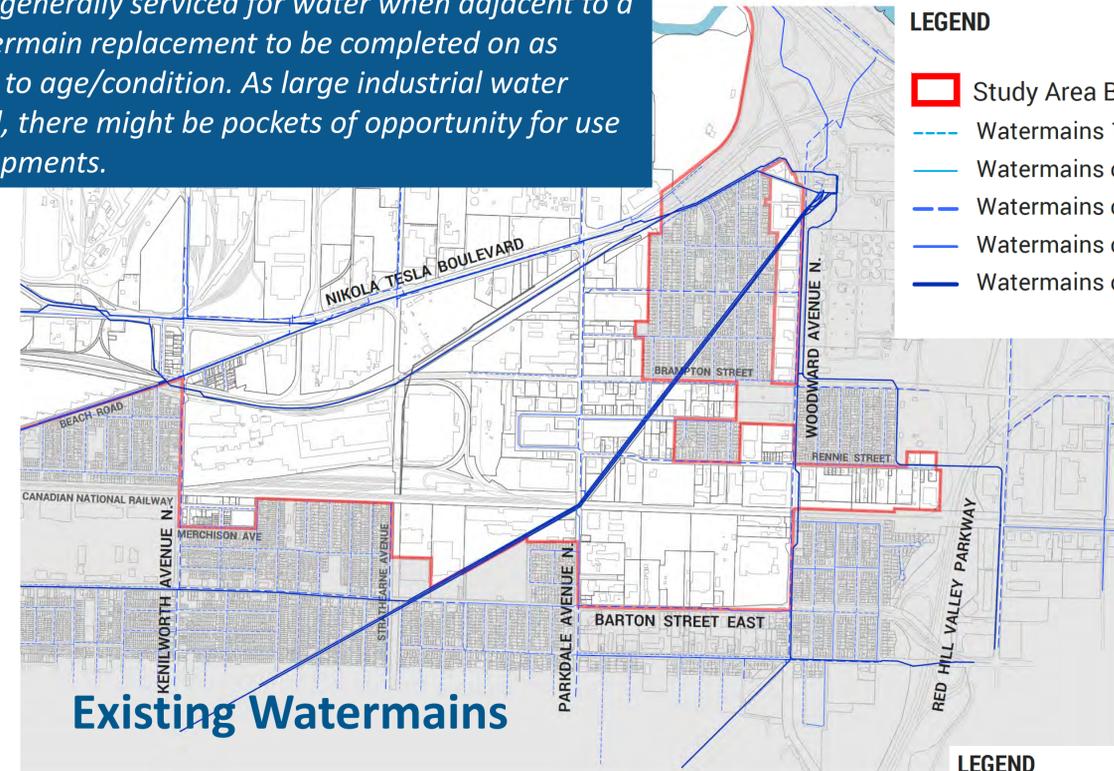
Storm water system is dependent on combined sewer system to mitigate flooding. There are a number of storm outlets constructed. Generally serviced if adjacent to a road. Opportunities for new storm outlets to direct away from combined sewers.



- LEGEND**
- Study Area Boundary
  - Storm Sewers 300mm or less
  - Storm Sewers over 300mm, up to 450mm
  - Storm Sewers over 450mm, up to 600mm
  - Storm Sewers over 600mm, up to 900mm
  - Storm Sewers over 900mm
  - Combined Sewers 300mm or less
  - Combined Sewers over 300mm, up to 450mm
  - Combined Sewers over 450mm, up to 600mm
  - Combined Sewers over 600mm, up to 900mm
  - Combined Sewers over 900mm

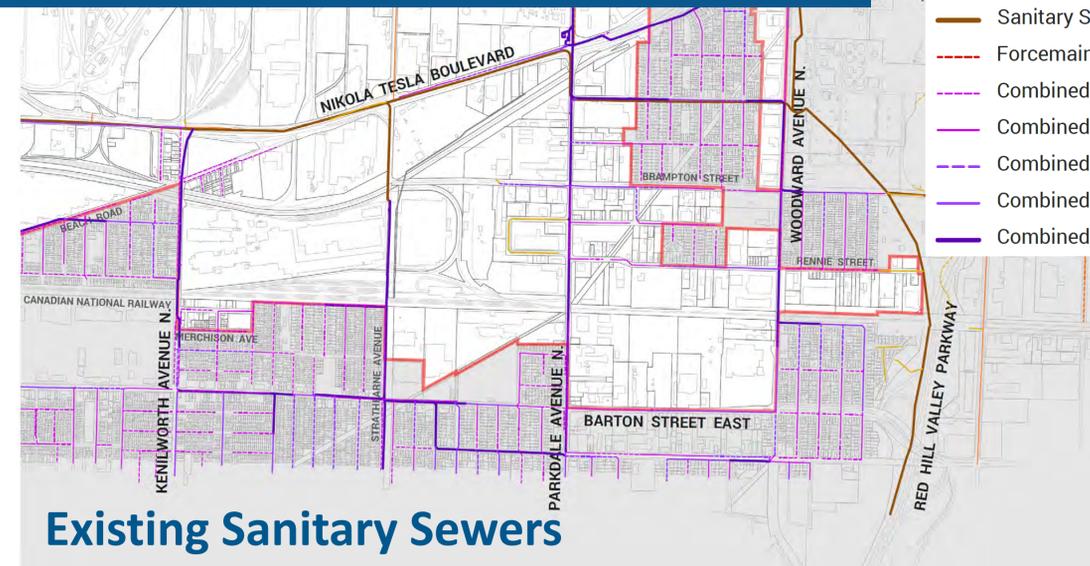
Much of the site is serviced if adjacent to a public road. The network of private utilities and infrastructure needs to be examined. As lands redevelop there are opportunities to create efficiencies in the overall infrastructure while creating a more resilient system that accommodates growth and increases resiliency for climate change.

The study area is generally serviced for water when adjacent to a public road. Watermain replacement to be completed on as needed basis due to age/condition. As large industrial water users are rezoned, there might be pockets of opportunity for use by other redevelopments.



- LEGEND**
- Study Area Boundary
  - Watermains 150mm or less
  - Watermains over 150mm, up to 200mm
  - Watermains over 200mm, up to 300mm
  - Watermains over 300mm, up to 400mm
  - Watermains over 400mm

Sanitary system is dependent on combined sewer system. Generally serviced well if adjacent to public road. Upgrades to be done on as needed basis due to condition / age. Opportunity to redirect rainwater from combined sewers to storm sewers to reduce demands on wastewater treatment plant.



- LEGEND**
- Study Area Boundary
  - Sanitary Sewers 200mm or less
  - Sanitary Sewers over 200mm, up to 300mm
  - Sanitary Sewers over 300mm, up to 450mm
  - Sanitary Sewers over 450mm, up to 600mm
  - Sanitary Sewers over 600mm
  - Forcemains
  - Combined Sewers 300mm or less
  - Combined Sewers over 300mm, up to 450mm
  - Combined Sewers over 450mm, up to 600mm
  - Combined Sewers over 600mm, up to 900mm
  - Combined Sewers over 900mm

