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
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.
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

We Are Here

STAGE 1
- Project Launch
- Background Review + Site Tour

STAGE 2
- Baseline Assessment of Existing Conditions
- Existing Conditions Analysis, Baseline Assessment, Issues Opportunities and Constraints

STAGE 3
- Test Scenarios for the Bayfront and Develop Vision
- Visioning and Evaluation of Development Scenarios

STAGE 4
- Prepare Bayfront Strategy and Action Plan
- Draft and Final Strategy and Urban Design Guidelines

OCT - DEC 2016

DEC 2016 - JULY 2017

JULY 2017 - JAN 2018

JAN - OCT 2018
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

**PURPOSE OF STRATEGY**

**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

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.
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

Almost 70% of the Study Area is industrial...and a large portion is actively used for heavy industrial purposes

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.
BAYFRONT INDUSTRIAL AREA RENEWAL STRATEGY

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.
**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 LANDSCAPES**

Possible locations of heritage landscapes include:

- Areas near the historic shoreline
- Areas near the railway

**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

Evolution Of The 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.
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

Character areas

URBAN DESIGN

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.’

PUBLIC REALM – ISSUES AND OPPORTUNITIES

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 allow for an enjoyable pedestrian experience. Streetscapes play an important role as the primary public space available in the area.

Existing Streetscapes

- Hamilton Avenue North + Burlington Street East
- Panoramas of Burlington Street East at Ottawa Street North

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.
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

Potential Public Space Improvements

- Windermere East Park
- Informational Signs, New South Wales
- 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.'
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.
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.

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.

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.

Existing Watermains

Existing Sanitary Sewers

Existing Storm Sewers