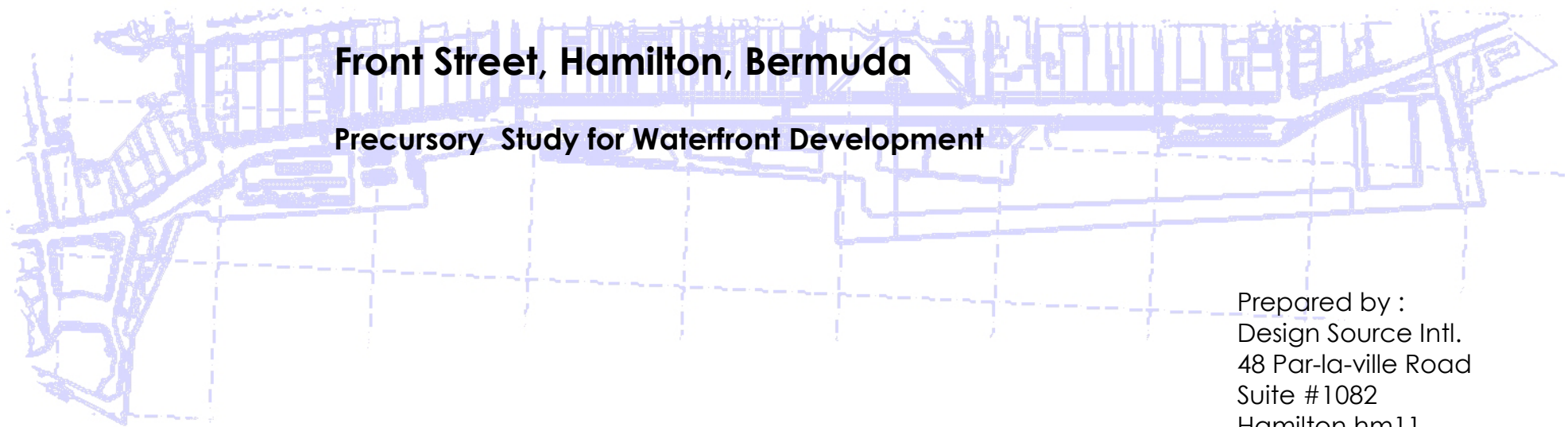


On the Waterfront 2003

Front Street, Hamilton, Bermuda

Precursory Study for Waterfront Development



Prepared by :
Design Source Intl.
48 Par-la-ville Road
Suite #1082
Hamilton hm11

tel: 295-4494
fax: 295-8576
www.designsource.bm

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Overview:

As the cityscape often changes little in the Front Street area of Hamilton, and significant emphasis is placed on any proposals for changes to the Waterfront, it is with some hesitation proposals of any kind are put forward. Often, there is so much deliberation over what is appropriate and what is in “good taste”, it is surprising anything ever happens.

This modest proposal is simply a vision of how spaces might be utilized, and ways to address problems and concerns for the Waterfront.

History tells us the Waterfront was meant for commerce and trade. In that respect, things have not changed much. What has changed is the sheer volume of both visitors and residents doing business and vacationing here. The following Program will help to explain the logic and direction our Plan is built on, and how such long term planning will benefit everyone if it indeed helps to build consensus.

Program:

Our Waterfront Development Plan is built on the premise that this place is in the first instance, for Community, and is meant to provide a place to work and relax while sustaining an ability to entertain visitors and attract business. One thing there is far too little of is, of course, Space. So, when we have the chance to plan a space we don't want to lose the most precious thing it has to offer.

The Waterfront has, because of the traffic and unloading of goods, gone largely undeveloped. It has remained a mostly open space, because the loading and unloading of ships, with either people or goods, was the primary reason for the creation of this cityscape as we know it. Our Plan aims to preserve that open space, and it accomplishes it in some tried and proven methods.

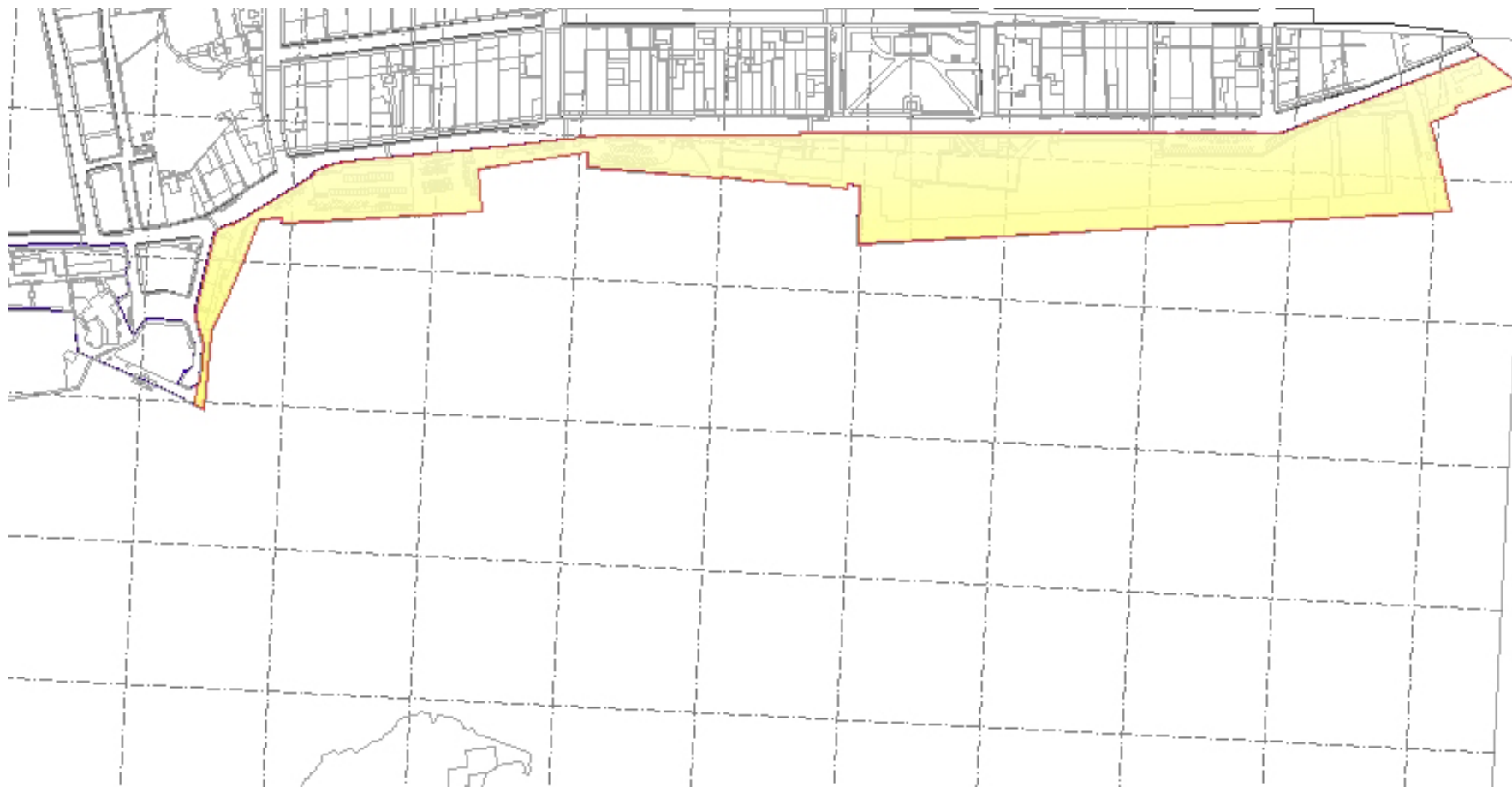
Fundamentally, this Plan is about preserving open space by utilizing a lower level, much in the same way some of the current buildings (such as Pier 6) directly on the water have done. This is accomplished, by lowering the ground level to the lowest floor elevation practical, and by placing a Parkway above it. This method has been used repeatedly in busy and overcrowded areas around the world (ie. Atlanta's Underground) with great success, when the preservation of a green belt and a urban park area are preferred over high rise construction.

In addition to this, you will find we are addressing the congestion of both private vehicles, and mass transit by providing removed parking at either end of the Waterfront. Visiting this area often requires strolling in from any number of City car parks further removed than this. The direction, of course, is to eliminate all but pedestrian foot traffic along the Front Street Waterfront Development. To facilitate the use of these remote parking facilities we have proposed a People Mover running along the entire length of the frontage, recessed enough to conceal it, while providing speedy and efficient movement at any time.

Finally, our Plan has sought to focus three distinct areas for intensive development and to maintain the remainder as primarily open space. None of this would be possible if it were not for the re-working of the current Cruise Ship traffic. Our Plan aims to reclaim the current area for smaller pleasure craft, and for private use by local boaters, and visitors on semi-extended visits

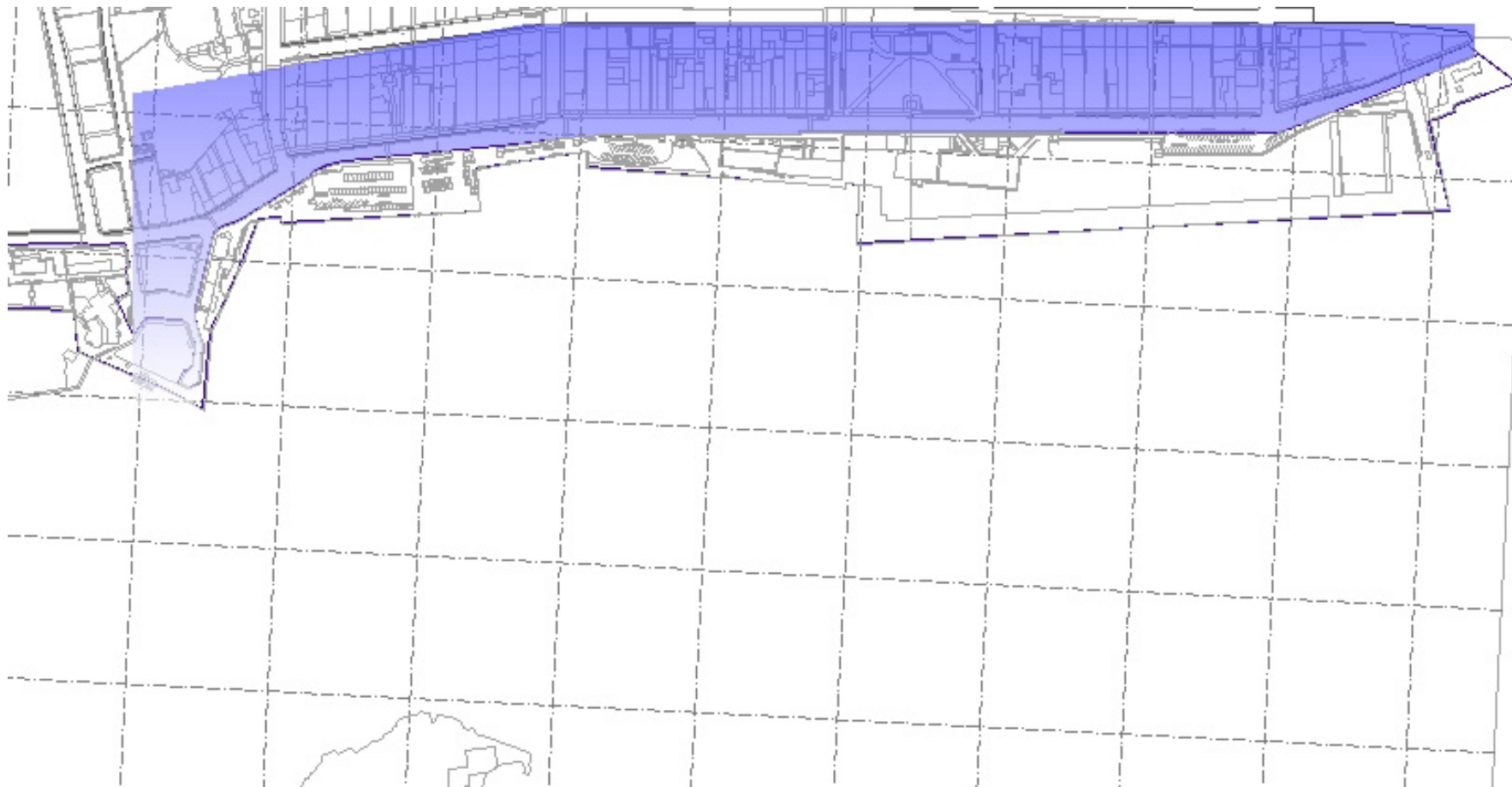
Waterfont Map:

The highlighted area indicates that portion of Front Street and the adjoining frontage we have re-worked.



Current Use Map:

No meaningful proposal can ignore the existing shops and business and the effect a development will have on them. For this reason, we have modeled the entire length of Front Street indicated in the highlighted area.



Waterfront Development Zones:

We have divided the Waterfront as follows to facilitate uses as indicated:

A. Offices and Ferry Terminal

To have alternative spaces for hospitality industry in the form of restaurants, gaming areas and night clubs.

B. Merchant Parkway

To cater primarily to shoppers and pedestrians in this area.

C. Civic Center

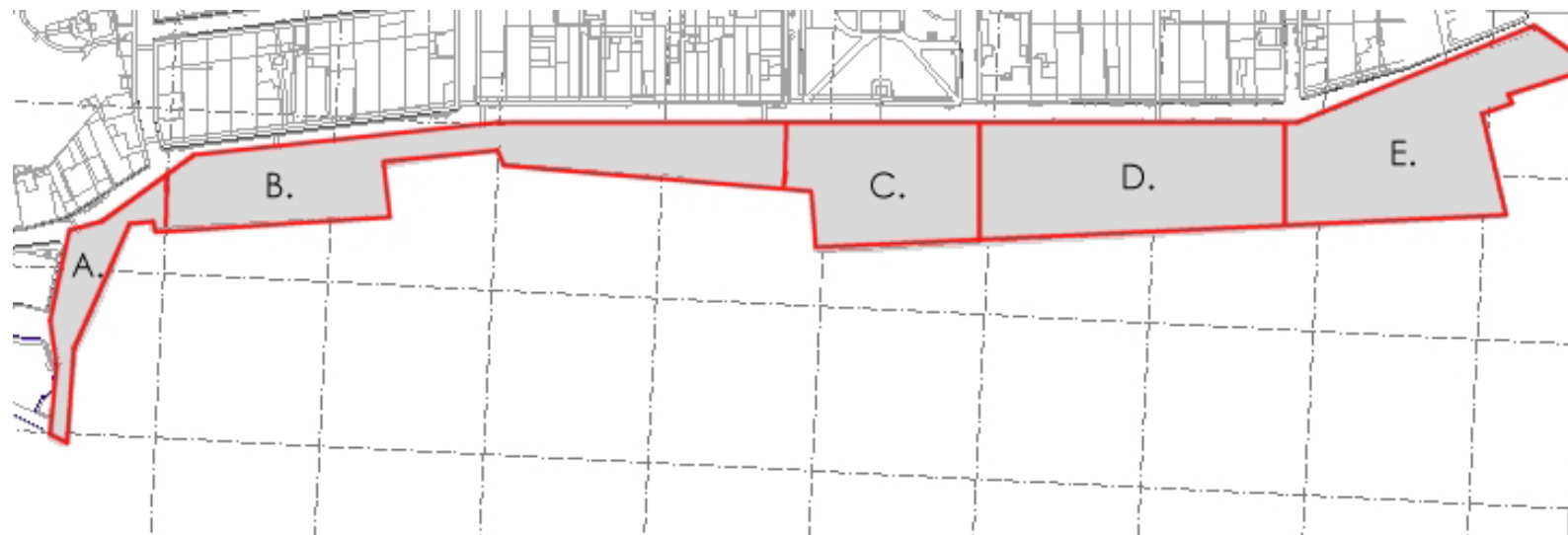
Conventions, trade shows and public gathering facilities with an outdoor component for meetings and presentations.

D. Pedestrian Parkway

To cater primarily to residents living and working in the city.

E. Residential Housing, Marina, Cruise Ship Terminal

For Waterfront housing, boating enthusiasts, and accommodation of arriving cruise ship visitors.



Waterfront Development Zone Descriptions:

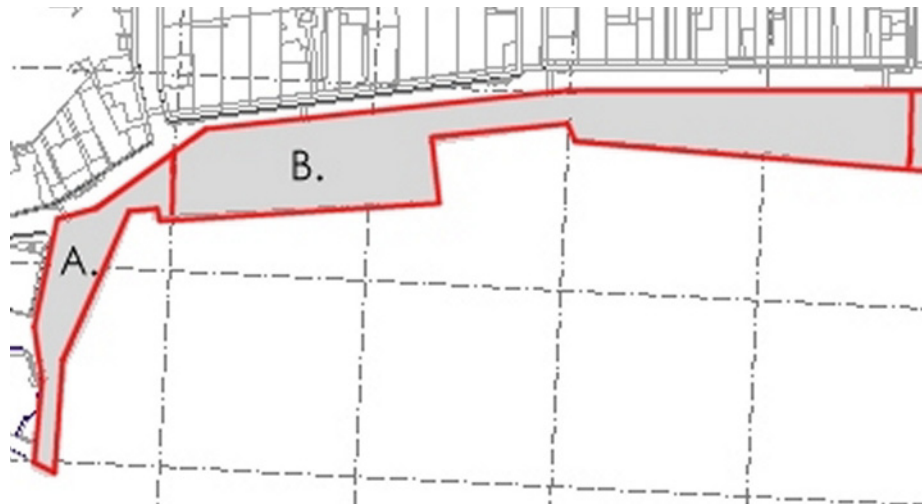
A. Ferry Terminal, Casino, Offices

Features alternative spaces for hospitality industry in the form of restaurants, gaming areas and night clubs, a revamped Ferry Terminal, and new Office space.

B. Merchant Parkway

Features a Lower Merchant concourse, a connecting interior Walkway and outdoor Boardwalk that run the length of the Development, Harbour Pavilions. The Parkway is serviced by an under-

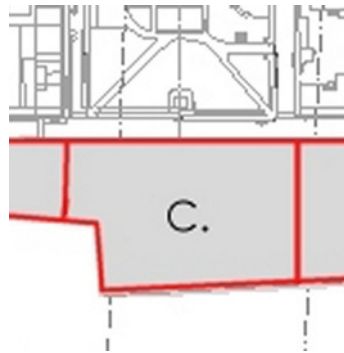
ground roadway to accommodate the day to day operations of the complex.



Waterfront Development Zone Descriptions:

C. Civic Center

Conventions, trade shows and public gathering facilities with outside component for meetings and presentations.



Waterfront Development Zone Descriptions:

D. Pedestrian Parkway

Features a Lower Merchant concourse, a connecting interior Walkway and outdoor Boardwalk that run the length of the Development, Harbour Pavilions. The Parkway is serviced by an underground roadway to accommodate the day to day operations of the complex.



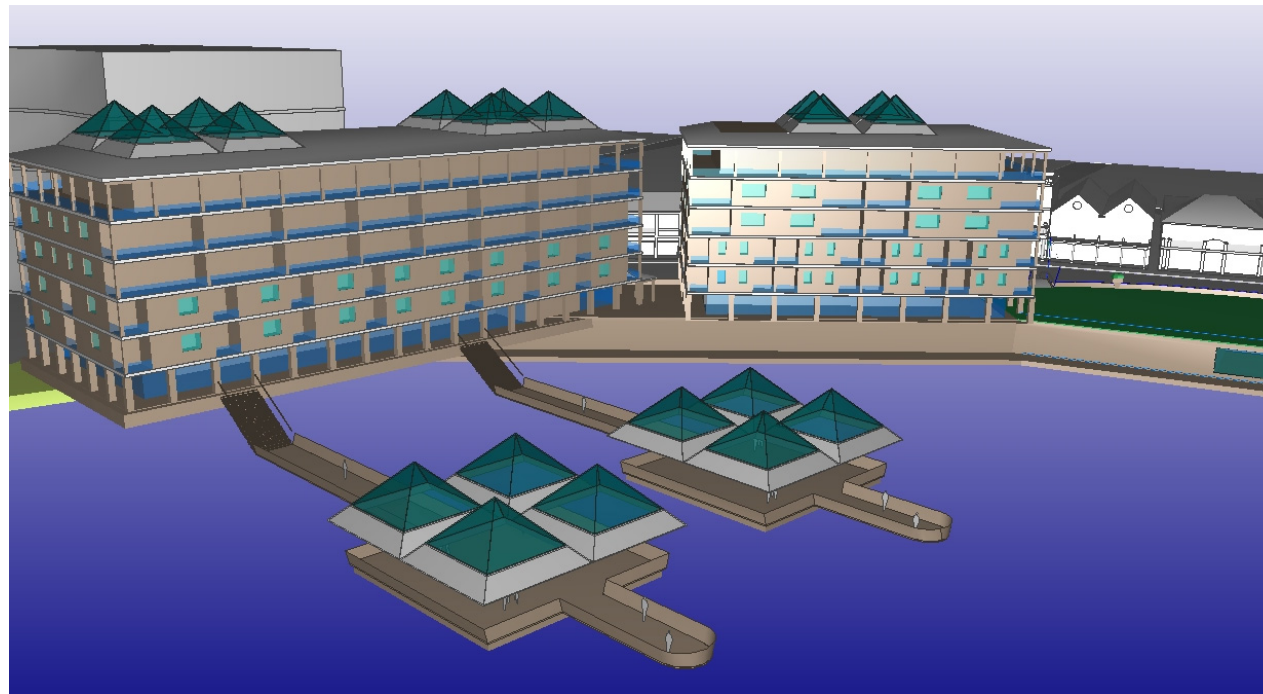
E. Residential Housing, Marina, Cruise Ship Terminal

For Waterfront housing, boating enthusiasts, arriving cruise ship visitors. Also includes underground parking beneath the apartment complex, retail shops on the ground level and an interior Walkway, connecting it with the Parkway.

Waterfront Development Zone Descriptions:

A. Ferry Terminal, Casino, Offices

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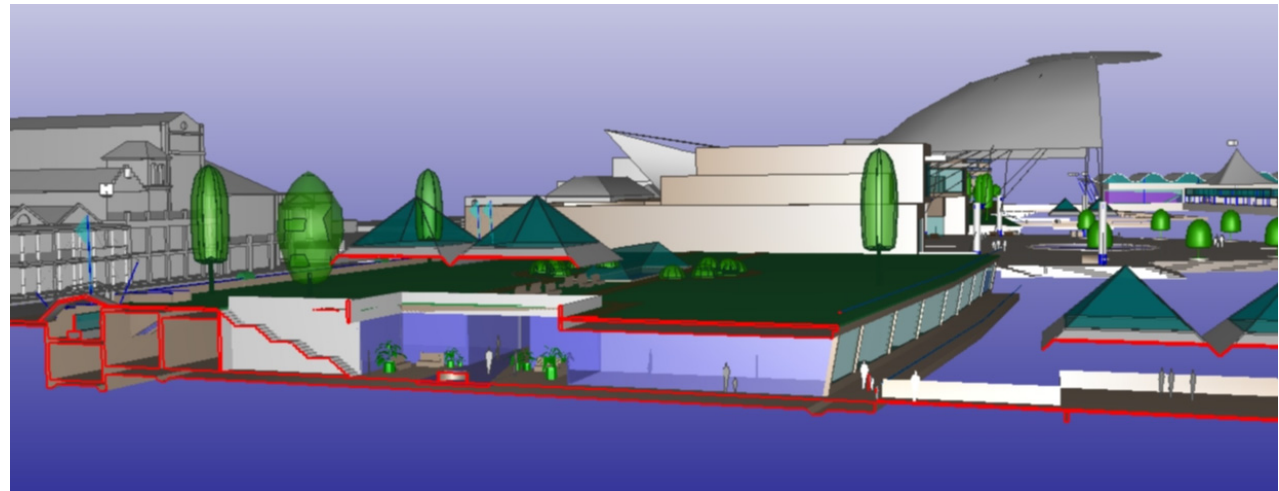


Waterfront Development Zone Descriptions:

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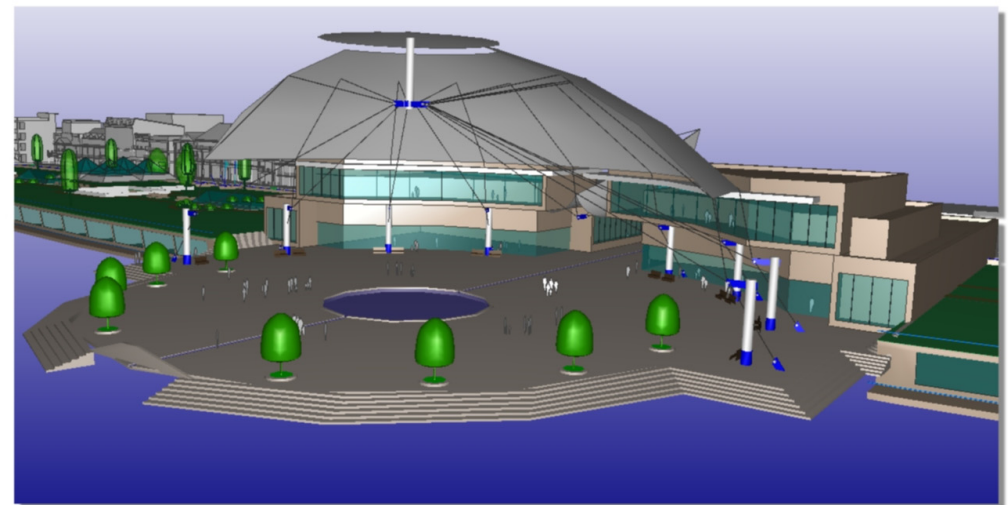
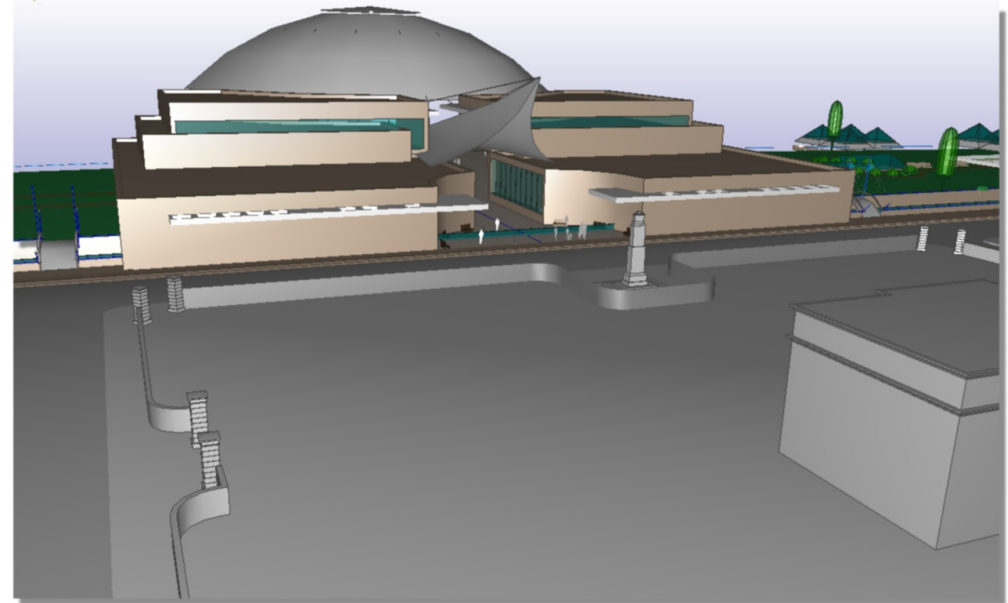
tions of the complex.



Waterfront Development Zone Descriptions:

C. Civic Center

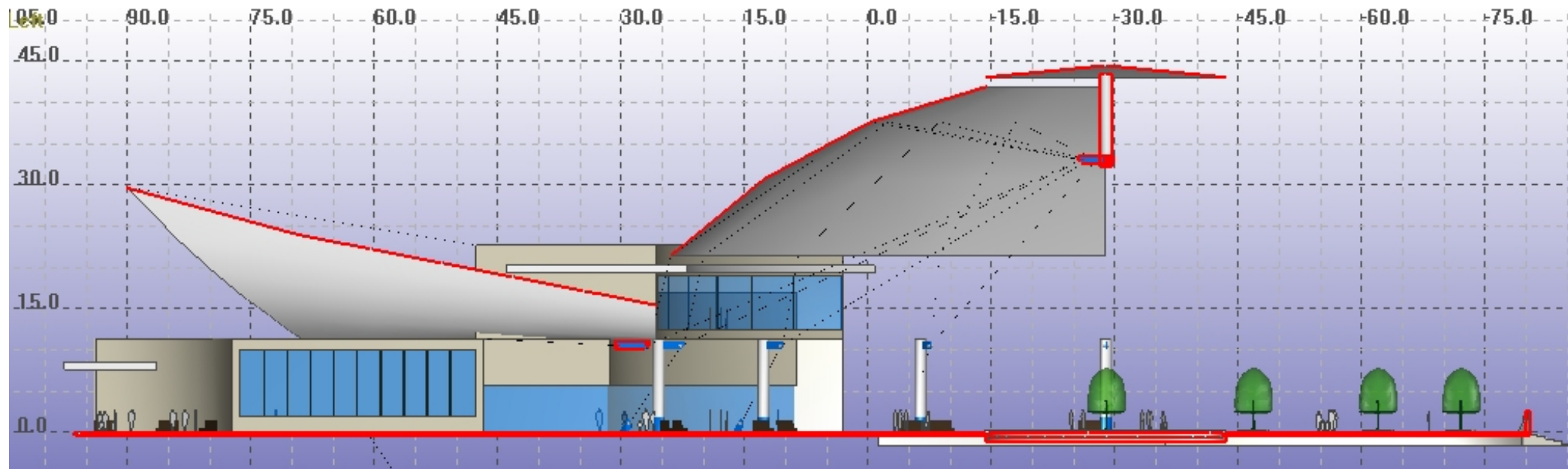
Conventions, trade shows and public gathering facilities with outside component for meetings and presentations.



Waterfront Development Zone Descriptions:

C. Civic Center

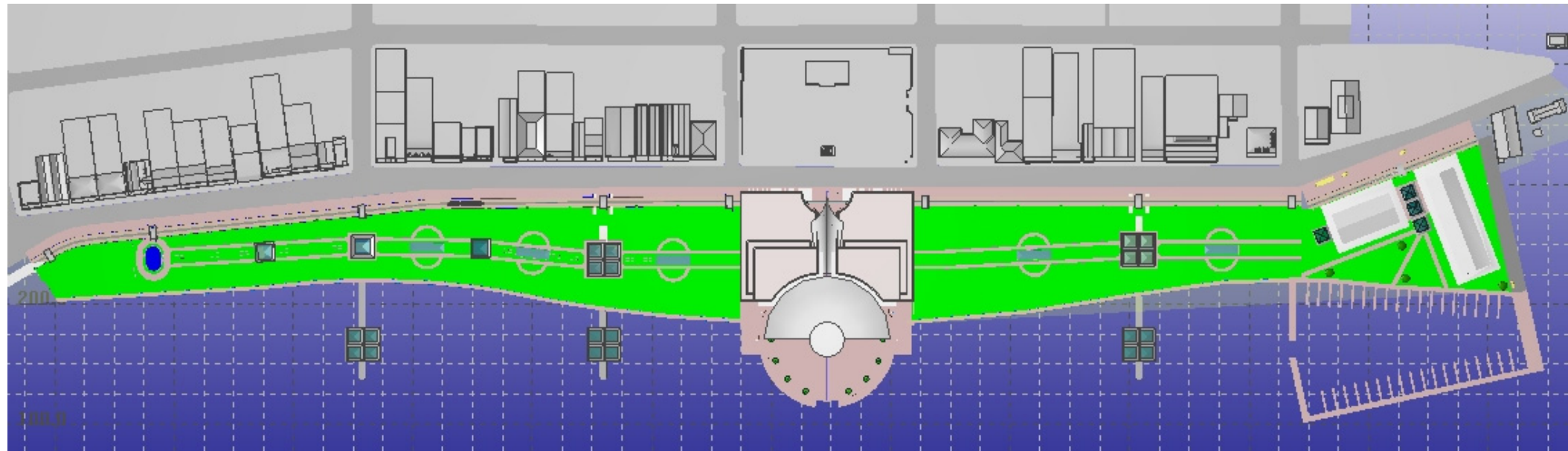
Cross section from front street to the harbor front.



Waterfront Development Zone Descriptions:

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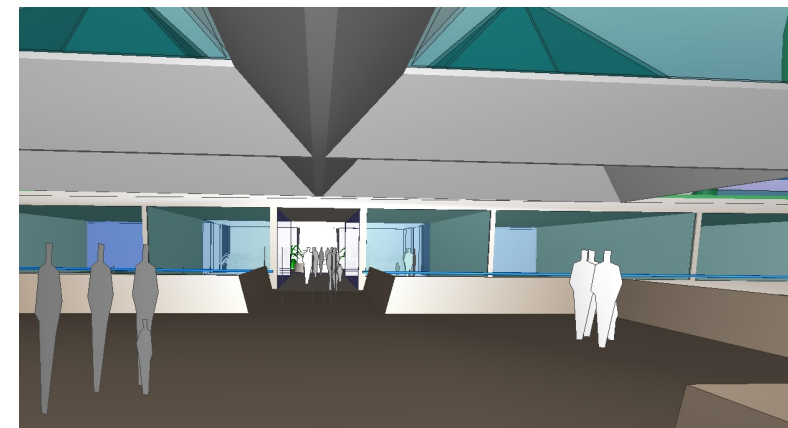
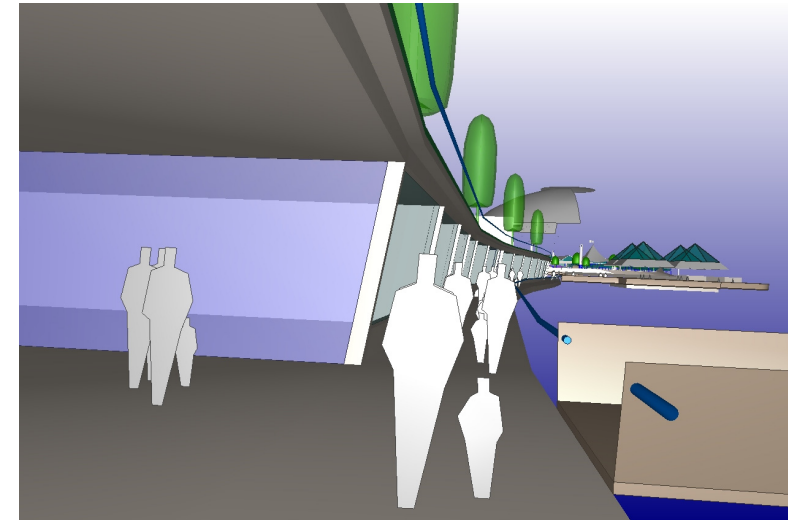
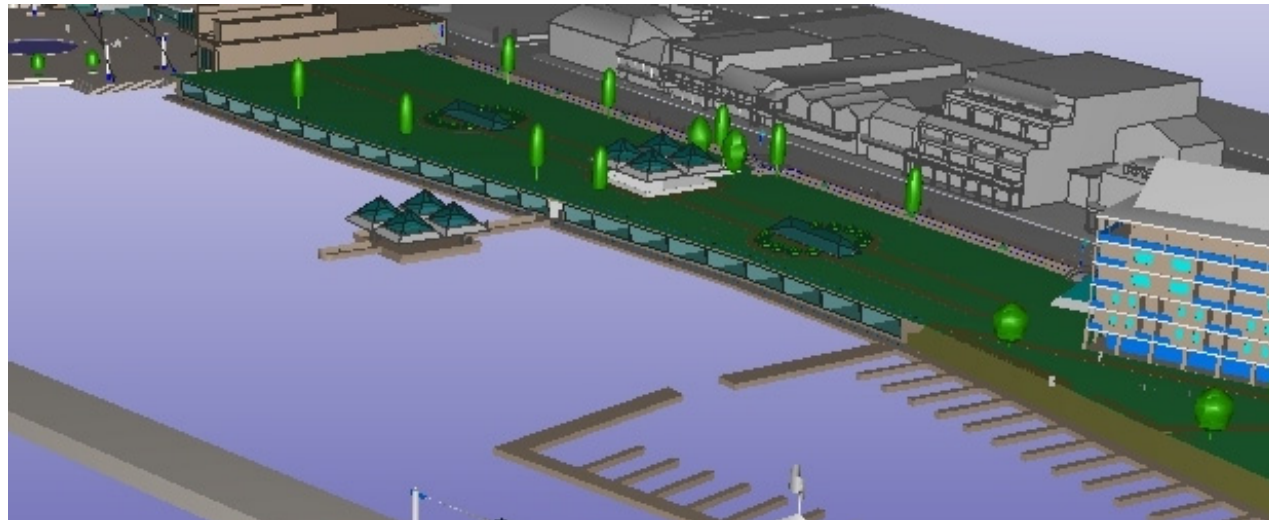


Waterfront Development Zone Descriptions:

Harbor side walkway.

D. Pedestrian Parkway

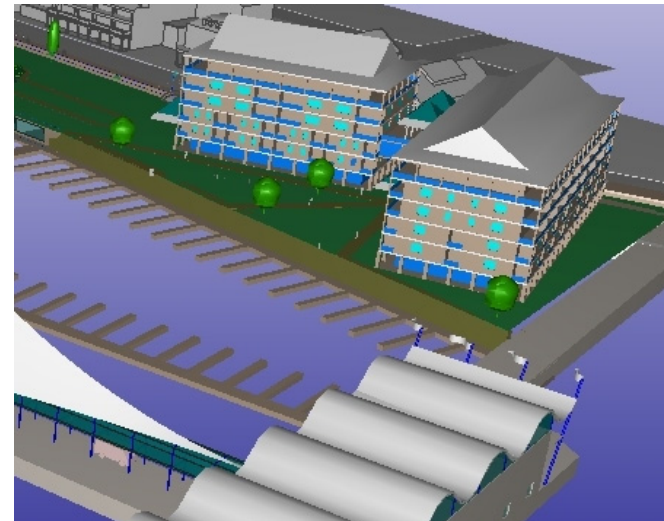
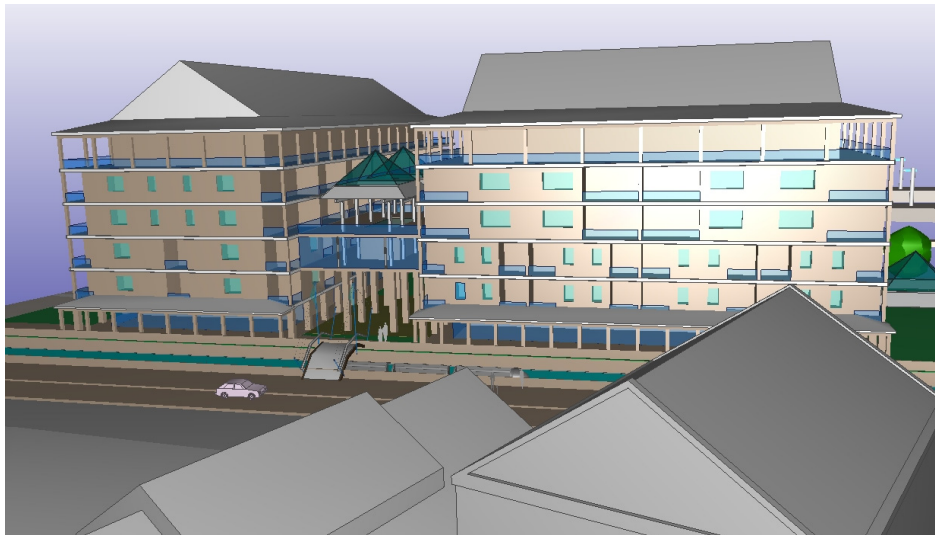
Area of open space with gardens and fountains, with capture of



Waterfront Development Zone Descriptions:

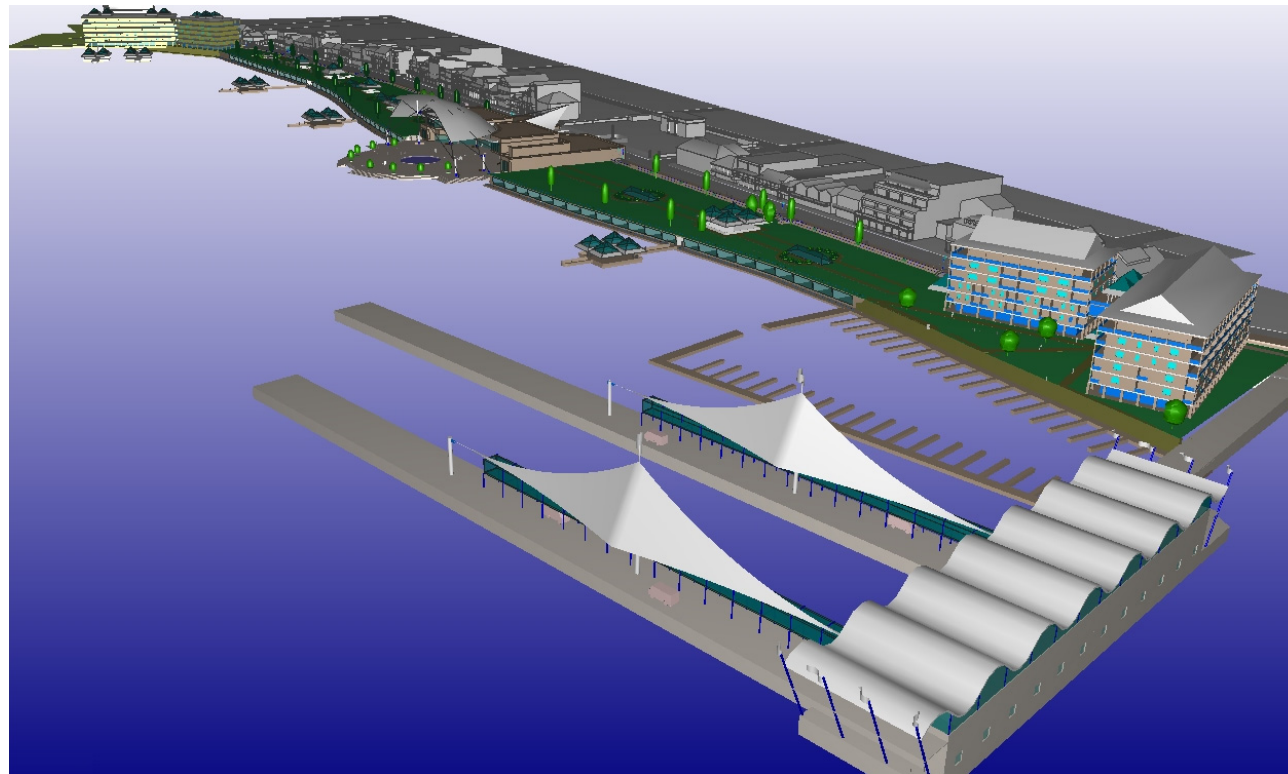
E. Residential Housing, Marina, Cruise Ship Terminal

For Waterfront housing, boating enthusiasts, arriving cruise ship visitors. Also includes underground parking beneath the apartment complex, retail shops on the ground level and an interior Walkway, connecting it with the Parkway.



Waterfront Development Zone Descriptions:

E. Residential Housing, Marina, Cruise Ship Terminal



Summary:

It should not go without noting, that the efforts you find here are put forward on the premise that no complete understanding of the design of a space, regardless of scope, can be made without a clear understanding of what exists.

For this reason, every building on front street was carefully modeled and included in the process as integral to the whole. Although this added significantly to our task, we hope you agree that it was worth the effort, as the result is a clear understanding of the scope and importance of the area as a whole.

