



Urban Design Brief: Delta Collegiate Institute Redevelopment

1284 Main Street East
Hamilton, Ontario

November 2022



Prepared for:



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SECTION 1

Introduction

1.1 Purpose of the Urban Design Brief

This urban design brief has been prepared in support of an application for an Official Plan and Zoning By-Law Amendment on behalf of the New Horizon Development Group, the registered owner of the lands municipally known as 1284 Main Street East in the City of Hamilton (referred to as “subject site”). The subject site is approximately 2.49 hectares (6.25 acres) with frontage on Main Street East, Graham Avenue South, Maple Avenue, and Wexford Avenue South. Currently the site exists as Delta Secondary School, which has been vacant since 2019. The site is proposed to be redeveloped as a medium density residential development with the historically significant secondary school building to be preserved and adaptively re-used for condominium and amenity use.

The proposed residential community consist of two blocks of 3-storey townhouses, three 14-storey buildings, two blocks of 4-storey stacked townhouses, and a preserved and retrofitted heritage building at the frontage of Main Street East.

Image A: Delta Collegiate Institute



1.2 Site Context

The subject site is situated within the Delta East neighbourhood surrounded by a variety of uses, including commercial corridors, parks, schools, and community centres. The subject site is currently home to Delta Secondary School, which is designated as a property of cultural heritage value due to its status as the oldest surviving collegiate institute in Wentworth County between 1946-2019 and its significance as an excellent representation of Modern Gothic architecture. (see Image A).

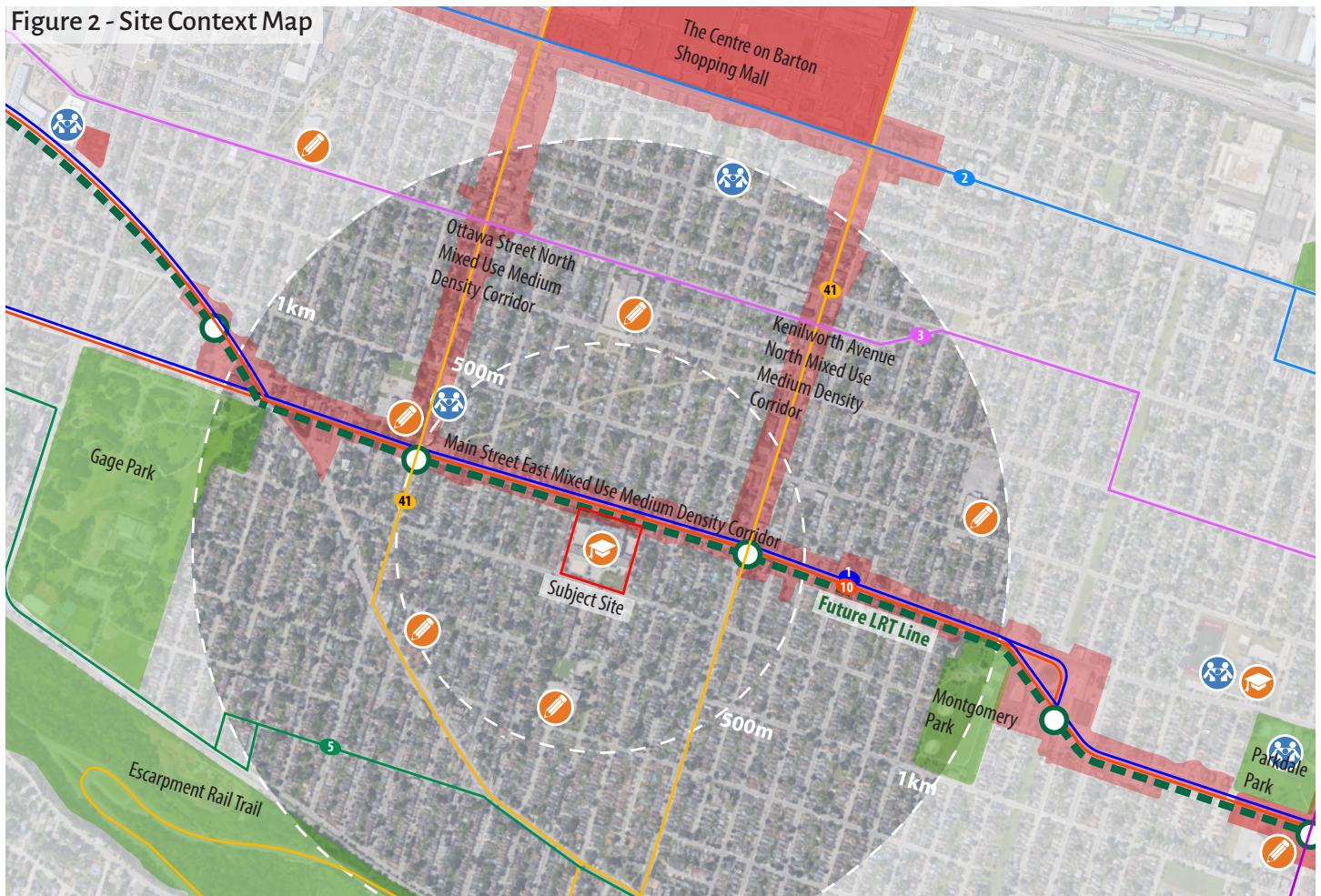
The Delta East neighbourhood is predominantly low density residential in character, with Main Street East being a mixed-use corridor that runs along the north of the neighbourhood boundary. Two other mixed-use corridors near the subject site are located along Kenilworth Avenue North and Ottawa Street North (see figure 1). The Centre on Barton is a significant commercial destination located approximately 1km north of the subject site, serving as shopping centre for the local neighbourhood.

There are many parks, elementary schools, secondary schools, and community amenities within vicinity of the subject site (see figure 2). Gage Park and the Escarpment Rail Trail are two important public open spaces within 1km of the subject site (see figure 2). Other notable parks in the area include Montgomery Park and Parkdale Park.

Figure 1 - Neighbourhood Map



Figure 2 - Site Context Map



There are five elementary schools within a 1km radius of the subject site, including: AM Cunningham Elementary School, St. John the Baptist Catholic Elementary School, Memorial Elementary School, Queen Mary Elementary School, and WH Ballard Elementary School. Community Centers in the vicinity include Hamilton East EarlyON Child and Family Centre, BGC Hamilton-Halton Youth Club, and Hamilton Regional Native Centre.

The subject site is well serviced by bus routes. The #1 and #10 bus routes run directly across the frontage of the subject site, connecting residents to the east and west of the city. Main Street East eventually becomes part of Downtown Hamilton less than 5km west of the subject site. The #41 bus route connects residents to the north and south through Ottawa Street North and Kenilworth

Avenue North. Furthermore, the subject site is located along the future Light Rail Transit Line, between the Ottawa and Kenilworth LRT Stops. Site residents will be connected under 30 minutes to anywhere east or west of the City between McMaster and Eastgate.

Image B: Gage Park Rose Gardens



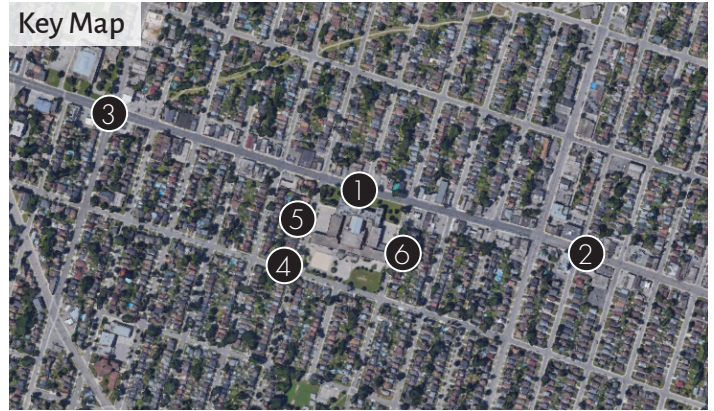
Image C: Escarpment Rail Trail



1.3 Streetscape Context

Main Street East runs along the northern boundary of the site. It is designated as a Major Arterial and Primary Corridor in the Urban Hamilton Official Plan and is currently a four lane, two-way road. Main Street East is fronted by predominantly a mixture of low and mid-rise commercial and residential dwellings. The subject site is situated at the midpoint of two major commercial nodes located less than 5km to the east and west of the Main Street East corridor - downtown Hamilton to the west, and Eastgate mall to the east.

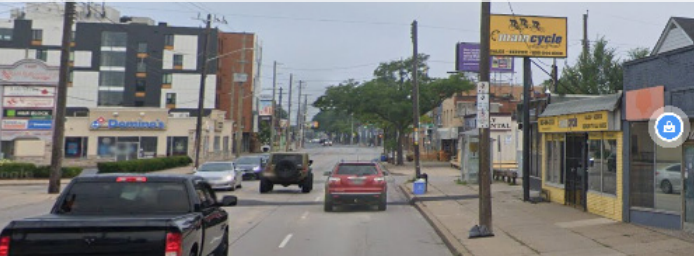
The subject site is also fronted by low density residential dwellings along its east, west, and south boundaries (see images 4-6). Maple Avenue, Graham Avenue S, and Wexford Avenue S are all residential two-lane roads lined with single detached dwellings, street trees, and landscape strips on both sides of the road.



1. Main Street E at Subject Site looking east



2. View Along Main Street E looking west



3. View Along Main Street E and Ottawa Street intersection looking east



4. Maple Avenue at Subject Site looking east



5. Graham Avenue S at Subject Site looking south



6. Wexford Avenue S at Subject Site looking south



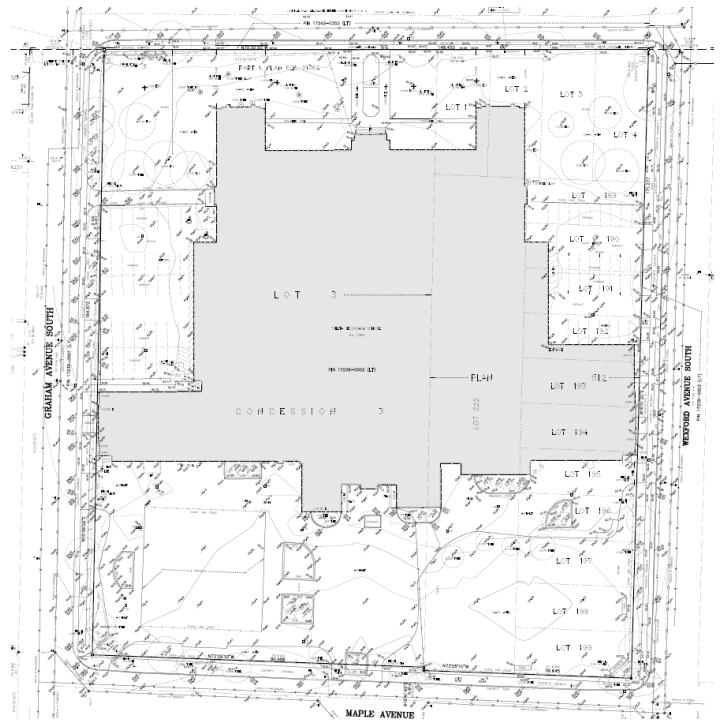
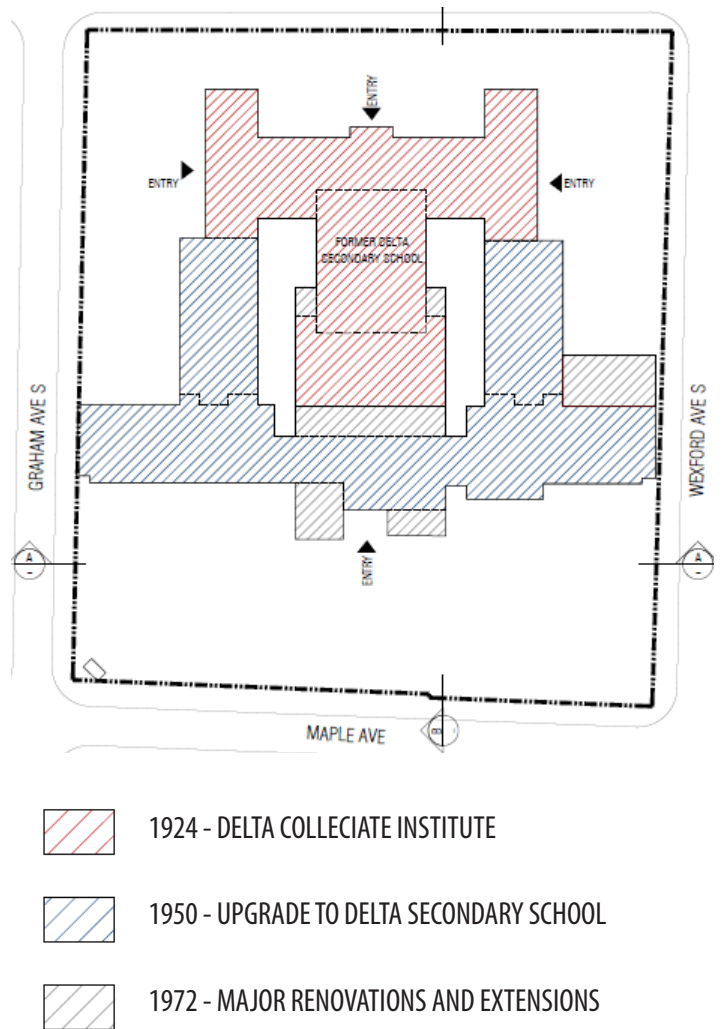


Figure 3 - Structural Evolution Diagram - ERA Architects



1.4 Site Attributes

The subject site is approximately 2.49ha in size and has a lot frontage of approximately 150m along Main Street East. The site is relative flat and currently home to Delta Secondary School, which was designated as a property of Cultural Heritage Value in February 2014. The school was known as “Delta Collegiate Institute” when it opened in 1924, subsequently known as “Delta Secondary School” when it was enlarged in 1948-50. **Figure 3** shows the portions that belong to the original building, as well as the locations of the 1950 and 1972 additions.

There are a number of trees that exist on site. There is a mix of medium-large deciduous and coniferous trees scattered across the front lawn and sporatically bordering the property line. The lawn and asphalt recreation spaces at the rear also contain a number of younger coniferous and deciduous trees, many of which are planted within wooden planter boxes. The rear school yard is currently surrounded by a black chain link fence.

There is a large double concrete walkway leading to the front entrance of the school, in slight disrepair, with a sodded median and a Canadian flag. There are two parking lots on site located on the east and west sides of the property, adjacent to the concrete side entrances. The school building and subsequent additions also envelop two asphalt courtyard spaces. There is a black archway at the southwest corner of the site, framing the south west entrance into the property.



1.5 Cultural Heritage Value

Delta Secondary School has been designated as a property of Cultural Heritage Value due to its architectural merit and historic significance as one of the first collegiate institutes in Wentworth County. As outlined in By-law No. 14-077, Delta Collegiate Institute opened in 1924 in response to a surge in secondary school enrollment. Later, in 1948-1950, the institution was renamed to Delta Secondary School following a rearward expansion of the original structure.

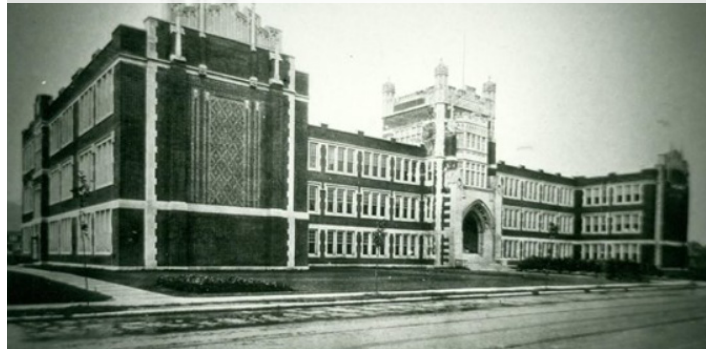
Upon the date of its opening by George Howard Ferguson, it was the second collegiate institute - the highest order of secondary school in Ontario in the 1920s - in all of Wentworth County. As of the present day, it is the oldest surviving collegiate institute in the City.

During the early twentieth century in Hamilton, post-elementary education had a high social value placed on it and Delta at the time was considered one of the finest secondary schools in the entire country of Canada. Its stature in the social realm was also supported by its beautifully designed modern gothic architectural facade, which consists of Milton red rug brick and Tyndall limestone. This application was the first in the City and of the first instances of use across the entire Province of Ontario.

The interior of the structure consists of a formal front entrance with a central lobby, a large auditorium with a proscenium arch at the stage, four cast-iron and marble stairways, a light-filled room atop the school's central tower, amongst many other high-quality design elements.

The 1948 additions are considered early illustrations of Modernism manifesting in Ontario. The site design is laid out according to the Beaux-Arts Classical principles. Examples of this are the "U"-shaped central walk to the Main Street entrance and the walkways to the school's east and west entrances.

Delta Secondary School Historic Photo



Delta Secondary School Current Day Photo



Concrete Walk from Graham Avenue S. to Entrance



Arched Canopy at the Northeast Corner of Site



The school grounds fill an entire city block, with the School structure centered and facing onto Main Street. The central tower aligns with Houghton Avenue and presents a beautiful vista from down this street. A recent addition to the grounds, the arched canopy at the corner of Graham Avenue and Maple Avenue, helps further in defining the importance of the site within the Delta East neighbourhood.

Refer to the Cultural Heritage Impact Assessment report prepared by ERA for additional information on the Heritage attributes identified in By-law No. 14-077.

1.6 Transit Context

The subject site is located along the path of the Hamilton LRT line which has massive potential to transform and intensify the King Street corridor, especially within vicinity to the subject site. The proposed development will become part of this revitalization due to its location along this expanding transit corridor.

The LRT corridor will begin at Eastgate Square in Stoney Creek, and travel down Queenston/King Street, and eventually into Main Street where it will terminate at McMaster University. The introduction of the LRT will facilitate the introduction of denser built forms that will take advantage of the LRT's implementation. The subject site is one of many that will ensure that the City's initiative in public transit is utilized to its maximum potential.

Approved Future Rapid Transit Line



SECTION 2

Municipal Policy Review

2.1 The Urban Hamilton Official Plan (UHOP) Section B.3.3 - Urban Design Policies & Principles

The Urban Design principles for the proposed development are based on the applicable policies in B.3.3.2.3 through B.3.3.2.10 inclusive, which apply to all development and redevelopment. These principles include:

- fostering a sense of community pride and identity;
- visually connecting the public and private realms;
- making places safe, accessible, connected, and easy to navigate;
- creating communities that are transit supportive and promote active transportation;
- creating places that are adaptable to future demographic and environmental changes;
- encouraging innovative community design and technology;
- enhancing the character of the existing environment; and
- promoting compatible intensification that makes appropriate and innovative use of buildings and sites.

Urban Design Policies for Circulation, Site Organization, and Compatibility with Surrounding Context:

Urban design policies in Section B.3.3 applicable to **circulation** accomplish the above principles through:

- connecting buildings and spaces through an efficient, intuitive, and safe network of streets, roads, alleys, lanes, sidewalks, and pathways;
- providing connections and access to all users regardless of age and physical ability;
- integrating conveniently located public transit and cycling infrastructure with existing and new development; and
- Providing landscaped walkways that connect to pedestrian routes on site, particularly in areas with high levels of pedestrian traffic.

Urban design policies in Section B.3.3 applicable to **site organization** accomplish the above principles through:

- organizing space in a logical manner through

the design, placement, and construction of new buildings, streets, structures, and landscaping;

- recognizing that every new building or structure is part of a greater whole that contributes to the overall appearance and visual cohesiveness of the urban fabric;
- creating places and spaces that are publicly visible and safe;
- complementing and animating existing surroundings through design and placement of buildings and pedestrian amenities;
- defining the street through consistent setbacks and building elevations;
- locating surface parking to the sides or rear of sites or building, where appropriate;
- using design techniques, such as building setbacks, to maximize sunlight to pedestrian areas;
- locating servicing and loading areas away from streets and screening them from view; and
- locating parking underground.

Urban design policies in Section B.3.3 applicable to **compatibility with surrounding context** accomplish the above principles through:

- relating to its role in the overall urban structure;
- respecting existing character, development patterns, built form, and landscape;
- promoting quality design consistent with the locale and surrounding environment;
- creating a continuous animated street edge in urban environments; and
- achieving compact development and resulting built forms.

Urban Design Policies for Landscape Design:

Urban design policies in Section B.3.3 applicable to **Landscape Design** accomplish the above principles through:

- contributing to the character and ambiance of the community through appropriate design of streetscapes and amenity areas;

- incorporating public art installations as an integral part of urban design;
- creating streets as public spaces that are accessible to all;
- including transitional areas between the public and private spaces where possible through use of features such as landscaping, planters, porches, canopies, and/or stairs;
- creating high quality, safe streetscapes, parks, and open spaces that encourage physical activity and active transportation;
- ensuring an equitable distribution of accessible and stimulating amenity areas, including the development of places for passive and active recreation and use;
- creating a streetscape environment that provides: adequate space for multi-modal use, continuous sidewalks, street trees, landscaped boulevards, pedestrian amenities, on street parking, public art, and gathering spaces; and
- including a quality landscape edge along frontages where buildings are set back from the street.

Urban Design Policies for Architectural Design:

Urban design policies in Section B.3.3 applicable to **Architectural Design** accomplish the above principles through:

- using materials that are consistent and compatible with the surrounding context in the design of new buildings;
- ensuring building entrances are visible from the street and promoting shelter at entrance ways; and
- creating ample glazing on ground floors to create visibility to and from the public sidewalk.

2.2 The Urban Hamilton Official Plan (UHOP) - Schedule E - Urban Structure “Neighbourhoods”

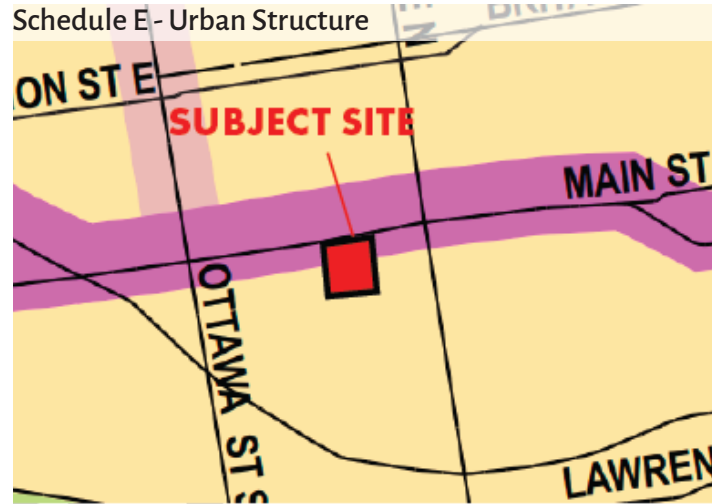
The Site is designated “*Neighbourhoods*” in Schedule E of the Urban Hamilton Official Plan. The function of the “*Neighbourhoods*” designation is as follows:

E.2.6.2 Neighbourhoods shall primarily consist of residential uses and complementary facilities and services intended to serve the residents. These facilities and services may include parks, schools, trails, recreation centres, places of worship, small retail stores, offices, restaurants, and personal and government services.

E.2.6.3 The Neighbourhood element of the urban structure shall be implemented through land use designations shown on Schedule E-1 – Urban Land Use Designations.

E.2.6.4 The Neighbourhoods element of the urban structure shall permit and provide the opportunity for a full range of housing forms, types and tenure, including affordable housing and housing with supports.

E.2.6.5 The Neighbourhoods element of the urban structure shall permit a range of commercial uses including retail stores and services. These commercial uses may be clustered into plaza forms or in main street configurations. Over time, some of these commercial areas may evolve into a mixed use form, where appropriate. Commercial uses that cater to a broader regional market shall be directed to appropriate Urban Nodes. The Neighbourhoods element of the urban structure permits a broader range of commercial areas than the Neighbourhoods Designation. The different types of commercial areas are designated on Schedule E-1 – Land Use Designations. The policies of Section E.4.0 – Commercial and Mixed Use Designations, Section E.3.0 – Neighbourhoods Designation, and applicable secondary plans of Volume 2 shall provide specific direction on the scale of commercial uses in the various commercial and mixed use designations.



E.2.6.6 The Neighbourhoods element of the urban structure shall permit arterial commercial type uses in appropriate locations through specific land use designations as specified in Section E.4.0 – Commercial and Mixed Use Designations and where designated on Schedule E-1 – Urban Land Use Designations. These uses include services catering to the traveling or drive-by consumer as well as retail stores, which are land extensive, require outdoor storage, or have a warehouse-type character, and cannot be appropriately accommodated in the Urban Nodes.

The following goals apply to the Neighbourhoods land use designation:

- **E.3.1.1** Develop compact, mixed use, transit supportive, and active transportation friendly neighbourhoods;
- **E.3.1.3** Plan and designate lands for a range of housing types and densities, taking into account affordable housing needs; and
- **E.3.1.5** Promote and support residential intensification of appropriate scale and in appropriate locations throughout the neighbourhoods.

E.3.2.1 Areas designated Neighbourhoods shall function as complete communities, including the full range of residential dwelling types and densities as well as supporting uses intended to serve the local residents.

E.3.2.4 Residential intensification shall enhance and be compatible with the scale and character of the existing neighbourhood;

E.3.2.7 The City shall require quality urban and architectural design. Development of lands within the Neighbourhoods designation shall be designed to be safe, efficient, pedestrian oriented, and attractive, and shall comply with the following criteria:

- a) New development on large sites shall support a grid system of streets of pedestrian scale, short blocks, street oriented structures, and a safe and attractive public realm.
- b) Garages, parking areas, and driveways along the public street shall not be dominant. Surface parking between a building and a public street (excluding a public alley) shall be minimized.
- c) Adequate and direct pedestrian access and linkages to community facilities/services and local commercial uses shall be provided.
- d) Development shall improve existing landscape features and overall landscape character of the surrounding area.
- e) Development shall comply with Section B.3.3 – Urban Design Policies and all other applicable policies.

E.3.3.1 Lower density residential uses and building forms shall generally be located in the interiors of neighbourhood areas with higher density dwelling forms and supporting uses located on the periphery of neighbourhoods on or in close proximity to major or minor arterial roads.

E.3.3.2 Development or redevelopment adjacent to areas of lower density shall ensure the height, massing, and arrangement of buildings and structures are compatible with existing and future uses in the surrounding area.

E.3.6.1 High density residential areas are characterized by multiple dwelling forms on the periphery of neighbourhoods in proximity to major or minor arterial roads.

E.3.6.4 High density residential uses shall be located within safe and convenient walking distance of existing or planned community facilities/services, including public transit, schools, and active or passive recreational facilities.

E.3.6.7 High density residential areas are characterized by multiple dwelling forms in proximity to major or minor arterial roads. Development within the high density residential category shall be evaluated on the basis of the following criteria:

- a) Developments should have direct access to a collector or major or minor arterial road.
- b) High profile multiple dwellings shall not generally be permitted immediately adjacent to low profile residential uses. A separation distance shall generally be required and may be in the form of a suitable intervening land use, such as a medium density residential use. Where such separations cannot be achieved, transitional features such as effective screening and/or design features shall be incorporated into the design of the high density development to mitigate adverse impact on adjacent low profile residential uses.
- c) High profile development may be considered appropriate, subject to the other policies of this plan, where it would result in the preservation of natural heritage system features or public view corridors which may otherwise be compromised by more dispersed, lower profile development.

- d)** Development shall:
- provide adequate landscaping, amenity features, on-site parking, and buffering where required;
 - be compatible with existing and future uses in the surrounding area in terms of heights, massing, and an arrangement of buildings and structures; and
 - provide adequate access to the property, designed to minimize conflicts between traffic and pedestrians both on-site and on surrounding streets.
- e)** In accordance with the policies of Section B.3.3 - Urban Design Policies, development shall contribute to an attractive public realm by minimizing the view of the following elements from the abutting public streets (excluding public alleys):
- surface parking areas;
 - parking structures;
 - utility and service structures such as garbage enclosures; and
 - expanses of blank walls.
- f)** The City may require studies, in accordance with Chapter F - Implementation Policies, completed to the satisfaction of the City, to demonstrate that the height, orientation, design and massing of a building or structure shall not unduly overshadow, block light, or result in the loss of privacy of adjacent residential uses.
- g)** The orientation, design, and massing of a building or structure higher than six storeys shall take into account the impact on public view corridors and general public views of the area of the Niagara Escarpment, waterfront, and other parts of the City as identified through secondary plans or other studies.

2.3 The Urban Hamilton Official Plan (UHOP) - Schedule E-1 - Urban Land Use “Mixed Use Medium Density”

The Site is dually designated as “**Neighbourhood**” and “**Mixed Use - Medium Density**” in the Urban Hamilton Official Plan’s (UHOP) Schedule E.1 Urban Land Use. This application proposes to re-designate the entirety of the site to be “*Mixed Use Medium Density*”. The following policies apply to the Mixed-Use Medium Density Designation for the proposed development:

E.4.6.4 It is also the function of areas designated Mixed Use - Medium Density to serve as vibrant people places with increased day and night activity through the introduction of residential development. Residential development enhances the function of these areas as transit supportive nodes and corridors.

E.4.6.5 The following uses shall be permitted on lands designated Mixed Use - Medium Density on Schedule E-1 – Urban Land Use Designations:

- a) commercial uses such as retail stores, auto and home centres, home improvement supply stores, offices, medical clinics, personal services, financial establishments, live-work units, artist studios, restaurants, gas bars, and drive-through facilities;(OPA 64)
- b) **Notwithstanding Policy E.4.6.5 a),** drive-through facilities on pedestrian focus streets shall only be permitted in accordance with Section E.4.6.29 and all other applicable policies of this Plan.
- c) institutional uses such as hospitals, places of worship, and schools;
- d) arts, cultural, entertainment, and recreational uses;
- e) hotels;
- f) multiple dwellings; and,
- g) accessory uses.

E.4.6.9 The predominant built form shall be mid rise and low rise mixed use buildings that have retail and service commercial stores at grade. Single use commercial buildings and medium density ground related housing

forms shall also be permitted, except for pedestrian focus streets as listed by Policy E.4.3.1.1. (OPA 65)(OPA 142).

E.4.6.10 Permitted uses shall be located in single or mixed use buildings.

E.4.6.16 New development shall be designed and oriented to create comfortable, vibrant and stimulating pedestrian oriented streets within each area designated Mixed Use - Medium Density.

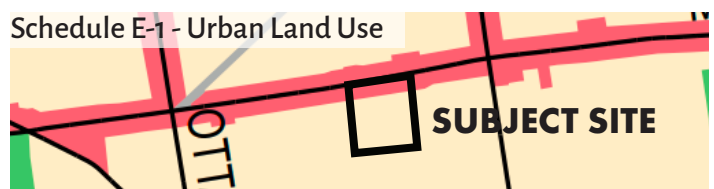
E.4.6.17 Areas designated Mixed Use - Medium Density are intended to develop in a compact urban form with a streetscape design and building arrangement that supports pedestrian use and circulation and create vibrant people places.

E.4.6.18 In the historic former downtowns and main streets, a strong historic pedestrian focus is long established, and shall be enhanced through new development.

E.4.6.24 New development shall respect the existing built form of adjacent neighbourhoods by providing a gradation in building height and densities, and by locating and designing new development to minimize the effects of shadowing and overview on properties in adjacent neighbourhoods.

E.4.6.25 Areas designated Mixed Use - Medium Density shall be integrated with the surrounding neighbourhoods through frequent street and pedestrian linkages.

E.4.6.26 Automobile access shall continue to be an important mode of transportation from the surrounding neighbourhoods, but it shall be balanced with the need to improve pedestrian access and opportunities for active transportation.



2.4 The Urban Hamilton Official Plan (UHOP) - Schedule E - Urban Structure “Primary Corridor”

The Site is designated “**Primary Corridor**” in the Urban Hamilton Official Plan’s (UHOP) Schedule E - Urban Structure. The function of the Primary Corridor designation as it applies to the proposed development is as follows:

The City’s corridors provide a significant opportunity for creating vibrant pedestrian and transit-oriented places through investment in infrastructure, residential intensification, infill and redevelopment, and careful attention to urban design.

E.2.4.2 Urban Corridors are a separate structural element from the Neighbourhoods, which are set out in Section E.2.6, however in many locations, Urban Corridors function as an integral part of the surrounding Neighbourhood, and serve as a central focal point.

E.2.4.3 Urban Corridors shall be the location for a range of higher density land uses along the corridor, including mixed uses where feasible, supported by higher order transit on the Primary Corridors

E.2.4.4 Primary Corridors shall serve to link two or more nodes, major activity centres, or employment areas.

E.2.4.6 Urban Corridors shall function as commercial spines providing retail stores and commercial services that cater primarily to the weekly and daily needs of residents within the surrounding neighbourhoods. Small scale retail stores that cater to a broader regional market may be also permitted.

E.2.4.8 Primary Corridors shall be served by the higher order of transit service. Secondary Corridors may be served by a higher order transit service.

E.2.4.10 The built form along the Urban Corridors shall generally consist of low to mid rise forms, but will vary along the length of the corridors with some areas permitted to accommodate high density and high rise built form. The Primary Corridors shall have a greater proportion of the corridor length in retail and mixed-

use forms, while the Secondary Corridors shall generally accommodate retail and mixed use forms in small clusters along the corridors with medium density housing located between the clusters.

E.2.4.11 Urban Corridors shall be a focus for intensification through the Neighbourhoods which they traverse. However, it is anticipated that intensification will also occur within the surrounding Neighbourhoods, particularly on sites along other arterial roads that are not designated as Urban Corridors.

E.2.4.14 Urban Corridors shall provide a comfortable and attractive pedestrian experience. (OPA 65)

E.2.4.16 New development shall respect the existing built form of adjacent neighbourhoods where appropriate by providing a gradation in building height. New development shall locate and be designed to minimize the effects of shadowing and overview on properties in adjacent neighbourhoods. (OPA 98)

2.5 City-Wide Corridor Planning Principles and Design Guidelines

The City of Hamilton's "City-Wide Corridor Planning Principles and Design Guidelines" provides planning and design policy for primary and secondary corridors identified by the Urban Hamilton Official Plan. This includes the Main-King-Queenston primary corridor on which the subject site is located. Section 3.0 outlines the following principles of the corridor design guidelines:

- a) Support and facilitate development and investment that contributes to the economic and social vitality of the Corridor and adjacent neighbourhoods.
- b) Promote and support development which enhances and respects the character of existing neighbourhoods where appropriate and creates vibrant, dynamic, and livable urban places through high quality urban design.
- c) Develop compact, mixed use urban environments that support transit and active transportation.
- d) Promote and support an innovative sustainable built environment that uses resources efficiently and encourages a high quality of life.
- e) Identify areas of change as the locations for new development along Corridors.

In addition to the principles above, section 4.1 outlines the goals of the corridor design guidelines as follows:

- a) Encourage new intensification and infill development by allowing flexibility and providing alternatives to minimize constraints and provide opportunities.
- b) Create streetscapes that are attractive, safe and accessible for pedestrians, transit users, cyclists and drivers.
- c) Minimize the negative effects of shading on existing adjacent properties, streets and public spaces.
- d) Minimize the negative effects of changes in building scale and character on existing streetscapes and adjacent properties.

- e) Minimize the negative effects of overview on existing adjacent private properties.
- f) Encourage a diversity of built form, neighbourhood character and development opportunities along the Corridors.

Section 4.2 of the City-Wide Corridor Planning Principles and Design Guidelines provides guidelines for development potential based on built form and property size. The subject development falls under the guidelines for a lot area of 2.5 hectares, which encourages:

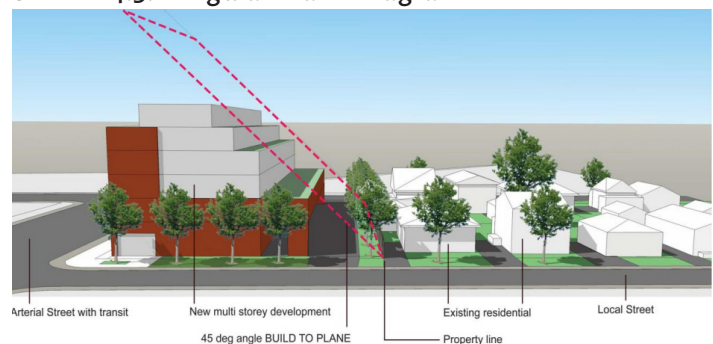
"a mix of building types and uses that correspond with the existing context and a comprehensive plan for the site."

The typical height recommended for this property type is a maximum of 12 storeys. Higher buildings may be appropriate based on sun/shadow and design studies, which will be provided in this submission.

Section 4.3.1 describes the more detailed guideline used to determine maximum building height related to property depth. According to the guidelines:

"New buildings should be limited in height by a 45 degree build to plane measured from the rear property line when adjacent to existing single detached, semi-detached or duplex residential... this allows for transition in the building form by a stepping down of height adjacent to lower density neighbourhoods... Properties with a greater depth can accommodate a higher building without increasing impacts on adjacent existing properties."

Section 4.3.1 Angular Plane Diagram



SECTION 3

Design Proposal

3.1.1 Site Organization

The proposed development balances the following objectives: maintaining the site’s heritage attributes, respecting the existing streetscape, and supporting the City of Hamilton’s intensification targets and transit initiatives. These objectives are accomplished through maintaining the heritage facade of Delta Secondary School, aligning townhouse blocks with the residential streetscape, and providing midrise intensification at the center of the block.

As per the Heritage Impact Assessment provided by ERA Architects, the 1924 School Building has been identified as the main priority for heritage conservation, with its subsequent additions to be secondary and reflected in the architectural design of the new buildings. **Figure 4** shows how the proposed development references historic building footprints in its new configuration, but also opens up the space for amenity areas and smooth transitions to the context. The retrofitted Delta Secondary School main building remains in place.

Figure 4 - Site Evolution (1924-1972) - ERA Architects

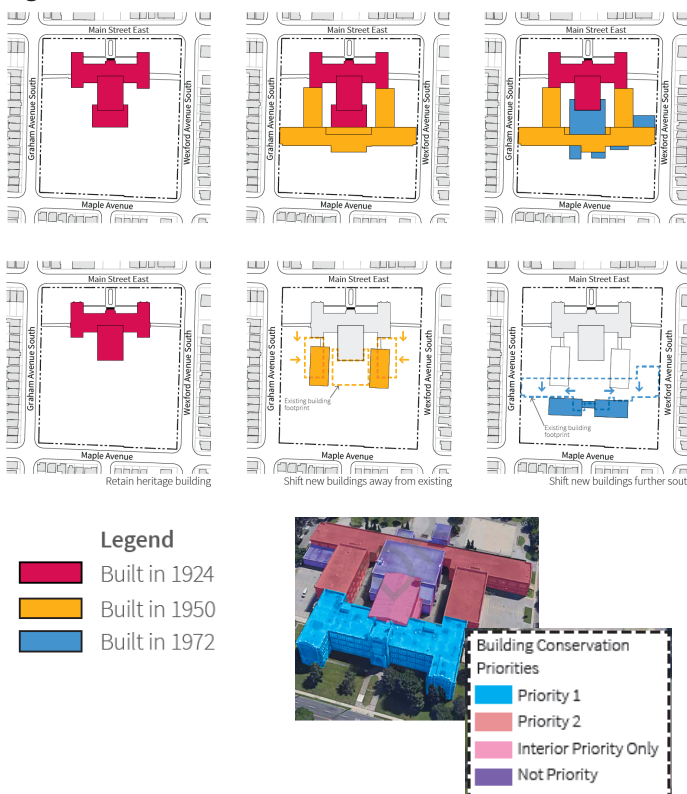
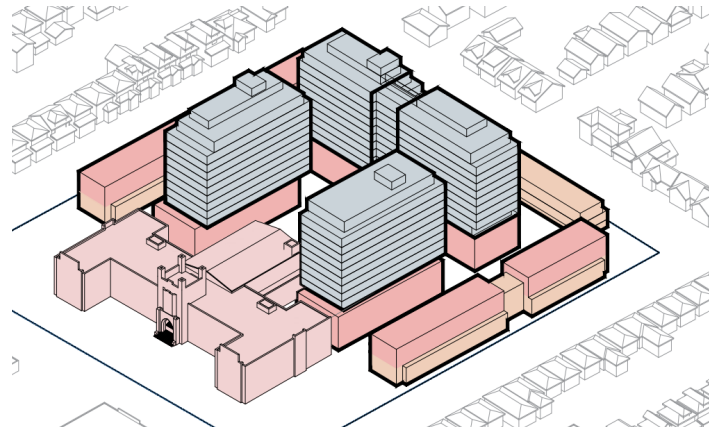


Figure 5 - Built Form Diagram - G+C Architects



As shown in the site plan and **figure 5**, development is clustered at the southern portion of the site, with townhouse blocks at the perimeter and midrise buildings in the center. The townhouse blocks front onto residential streets at Graham Ave. S, Wexford Ave. S., and Maple Ave. These townhouses feature stepbacks from the 2nd storey to create a comfortable transition in scale to the surrounding residential neighbourhood. The townhouse units also feature street trees and residential walk-outs, which activates and enhances the residential streetscape.

The midrise buildings are comprised of three 14-storey towers with 4-storey podiums to align with the scale of the heritage building and townhouse blocks. The height and massing of the midrise buildings is sensitive to the pedestrian experience by providing a comfortable transition in scale that respects the angular plane (**see section 3.2.3** for angular plane diagram).

Vehicles may enter the site through the southern driveway access along Maple Avenue, which connects to the ring road within the site. There are three levels of underground parking proposed for this development, accessed by a ramp on the eastern side of Tower C. This ensures that the majority of vehicular traffic entering the site is immediately directed underground. The ring road is designed to function like a Dutch ‘woonerf’, which encourages shared vehicular and pedestrian use. Shared vehicular and pedestrian zones will be designed with scored concrete to differentiate itself from pedestrian-only zones.

Overall, the site is organized in a way which preserves the existing heritage building as the focal point, and provides context-sensitive intensification along Main Street East and its surrounding residential streets.

3.1.2 Pedestrian Circulation

The proposed development features a comprehensive network of pedestrian pathways that connect residents to the various points of interest located internal and external to the block, including entrances and amenity areas.

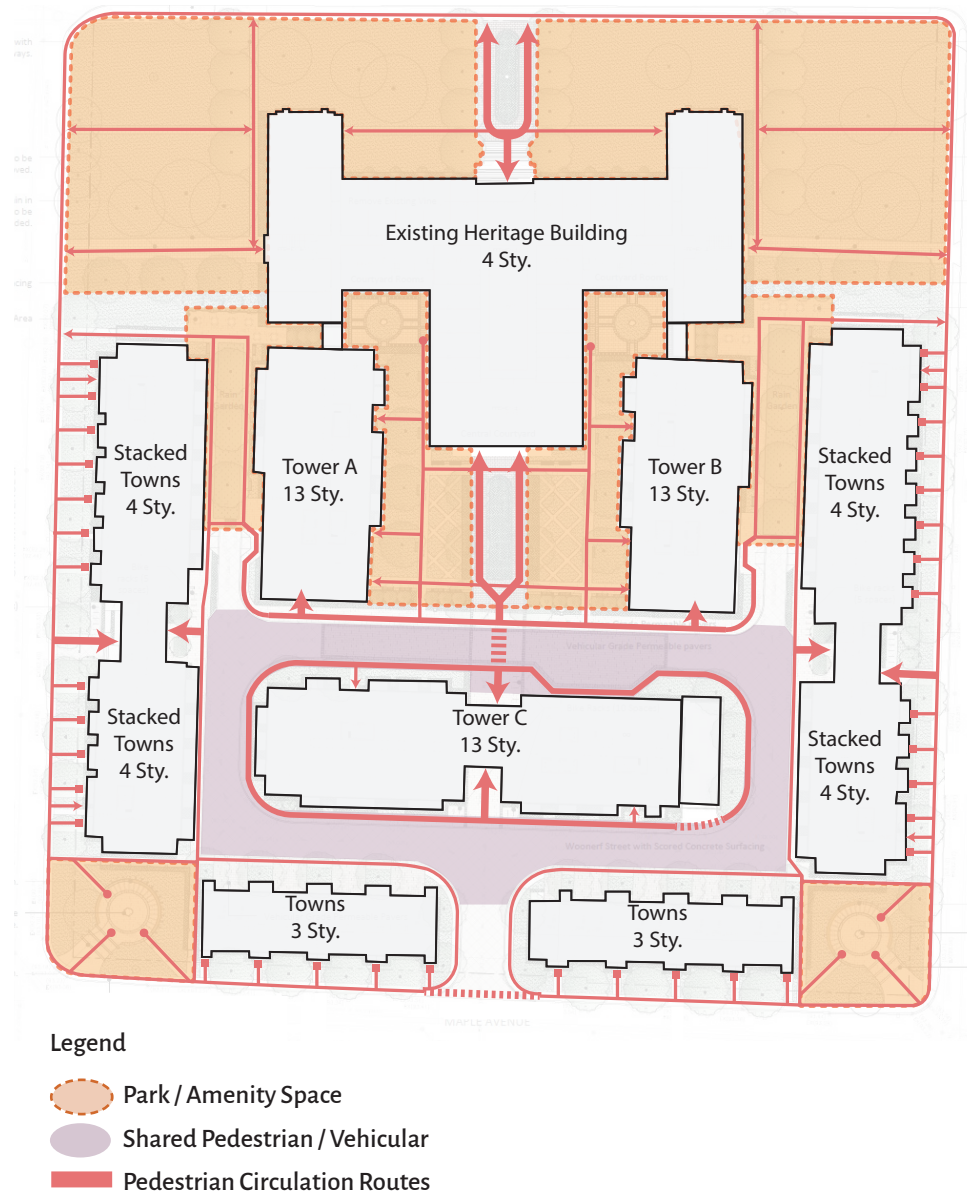
There are 3 main publicly accessible park spaces on site: the passive quadrangle lawn surrounding the heritage building, and the two parkettes on the southeast and southwest corners of the block. These parks are well connected to the public sidewalks that surround the City block. The townhouses also feature walk-outs to Graham, Maple and Wexford Avenues.

Public access to the internal site is provided through the ring road that connects to Maple Avenue at the south of the block. The walkways along the ring road lead to the main lobby entrances at the townhouses and midrise towers. The ring road itself is designed to function as a woonerf street, which visually signals to vehicles that it is a shared zone for pedestrian use.

The central private courtyard can be accessed through a prominent walkway that mirrors the “U” shaped walkway entrance to the heritage building from Main Street East. There are also secondary walkways that connect the central courtyard to other points of interest. These pathways are laid out in a symmetrical pattern to reflect the Beaux Arts style of landscape design.

The combination of walkways, outdoor amenity spaces, and transit opportunities facilitate active transportation for residents of this community.

Figure 6 - Pedestrian Circulation Diagram



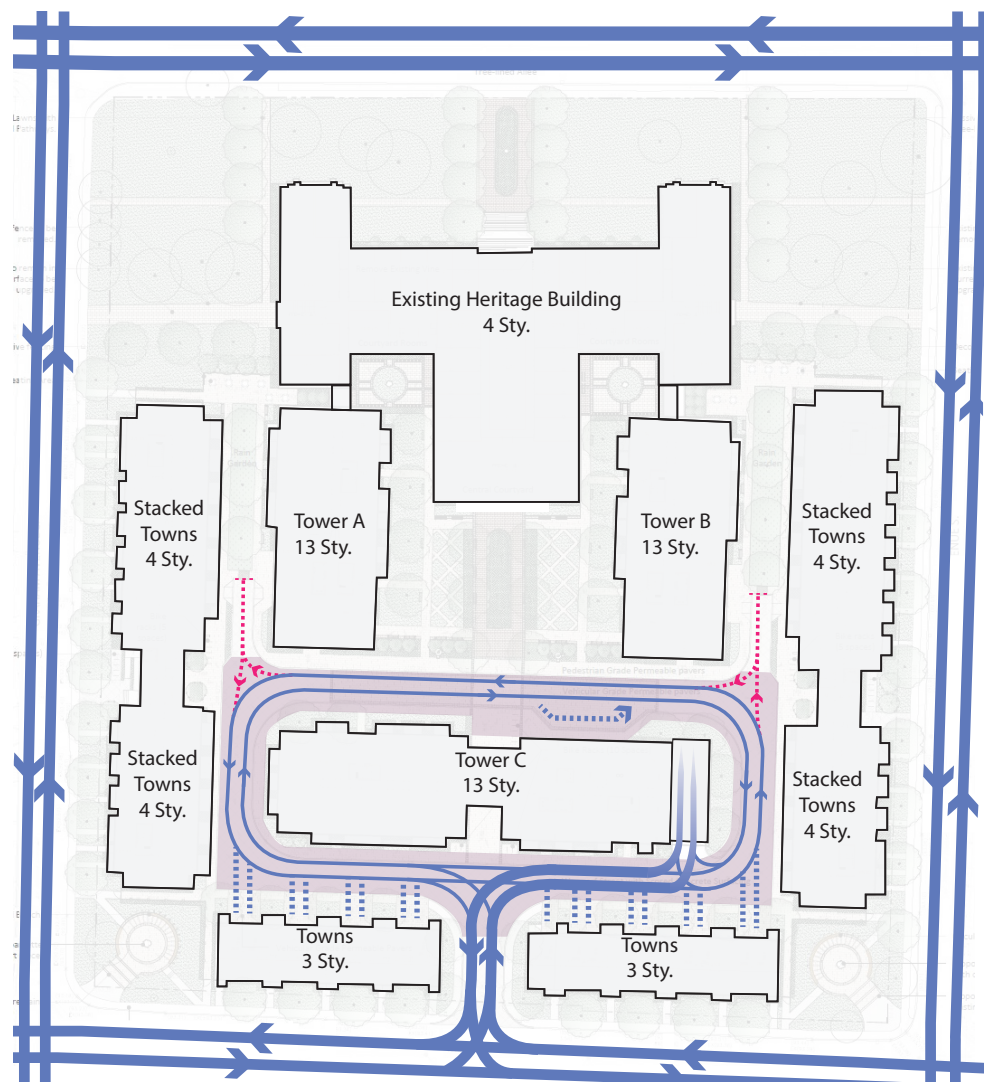
3.1.3 Vehicular Circulation

The ring road acts as the primary circulation route for vehicles on site, creating a simple and intuitive way for vehicles to move through the site and access points of interest. The majority of residential traffic flow is directed into and out of the underground parking via a ramp on the southeast side of Tower C. There are 3 levels of underground parking, which will serve the midrise towers and 4-storey stacked townhouse blocks. In total, 1137 parking spaces are proposed on site.

The internal ring road also provides the proposed 3-storey townhouse blocks with private driveway access. A drop-off area is proposed near the main lobby entrance of Tower C, which is centrally located on site and in close walking distance to the lobby entrances at Tower A and Tower B. The drop-off also abuts the central walkway and amenity area. Loading zones are located on the exterior sides of Towers A and B, providing the opportunity for drop off and turnaround without needing to encroach on the central courtyard area.

The proposed vehicular circulation allows for a pedestrian-oriented site design. Locating the majority of parking underground provides opportunities for an attractive public realm because it allows for much of the ground level to be used for green space and other outdoor amenity areas. The reduced traffic volume allows for the ring road to function as a woonerf, which is intended to be shared space for pedestrian and vehicular traffic.

Figure 7 - Vehicular Circulation Diagram



Legend

- Shared Pedestrian / Vehicular
- Vehicular Circulation Routes
- Loading Area

3.2 Massing and Relationship to Context

3.2.1 City of Hamilton Urban Structure

Intensification around important transportation corridors is strongly encouraged by both Official Plan policy and urban design principles. The link between intensification and transit-oriented development is recognized as a guiding principle in the Growth Plan for the Greater Golden Horseshoe, which states that intensification will be prioritized to “make efficient use of land and infrastructure and support transit viability”. Intensification to support mixed-use, transit-oriented development is emphasized as a goal in the following policy documents:

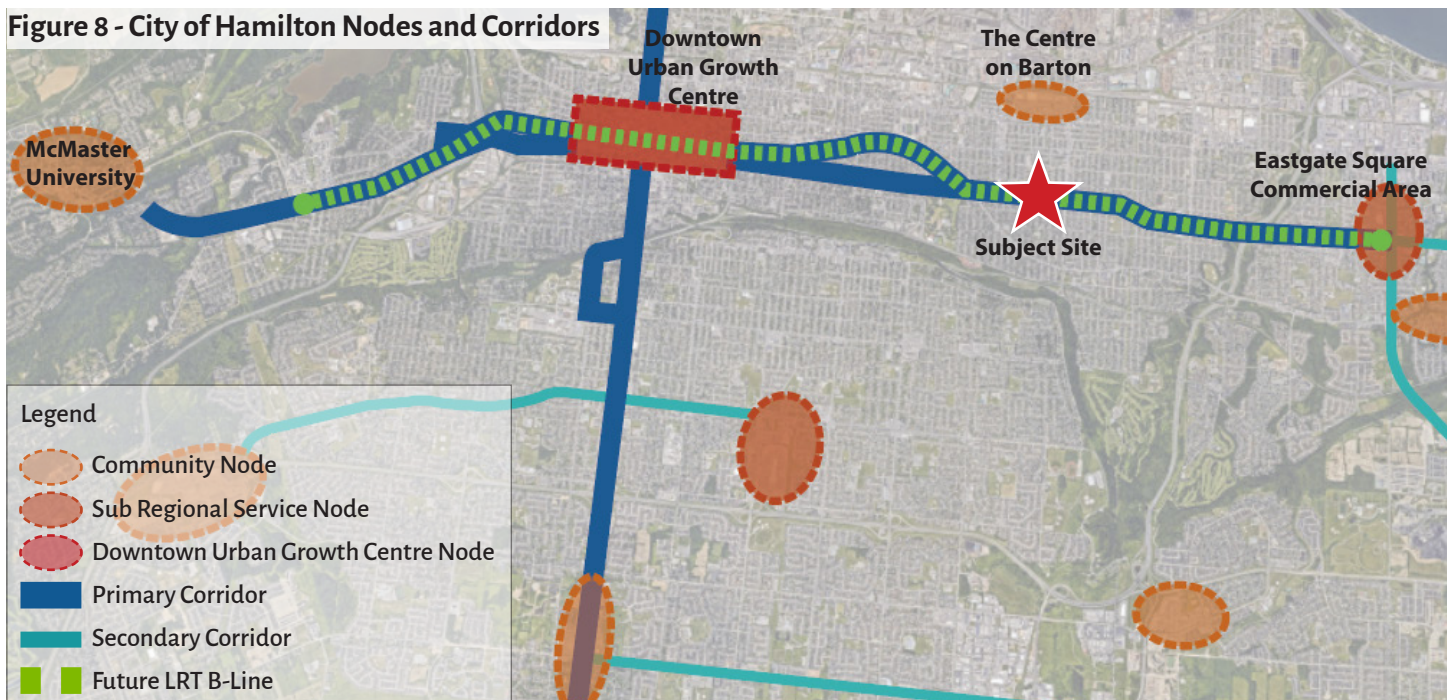
- A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019
- Durham Regional Official Plan
- City of Oshawa Official Plan

As per section 2.3.3.4 of the UHOP, the City of Hamilton has an intensification target of 26,500 units to be accommodated in its ‘Built-up’ area by 2031, 40% of which is targeted to be built within nodes and corridors. The City of Hamilton’s “City-Wide Corridor Planning Principles and Design Guidelines” describes the importance of intensification within Corridors in the following paragraph:

A key element of corridor development is intensification. A large portion (i.e. 40%) of the City’s intensification target is directed to Nodes and Corridors. In older Corridors, intensification stabilizes and grows the population, helping to support local businesses, institutions, and community facilities such as community centres, parks and schools, and returning vitality to these areas. In new or developing corridors, intensification, supported by transit, provides a diversity of housing types and living environments that reduce the dependency on automobiles, creating livable environments... a central element of corridor planning will be achieving intensification in a manner that brings the benefits of intensification to a Corridor while respecting and protecting the character of the residential neighbourhoods next to the Corridors. (Section 2.1)

The policy mandate for intensification along Main Street East (a primary corridor) is further emphasized in Section 3.0 “Corridor Planning Principles”, which include the following guidelines:

- Corridors should be developed to support and facilitate development and investment that contributes to the economic and social vitality of the Corridor and



adjacent neighbourhoods.

- Corridors should promote and support development which enhances and respects the character of existing neighbourhoods where appropriate and creates vibrant, dynamic, and livable urban places through high quality urban design.
- Corridors should develop compact, mixed use urban environments that support transit and active transportation.
- Corridors should promote and support an innovative sustainable built environment that uses resources efficiently and encourages a high quality of life.

The nodes and corridor classification of urban structure serves an important function in the organization of cities. It emphasizes the need to cluster activity and link them through a hierarchy of transportation. Transit and activity are naturally linked because they each serve to reinforce the other. Major transportation corridors facilitate a connection between people and destinations, and destinations require both people and activity to thrive.

The subject site is uniquely suited for targeted intensification because of its specific location within the urban structure: along the future LRT line, and between the Downtown Urban Growth Centre Node (Downtown Hamilton) and the Sub Regional Service Node (Eastgate Square commercial area). **Figure 8** shows the site's location in relation to these major commercial centers. With an estimated 32-minute travel time from McMaster to Eastgate on the LRT, travel time from the subject site to a major commercial/urban center would likely be 10-15 minutes on the LRT. This allows for massive revitalization potential along this corridor, making it the ideal location for targeted intensification.

Hamilton Downtown Urban Growth Centre



Main Street East Commercial Streetscape



Eastgate Square Commercial Area



The Centre on Barton Commercial Area



3.2.2 Light Rail Transit

In 2020, provincial and federal funding was secured for the City of Hamilton’s Light Rail Transit project, for a total of 3.4 billion dollars of investment into Hamilton’s transit infrastructure. The new LRT B-Line is expected to take 32 minutes from end-to-end running at a frequency of every 6 minutes during peak hours. This provides Hamilton residents with ease of access across the City, especially along the LRT and other major transportation corridors. **Figure 10** shows the how the planned LRT lines also provide regional linkages through connections to the Hamilton and West Harbour GO Stations, bringing commuter flows from the Greater Hamilton Area and beyond into the City. The Growth Plan for the Greater Golden Horseshoe forecasts that the City of Hamilton will have a population

of 660,000 by 2031 and 780,000 by 2041, while the number of jobs will increase up to 300,000 by 2031 and 350,000 by 2041 (see **figure 9**). The City of Hamilton will need to accommodate a large volume of people and jobs over the next few decades. Combined with the major transit investment coming into the City, the proposed development represents an important opportunity to take advantage of anticipated commuter flows by increasing the density of people in proximity to hubs of activity. This creates opportunity for people to live, work and play in the same area, which in turn drive economic activity and broader community investment. This also creates a positive self-reinforcing cycle of investment and revitalization

Figure 9 - City of Hamilton Growth Forecast - Metrolinx

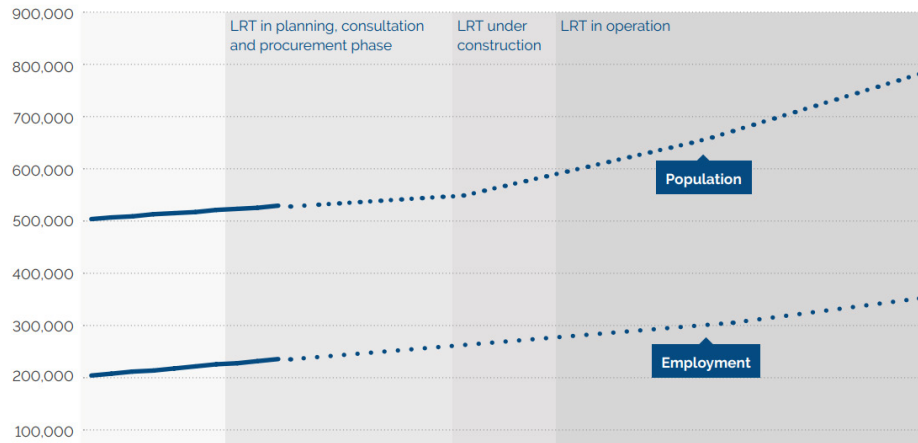


Figure 10 - City of Hamilton Transportation Plan - Metrolinx

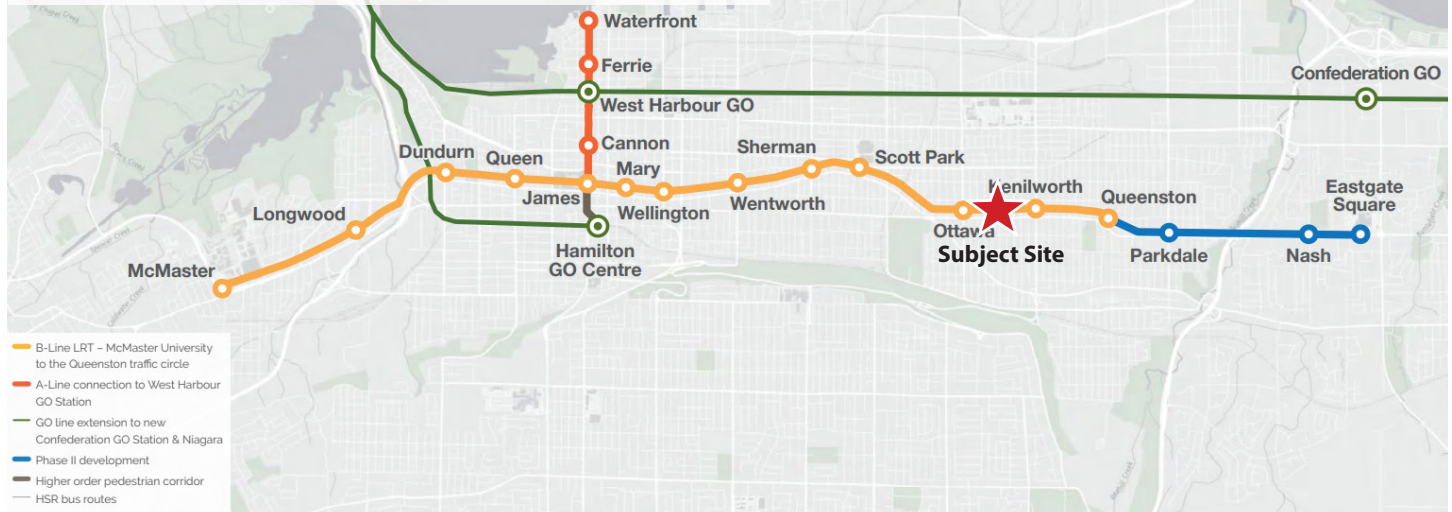


Figure 11 - LRT B-Line Rendering - Metrolinx



Figure 12 - LRT B-Line Rendering - Metrolinx

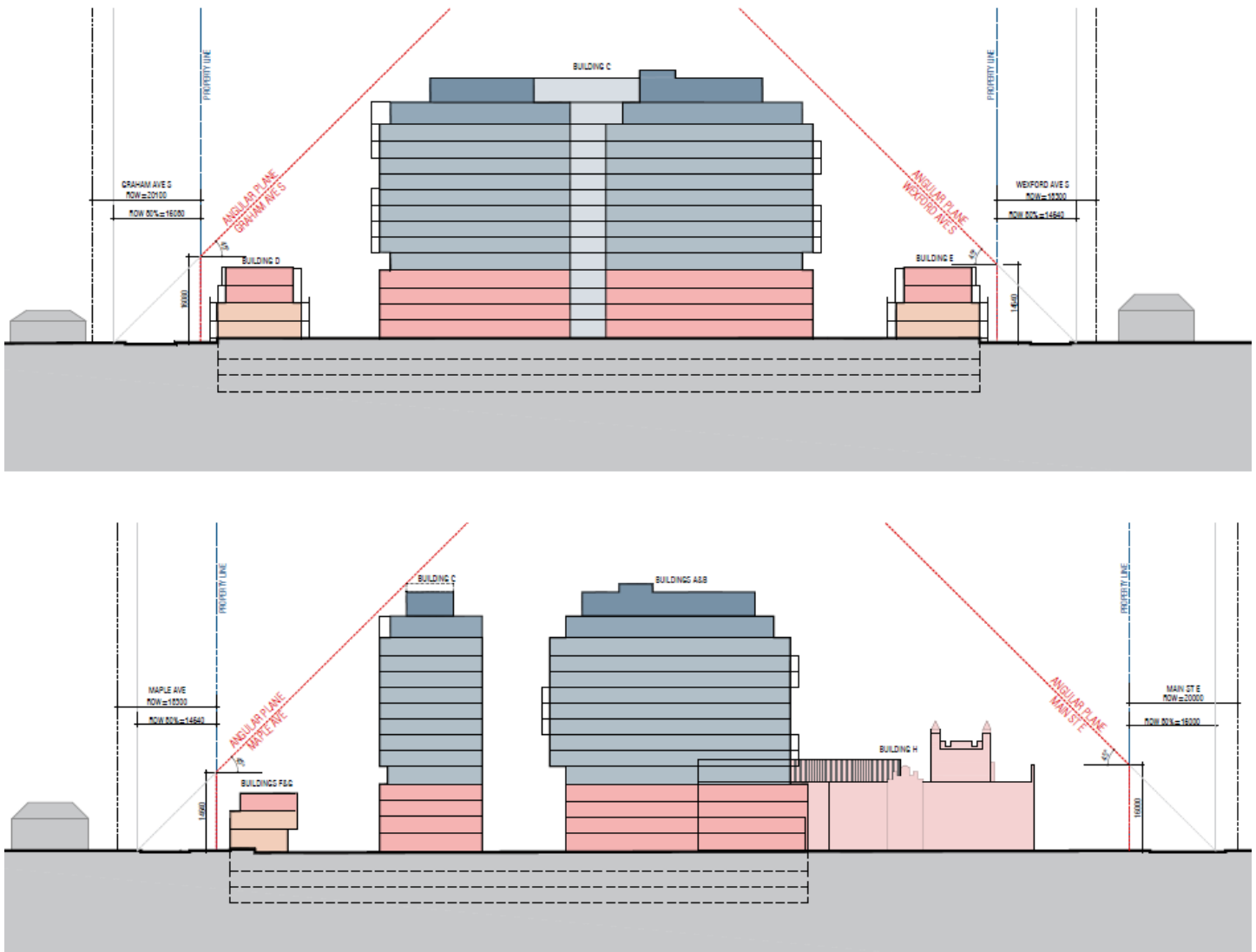


3.2.3 Massing

Urban design best practices recommend mid-rise building to comply with a 45 degree angular plane applied at 80% of the Right-of-Way. This performance standard has been generally proven to allow for ample sunlight and a comfortable scale for pedestrians walking along the streetscape. Furthermore, the building base should be designed to match contextual heights, above which additional height should be stepped back a minimum of 1.5m.

The proposed development falls within a 45 degree angular plane (See figure 13). The townhouse blocks and building podium have also been designed to match the character, scale, and setback of the surrounding context. A block of townhouses front onto the residential streets at Graham, Wexford, and Maple, providing a context-sensitive transition to existing single family homes.

Figure 13 - Angular Plane Diagram - G+C Architects

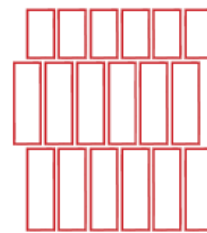
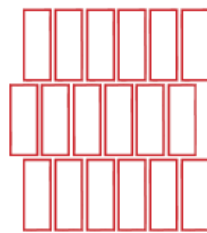
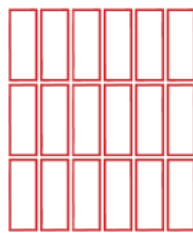
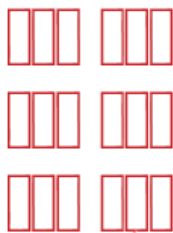


3.3 Architectural Design

The architectural design intent for the proposed midrise and townhouse buildings is to align with the surrounding context in a way that highlights and celebrates the heritage value of the existing site. This is accomplished by:

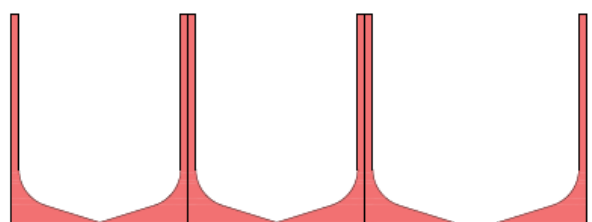
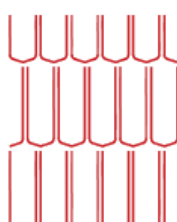
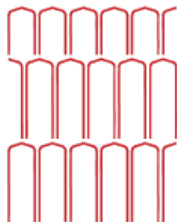
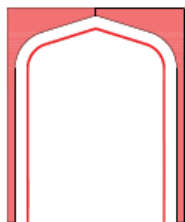
- Retaining the heritage architecture as the key focal point of the site;
- Siting new buildings in response to the historic evolution of the site;
- Forming massing to respect the existing heritage building and surrounding community;
- Translating existing materiality into the proposed design palette; and
- Offering a meaningful contribution to the public realm through landscaping and adaptive reuse.

The midrise “top” portion of the development reflects details that are prominent in the original Delta Collegiate Institute, such as pointed arches and repeated sets of windows. The design treatment is applied in such a way that references the historic architectural treatment while providing a lighter contemporary design to break up the building mass



TRANSFORMING THE RHYTHMS OF THE ORIGINAL SCHOOL ELEVATION
REFERENCING THE HISTORY OF THE SITE TO FURTHER HIGHLIGHT A CLEAR LOCAL SITE IDENTITY

TRANSFORMING THE PATTERN
PROVIDING A LIGHTER CONTEMPORARY DESIGN AND USING IT TO BREAK UP THE BUILDING MASS



REINTERPRETING THE HISTORICAL DETAIL
REFERENCING THE HISTORY OF THE SITE TO FURTHER HIGHLIGHT A CLEAR LOCAL SITE IDENTITY

TRANSFORMING THE DETAIL INTO THE PATTERN
PROVIDING A LIGHTER CONTEMPORARY DESIGN

REPETITION OF A SINGLE ELEMENT
PROVIDING DESIGN COHESION AND SIMPLIFYING CONSTRUCTION

The midrise podiums are designed to visually connect to the heritage building and townhouse blocks through shared materiality. The podium design merges the style of the heritage building with the contemporary re-interpretation of heritage elements showcased by the townhouse blocks.

The townhouse perimeter is comprised of 3 and 4-storey townhouse blocks which together create a continuous street wall along the eastern, western, and southern boundaries of the site. The townhouses step back from the street to align with the scale of homes in the surrounding area. The architectural details of the townhouse blocks reflects existing heritage design elements while providing a fresh modern design that merges the old and the new.

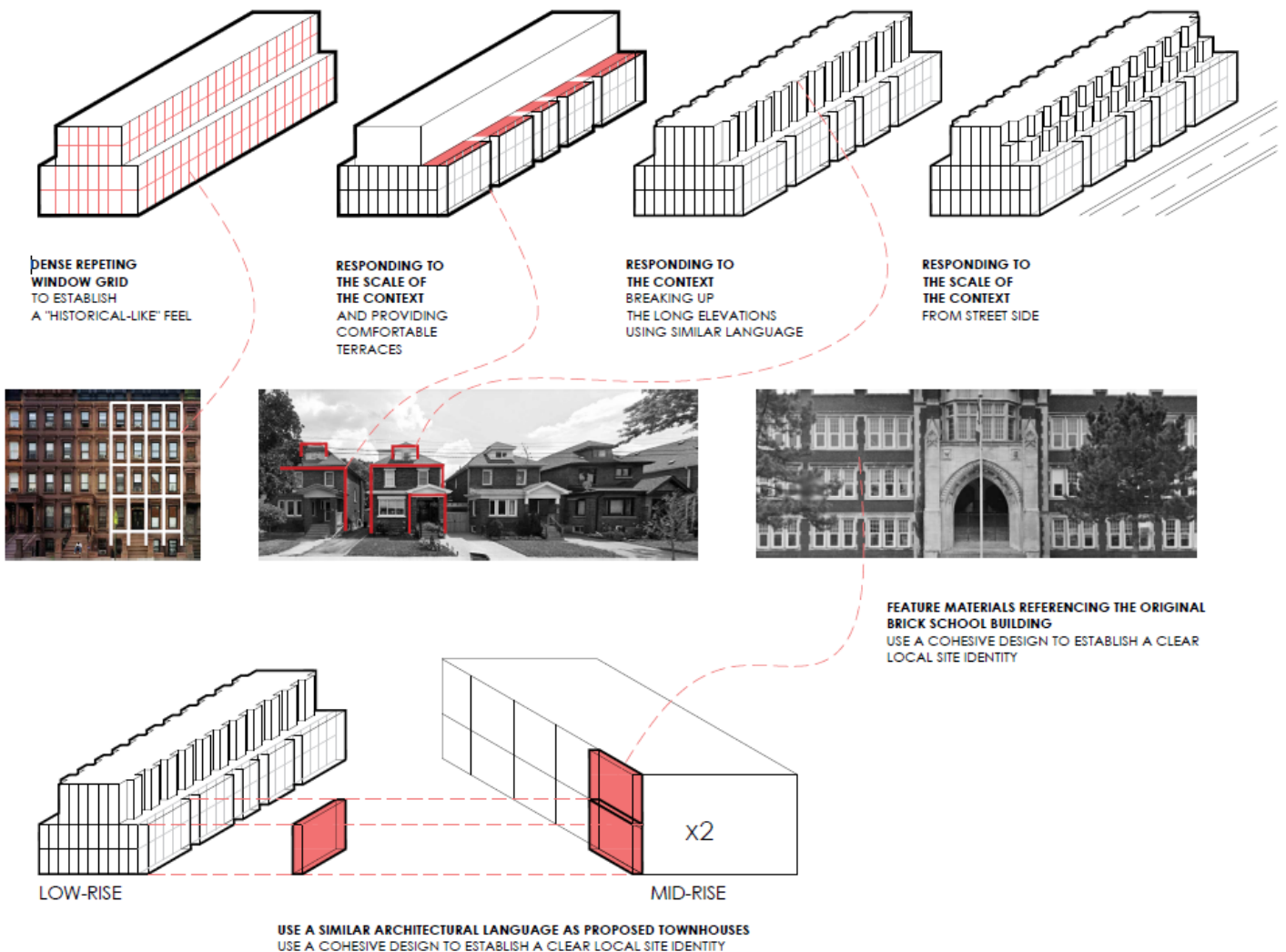
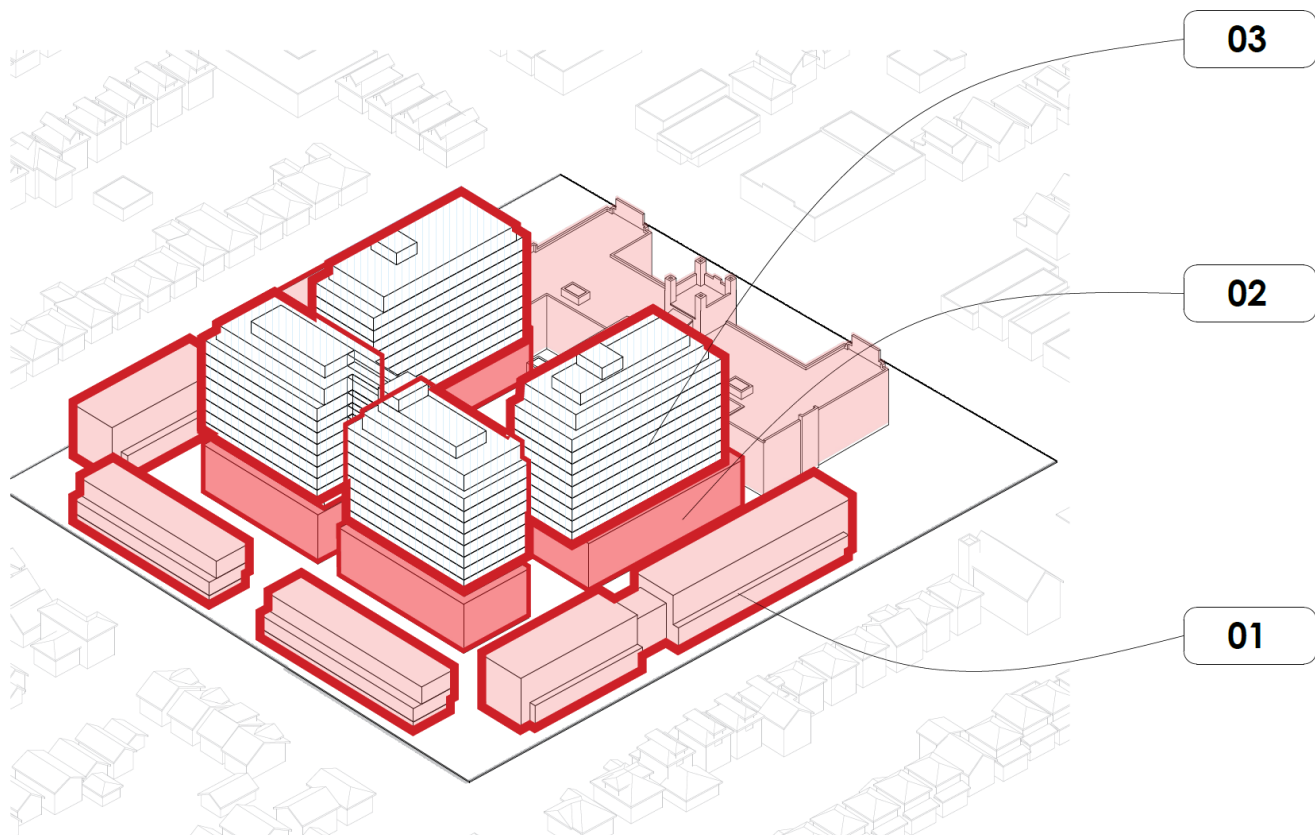


Figure 14 - Conceptual Design Composition - Graziani + Corazza Architects



3 - MIDRISE “TOP”

Design Direction & Objectives:

- tie the design to the context,
- breakup the mass,
- provide a design to work close up and at a distance.

1 - TOWNHOUSE PERIMETER

Design Direction & Objectives:

- tie the scale of the design to the context of the residential low rise buildings,
- establish an attractive street presence,
- reinterpret historical design strategies to establish a modern brownstone feel.

2 - MIDRISE “PODIUM” CORE

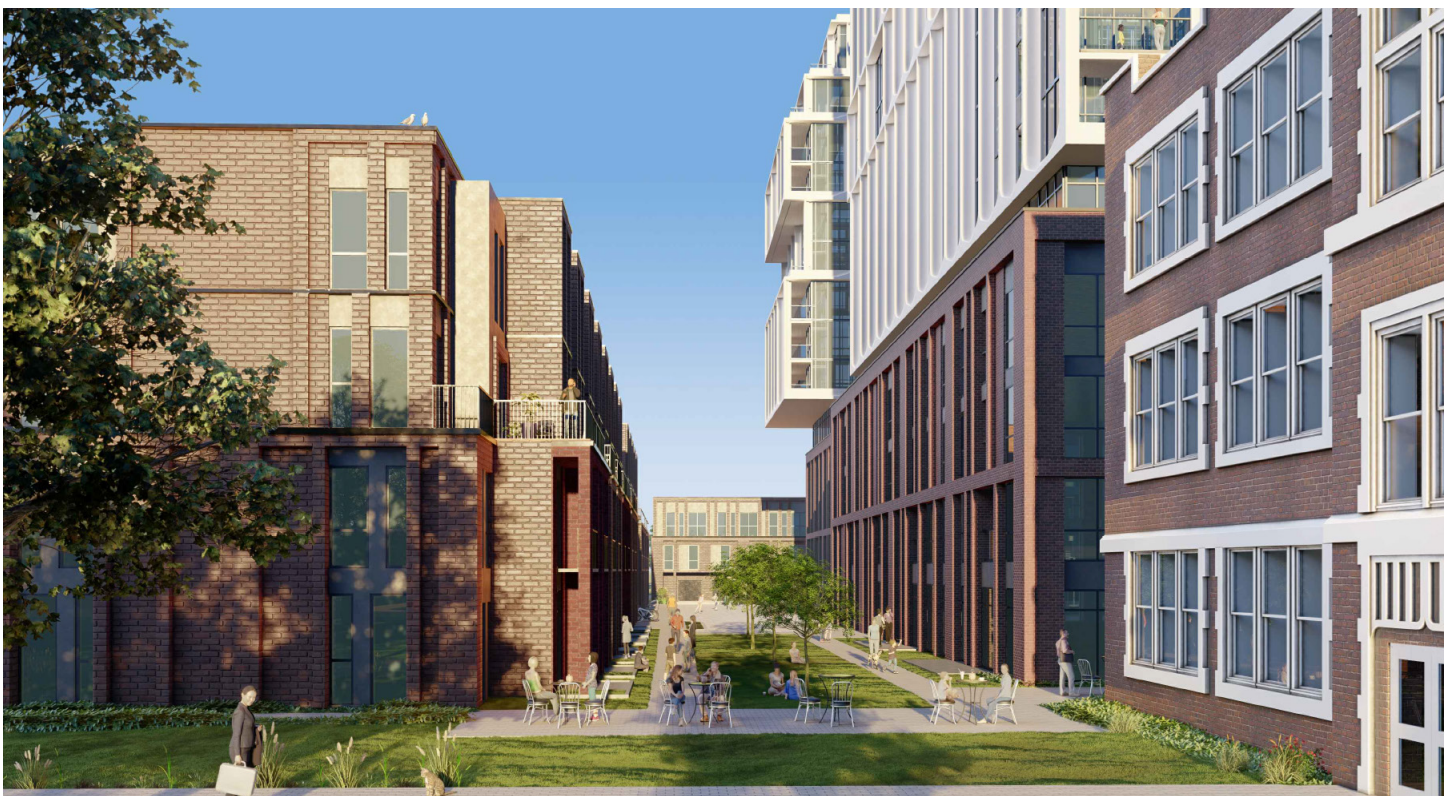
Design Direction & Objectives:

- tie the scale of the design to the context of the retained heritage building and to the proposed townhouses,
- translate the materiality of the context to a new design,
- frame the internal open spaces.





Architectural Renderings - Graziani + Corazza Architects

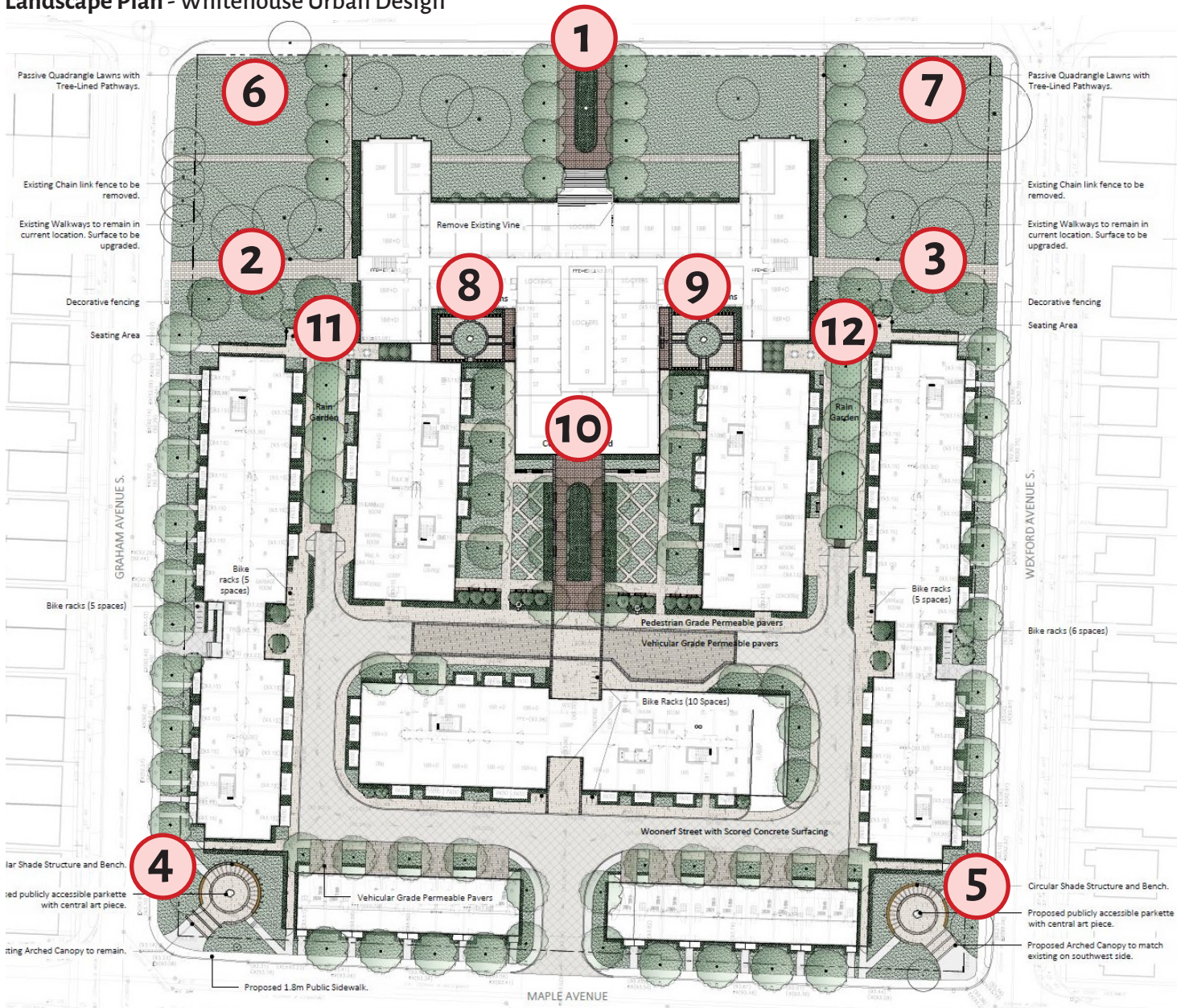


3.4 Landscape Design

The intent of the landscape design for the development proposal is to maintain and enhance existing features that reflect Beaux-Arts Classical principles and incorporate additional features in the same theme to respect the value of the cultural heritage landscape. Linked together by formal geometry within the overall design, Beaux-Arts Classical principles include key features such as garden

'rooms' defined by linear Allées, hedges, and walls. Sculptures and other structures serve as focal points or a view terminus to a long, lined vista. Geometry is based on symmetry, balance, and elegance of detail. The overall style is grand and formal. The Landscape design intent for the proposed development can be summarized as follows:

Landscape Plan - Whitehouse Urban Design



1. Central Walk to the Formal Entrance on Main Street East

The central formal walkway will be enhanced as a tree-lined Allee, with upgraded paving materials that reflect the building's Milton red rug brick, Tyndall limestone and heritage significance.

2 & 3. Concrete Walk from Wexford Avenue South to The School's East Entrance, And Concrete Walk from Graham Avenue South to The School's West Entrance

The alignment of the existing entrances will be maintained as shown in the Hutton and Souter block plan of 1923. These walkways will be enhanced with hedges that are reflective of the site's era of significance and provide a backdrop to the Main Street Frontage, visually separating it from the proposed new architectural components to the south. Plant material here and throughout will be carefully selected to also support CPTED principles.

4. Arched Canopy at the Northeast Corner of Graham Ave South and Maple Ave

The arched canopy will be preserved to maintain the landmark, which is recognizable to the Delta East Community. The parkette will also feature a shade structure, seating opportunities, public art, and combination of softscape and hardscape.

5. Open Space

The character of this corner at Maple Ave and Wexford will be enhanced to provide a parkette while maintaining its public accessibility. The parkette will be designed to match the other parkette, with similar design features including a shade structure, seating opportunities, public art, and combination of softscape and hardscape.

6 & 7. Main Street East Frontage

Minimal intervention is planned for this space to retain many of the existing high quality mature trees. This will maintain the feeling of depth provided by the building's set back from the street and continue to celebrate its

special place within the townscape. This space has been enhanced through the addition of tree-lined walkways based on the Beaux-Arts classical principle of defining passive quadrangle lawns through symmetry and balance.

8 & 9. East and West Courts Adjacent to South Centre Wing

The courtyard garden rooms have been designed in the Beaux-Arts style through the use of materials and vegetation to recall school building's heritage.

10. Central Courtyard

The central courtyard will be located at the centre of the site and serve as a focal point for the residential development. The design of the courtyard reflects the design of the formal entrance along Main Street East, which is a cultural heritage feature of the site. The visual "continuation" of the central walk honors the site's existing heritage features and accentuates the symmetry of the landscape design. It also allows the existing heritage building to be the visual terminus and focal point of the amenity space.

11 & 12. Pedestrian Mews

Pedestrian north-south connections have been created for this space, while respecting the privacy of adjacent residents. Raingardens have also been proposed for this area to aid in stormwater management.

SECTION 4

Analysis and Conclusion

4.1 Analysis of Proposal: Policy Reference and Design Response

4.1.1 Design Theme: Circulation

UHOP B.3.3.2.5 Places that are safe, accessible, connected, and easy to navigate shall be created through an efficient, intuitive, and safe network of streets, roads, alleys, lanes, sidewalks, and pathways.

The proposed development utilizes an intuitive network of pathways which facilitate a range of transportation modes and accommodate pedestrian movement to and from all gateways to the site. Paved pathways provide direct linkages from the public street to the existing and proposed buildings.

UHOP B.3.3.2.5 Places that are safe, accessible, connected, and easy to navigate shall be created through providing connections and access to all users regardless of age and physical ability.

All visitors and residents can access the site regardless of age and physical ability.

UHOP B.3.3.2.5 Places that are safe, accessible, connected, and easy to navigate shall be created through integrating conveniently located public transit and cycling infrastructure with existing and new development.

The subject site is well serviced by the #1 and #10 bus routes. The #41 bus route also connects residents to the north and south through Ottawa Street North and Kenilworth Avenue North. The subject site is located along the future Light Rail Transit Line, between the Ottawa and Kenilworth LRT Stops. This LRT line signifies a substantial investment and effort by the City to improve existing public transit facilities and provide new means of transportation along one of the most important arterial corridors in Hamilton. The site makes strong use of this important investment and brings residential intensification to a prime location where usage of the LRT line will be maximized.

UHOP B.3.3.9.4 Landscaped walkways shall be provided along buildings, particularly in areas with high levels of pedestrian traffic. Walkways shall be connected to other pedestrian routes on the site and linked to pedestrian entry points at the street, and where appropriate to adjacent developments.

There is a network of pedestrian pathways on site that are safe, intuitive, interconnected, and accessible to all. Walkways are provided along all buildings, providing flexibility of movement throughout the site. Grade-related walkouts are provided to the public sidewalk from the townhouse blocks.

4.1.2 Design Theme: Site Organization

UHOP B.3.3.2.4 Public and private development and redevelopment should create quality spaces by organizing space in a logical manner through the design, placement, and construction of new buildings, streets, structures, and landscaping.

The proposed development organizes the space in a way that creates opportunities for landscaped open space while ensuring ease of access. The placement of buildings form a central courtyard, emphasizing the importance of the existing heritage building as the focal point of the site. Townhouses front onto residential streets and midrise buildings are placed at the center of the block, providing transitional densities to the context.

UHOP B.3.3.2.4 Public and private development and redevelopment should create quality spaces by recognizing that every new building or structure is part of a greater whole that contributes to the overall appearance and visual cohesiveness of the urban fabric.

The proposed development enhances the pedestrian realm with architectural treatments such as building setbacks, landscaped streetscapes, and ample glazing to provide eyes on the street. The proposed development creates quality spaces that aligns with the scale and heritage character of the existing community while providing context-sensitive intensification.

UHOP B.3.3.2.5 Places that are safe, accessible, connected and easy to navigate shall be formed by creating places and spaces which are publicly visible and safe.

The proposed site design provides clear and unobstructed views into and out from the open spaces around the site providing eyes on the street from the existing and proposed building. Additionally, the residential units at grade also include landscape features that delineate private space from shared space, as encouraged by the principles of Crime Prevention Through Environmental Design (CPTED). Individual walkouts to the public sidewalk are provided to the residential streets.

UHOP B.3.3.2.6 Where it has been determined through the policies of this Plan that compatibility with the surrounding areas is desirable, new development and redevelopment should enhance the character of the existing environment by complementing and animating existing surroundings through building design and placement as well as through placement of pedestrian amenities.

The proposed development maintains the heritage character of the existing Delta Secondary school. Proposed new buildings create an attractive residential streetscape. Townhouse blocks are placed with frontage onto residential streets while the midrise buildings are placed at the center to provide context-sensitive intensification.

UHOP B.3.3.3.4 New development shall define the street through consistent setbacks and building elevations.

The proposed development defines the street through setbacks within the architectural design of the peripheral townhouses as well as the transitional densities created through building placement.

UHOP B.3.3.3.5 Built form shall create comfortable pedestrian environments by locating surface parking to the sides or rear of sites or buildings, where appropriate.

The majority of parking for this proposal is located within 3 levels of underground parking. Seventeen surface parking spots are located at driveway areas of the 3-storey townhouse blocks.

4.1.3 Design Theme: Compatibility with Surrounding Context

UHOP B.3.3.2.1 The physical design of a site shall relate to its role in the overall urban structure of the City.

The proposed development is within a Primary Corridor in the City's urban structure. As such, the site functions as a transit-oriented development to support the City's goals regarding intensification along Primary and Secondary Corridors.

UHOP B.3.3.2.3 Urban design should foster a sense of community pride and identity by respecting existing character, development patterns, built form, and landscape; promoting quality design consistent with the locale; demonstrating sensitivity toward community identity through an understanding of character of a place, context and setting in both the public and private realm; and contributing to the character and ambiance of the community through appropriate design of streetscapes.

The proposal respects the existing residential community through implementing a transition in scale that respects the angular plane. The existing character of the community is preserved and enhanced through the architectural treatment applied to the podiums, townhouse blocks and continuation of existing materiality.

UHOP B.3.3.2.3 Urban design should foster a sense of community pride and identity by recognizing and protecting the cultural history of the City and its communities; conserving and respecting the existing built heritage features of the City and its communities; and respecting prominent sites, views & vistas in the City.

The proposal respects the existing character of the site by: retaining the heritage architecture as the key focal point of the site; siting new buildings in response to the historic evolution of the site; forming massing to respond to and respect the existing historic building and surrounding community; translating existing materiality into the proposed design palette; and lastly, offering a meaningful contribution to the public realm through landscaping and adaptive reuse.

UHOP B.3.3.2.4 Public and private development and redevelopment should create quality spaces by recognizing that every new building or structure is part of a greater whole that contributes to the overall appearance and visual cohesiveness of the urban fabric.

The buildings, landscape, and overall layout of the proposed development provides context-sensitive intensification and preserves the important cultural heritage resources that exist on site.

4.1.5 Design Theme: Landscape Design

UHOP B.3.3.2.3 Urban design should foster a sense of community pride and identity by contributing to the character and ambiance of the community through appropriate design of streetscapes and amenity areas.

The proposed landscape design features high-quality streetscapes with street trees and ornamental planting. There are residential walk-out units planned for the peripheral townhouses which will contribute to a vibrant streetscape.

UHOP B.3.3.2.3 Urban design should foster a sense of community pride and identity by respecting prominent sites, views, and vistas in the City.

The proposed landscape design reflects and enhances the Beaux-Arts era design features existing on site. The overall landscape design seeks to respect the existing vista of the heritage building by using such design techniques to emphasize this building as a focal point.

UHOP B.3.3.2.9 Community health and well-being shall be enhanced and supported through the creation of high quality, safe streetscapes, parks, and open spaces that encourage physical activity and active transportation.

The design proposes a large amount of open amenity space across the site. Inviting open spaces are placed at each corner of the site, and connect to the central network of pedestrian pathways, buildings, and plazas. The landscape design invites the community to use its amenity spaces for active and passive recreation.

UHOP B.3.3.2.9 Community health and well-being shall be enhanced and supported through ensuring an equitable distribution of accessible and stimulating amenity areas, including the development of places for active and passive recreation uses.

The proposed amenity spaces on site provide opportunities for both active and passive recreation, including softscape and hardscape areas for shade and gathering, and multi-use pathways for active recreational uses.

UHOP B.3.3.2.10 Streets shall be designed not only as a transportation network, but also as important public spaces and shall include adequate accessible space for pedestrians, continuous sidewalks, landscaping such as street trees and landscaped boulevards, and pedestrian amenities such as lighting, seating, and signage.

The proposed development is designed for pedestrians, with a comprehensive network of pathways that run through the site. Pedestrian pathways feature landscaped strips along their lengths in most areas, and the site is bordered by a landscape edge with street trees. A woonerf is proposed for the ring road on site, which is intended to be a “living street” with textured surfacing and traffic calming to provide a shared space for vehicles and pedestrians.

UHOP 3.3.3.5 Built form shall create comfortable pedestrian environments by including a quality landscape edge along frontages where buildings are set back from the street.

The landscape design features a continuous landscape edge along street frontages, particularly between the peripheral townhouses and the public right-of-way. The landscape edge is broken up by hard paving connecting the pedestrian walk-out units to the streetscape, and features street trees along its length.

4.1.4 Design Theme: Architectural Design

UHOP B.3.3.2.4 Public and private development and redevelopment should create quality spaces by using materials that are consistent and compatible with the surrounding context in the design of new buildings.

The proposed architectural design uses materials and colours consistent with the existing context in both the existing heritage building on site, as well as the surrounding residential uses abutting the site.

UHOP B.3.3.2.5 Places that are safe, accessible, connected and easy to navigate shall be created by ensuring building entrances are visible from the street and promoting shelter at entrance ways.

The proposed architectural design features public pedestrian entrances on all sides of the site. These public entrances are visually distinctive from the private residential walkouts through the architectural overhangs provided and are easily visible and accessible from the street.

UHOP B.3.3.2.8 Urban design should promote environmental sustainability by achieving compact development and resulting built forms

The site introduces compact built forms in an area predominantly comprised of single-detached dwellings. The midrise towers and low-rise townhouse blocks promote environmental sustainability and the efficient use of the City's land supply along important transportation corridors.

UHOP B.3.3.3.5 Built form shall create comfortable pedestrian environments by including ample glazing on ground floors to create visibility to and from the public sidewalk.

The proposed architectural design provides ample glazing on the ground floors, creating visibility to and from the public sidewalk. This is the case with the interior midrise buildings as well as the existing heritage building which is to be retained.

UHOP B.3.3.3.5 Built form shall create comfortable pedestrian environments by using design techniques, such as building step-backs, to maximize sunlight to pedestrian areas.

The built form of this proposal promotes pedestrian comfort through the implementation of many design techniques, notably building setbacks to increase access to sunlight at grade. The proposed development meets angular plane provisions, which is a performance standard used to ensure minimal shadow impacts.

4.1.5 Conclusion

From an urban design perspective, the proposed development complies with policies in the Urban Hamilton Official Plan. The project relates to its role in the urban context by providing context-sensitive intensification along an important primary corridor. It also retains the historic Delta Secondary School building and takes care to preserve important heritage features. The public realm is enhanced through a continuous street-wall comprised of townhouses and street trees. The proposal also provides an extensive network of pathways that guide residents and visitors to points of interest within the site. The architecture enhances the public realm through attractive design that reflects the character of the existing heritage building. The landscape design reflects the Beaux-Arts style of landscape design reflective of the cultural heritage of the site.

Please also refer to the Planning Justification Report prepared by GSP Group which discusses how the designation change from dual “Neighbourhood” and “Mixed-Use Medium Density” to “Mixed-Use Medium Density” with site specific amendment will align with the overall Planning directives of the City.