



PIER 8 - Block 16
City of Hamilton

URBAN DESIGN BRIEF

Official Plan and Zoning By-law
Amendment



November 2021

Walker, Nott, Dragicevic Associates Limited

18.509

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1.0 Introduction & Purpose

Walker, Nott, Dragicevic Associates Limited (“WND Associates”) has been retained by Waterfront Shores Corporation to assist in the development approvals process for a development project known as Block 16 within the overall Pier 8 lands in the City of Hamilton (the “Subject Site”).

Pier 8 is located along the Hamilton waterfront, just north of the Burlington Street East and James Street North intersection and between the North End West and North End East neighbourhoods of the City of Hamilton.

In 2017 City Council enacted site-specific Zoning By-law Amendment No. 17-095 and approved a Draft Plan of Subdivision for Pier 8, to implement the West Harbour (Setting Sail) Secondary Plan as it applies to the Pier 8 lands.

This decision was appealed to Local Planning Appeal Tribunal (presently known as the Ontario Land Tribunal “OLT”) (Case No. PL170742). A settlement decision was reached between the City and the appellants, requiring City staff to bring forward for Council’s consideration an amendment to the Setting Sail Secondary Plan and to implement a Zoning By-law amendment that will re-designate the institutional block (Block 16) to permit residential or mixed-uses in a mid-rise or high-rise built form.

On 13 August 2021 City Council adopted the Pier 8 Block 16 Urban Design Guidelines, which were formulated to fulfill the City’s requirements part of the OLT settlement. The Guidelines provide recommendations pertaining to matters such as character, landscape requirements, amenity areas, massing, sustainability, circulation and accessibility for both a mid-rise and tall building scenario on Block 16, as well as recommendations for successful implementation of the Guidelines. The Urban Design Guidelines serve as design, form and functional benchmarks to which future Official Plan and Zoning By-Law regulations will be developed for Block 16.

The Proposed Development provides for a tall building sited at the edge of Lake Ontario, emblematic of the revitalization of the Hamilton Harbour and a renewed interest in the City’s connection to the waterfront. The massing of the proposed building is organized around two cylindrical forms, conjoined below the 31st floor and with a singular cylindrical form rising to an overall height of 45 storeys (147.0 metres).

Overall, the proposed building will contain approximately 429 residential dwelling units, including grade-related dwelling units in the podium element, fronting the planned pedestrian mews.

This Urban Design Brief reviews and evaluates the substantial city-building opportunity presented by the Proposed Development from an urban design context, and makes findings as to the appropriateness of the urban design considerations of the Proposed Development.

2.0 Summary of Findings

The Proposed Development achieves important urban design goals and objectives of the City of Hamilton, not only in massing, scale and form- but in the active ground plane proposed with residential, amenity and landscape uses which are in high-demand across the City.

In summary, the Proposed Development:

- Frames, at good proportion, the new public realm with desirable, active uses such as community space and retail, designed to be flexible in use and blur the transition between indoor and outdoor space;
- Has regard for the urban-design related matters of Provincial Interest as identified in Section 2 of the Planning Act, R.S.O. 1990, including providing a high-quality public realm, well-designed architecture that fosters a sense of place and activation, and ground plane uses that will contribute to the planned neighbourhoods overall vibrancy;
- Is consistent with the applicable urban-design policies of the Provincial Policy Statement, 2020 by providing for a compact built form with a desirable mix of uses and residential dwelling units in a transit-supportive context;
- Conforms to the urban-design direction of the Growth Plan, 2020 consolidation by supporting the achievement of a well-designed complete community within proximity to planned transit where a variety of dwelling types and sizes are provided for;
- Conforms to the policies of, and implements many of the urban design goals and policies of the City of Hamilton's Urban Hamilton Official Plan, including with respect to built form and the public realm;
- Provides for building massing and scale that has appropriate regard for, and directly implements many of the standards contained within the City of Hamilton's Pier 8 Block 16 Urban Design Guidelines; and,
- Provides for expansive and desirable indoor and outdoor amenity areas, as well as an overall unit mix that supports the achievement of a family-friendly development with dedicated child-friendly recreational areas.

3.0 Physical Context Analysis

The Subject Site is generally located within the northwestern quadrant of the Pier 8 land along the Lake Ontario waterfront, as illustrated on Figure 1 below. In the context of the development plans for the overall Pier 8 revitalization, Block 16 is the only development block where a tall building is considered, consistent with the direction of the Council-adopted Urban Design Guidelines. The remainder of the Pier 8 area is proposed to be developed with low to midrise buildings, as well as substantial public space and

infrastructure.

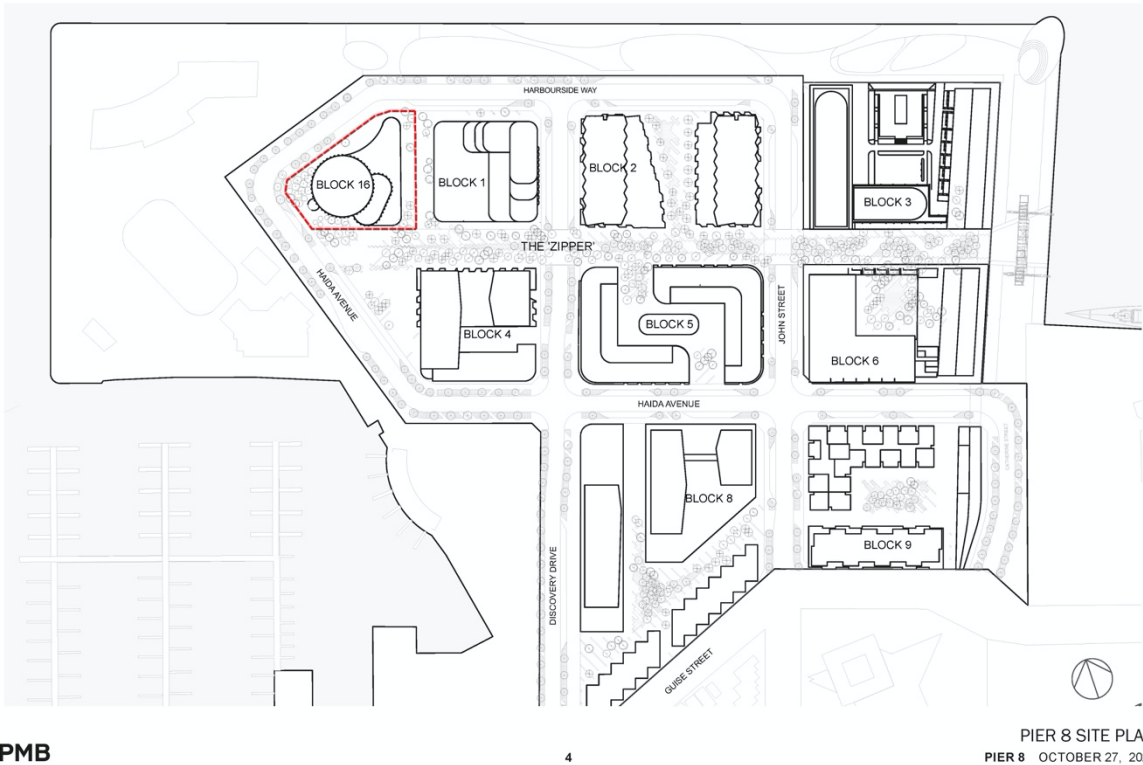


Figure 1 Overall Pier 8 Development Plan (KPMB Architects)

Block 16 is irregularly shaped and will be framed with publicly-accessible space on all frontages, with a mews proposed along the eastern boundary, and “The Zipper” proposed along the southern. The proposed form of the base building and tower element creates a varying pedestrian experience along the different frontages, while creating space at the ground plane for pedestrian activity and casual social interaction.

In terms of built form, the Subject Site’s prominent location along the Lake Ontario waterfront creates an impetus for a beacon-like tall building, that solidifies Pier 8’s presence on the lakefront and Hamilton’s commitment to excellent design. A well-designed tall building in a prominent location such as the Subject Site will also serve as a wayfinding element for the broader area, drawing residents and visitors alike to the rejuvenated waterfront.

4.0 The Proposed Development

4.1 Built Form, Massing and Density

The Proposed Development represents a graceful podium-tower tall-building typology, with the tower element extending to grade on the west side, and transitioning to a podium element on the east side of the Subject Site.

At-grade, the Proposed Development provides for a varying expression, contextualized to the adjacent development blocks and public realm areas within Pier 8. Along the eastern boundary, a 7.5 metre building setback is proposed, facilitating a 15.0 metre wide pedestrian mews area framed with two-storey

townhouse style dwelling units integrated into the podium. More centrally within the Subject Site, the podium element serves to enclose the proposed loading space and below-grade parking access ramp. A portion of the proposed podium element also acts as a large canopy feature to partially cover the pick-up and drop-off area, providing weather and wind protection.

Above the two-storey podium element, the tower element rises in a form composed of two intersecting circular forms to a height of 31 storeys (92.6 metres), before the central circular form continues to a height of 147.0 metres (including the mechanical penthouse). The Proposed Roof Plan identifying building setbacks and heights is provided within Figure 2 below:

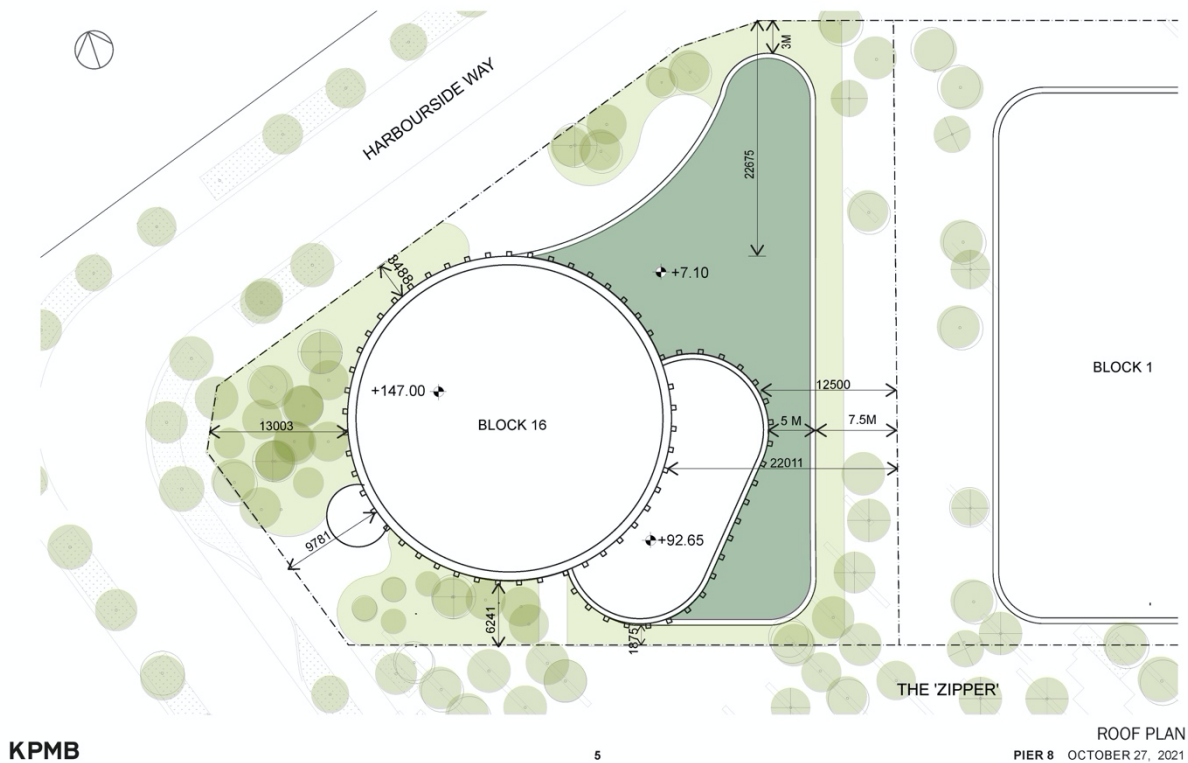


Figure 2 Proposed Roof Plan (KPMB Architects)

4.2 Parking, Loading, and Vehicular Access

Vehicular access to the Subject Site is proposed to be from the south side of Harbourside Way, ensuring a continuous waterfront promenade is provided along the waterfront. An at-grade drop-off facility is proposed, allowing for safe and convenient pick-up and drop-off or deliveries. All vehicular parking is proposed to be located below-grade, and accessed by a common ramp from the drop-off area. A single loading space is proposed to be enclosed within the podium element of the building, similarly accessed from Harbourside Way.

4.3 Amenity Areas

The Proposed Development provides for both indoor and outdoor amenity spaces, including grade-related indoor (lobby lounge area) and outdoor landscape amenity space, as well as an outdoor terrace area at the 31st storey. The specific programming and design of these amenity spaces will continue to develop throughout the development review process and with input from City Staff and area residents.

In addition to these communal amenity spaces, each dwelling unit will have access to private outdoor space in the form of a balcony, which are proposed to range in size, generally from 1.7 metres to 2.6 metres in depth. Such a depth will allow for the use of the balconies as functional outdoor space, accommodating seating and dining furniture.

4.4 Waste Containment and Handling

The Proposed Development provides for enclosed indoor space for the storage of waste and recycling materials, mitigating the potential for visual or odour impact on the public realm. Waste and recycling materials will be collected from the enclosed loading space, accessed from Harbourside Way (Figure 3).

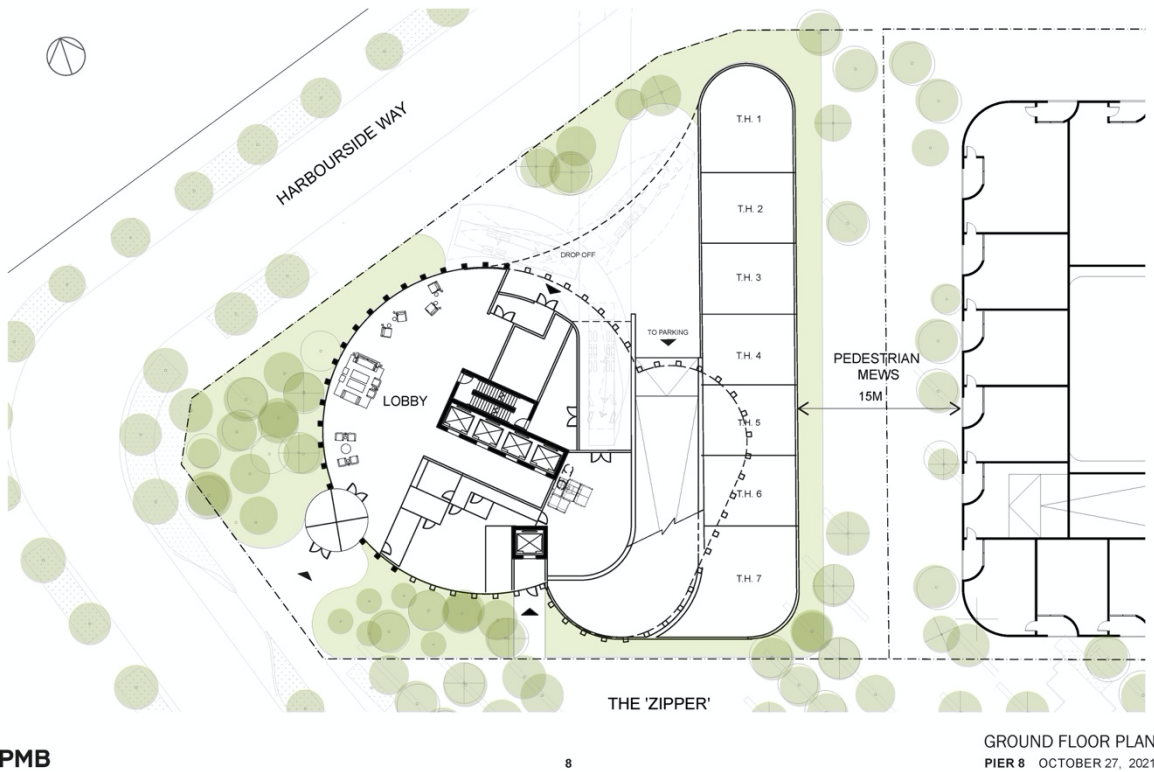


Figure 3 Proposed Ground Floor Plan (KPMB Architects)

5.0 Urban Design Framework

The Pier 8 Block 16 area is subject to Provincial and local municipal planning policies contained in the following statutory planning documents:

- Provincial Policy Statement, 2020;
- Places to Grow: Growth Plan for the Greater Golden Horseshoe, 2020;
- City of Hamilton: Urban Hamilton Official Plan, 2013;
- City of Hamilton: West Harbour “Setting Sail” Secondary Plan, 2021; and
- City of Hamilton: Pier 8 Block 16 Urban Design Guidelines, 2021.

The following sections review and analyze the Proposed Development in the context of the above noted policy and guideline documents, though this Brief should be read in conjunction with the Planning Justification Report, prepared by WEBB Planning Consultants.

5.1 Provincial Policy Statement 2020

The Provincial Policy Statement, 2020 (“the PPS”) came into effect on May 1, 2020 and provides policy direction on matters of Provincial interest related to land use planning. Section 3(5) of the Ontario Planning Act requires all decisions on land use planning matters be “consistent with” the PPS, 2020. The PPS provides a time horizon of up to 25 years.

The PPS contains several specific policy statements and references that provide direction in matters related to urban design, which are relevant in the consideration of the application for Site Plan Approval.

The Proposed Development promotes the on-going development of a healthy, active complete community by providing for a safe and comfortable public realm which will facilitate safe active transportation and social interaction.

Overall, the public realm design and contribution, as well as the built form of the Proposed Development is consistent with the policies of the PPS, 2020.

5.2 Growth Plan for the Greater Golden Horseshoe 2020

The Growth Plan, 2020, comprises an inter-regional growth management strategy which allocates future population and employment growth in specific areas across a Region-wide scale, and provides a broad framework of policy directives, including policy directives for greenfield development and targets for intensification within built-up areas. The Growth Plan envisions the urban centres of the Region as *“vibrant and characterized by more compact development patterns that support climate change mitigation and adaptation, and provide a diversity of opportunities for living, working and enjoying culture”*.

The Growth Plan generally envisions a well-designed regional area with a high-quality built form and public spaces, supported by dense, walkable areas. The Proposed Development provides for a high quality public realm, unique architectural design, and new public realm space, all of which is consistent with the policy direction of the Growth Plan. The Proposed Development, conforms to and does not conflict with the policies of the Growth Plan.

5.3 City of Hamilton: Urban Hamilton Official Plan

The 30 October 2013 office consolidation of the City of Hamilton - Urban Hamilton Official Plan (“Official Plan”), as further amended, is the in-force Official Plan for the subject site. The Official Plan provides an overarching land use designation and general policies with respect to built form, urban design, land use, heritage, and other matters.

Section B.3.3 of the Official Plan sets out the City’s urban design policies, concerned with shaping the physical form of both the public and private realms of the City. The plan intends to create compact and interconnected, pedestrian-oriented, and transit-supportive communities within which all people can attain a high quality of life. In general, the Proposed Development conforms to the policies of the City of Hamilton Urban Hamilton Official Plan, 2013, though an amendment is required to the implementing Secondary Plan, as further discussed within this Brief.

5.3.1 Urban Design Goals

Section B3.3.1 provides policy guidance on the urban design goals and direction within the urban area of the City of Hamilton. These policies generally support the overall sense of community pride that can be

fostered through high quality built form and public realm design. In the case of the Proposed Development, the proposed building will contribute to the creation of an overall high-quality and innovative public realm, while the built form and architectural design itself contributes to a solidification of design excellence, serving as a City-wide beacon on the waterfront.

5.3.2 Built Form

Section B.3.3.3 specifically addresses to the City's built form policies for new development to ensure that buildings and their surrounding public spaces work together to achieve a high standard of design. New development shall serve to maintain and support existing character or create and promote the evolution of the character in areas where transformations are appropriate and planned.

Policy guidance is provided that new development will "fit" within the existing or planned context of an area, and that new development shall be designed to minimize impact to neighbouring building and public spaces. In the case of the Proposed Development, the Council-adopted Urban Design Guidelines identify an appropriate scale of built form for the Subject Site, to be implemented with appropriate Official Plan and Zoning By-law Amendments. As further discussed within this Brief, the Proposed Development has adequate regard to the Council-adopted Guidelines and the unique built form proposed will foster a sense of community and contribute to wayfinding.

Consistent with the policy direction with respect to a comfortable pedestrian environment, the Proposed Development provides for generous landscape setbacks that have regard to the relevant Guidelines and which is integrated into the overall Pier 8 revitalization.

5.3.3 Gateways

Section B.3.3.4 provides urban design policies relative to Gateways, which serve are defined as visually prominent sites located at the entry points into the City, local communities, or specific areas or districts, such as the Downtown, and serve to enhance community image. Gateways are identified to be designed to "*convey a sense of arrival and portray the community image and identity*", generally through matters which include the design of the built form, the orientation of a building, landscaping and the recognition of significant views and vistas (further discussed within the Visual Impact Analysis section of this Brief).

The Proposed Development represents the creation of a desirable beacon-like element on the Hamilton waterfront, which will signal visitors arrival to the City support the development of Pier 8 as a City-wide destination.

5.3.4 Urban Services and Utilities

Section B.3.3.6 provides policies which encourage the effective screening of urban services and utilities from view and the public realm. As previously discussed within this Brief, all loading and servicing areas will be screened from the public realm by the proposed podium element. Through the detailed design review process, including Site Plan Control, the design team will work with City Staff to ensure technical infrastructure (such as utility boxes, if required) are appropriately located and screened so as to minimize any impact to the public realm.

5.3.5 Storage, Service and Loading Areas

Section B.3.3.7 similarly directs for the effective screening of servicing, storage and loading areas from view and the public realm. The Proposed Development conforms to this policy direction by integrating the loading and vehicular access areas within the podium element of the proposed building, and by providing all [parking below-grade.

5.3.6 Parking

Section B.3.3.10 supports the provision of an adequate supply of vehicular and bicycle parking spaces, which are accessible and contain an adequate use of materials, lighting and landscaping to promote safety. The Proposed Development locates all parking below-grade, with only pick-up and drop-off activities occurring at-grade. All bicycle parking for residents will be located within the proposed building, with at-grade and public bicycle parking areas to be identified through the detailed design review process.

5.3.7 Summary

In summary, the Proposed Development conforms to the urban design policies of the City of Hamilton's Urban Hamilton Official Plan and implements the overall vision of the Official Plan as that of a complete community with a mix of uses, buildings and open spaces structured around the transformative delivery of significant public spaces.

5.4 City of Hamilton: West Harbour "Setting Sail" Secondary Plan

The West Harbour (Setting Sail) Secondary Plan (the "Secondary Plan") is a comprehensive land use plan which establishes the planning principles, land use designations and policies that guide development throughout the West Harbour area. The Secondary Plan's area is generally bound by York Boulevard to the west, Cannon Street to the south, Wellington Street to the east and Hamilton Harbour to the north.

5.4.1 Planning Principles

The planning process for Setting Sail was guided by eight core principles that emerged from extensive public consultation in the initial phase of the study, and which balance the aspirations of the City and the local community for West Harbour.

A.6.3.2.8: Promote excellence in design. All urban environments should be designed well; however, because West Harbour is centrally located in Hamilton and conveys an image of the city to the world with its waterfront, the area should demonstrate the highest standard of design. Achieving design excellence will respect the pride of residents, attract tourists and encourage reinvestment in the area. In designing new buildings and open spaces in West Harbour, and enhancing existing ones, citizens, developers and the public sector have an obligation to:

- i.* design and construct buildings that respect, complement and enhance the best attributes of West Harbour;
- ii.* adopt "best practice" technologies to achieve energy efficient buildings;
- iii.* ensure the public realm—the area's parks, squares, streets, trails and public buildings—is designed, up-graded and maintained to the highest standards;
- iv.* incorporate public art into the design of significant buildings and open spaces; and,
- v.* promote the development of inspiring, meaningful and memorable places.

A central theme of the Secondary Plan is that of design excellence, and the promotion of such throughout the waterfront areas of Hamilton. In particular, the west harbour area and Pier 8 given their visual prominence within the broader City of Hamilton, and their natural ability to draw residents and visitors alike to the waters edge. The above-noted policy identifies that best-practices will be adopted in order to achieve efficient and well designed buildings. In our opinion, such direction is reflected within the implementing Urban Design Guidelines, discussed further within this Brief.

5.4.2 Public Realm

The Secondary Plan identifies that the public realm includes streets, parks and other publicly-accessible open spaces, such as trails, public piers, promenades, plazas and school grounds. In the case of the Subject Site, the public realm includes the surrounding public streets and pedestrian areas, such as the proposed mews and “Zipper” area.

Open Space

A.6.3.3.2.13: It is the City’s objective to establish and maintain, to the extent possible, a comprehensive network of public open spaces in West Harbour linked to open spaces in adjacent neighbourhoods and Downtown, as shown on Schedule “M-5”. This network will include:

- i. a system of parks and open spaces on the waterfront, as close to the water’s edge as feasible, from the High Level Bridge to Eastwood Park, linked and complemented by the Waterfront Trail and including a physical connection to Dundurn Park;*
- ii. enhanced green-space and trail connections between Bayfront Park and Ferguson Avenue through the lands on the south side of Strachan Street;*
- iii. existing neighbourhood parks, i.e., Central Park, Bayview Park, Eastwood Park and Jackie Washington Rotary Park;*
- iv. existing school yards.*

A.6.3.3.2.14: Public open spaces shall be subject to a high standard of design aimed at promoting safety, comfort, enjoyment, accessibility, usability, and planting. The City may develop and apply design guidelines for publicly-accessible open spaces that demonstrate how these goals can be achieved.

A.6.3.3.2.15: New development shall contribute to the creation of public open space in West Harbour. The method of contribution, whether a dedication of parkland or cash-in-lieu, shall be determined by the City during its review of plans of subdivision and rezoning applications.

A.6.3.3.2.16: The City will work with the Public and Separate School Boards to ensure school yards remain open to the public and the facilities on school grounds have regard for the open space and recreational needs of the local community. The City will seek agreements with the School Boards to ensure that, in the event a school site is considered for closure and disposal, the relevant School Board will consult with the City regarding the City’s interest in the site prior to making an offer for sale.

The Proposed Development is consistent with the open space policies of the Secondary Plan, and will contribute to the high-quality public realm envisioned and established for the broader Pier 8 waterfront area. Appropriate and varied landscape setback areas are proposed along all frontage, creating a lush interface between the proposed building and the public realm. The unique design and form of the proposed building itself also contributes to the creation of pockets of open space on the Subject Site, with the circular form eschewing the typical approach for a tall building to frame the site boundaries.

5.4.3 Urban Design

A.6.3.3.4.1: New development, redevelopment and alterations to existing buildings in West Harbour shall respect, complement and enhance the best attributes of West Harbour and shall adhere to the following urban design principles:

- i. *Create a comfortable and interesting pedestrian environment;*
- ii. *Respect the design, scale, massing, setbacks, height and use of neighbouring buildings, existing and anticipated by this plan;*
- iii. *Generally locate surface parking at the rear or side of buildings;*
- iv. *Provide main entrances and windows on the street-facing walls of buildings, with entrances at grade level; and,*
- v. *Ensure barrier-free access from grade level in commercial mixed use developments.*

The proposed amendment to the Secondary Plan to permit the establishment of a tall building on Block 16 is appropriate and conforms to the urban design policies of the Secondary Plan. With respect to (ii), the Proposed Development proposes a tall building in the northwest quadrant where shadow and overlook concerns are minimal and can be appropriately mitigated. The building massing also steps down to the east and transitions to Block 1 through the use of grade-related dwelling units and a pedestrian mews (refer to Shadow Study in Appendix B, prepared by KPMB Architects).

With respect to (iii), the Proposed Development provides for all vehicular parking below-grade, exceeding the more permissive language policy direction of the Secondary Plan that surface parking be generally screened or located to the rear of a building.

With respect to (iii), the Proposed Development provides for a high-dree of glazing, including at-grade where the building interfaces with the public realm (such as the proposed lobby area).

With respect to (v), barrier free access will be provided to all building entrances, in accordance with Ontario Building Code regulations.

A.6.3.3.4.2: The City may establish a design review process to review development applications and proposed public initiatives in Areas of Major Change and Corridors of Gradual Change to help ensure proposals support the objective of this plan to achieve excellence in design.

As part of the Block 16 Urban Design Guidelines, a public process is identified in order to review conceptual designs for a tall building on the Block 16 lands. Accordingly, the Proposed Development conforms to this policy direction.

A.6.3.3.4.5: The vistas of Hamilton Harbour and the key views leading to the harbour identified on Schedule "M-5" shall be preserved. As development occurs and the public realm is extended, the City may identify additional important vistas and view corridors for preservation without amendment to this Plan.

Appendix A to this Brief provides a series of Perspective Views prepared by KMB Architects, which provide an analysis of the Proposed Development in the context of some key identified views from Schedule M5, as well as those identified within the Block 16 Urban Design Guidelines. These identified views include:

1. Looking north from James Street North and Guise Street;
2. Looking north from James Street North and Burlington Street;
3. James Street North, viewed from Liuna Station;
4. Looking southeast from the McQuesten Bridge;
5. Looking southwest from the Skyway Bridge/Queen Elizabeth Way; and,
6. Looking northwest from Sam Lawrence Park

The Visual Impact Analysis prepared identifies that the Proposed Development will be sensitively integrated into these identified views. A further discussion of these views is provided within the Visual Impact Analysis section of this Brief.

5.4.4 Summary

In summary, the Proposed Development conforms to the urban design policies of the City of Hamilton's West Harbour "Setting Sail" Secondary Plan and implements the overall vision of the Secondary Plan aimed at enhancing West Harbour area as a community and recreational destination.

5.5 City of Hamilton: Pier 8 Block 16 Urban Design Guidelines

The Pier 8 Block 16 Urban Design Guidelines were adopted by Hamilton City Council on 13 August 2021 and are intended to provide design direction for both a Mid-Rise building and a Tall-building development on Block 16. The Urban Design Guidelines identify the role that a mid-rise or tall building on Block 16 must have to positively contribute to the built form context of the rest of the Pier 8 development lands. They provide recommendations pertaining to matters such as character, landscape requirements, amenity areas, massing, sustainability, circulation and accessibility for both a mid-rise and tall building scenario on Block 16, as well as recommendations for successful implementation of the Guidelines.

Specifically, the Guidelines identify that a tall building proposal should create a metropolitan/regional landmark that can only be achieved if designed to standards of exceptional quality and design excellence. A tall building in this location must be considered intentional urban design and an architecturally innovative building that creates a singular exception to the uniformity of the 8-storey maximum height on all the other blocks on Pier 8. A tall building on Block 16 must create both variety and interest in the urban fabric and a landmark that is emblematic of the renewal of the Hamilton Harbour. It must raise the bar as an example of exceptional design and environmental sustainability that will serve as an exemplar for future community development. The planning permissions for a tall building proposal should be restricted to one and only one tall tower in this location in order to achieve and maintain the planned intent and design vision for the area. These considerations are discussed in further detail below.

5.5.1 Contextual Considerations

Section 2.0 guides building design for Block 16, identifying that it should be based on a rational consideration and explanation for its role and contribution to the surrounding existing and planned built form and public realm context while improving the quality of the Pier 8 community

2.2 Sunlight and Sky View

Design and locate new development to ensure adequate access to sunlight and sky view for the surrounding context of buildings, streets, parks, and other sensitive areas.

2.2.1: Shadows from new development should allow for a minimum of 3.0 hours of sun coverage between 9:00a.m. and 6:00p.m. as measured from March 21st to September 21st for any spot on public sidewalks opposite the Block 16 development.

2.2.2: Shadows from new development should allow for a minimum of 50% sun coverage at all times of the day as measured from March 21st to September 21st on the waterfront promenade.

A Shadow Study has been prepared by KPMB Architects in support of the Proposed Development. This Study identifies the shadows resulting from the Proposed Development on March 21st and September 21st, consistent with the direction of the Guidelines.

The Study demonstrates that the Proposed Development will create a slender, fast moving shadow that largely falls within Lake Ontario. The Study further demonstrates that all portions of the public realm surrounding the Subject Site will experience sunlight throughout the day.

2.3 Prominent Sites and Views

Block 16 is located at the far northwest corner of Pier 8. Its location is prominent and provides a high degree of visibility from the Harbour's edge and from the City. As a prominent site, consideration of its function as a view terminus must be addressed through the provision of high-quality design characteristics.

2.3.1: The following viewpoints towards Pier 8 Block 16 should be considered:

- a. Mid-span on the Burlington Bay James N. Allan Skyway;*
- b. Mid-span on the McQuesten High Level Bridge; and*
- c. James Street North at King Street.*

As further discussed within the Visual Impact Analysis section of this Brief, the design team for the Proposed Development has studied these specific views within Appendix A to this Brief. Based on this review, the Proposed Development presents a high-quality view terminus feature that will anchor the Hamilton Waterfront and serve as a beacon or landmark feature for the broader City of Hamilton.

5.5.2 Site Organization

Section 3.0 discusses site organization, referring to the placement of new buildings are placed within Block 16 and how the overall site responds to and improves the public realm and surrounding context. The site should be designed to create a high-quality public realm and to create a highly livable environment.

3.1 Building Entrances

Primary building entrances should front onto public streets and pedestrian paths. They should be clearly visible and accessible from adjacent sidewalks.

3.1.1: Primary building entrances should be accessible and front onto public streets and pedestrian paths.

3.1.2: Primary entrance(s) should be prominent and distinguished through articulation and facade variations.

3.1.3: Entrances should be highly glazed to provide enhanced visibility, surveillance, interest, and activity.

3.1.4: Primary building entrances should be weather protected by incorporating measures such as canopies, awnings, or overhangs.

3.1.5: The location of the main building entrance to the lobby and at-grade entrances to individual units should consider wind impacts and provide mitigating measures to ensure pedestrian comfort and safety.

The Proposed Development has adequate regard for this design direction. The primary residential lobby entrance is located on the south side of the Subject Site, directly interfacing with and connecting to the central "Zipper" feature that bisects the Pier 8 community. The entrance is distinguished and its importance is highlighted through the use of a prominent revolving door entrance feature, continuing the circular theme presented throughout the Proposed Development.

Along the northern elevation, a pick-up and drop-off facility is provided, providing for convenient and safe vehicular access. Such an orientation and location of the vehicular circulation ensures that the “Zipper” feature remains as a central pedestrian area without the potential for vehicular conflicts.

3.2 Site Access, Servicing and Parking

Site Access, Servicing, Parking, and other related functions should be located to reduce visual and functional impact on the waterfront promenade.

3.2.1: Consider shared site servicing and parking infrastructure for Block 16 and Block 1, with parking access located at the east side of Block 1 if a shared or consolidated access is provided.

3.2.2: Minimize the extent of site area dedicated to site servicing and parking access through the use of shared infrastructure, efficient layouts, and reduced curb cuts;

3.2.3: Recess, screen, and minimize the dimension of garage doors and service openings visible from public streets and open spaces. Apply high-quality finishes and design.

3.2.4: Parking should be located below grade. Surface parking should be limited to short-term drop-off and delivery spaces.

The proposed parking access will be from Harbourside Way, with all circulation, pick-up, and drop-off activities occurring within the Subject Site. The use of a singular entrance and off-street passenger pick-up and drop-off will reduce the potential for pedestrian-vehicle conflicts, and contribute to the creation of a safe pedestrian environment.

As illustrated on the Ground Floor Plan, the proposed loading and vehicular access ramp areas are well setback from the public realm, and visually screened by the proposed podium element and the use of landscaping. All vehicle parking will be located below grade with only pick up and drop off activities occurring at-grade.

3.3 Private Open Spaces

Private Open Spaces should be designed to maximize livability and year around usability. These spaces include front yards associated with at-grade units; at-grade shared open spaces; individual unit residential balconies and individual or shared roof terraces.

3.3.1: A minimum of 20% of the site area should be landscaped at-grade. Landscaped areas at-grade will include elements such as hard and soft exterior paved areas, water features, public art installations, etc.

3.3.2: Where appropriate, private open spaces should be visually integrated with the Greenway south of Block 16.

3.3.3: All at-grade units should have a front door facing the exterior with a landscaped front yard between a minimum of 2.5 metres to 4.0 metres in depth. Landscaping, minor changes in elevation, short fences, and front steps may be included within the front yard setback.

3.3.4: At-grade units should, where possible, be elevated approximately 0.6 metres above the flanking public sidewalk, if an accessible path can also be provided, to allow for appropriate public-private transition.

3.3.5: At-grade enclosed balconies should not be permitted.

The Proposed Development conforms to the design direction regarding landscape and amenity spaces, with several of the above-noted Guidelines proposed to be secured through the Site Specific Zoning By-law, such as the requirement for 20% open space within the Subject Site. Along the pedestrian mews, the proposed live-work units will provide for a minimum front yard of 2.5 metres to accommodate private landscaping and amenity.

3.4 Above Grade Balconies

Balconies should be an extension of private living spaces and as much as possible should be usable year-round. The design of balconies should enhance the building's facade

3.4.1: All units shall have access to private outdoor space contiguous with, and accessible from, the residential unit in the form of a balcony or a terrace.

3.4.2: Private residential balconies on all sides and especially the south side should reference the Greenway through design themes and balcony infrastructure that supports outdoor planting.

3.4.3: Balconies should be designed to be large enough to accommodate a range of activities and hold basic furnishings while maximizing sunlight access. They should also be safe and generally free from uncomfortable wind conditions.

3.4.4: The size of balconies may vary depending on location, orientation, and architectural design but should strive to create depths in some locations that support a wide range of outdoor functions such as outdoor dining.

3.4.5: The area of the balcony shall be free of any mechanical equipment, permitting full outdoor use as an extension of the indoor unit.

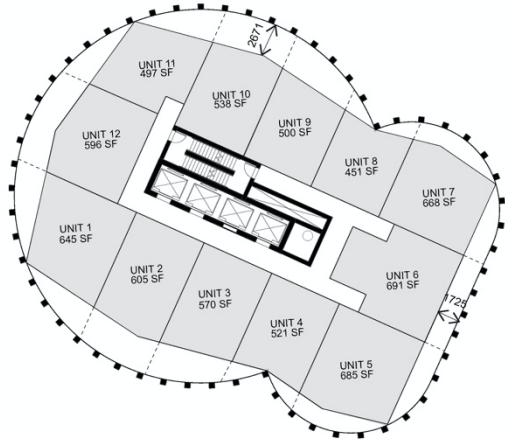
3.4.6: Balconies should be integrated into the building design composition and may include a combination of projecting and recessed balconies.

3.4.7: 20% of the area of a terrace or balcony and 20% of its exterior width can be occupied by micro-sunrooms. These are small glass enclosures integrated within the terrace or balcony to serve as a sunroom or a small greenhouse providing opportunities for year round use of terraces and the integration of urban agriculture and visible plantings. These glass enclosures provide a means to articulate the facade of the building and extend the Greenway theme into its architectural expression. The area of the micro sunrooms will be exempt from the permitted GFA of the building but will be considered as contributing to the 2.0 square metre exterior amenity area required for every unit.

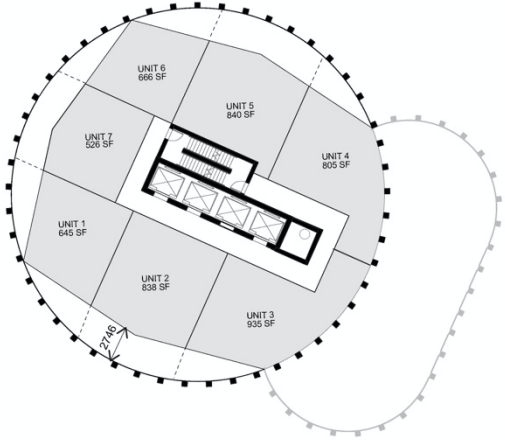
Each dwelling unit will have access to a private balcony area, directly accessible from the interior living space. The proposed balconies range in their size dependent on their location on the tower footprint, with the deepest balconies generally oriented towards the waterfront areas. Figure 4 demonstrates the proposed balcony areas, and how they vary in their size and shape.

The balconies form an integral part of the overall built form and design of the Proposed Development. As demonstrated within Figure 4, the building deploys the varied balcony depths to reinforce the circular appearance of the tower element, while the interior spaces are more regularized.

L3-L30
 FLOORPLATE SIZE
 802 SQM



L31-L45
 FLOORPLATE SIZE
 618 SQM



KPMB

TYPICAL PLANS
 PIER 8 OCTOBER 27, 2021

Figure 4 Typical Floor and Balcony Plans (KPMB Architects)

3.5 Public to Private Realm Interface

Provide an appropriate interface between the public and private realm to reflect the nature of the building use at-grade. When possible, include common spaces and other active uses within the first 4-storeys to create active frontages and promote views between interior and exterior areas.

- 3.5.1: Ensure an appropriate level of visual and physical access and overlook at-grade.
- 3.5.2: Promote sufficient glazing and landscape design to promote natural surveillance and views towards public and private areas.
- 3.5.3: Provide direct, universal access from the public sidewalk for all public entrances to commercial uses and shared lobbies.
- 3.5.4: Provide high-quality landscaped setbacks, between 2.5 metres and 4.0 metres, for private entrances to ground floor residential units. Landscaping, minor changes in elevation, short fences, and front steps may also be included within setbacks.
- 3.5.5: At-grade units should, where possible, be elevated approximately 0.6 metres above the flanking public sidewalk, if an accessible path can also be provided, to allow for appropriate public-private transition.
- 3.5.6: Provide Live/Work or townhouse development along the east side of the building facing the mid-block connection, with at-grade entrances, to promote grade related activity.
- 3.5.7: Place common areas with active uses within the first 4-storeys of buildings.

3.5.8: Encourage green elements, such as trees, green walls, water features, and other visually engaging elements within and surrounding new development.

The Proposed Development provides for a high-composition of grade-related glazing, providing seamless views to and from the residential lobby area. At-grade, a generous lobby space is provided, including a lounge area for residents and visitors.

All proposed entrances provide for direct pedestrian connections to the broader public realm, with appropriate landscape setbacks and buffering. Consistent with the above-noted design direction, at-grade dwelling units are provided along the eastern portion of the Subject Site, providing for individual front yard areas within the proposed 7.5 metre building setback.

3.6 Expressing the Building Base

The lower storeys of the base building should be massed and designed to ensure there is a strong visual connection between the adjacent public realm and common uses at-grade. The base of the building should express common uses and connect them with green elements and lighting.

3.6.1: Feature views into common areas such as the lobby, gym and common rooms and integrate 'green' elements, such as trees, green walls, public art, and water features, inside and surrounding the building.

3.6.2: Integrate the creative use of featured lighting to enliven the site and base building.

The Proposed Development provides for a two-storey base element along the eastern portion of the Subject Site, facilitating a built form transition from the tower element down to the pedestrian mews between Block 16 and Block 1. The podium element will also serve to visually screen the proposed vehicle and servicing areas, mitigating potential visual impact to the public realm.

The proposed base element is highly glazed, and will facilitate views into and from the proposed circulation and lobby area at-grade.

5.5.3 Public Realm Interface

Section 4.0 discusses the public realm interface, which refers to the buildings and site's interaction with the surrounding public-facing areas. The design of buildings and the overall site should promote a comfortable and attractive pedestrian environment.

4.1 Streetscape and Landscape Design

Provide high-quality, well designed streetscape and landscape elements between proposed buildings and the adjacent streets, parks, and open spaces to support a comfortable, safe, and vibrant public realm.

4.1.1: Organize streetscape and landscape elements to support a comfortable, vibrant, and safe public realm through the use of consistent design elements, materials, and landscaping.

4.1.2: Provide a minimum landscaped buffer of 1.5 metres on the north, west and south side of the site.

4.1.3: Provide decorative pedestrian oriented lighting.

The Proposed Development provides for a landscape interface with the public realm along all frontages, with setbacks ranging from 1.8 metres (south), 3.0 meters (north) and 13.0 metres (west). Within these setback areas, the Proposed Development will provide for a high-quality landscape treatment that is not

only visually appealing but can contribute to the mitigation of environmental considerations in the Pier 8 area.

4.2 At-Grade Units

Where appropriate, line the base of buildings with active, grade related uses to promote an animated and safe public realm.

4.2.1: Place Live/Work or townhouse units and other grade related units with an appropriate landscape setback and amenities to animate adjacent streets and open spaces.

4.2.2: All grade related units should be setback to allow for a landscaped front yard and an appropriate public-private transition.

4.2.3: Live/Work or townhouse units should have a minimum front yard depth of 2.5-4.0 metres.

Grade-related dwelling units are provided along the eastern boundary of the Subject Site, fronting the proposed pedestrian mews. These units provide for a 7.5 metre building setback, allowing for an appropriate front yard depth with regard to the Guidelines.

4.3 Mid-Block Pedestrian Connection (Pedestrian Mews)

A new Pedestrian Mews connection should be provided at the east of Block 16 and the west of Block 1 to provide a north-south, mid-block pedestrian connection. The Pedestrian Mews would serve to connect the Waterfront Promenade and Greenway. It will also function as a gateway to prominent pedestrian areas and as a transitional green amenity space between Block 16 and Block 1.

4.3.1: Provide a new Pedestrian Mews along the east edge of Block 16 and west edge of Block 1.

4.3.2: Public access will be provided through the Mews.

4.3.3: The width of the Mews measured from building face to building face between buildings on Block 16 and 1, should be 12.0 metres for a mid-rise building and 15.0 metres for a tall-building.

4.3.4: Three-storey at-grade Live/Work or townhouse units with front doors facing the Mews should flank the west (Block 16) and east (Block 1) sides of the Mews. To create adequate transition between private at-grade units and the public walkway within the Mews, a landscaped front yard zone should be provided within the Mews area in front of all at-grade units. This front yard area may include steps, landscaping, and other elements to provide suitable transition.

4.3.5: Live/Work or Townhouse units located adjacent to the Pedestrian Mews should have a minimum frontage width of 5.0 metres per unit.

4.3.6 The end units should be designed with a corner condition with architectural treatments and windows that address both frontages.

4.3.7: For a mid-rise building on Block 16 the entirety of the 12.0 metres Mews may be located on the east side of Block 16. A tree-lined public, pedestrian walkway of at least 3.0 metres in width should be centred within the Mews, with a seating, landscaping and tree planting zone of approximately 2.0 metres on either side and 2.5 metres depth landscaped front yards flanking grade-related Live/Work or Townhouse units on either side.

4.3.8: For a tall building, the 15.0 metres aggregate width of the Mews is proposed to be evenly split, with 7.5 metres located on the east side of Block 16 and 7.5 metres provided on the west side of Block 1. A tree-lined public, pedestrian walkway of at least 3.0 metres in width should be centred

within the Mews, with a seating, landscaping and tree planting zone of approximately 2.0 metres on either side and 4.0 metres depth landscaped front yards flanking grade-related Live/Work or Townhouse units on either side.

4.3.9: Provide high-quality, well designed streetscape elements including granite unit pavers, benches, bike racks, pedestrian scale light standards or light bollards, to promote a comfortable pedestrian experience and safety.

The Proposed Development provides for a 7.5 metre building setback to the eastern property boundary, providing 50% of the required 15.0 metre wide mews directed for a tall building development. The remainder of the 15.0 metre mews will be provided along the western boundary of Block 1.

With respect to the dwelling unit width, the grade-related dwelling units will achieve a minimum width of 5.0 metres, with the proposed end-units reinforcing the circular theme present throughout the building.

Specific design considerations such as paving materials and individual plant species will be identified through the detailed design review process and secured as part of any subsequent Site Plan Approval.

4.4 Public Art

Include public art on Block 16 to enhance the quality of new development and the surrounding public realm. Public art may serve as a distinguishing landmark for the Block and Pier 8.

4.4.1: Ensure adequate building setbacks and space surrounding public art to allow for visual accessibility.

4.4.2: Public art may be integrated into architectural designs or placed within the public realm.

The proposed building setbacks allow for appropriately sized spaces for the accommodation of public art at a variety of scales.

5.5.4 Residential Building Design

Section 5.0 guides residential building design, providing recommendations towards the layout and structure of residential building's interior spaces, including lobbies, amenity spaces and family-sized units.

5.1 Lobby

Residential lobbies are the “living rooms” of buildings. They should be centred around functionality and social engagement providing more than a security desk and circulation. They should be functional and foster a sense of community and promote interaction between visitors and residents.

5.1.1: Residential lobbies should be visually and physically connected to adjacent open spaces, outdoor amenity areas, and public sidewalks.

5.1.2: Residential lobbies should be located on a ground floor with a minimum floor to floor height of 6.0 metres and should be generously glazed to provide interior and exterior views and natural observation.

5.1.3: Residential lobbies should be designed to encourage socialization and interaction.

5.1.4: Residential lobbies should be flexible in their design to accommodate a range of activities.

5.1.5: Residential lobbies should provide designated areas to accommodate locker storage areas for parcel and food deliveries, waiting areas, communal lounge areas and recreational/activity spaces.

The proposed lobby element is generously sized and located so as to foster social interaction, and be visually connected to the waterfront area at-large. A minimum height of 7.0 metres is proposed for the podium element and lobby, exceeding the design direction of the Guidelines.

5.2 Amenity Spaces

Amenity spaces are both an extension of private residential areas and serve as shared common areas for communal activities. Well-designed and located common areas can foster a culture of neighbourliness in multi-story buildings, serving as places for shared activities and social interaction that supports the diverse lifestyle and socialization needs of residents of all ages.

5.2.1: New development should provide a minimum of 2.0 square metres of indoor and 2.0 square metres of outdoor amenity space per unit.

5.2.2: Common indoor and outdoor amenity spaces should be located adjacent to each other where feasible either at-grade or where indoor amenity spaces are adjacent to a large outdoor roof terrace.

5.2.3: Indoor and outdoor amenity areas should have provisions for child and youth areas and activities, as well for a range of ages.

5.2.4: Common outdoor amenity spaces should be located where they will have optimal sunlight access and mitigation from wind.

5.2.5: The design of common areas should imaginatively address the needs of people of all ages and abilities.

5.2.6: A common area for pet-friendly amenities should be provided.

The Proposed Development will meet the amenity guidance within the Guidelines, with the appropriate rates to be secured within any implementing Zoning By-law regulations. Common outdoor amenity space will be provided at the 31st floor, and oriented south in order to provide good solar access. In addition, each dwelling unit will have access to private outdoor amenity space in form of a balcony. These balconies are further proposed to provide for varying depths, accommodating a variety of programming and use.

5.3 Family Sized Units

New families are encouraged in the West Harbour Neighbourhood. Family friendly designs should be incorporated into a new building on Block 16 to support a vibrant, comfortable, safe, and inviting community. A sufficient mix of housing units should be included to encourage a diverse mix of residents. New development should encourage family sized units in vertical neighbourhoods.

5.3.1: A minimum of 10% of units should be three-bedroom units.

5.3.2: Three-bedroom units should be located on the first 6-storeys as much as possible to maintain a closer relationship with ground level activities or within proximity to indoor and outdoor amenity areas.

5.3.3: For both the mid-rise and tall building scenarios, larger floor plate sizes have been recommended in these guidelines for the lower levels of the buildings to provide sufficient dimensions for larger family-sized units.

5.3.4: Three-bedroom units should be placed in proximity to indoor and outdoor amenity areas where feasible.

5.3.5: Provide a varied mix of three-bedroom units in the form of grade-related units, live/work and townhouse units.

The Proposed Development includes the provision of family-sized dwelling units, providing for 10% of dwelling units with three bedrooms. Through the detailed design review process, the distribution of dwelling units will be refined and developed in consultation with City Staff, the Design Review Panel and with input from local residents. Such a requirement will also be included within the Site Specific Zoning By-law regulations to ensure the provision of larger dwelling units is implemented on the Subject Site.

5.5.5 Sustainability

Section 6.0 encourages future buildings on Pier 8 to contain environmentally sustainable features and landscapes that contribute to a low impact community footprint.

6.1 Green Building

6.1.1: Energy Star certification shall be achieved for any new buildings on Block 16 including provision of Energy Star Certified appliances.

6.1.2: Complete Energy Modeling, Mechanical Commissioning and Air Tightness testing to the Energy Star certification standard is required.

6.1.3: Include high performance facade design that may include elements such as solar shading, lower glazing to wall ratio, triple glazing and renewable materials.

6.1.4: Consideration should be given to preparing for future District Energy connections by:

- Providing space for future equipment and thermal piping;*
- Securing an easement between the mechanical rooms and the property line for future thermal piping;*
- Including two-way pipes within the building to carry thermal energy from the district energy network to the section in the building where the future energy transfer station will be located.*

6.1.5: Complete a Lifecycle Carbon Assessment (LCA) that is third party verified and identify opportunities to reduce carbon emissions through building material selection.

6.1.6: Cool Roof design and material should be used to reflect UV rays and self-cool by efficiently emitting radiation away from the building.

6.1.7: Building roofs should include a minimum of 50% coverage for green roofs. Alternative configurations may include a minimum of 50% roof coverage for solar capture equipment, cool roofing materials, or a combination thereof.

6.2 Air Quality and Thermal Performance

Indoor air quality and temperature is important within and around buildings and structures, especially as it relates to the health and comfort of building occupants. Identifying and controlling common pollutants indoors can help reduce the risk of indoor health concerns.

6.2.1: Design the building's Heating, Ventilation and Air Conditioning (HVAC) system to support enhanced air quality and thermal performance.

6.2.2: Design building HVAC system to be mold resistant.

6.2.3: Include enhanced filtration systems to filter out particulate matter that may enter through operable windows.

6.2.4: Select building materials that reduce VOC emissions to contribute to healthy air within the building. Applicable materials include flooring, common amenity space furniture, sealants, paints and insulation.

6.3 Resiliency and Health

The design of buildings and landscapes should plan for natural and manmade disturbances and provide mitigating measures.

6.3.1: Implement design strategies to reduce viral transmission by reducing common touch points within shared spaces, including entryways, lobby, elevator and amenity areas.

6.3.2: In an effort to reduce contact with respiratory droplets, natural ventilation should be provided throughout all building areas to enhance fresh air flow.

6.3.3: The building should be designed with access to back up generators that can supply energy to the entire building for a period of up to 48 hours.

6.3.4: The building should be designed to provide residents with a back-up drinking water supply for a period of 48 hours.

6.3.5: The building should be designed to ensure ease of communication of updates during states of emergency.

6.3.6: The building should be designed to ensure equal access to high speed internet, including the provision of wi-fi in amenity areas.

Much of the design direction with respect to sustainability is highly-specific and intended to be implemented through detailed design studies and review, and secured through the Site Plan Approval process. In the case of the Proposed Development, Site Plan Approval will be required through the use of a Holding Provision applicable to the Subject Site.

The Proposed Development has regard for the above-noted design direction and guidelines, and will implement the use of Energy Star Certification as well as the use of the WELL system, designed to evaluate the performance of a building from a health and wellness perspective. The achievement of such a rating system will ensure that adequate regard is had for matters of air quality, thermal performance and personal and community health.

6.4 Light

The building should be designed to capitalize on opportunities for natural daylight, which can be accomplished through efficiencies in building footprint design, window design, reflections, ceiling design, light filtering, and building orientation.

6.4.1: Amenity spaces, lobby areas and a minimum of 50% of a dwelling unit shall have access to natural light.

6.4.2: LED lighting should be provided to reduce energy requirements.

The Proposed Development is highly glazed, and all proposed dwelling units have direct access to daylight in a variety of orientations throughout the building. The proposed amenity space at the 31st floor has been oriented to the south, maximizing the potential for natural sunlight at all times of the year.

6.5 Microclimate (Pedestrian Weather Protection & Wind Effects)

Buildings should be located, orientated, and designed to minimize adverse wind conditions on adjacent streets, parks and open spaces, building entrances, and in public and private amenity areas. Sufficient mitigation measures should be applied to ensure pedestrian comfort and safety.

6.5.1: Building design and landscape design should mitigate adverse wind impacts on at-grade and elevated areas used by the public or building occupants.

6.5.2: Ensure building design and mitigation measures allow for the appropriate wind comfort criteria desired for an area.

6.5.3: Provide sufficient mitigation measures where wind comfort criteria is exceeded.

6.5.4: Provide permanent pedestrian weather protection, including overhangs and canopies, at building entrances and along at-grade frontages and pedestrian sidewalks.

A Pedestrian Wind Assessment has been prepared by RWDI to review the ground-plane wind conditions resulting from the proposed built form. This Assessment provides an evaluation of the existing condition of the Subject Site, and an analysis of the wind conditions in the summer and winter months in a post-development context with a particular focus on the proposed building entrance, the pedestrian mews, and the outdoor amenity space at the 31st floor.

The Analysis finds that:

“Although the introduction of a tall development in a low-rise context is expected to result in increases in ground level wind speeds, the impact of this project will be limited around the site and the proposed tower is not expected to significantly worsen wind conditions. The aerodynamic shape of the massing, as well as other design features such as the low podium and large canopy, are expected to reduce the effects of down washing and corner acceleration.

The wind impact would be lower than that of a rectilinear massing of a similar height.”

Further guidance is provided within the Analysis with respect to potential further mitigation measures that could be employed to further reduce the potential for uncomfortable wind conditions. Particularly in the winter months, the Analysis notes that uncomfortable conditions are created along the northwest and southwest faces of the tower. These conditions can be mitigated through the use of large canopies or dense landscaping to reduce corner acceleration.

The Analysis recommends that through the detailed design (Site Plan Approval) stage, formal wind tunnel testing be conducted to validate potential mitigation measures.

6.6 Water

6.6.1: The building design should be compliant with City and Provincial standards and guidelines for Low Impact Development Measures.

6.6.2: Water filtration systems should be designed to enhanced standards.

6.6.3: The building should be designed with appropriate ventilation systems to remove humidity from bathrooms.

6.6.4: Provision of water efficient fixtures that meet Energy Star standards shall occur to reduce indoor water use.

6.6.5: Domestic water heating fixtures that meet Energy Star standards should be provided.

6.6.6: Greywater recycling should be used as a source for irrigation of the site landscaping.

The Proposed Development will comply with all relevant Ontario Building Codes for the provision of water services to users of the building. At the detailed design phase, the Proposed Development will be further reviewed with respect to this design direction.

6.7 Waste

6.7.1: Buildings shall be designed with appropriate waste sorting facilities to ensure recycling and organic waste collection programs are supported.

The Proposed Development will include space for the appropriate storage and sorting of waste and recycling materials, to be identified and specified through the detailed design process.

6.8 Landscaping

6.8.1: Plant 100% native plants. Preference should be given to drought resistant planting strategies. Invasive species shall be avoided.

6.8.2: Utilize bioswale, rain gardens, and permeable paving materials within landscaping.

6.8.3: Greywater irrigation systems should be used.

6.8.4: Soil volumes for tree plantings should be increased at least 5% above City of Hamilton minimum standards.

6.8.5: Green roofs should be used on roof surfaces that are not used as active terraces and also as landscape features within active terraces.

Detailed landscaping design and plant selection will occur through the detailed design process and Site Plan Approval, which will be a requirement of the proposed implementing Zoning By-law regulations. The proposed Site Plan includes adequate landscape space to accommodate the direction of the Guidelines, and coniferous and deciduous tree planting will additionally form a component of pedestrian wind mitigation strategies.

The roof of the podium element is proposed to be a landscape or green roof, consistent with the direction of Guideline 6.8.5.

6.9 Green Infrastructure

Green infrastructure should be provided to promote the use of bicycles and electric cars as sustainable transportation.

6.9.1: Provision of Electric Vehicle (EV) infrastructure for 10% of residential parking spaces.

6.9.2: The remaining vehicle parking spaces must be designed to be EV capable (i.e. a complete electrical circuit terminating in an electrical outlet for the purpose future installation of EV charging).

6.9.3: Provision of well-designed bicycle parking facilities to meet the needs of cyclists and support bicycle use. Short-term parking (visitors or less than two hours parking), long-term parking (residents parking) and bicycle parking facilities should be provided within the below-grade parking structure.

6.9.4: Short-term outdoor bike parking:

- a. *Located close to building entrances (no more than 20.0 metres) to make it easily accessible;*
- b. *Within the view of residents, building security, or in an area close to street or public amenities and;*
- c. *The design of bike parking racks or other systems should be attractive and integrated into the site design, public art opportunities, street furniture other amenities on site.*

6.9.5: Short-term and long-term indoor bike parking:

- a. *Located in the ground level or in the first level of the underground parking garage to provide easy access from the ground level designed to minimize the interactions between bicycles and automobiles.*
- b. *The below-grade parking garage bike parking room should be easily accessible by elevator and ramp. A dedicated two-way bicycle ramp (3.0m wide at 6-7% slope) should be provided.*
- c. *The ground level bike room should be located away from the main entrance but side of the building facing the mid-block connection.*
- d. *Ensure regular security surveillance to improve safety and prevent vandalism and misuse.*
- e. *Provide electrical outlets for electric bikes and scooters.*

With respect to green infrastructure, the Proposed Development will implement the design direction of the Guidelines. 10% of parking spaces will provide for EV infrastructure, with the remainder designed to be capable of supporting an EV.

The site planning of the Proposed Development provides appropriate spaces for the location of short term and long term bicycle parking. As previously noted within this Brief, the Proposed Development will go through a detailed design review process in consultation with City Staff, the Design Review Panel and with members of the public. Through this process, specific bicycle parking areas will be identified and secured through the subsequent Site Plan Control and Approval process.

6.10 Bird Friendly Design

Bird friendly designs should be applied to reduce bird deaths associated with bird strikes.

6.10.1: Design new development with bird friendly best practices including sunshades or louvers, visual markers within glazed surfaces, and non-reflective glazing to reduce window collisions with birds.

6.10.2: Exterior lighting fixtures should be programmable to allow for dimming during migratory seasons.

6.10.3: Ensure the design of buildings complies with Bird Friendly Design Guidelines in accordance with the Canadian Standard Association's CSA A460 Bird friendly building design.

The Proposed Development will conform to the requirements of bird friendly design, to be secured as part of the Site Plan Approval process, which will be a requirement of the Site Specific Zoning By-law Regulations through the use of a Holding Provision.

5.5.6 Section 8.0 Tall Building Design

Section 8.0 provides guidance to a tall-building development on Block 16. For the purpose of these guidelines, the definition of a tall building should be no greater than 45 storeys and a maximum height of 147.0 metres including the mechanical penthouse. The guidelines are intended to provide sufficient

flexibility for the building design. The massing envelope for a tall-building should ensure appropriate transitions and sufficient separation distances to surrounding development and public open spaces.

8.1 Massing Envelope

The massing envelope defines a three-dimensional volume within which the building must be located. The size of the building itself is controlled by a maximum building area which is less than the envelope. The massing envelope ensures appropriate setbacks, transitions between development parcels and sufficient separation distances are achieved while allowing for flexibility in the design and how a building fits within the envelope.

8.1.1: Proposed building designs should fit within the massing envelope described in Sections 8.2 to 8.8 to ensure a compatible tall-building.

As further discussed within this Brief, the Proposed Development has adequate regard for the design direction of the Guidelines.

8.2 Height

The recommended maximum height (147.0 metres) was derived from an analysis that reviewed the tallest building presently in Hamilton (Landmark Place), which has a geodetic elevation at 226.0 metres. For Block 16 the recommended maximum geodetic elevation is slightly lower at 224.0 metres which equates to 147.0 metres above grade. The intent of this recommended height is to avoid a building form that is above the presently established maximum. The 147.0 metre height can accommodate a 45-storey building based on a 6.0 metre ground floor, average floor to floor heights for upper levels at 3.0 metres as well as the height of a mechanical penthouse. The topmost elevation of the structure including the mechanical penthouse cannot be above 147.0 metres. (See Appendix A for maximum height diagrams).

In response to the design direction of this Guideline, the Proposed Development provides for a maximum building height of 147.0 metres to the top of the mechanical penthouse element.

8.3 Building Area

The maximum Gross Constructed Area of a tall building, including above ground mechanical spaces but excluding below grade areas, is 38,200 square metres.

The Proposed Development has regard for this design direction by proposing an overall building area of 33,200 square metres, excluding balconies.

8.4 Podium

A three storey podium is required on the east side of the building flanking the Mews. Storeys above the third storey should be setback a minimum of 5.0 metres. The north, west and south sides of the building may or may not incorporate a podium if adequate wind mitigation measures can be demonstrated.

Along the eastern boundary of Block 16, the two-storey podium element of the Proposed Development provides for grade-related townhouse dwelling units. In response to the design direction of the Guidelines, the two-storey element provides for a height of 7.10 metres, visually reading as a 'tall' two storey element with a 5.0 metre stepback provided to the tower element above the podium (refer to Figure 5).

8.5 Lower Development Zone

The lower development zone defines a build-to envelope that may include building area, such as a podium, but may alternatively be used for landscaping or free-standing built elements. This zone is defined by the height of the first 3-storeys of the building. This zone should be designed to animate the surrounding public realm, to express the themes associated with the Greenway, green building design and sustainability. This zone includes the Lobby, at-grade residential, live/work or townhouse units and may include common amenity areas.

8.5.1: The following lower development zone setbacks define the massing envelope to ensure an appropriate transition between public and private spaces:

- a. 1.5 metres from the north, south, and west property line and a minimum of 4.0 metres from all property lines when adjacent to grade related units.
- b. 7.5 metres from the east property line.

As identified in Figure 5 below, the Proposed Development provides for building setbacks that conform to this design direction. Along the north, a minimum setback of 3.0 metres is proposed, while a setback of 1.87 metres is proposed along the southern boundary. Along the eastern boundary, a minimum building setback of 7.5 metres is provided.

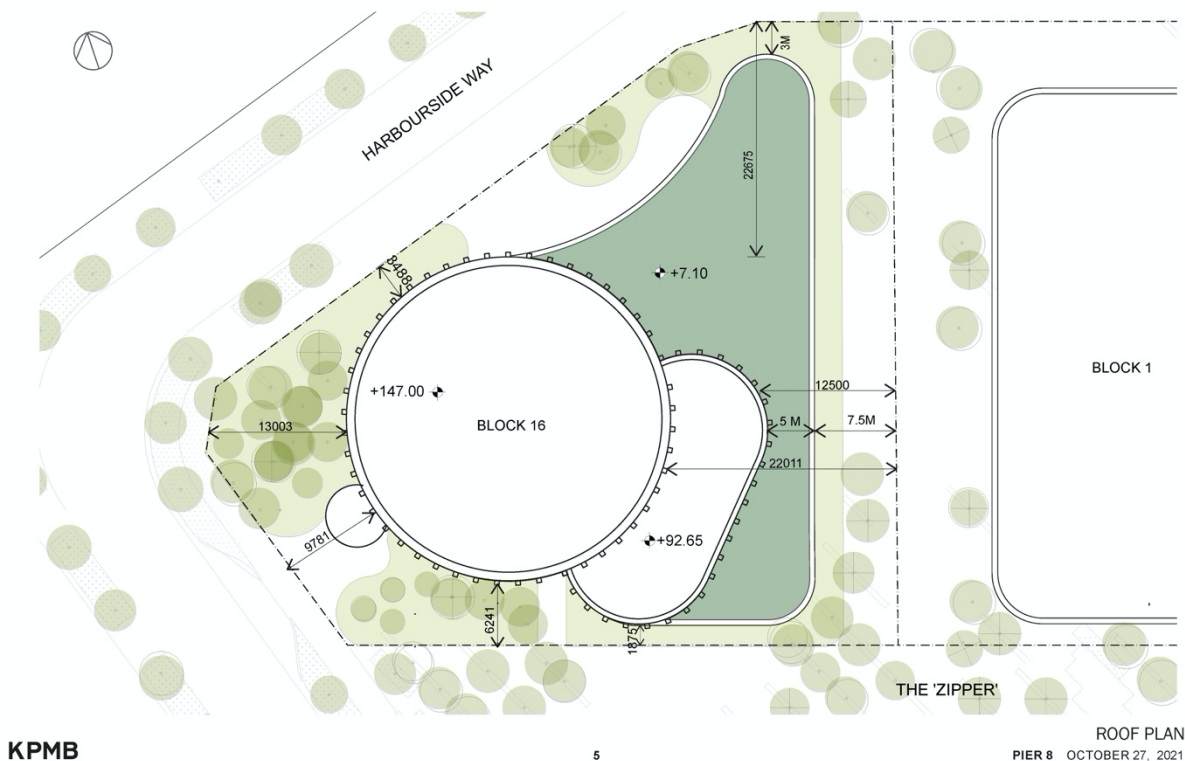


Figure 5 Proposed Roof Plan (KPMB Architects)

8.6 Tower Placement and Separation Distances

The massing envelope above the three storey lower development zone considers the visual and physical impacts of the surrounding site, buildings and public realm. Special emphasis should be placed on optimizing the building shape to mitigate wind impacts and to provide a slender, tapered building profile.

8.6.1: The following minimum building setbacks should be applied to the massing envelope above the third storey to ensure appropriate transition and separation distances between development sites, to provide adequate sky views and sunlight access and to reduce pedestrian level wind impacts:

- a. 11.0 metres on the north to provide a minimum separation distance of 30.0 metres from the Waterfront Promenade;*
- b. 13.5 metres on the west which provides a minimum separation distance of 45.0 metres from the existing Hamilton Waterfront Trust Centre;*
- c. 3.0 metres on the south which connects the vertical and horizontal Greenway; and*
- d. 5.0 metres on the east which provides a minimum separation distance of 25.0 metres for any buildings above three storeys on Block 1. Any portion of Block 1 above three storeys should incorporate an equivalent 12.5 metre setback in order to achieve an aggregate 25.0 metre separation distance between buildings above three storeys.*

8.6.2: A multidisciplinary team of wind consultants, designers, and engineers should be engaged by the applicant early in the design process to ensure building designs are compliant with appropriate Pedestrian Level Wind conditions.

As identified in the draft Zoning By-law instruments included with this application, the proposed building setbacks have adequate regard for the design direction of the Guidelines. The proposed tower and building setbacks implement many of these Guidelines, including exceeding some to provide a large public realm, particularly along the north property line and Harbourside Drive (Figure 5).

It should also be noted that the proposed form of the tower element itself has regard for the Guidelines. Through the deployment of a circular tower form, the proposed tower setbacks and setbacks represent tangential measurements from the tower face, with the majority of the tower setback in excess of this minimum dimension. In this sense, the proposed tower element does not represent a 'maxing out' of the identified potential building envelope, and while some building setbacks are proposed to be less than identified within the Guidelines, the average setback from each lot line exceeds the direction of the Guidelines.

8.7 Floor Plate Size and Shape

Regardless of the height of the building, up to a maximum of 45-storeys, the size of the tower floor plates above the third floor should be limited to a maximum average of 750.0 square metres. This permits some lower floor plates to be larger than 750.0 square metres, while others higher up will be less than 750.0 square metres. Floor plate size includes all building areas within the building, but excludes balconies.

8.7.1: To ensure a slender and tapered building design:

- a. Tower floor plates should not exceed 850.0 square metres between the 4th-30th storeys; and*
- b. Tower floor plates should not exceed 650.0 square metres above the 31st storey.*

The Proposed Development has regard for this design direction by providing for a tower floorplate of 802 square metres between the 3rd and 30th floors, and a floorplate of 618 square metres above the 31st floor.

8.8 Building Proportion

The tall building massing envelope should be proportioned and articulated with consideration from multiple viewpoints.

8.8.1: A tall building on Block 16 should be proportioned to be slender when viewed from the James Street North corridor.

As demonstrated within the Architectural Views prepared by KPMB Architects, the building is oriented in such a way that the lower tower element presents a glancing view to James Street North, presenting a slender tower expression to the corridor.

8.9 Green Façade

The south façade of the building is encouraged to integrate design features that reference green elements such as micro sunrooms, greenhouses, patterned wind screens, color accents and design themes that relate to elements within the Greenway.

8.9.1: The south side facade should include unique design patterns and additional balcony and terrace areas to accommodate outdoor planting and landscaping.

The south façade of the Proposed Development has been designed to incorporate balconies of various sizes and depths, as well as presenting the green roof element atop the lower tower element to the south. These balconies and terrace areas are of suitable size to accommodate decorative planting and landscaping, which can be appropriately identified and secured through the Site Plan Application review process.

8.10 Building Top (Tower Top)

The design of the top of a tall building should make a positive contribution to the quality and character of the Hamilton skyline.

8.10.1: Roof-top mechanical elements should be screened and complement the overall tower shape and design.

8.10.2: If exterior illumination is integrated into the design of a tall building it should enhance and promote the landmark location of Pier 8 and contribute to the character of the Harbour, without adversely impacting the surrounding neighbourhood context.

8.10.3: Programmable fixtures which can be dimmed or turned off are encouraged to reduce bird strikes during migration season.

The tower 'top' element is largely a continuation of the cylindrical form, and presents a contribution to the overall skyline of the City of Hamilton. The building itself will serve as a landmark or beacon element sited at the waters edge. Consistent with the direction of the Guidelines, the Proposed Development provides for a fully-integrated and screened mechanical penthouse level with a maximum height of 147.0 meters.

With respect to lighting, such elements can be appropriately identified and secured through the Site Plan Approval review process.

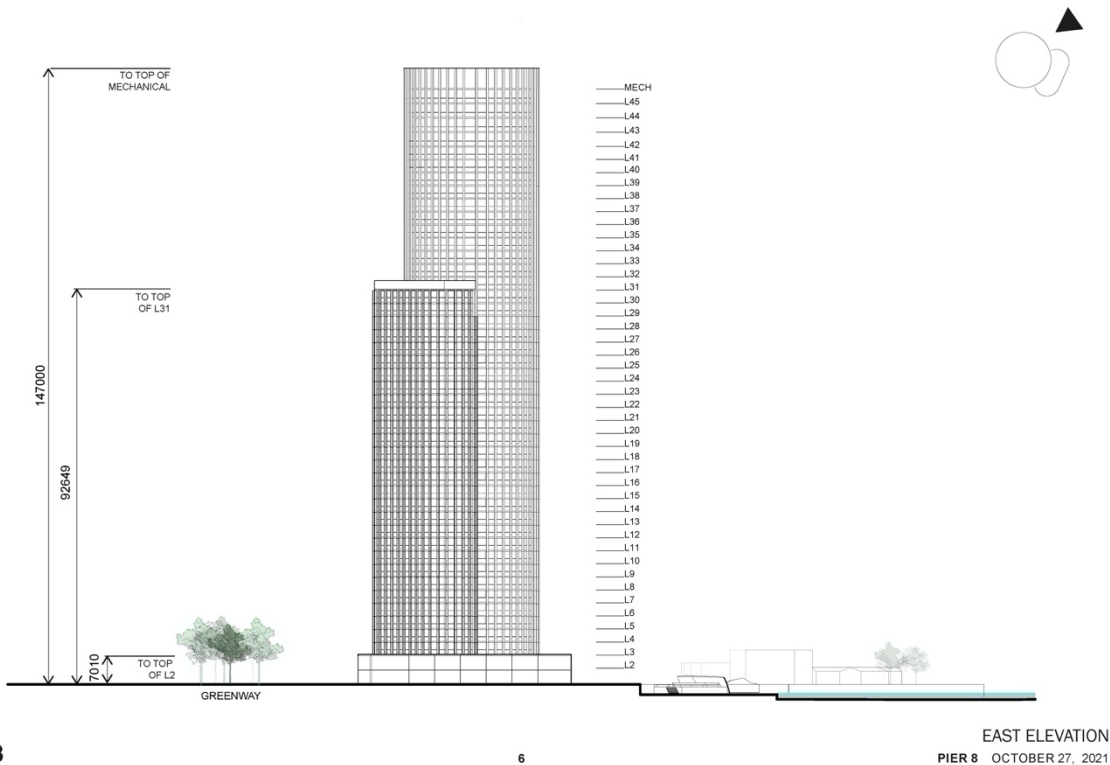


Figure 6 Proposed East Building Elevation (KPMB Architects)

8.11 Materiality

Apply high-quality and environmentally sustainable materials and finishes to promote design excellence, innovation, and resilience.

- 8.11.1: Materials with a lighter appearance are recommended for the portions of the building above the third floor.
- 8.11.2: Bird friendly designs should be incorporated to reduce bird strikes.
- 8.11.3: High-quality, durable, and sustainable materials should be used.
- 8.11.4: Exterior Insulation and Finish System (EFIS) is not permitted.
- 8.11.5: Landscaping materials should be of high quality including granite pavers for pedestrian paths.

The Proposed Development is highly responsive to this design direction, presenting an overall light colour palette that will give the appearance of blending into the sky as it rises. While specific materials will be selected through the Site Plan Application review process, the Proposed Development has been thoughtfully designed as part of an overall master planning exercise and will positively contribute to the high quality materiality and appearance of the broader Pier 8 community.

8.12 Sustainability for a Tall Building

Critical to achieving the requirement of exceptional design excellence, a Tall Building on Block 16 must raise the bar for environmental sustainability and should serve as an exemplar for future community development.

A LEED Certification, Green Globes or similar sustainability standard shall be used to guide the design and development of a Tall Building and site on Block 16 in addition to the EnergyStar certification that applies to all buildings on Pier 8.

Energy

8.12.1: The design and operations of the building shall limit operational greenhouse gas emissions and encourage use of low-carbon energy sources using whole-building energy modeling and an annual greenhouse gas intensity (GHGI) target to be established and agreed to by the City of Hamilton as contained in the Sustainability Report to be submitted in support of the Official Plan Amendment and Rezoning.

8.12.2: A Building Automation System (BAS) shall be designed to monitor building-level data representing total building energy consumption (electricity, natural gas, chilled water propane, biomass, domestic hot water, etc.) and renewable energy production.

8.12.3: The building shall be enrolled in Energy Star Portfolio Manager to track / energy and water consumption and waste generation of the new development during operations. Enrollment of the project in the program must occur before the project presents Detailed Design to the City of Hamilton Design Review Panel.

8.12.4: In Energy Star Portfolio Manager, provide the City of Hamilton with read only access to the project on an annual basis.

8.12.5: An Operations & Maintenance (O&M) Manual will be prepared for the project and include direction and guidance for building operators into the building on how to upload data into Energy Star Portfolio Manager on a monthly basis.

8.12.6: Energy Star certification shall be achieved including provision of Energy Star Certified appliances.

8.12.7: Complete Energy Modeling, Mechanical Commissioning and Air Tightness testing to the Energy Star certification standard.

8.12.8: Include high performance facade design that may include elements such as solar shading, lower glazing to wall ratio, triple glazing and renewable materials.

8.12.9: Complete a Lifecycle Carbon Assessment (LCA) that is third party verified and identify opportunities to reduce carbon emissions through building material selection.

Through the detailed design process as part of the Site Plan Approval review (secured through the use of a Holding Provision in the proposed Zoning By-law Amendment), specific building energy and mechanical elements will be studied.

The Proposed Development has regard for Section 8.12.8 of the Guidelines, by providing for a façade design which includes the use of projecting fins at regular intervals around the building footprint (see Figure 7 below), partially enclosing the proposed balconies. These features will serve as a screening and shading element throughout the day as the position of the sun moves around the proposed building.

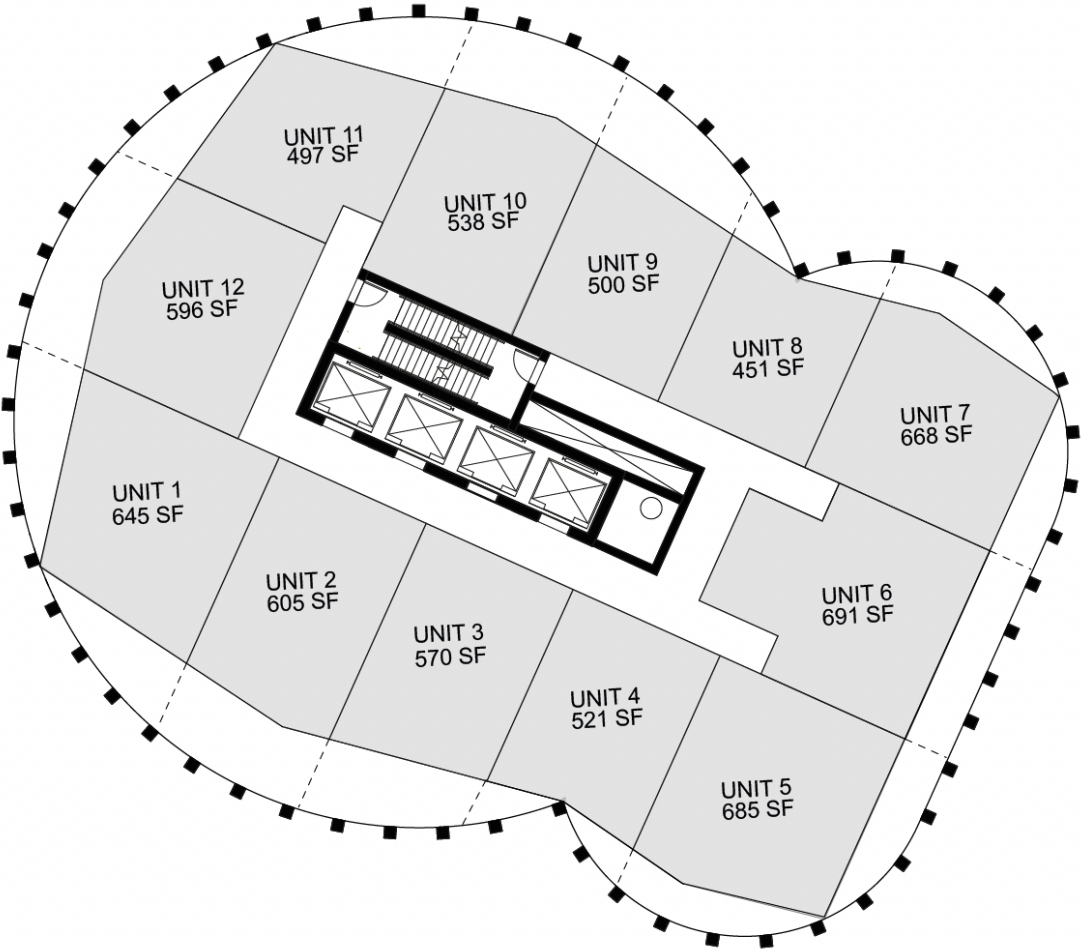


Figure 7 Typical Tower Floorplate Design (Floors 3 through 30) (KPMB Architects)

5.5.7 Implementation & Review Process

The Guidelines include a discussion of and provide guidance on the overall implementation process associated with an Official Plan and Zoning By-law Amendment application for the Subject Site. The Guidelines recognize the importance of design excellence, sustainability and liveability. These three themes are echoed throughout the Guideline document, and will form the basis of the identified three-stage design workshop process, noted below:

“in the case of a tall building proposal, a 3-stage design workshop, juried process will be used to ensure that the goals of exceptionalism and design excellence are achieved”.

While perhaps an atypical process of development review, the identified process will ensure due care and regard is given to the central themes in consultation with City Staff, local stakeholders, and design professionals.

9.1 Planning Process

Section 9.1 provides guidance on the planning process, and identifies materials that should be prepared in order to support the ultimate development of a tall building on the Subject Site. This Brief includes a review of the area context as well as identifies key aspects of sustainability to be further studied and implemented through the development review process.

As discussed previously within this Brief, Section 9.1.4 of the Guidelines notes that Site Plan Approval will be required and secured through the use of a Holding Provision, as well as sets out the requirements for the review of Site Plan documentation.

9.1.4: Site Approval will be required to implement the urban design objectives of the Pier 8 Block 16 Urban Design Guidelines. In the case of a tall building proposal (greater than 44 metres in height) the following should be included as special conditions of Site Plan Approval:

- a. Prior to receiving final site plan approval, the Holding provision must be lifted.*
- b. Prior to building permit, at the owner's expense, a "Control Architect" and a "Sustainability Consultant" independent of the "Design Architect and Engineers" shall be retained to the satisfaction of the Director of Planning and Chief Planner and whose function shall be:
 - i. To ensure, amongst other matters, the appropriate development of Block 16 with respect to design excellence, sustainability, siting, built form, materials, wind mitigation measures noise/dust and odour control measures and landscaping in compliance with the approved Urban Design Guidelines.*
 - ii. To ensure the submission of a detailed landscaping plan prepared by a Landscape Architect showing how accessible and safe public amenity areas will be incorporated into the design of the block. Approval and implementation of the landscape plan shall be to the satisfaction of the Director of Planning and Chief Planner.*
 - iii. To ensure that the sustainability standards contained in the Sustainability Report with respect to all sustainability initiatives and targets are reflected in the design and specifications used to guide the design and development of the building and site.*
 - iv. To demonstrate that the proposed development has implemented Bird Friendly Design Guidelines in accordance with the Canadian Standard Association's CSA A460 Bird friendly building design.*
 - v. To ensure the intent and delivery of the above requirements will be sustained through submission and approval of the Urban Design Checklist (Appendix B).**
- c. Prior to application for building permit, the City of Hamilton may undertake periodic reviews of certified drawings to ensure compliance with the Block 16 Urban Design Guidelines. Where inadequate compliance is evident, the City of Hamilton may cease to accept certified drawings by the Control Architect and Sustainability Consultant and the City shall retain another Control Architect and Sustainability Consultant satisfactory to the Director of Planning and Chief Planner.*
- d. Prior to application for building permit for Block 16, the owner shall submit detailed architectural and landscape drawings for review and advice from the City's Design Review Panel to the satisfaction of the Director of Planning and Chief Planner.*
- e. Prior to application for building permit, that as required, Site Plan Agreements be entered into in order to review and secure matters approved through the site plan process, subject to the sole discretion of the Director of Planning and Chief Planner.*

Accordingly, aspects of the Proposed Development will continue to be reviewed through the design review process and ultimately secured through the Site Plan Agreement. Many aspects of building sustainability are highly detailed and intended to be addressed and implemented through detailed mechanical and electrical designs. This includes matters related to monitoring metrics, which will continue to be studied and evolve as detailed building design progresses through construction in accordance with the direction of the Guidelines. Such monitoring and on-going review and support will include the preparation of additional suitability reporting, addressing the specific requirements of Section 9.1.2 (v).

5.5.8 Summary

In our opinion, the Proposed Development has appropriate regard for the design directions of the City of Hamilton’s Pier 8 Block 16 Urban Design Guidelines.

The Proposed Development provides for a well-scaled, well-designed building that contributes to the achievement of design excellence for the broader City of Hamilton, will serve as a wayfinding beacon, drawing visitors to the waterfront, and which is consistent with the height and density Guidelines applicable to the Block and as adopted by Council.

6.0 Visual Impact Analysis

As discussed within the Secondary Plan section of this Brief, the Council-adopted Block 16 Urban Design Guidelines identify several key locations where views should be studied for potential visual impact. In this case, these views include:

1. Looking north from James Street North and Guise Street;
2. Looking north from James Street North and Burlington Street;
3. James Street North, viewed from Liuna Station;
4. Looking southeast from the McQuesten Bridge;
5. Looking southwest from the Skyway Bridge/Queen Elizabeth Way; and,
6. Looking northwest from Sam Lawrence Park

The Guidelines further provide example views of a tall building development, noting specifically the height of 147 metres resulting in a geodetic elevation of 224 meters Canadian Geodetic Datum- 2.0 metres below that of the existing Landmark Centre downtown Hamilton. Figure 8 below illustrates the Guidelines’ visual analysis of the view from McQuesten Bridge.



Tall building massing illustration on Block 16 as viewed from the McQuesten Bridge.

Figure 8 Block 16 Urban Design Guidelines, identified view from McQuesten Bridge (City of Hamilton)

The perspective views in Appendix A, prepared by KPMB Architects identify that there is no visual impact from the Proposed Development outside of what is otherwise contemplated within the Guidelines. While

a tall building form of development will no doubt be prominent in this location, such prominence lends itself to pursuing a high-degree of design excellence. The Proposed Development will be highly-visible, and must be sensitively designed with high-quality materials to contribute to the on-going development of the Hamilton skyline. Figure 9 below illustrates the proposed condition of the McQuesten Bridge view in a post-development condition. In terms of the overall skyline, the visual analysis demonstrates that the Proposed Development aligns with that contemplated by the Guidelines, and will not visually overwhelm the overall Hamilton Skyline.



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4. VIEW TO THE SITE FROM THE MCQUESTEN BRIDGE
PIER 8 OCTOBER 27, 2021

Figure 9 View of the Proposed Development from McQuesten Bridge (KPMB Architects)

When viewed from the Skyway Bridge, the Proposed Development is nearly imperceptible, particularly given the assumed rate of speed individuals typical travel at along the Skyway.



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5. VIEW FROM SKYWAY BRIDGE
PIER 8 OCTOBER 27, 2021

Figure 10 View of the Proposed Development from the Skyway Bridge (KPMB Architects)

In summary, the prepared Visual Impact Analysis demonstrates that the Proposed Development is consistent with the direction established in the Guidelines, and will be an appropriate and desirable addition to the Hamilton waterfront area. While the building will be highly visible from a variety of locations, this condition will foster the building as a component of placemaking, drawing visitors to the waterfront and serving as a broad beacon set at the waters edge.

7.0 Conclusion

Having regard to the factors discussed within this Brief and review of the materials prepared to date in support of the overall Pier 8 revitalization, it is our opinion that the Proposed Development represents an appropriate and desirable catalyst for the creation of a complete community, which will serve as a focal point of a vibrant urban waterfront neighbourhood with creative and well-designed architecture framing a substantial and transformative public realm.

The Proposed Development achieves important urban design goals and objectives of the City of Hamilton, not only in massing, scale and form- but in the active ground plane proposed with residential and amenity uses which are in high-demand across the City.

In summary, the Proposed Development:

- Frames, at good proportion, the new public realm with desirable, active uses such as community space and retail, designed to be flexible in use and blur the transition between indoor and outdoor space;
- Has regard for the urban-design related matters of Provincial Interest as identified in Section 2 of the Planning Act, R.S.O. 1990, including providing a high-quality public realm, well-designed architecture that fosters a sense of place and activation, and ground plane uses that will contribute to the planned neighbourhoods overall vibrancy;

- Is consistent with the applicable urban-design policies of the Provincial Policy Statement, 2020 by providing for a compact built form with a desirable mix of uses and residential dwelling units in a transit-supportive context;
- Conforms to the urban-design direction of the Growth Plan, 2020 consolidation by supporting the achievement of a well-designed complete community within proximity to planned transit where a variety of dwelling types and sizes are provided for;
- Conforms to the polices of, and implements many of the urban design goals and policies of the City of Hamilton’s Urban Hamilton Official Plan, including with respect to built form and the public realm;
- Provides for building massing and scale that has appropriate regard for, and directly implements many of the standards contained within the City of Hamilton’s Pier 8 Block 16 Urban Design Guidelines; and,
- Provides for expansive and desirable indoor and outdoor amenity areas, as well as an overall unit mix that supports the achievement of a family-friendly development with dedicated child-friendly recreational areas.

For the above noted reasons, and those discussed previously within this Brief, the Proposed Development implements a cohesive vision for the Subject Site that fits, with new residents, visitors and a well-designed component of public realm. The building is well-designed, is consistent with the Provincial Policy Statement, conforms to the Growth Plan, and to the relevant policies of the City of Hamilton’s Urban Hamilton Official Plan and adequately responds to all relevant Pier 8 Block 16 Urban Design Guidelines as appropriate to the subject site’s context and built form.

For the above noted reasons, the proposed development represents good planning, and warrants the support of City staff and Council. Should you have any questions regarding the content of this Brief, please do not hesitate to contact the undersigned at extension 229, or smcgaffey@wndplan.com.

Yours very truly,

WND associates

planning + urban design



Sean McGaffey, BES
Senior Urban Designer & Planner

APPENDIX A – Visual Analysis
Perspective Views, KPMB Architects

PERSPECTIVE VIEWS

1. JAMES STREET NORTH AND GUISE STREET (LOOKING NORTH)
2. JAMES STREET NORTH AND BURLINGTON ST (LOOKING NORTH)
3. JAMES STREET NORTH NEAR LIUNA STATION
4. VIEW TO THE SITE FROM THE MCQUESTEN BRIDGE
5. VIEW TO THE SITE FROM SKYWAY BRIDGE
6. SAM LAWRENCE PARK (LOOKING NORTHWEST)













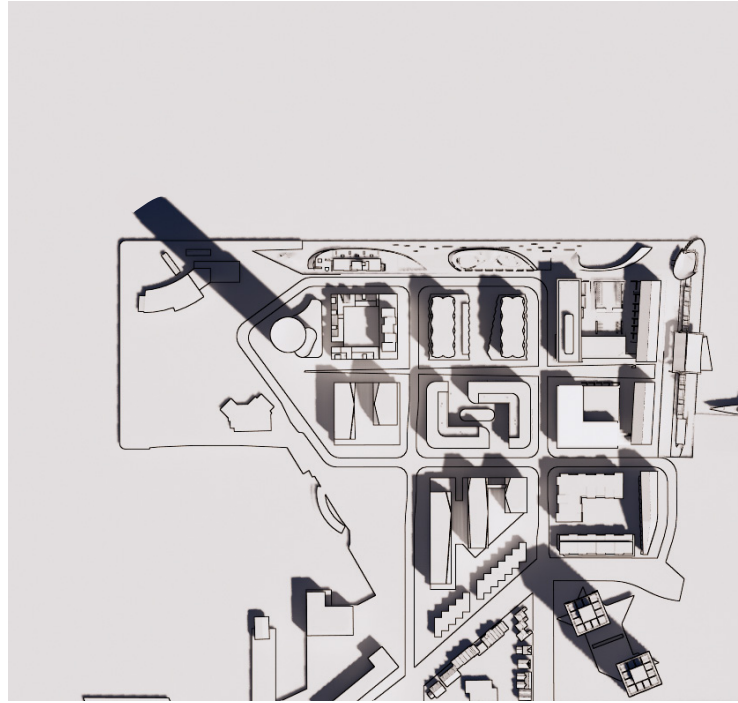
APPENDIX B – Shadow Impact Analysis

Shadow Study, KPMB Architects

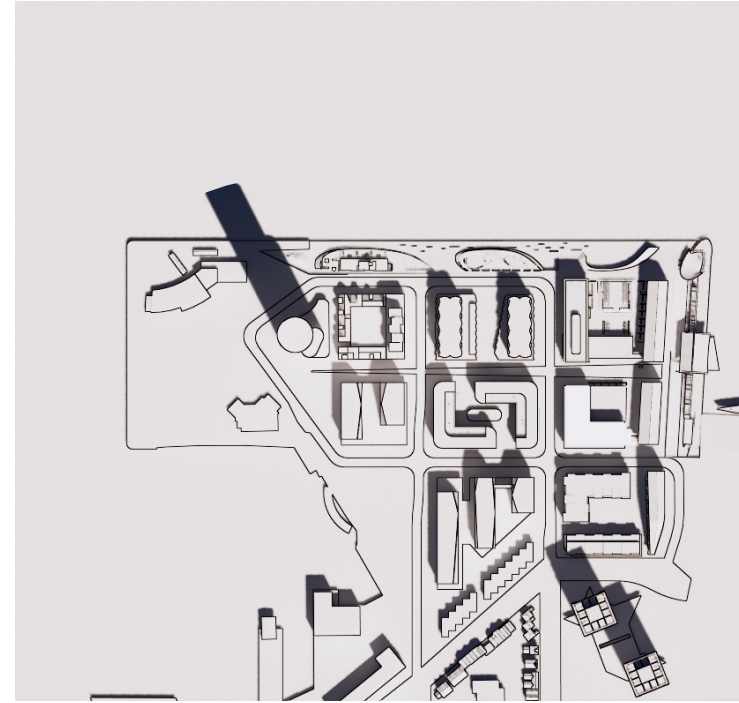
SHADOW STUDY



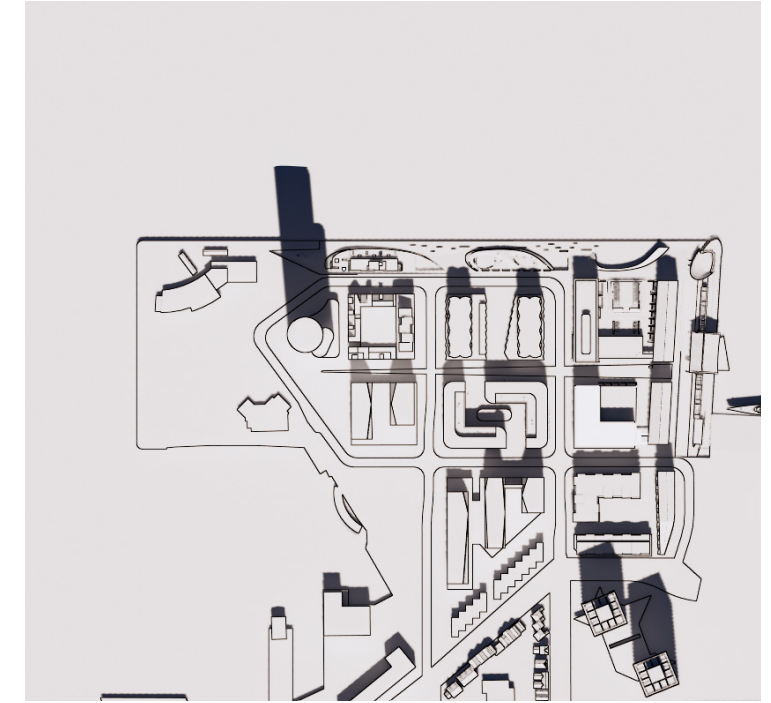
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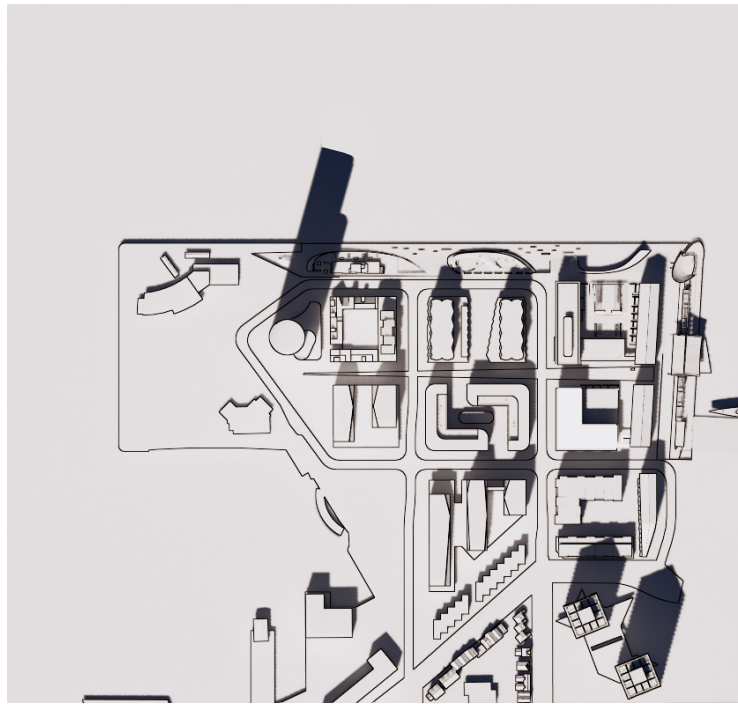
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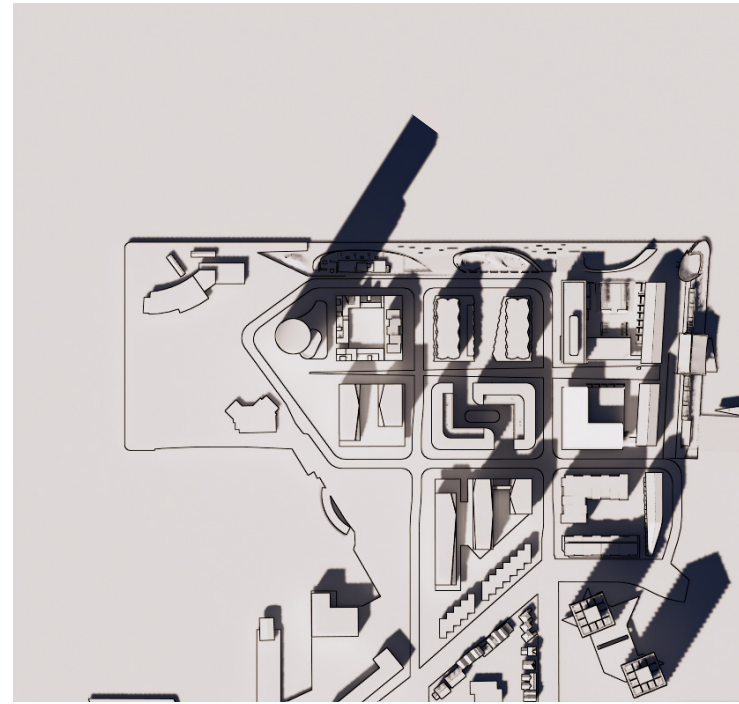
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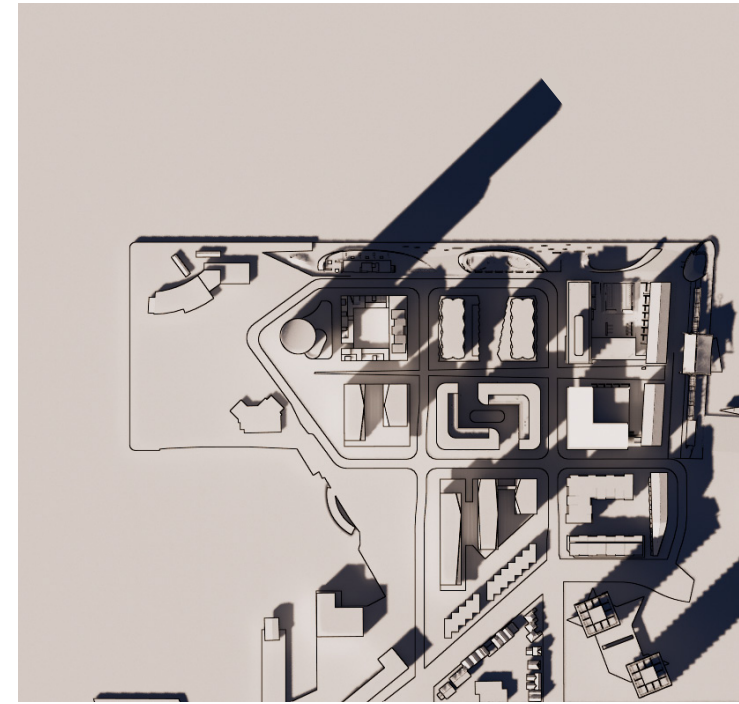
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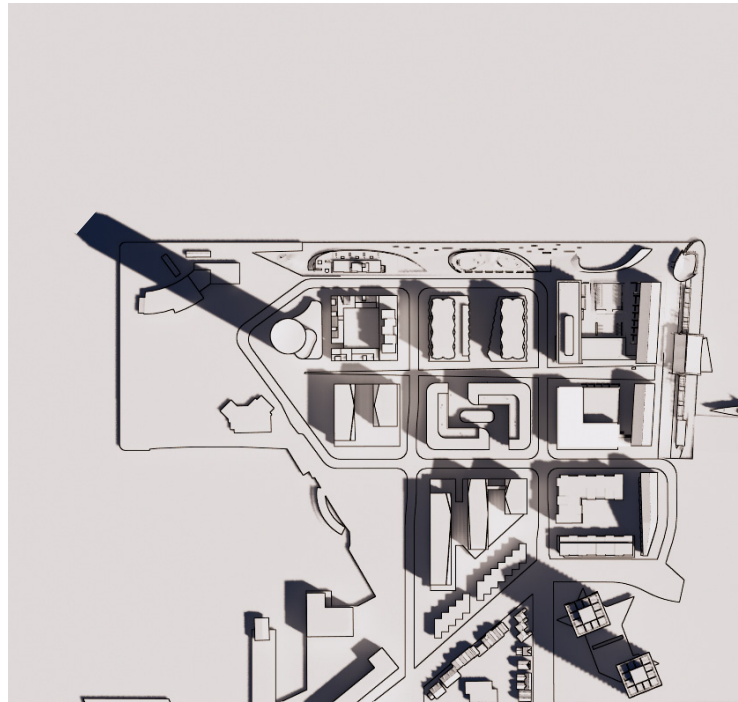
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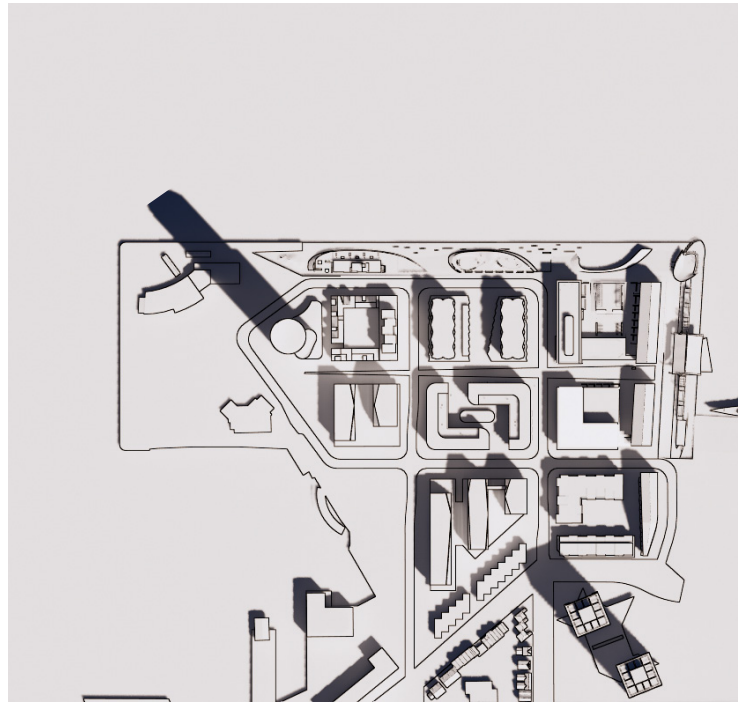
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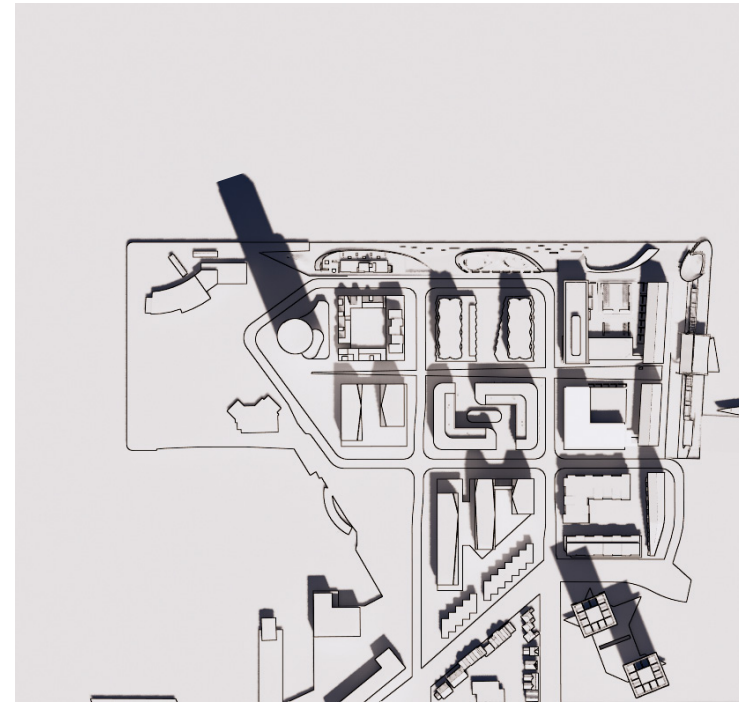
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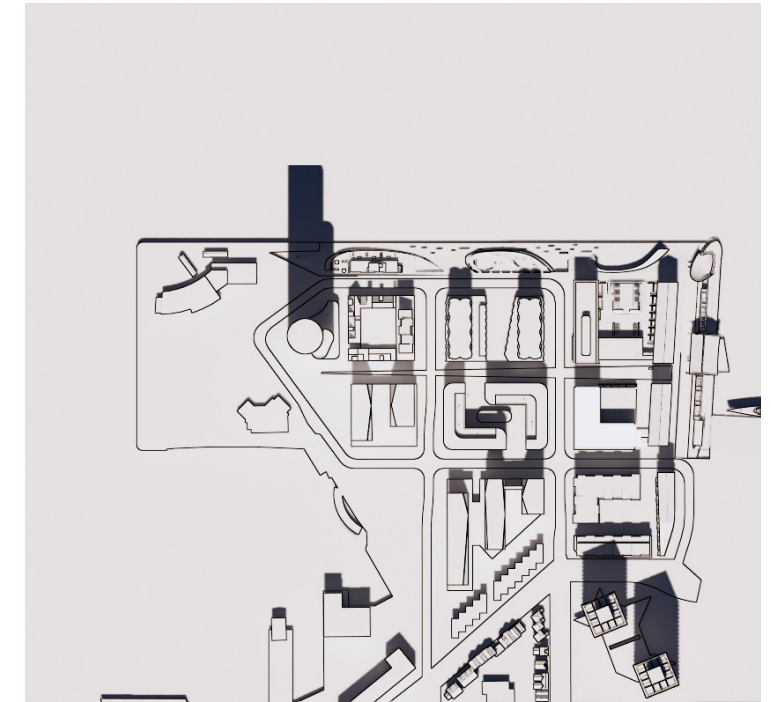
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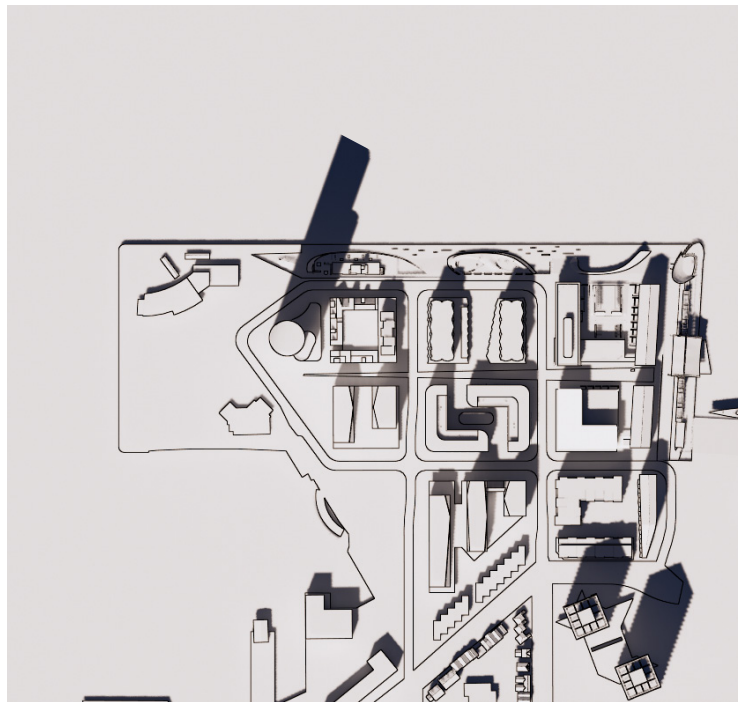
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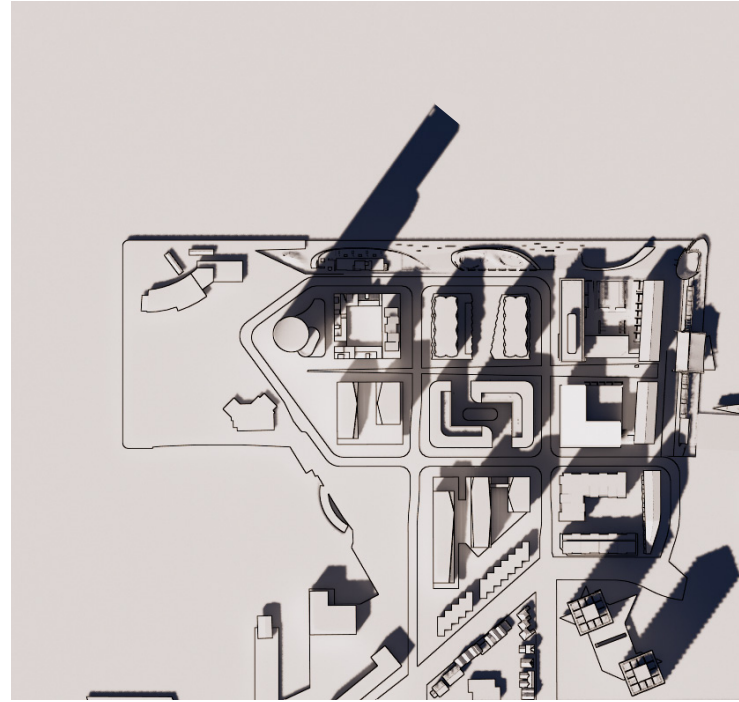
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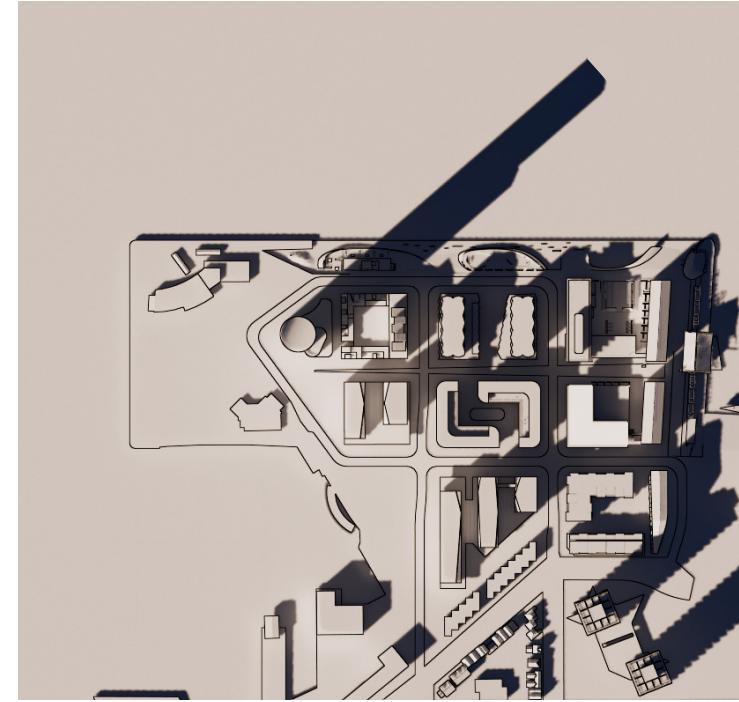
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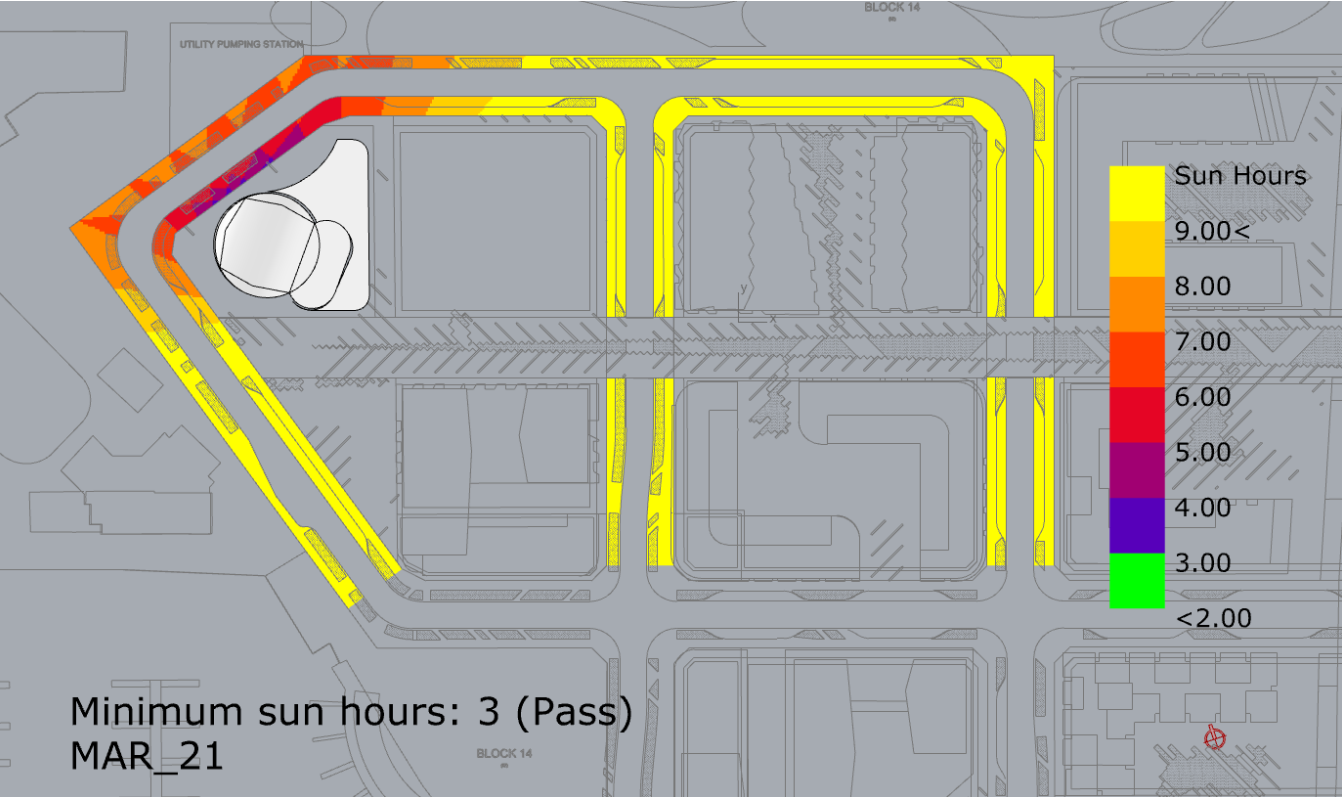


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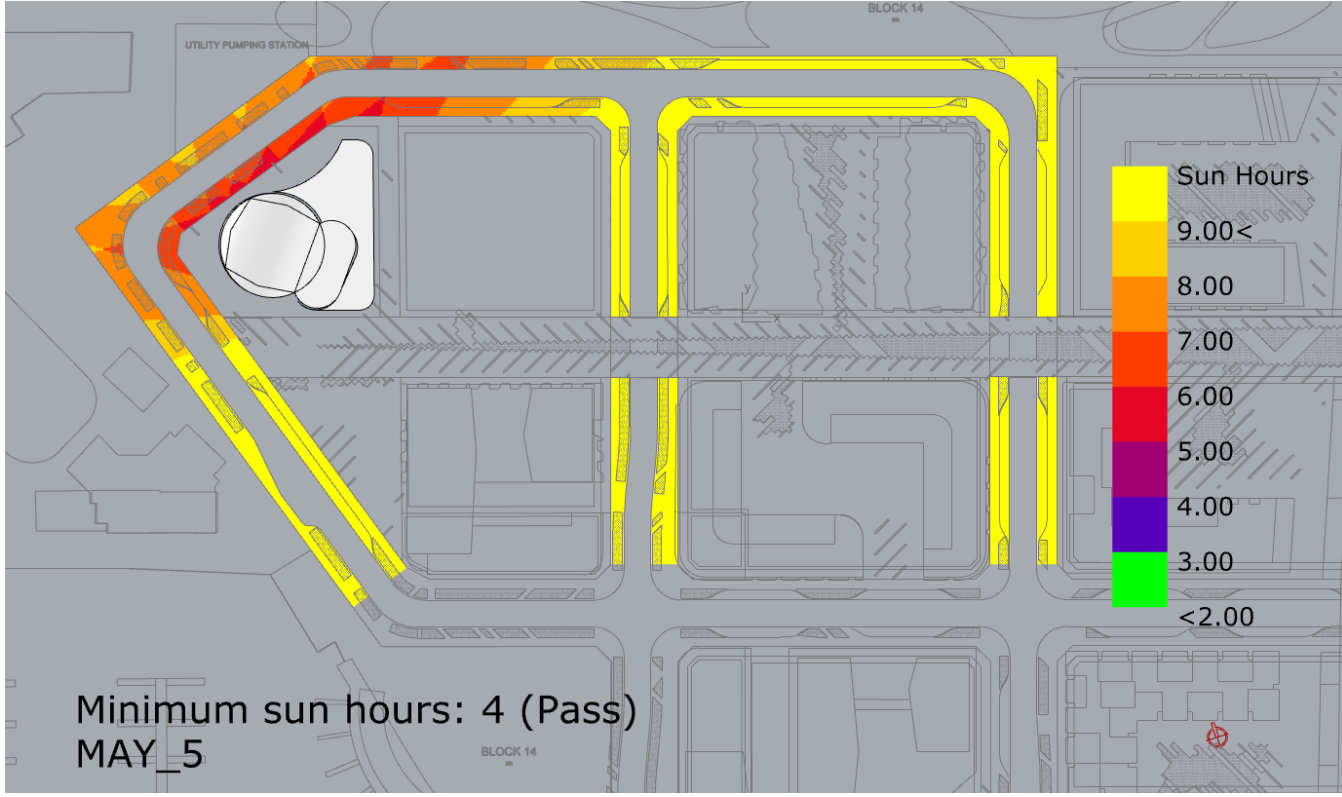


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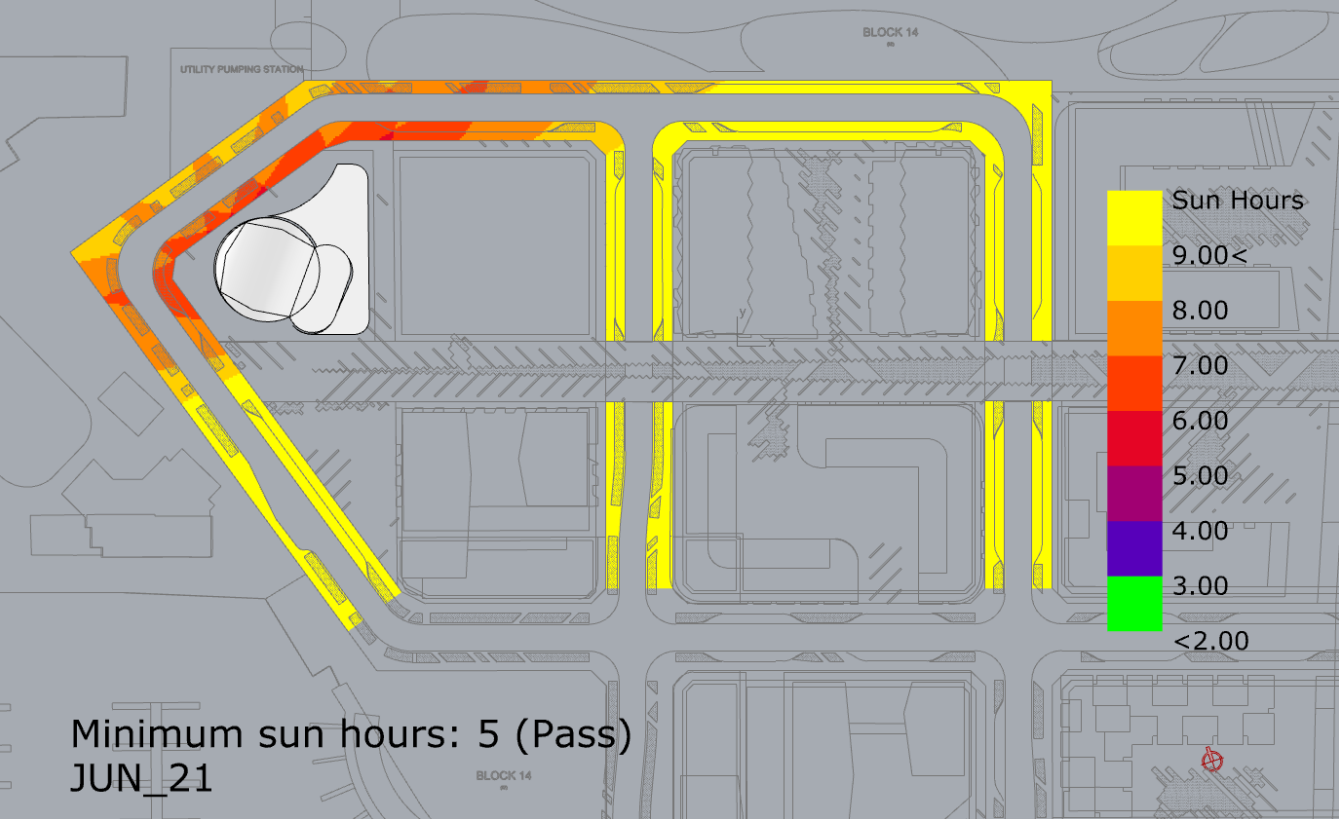
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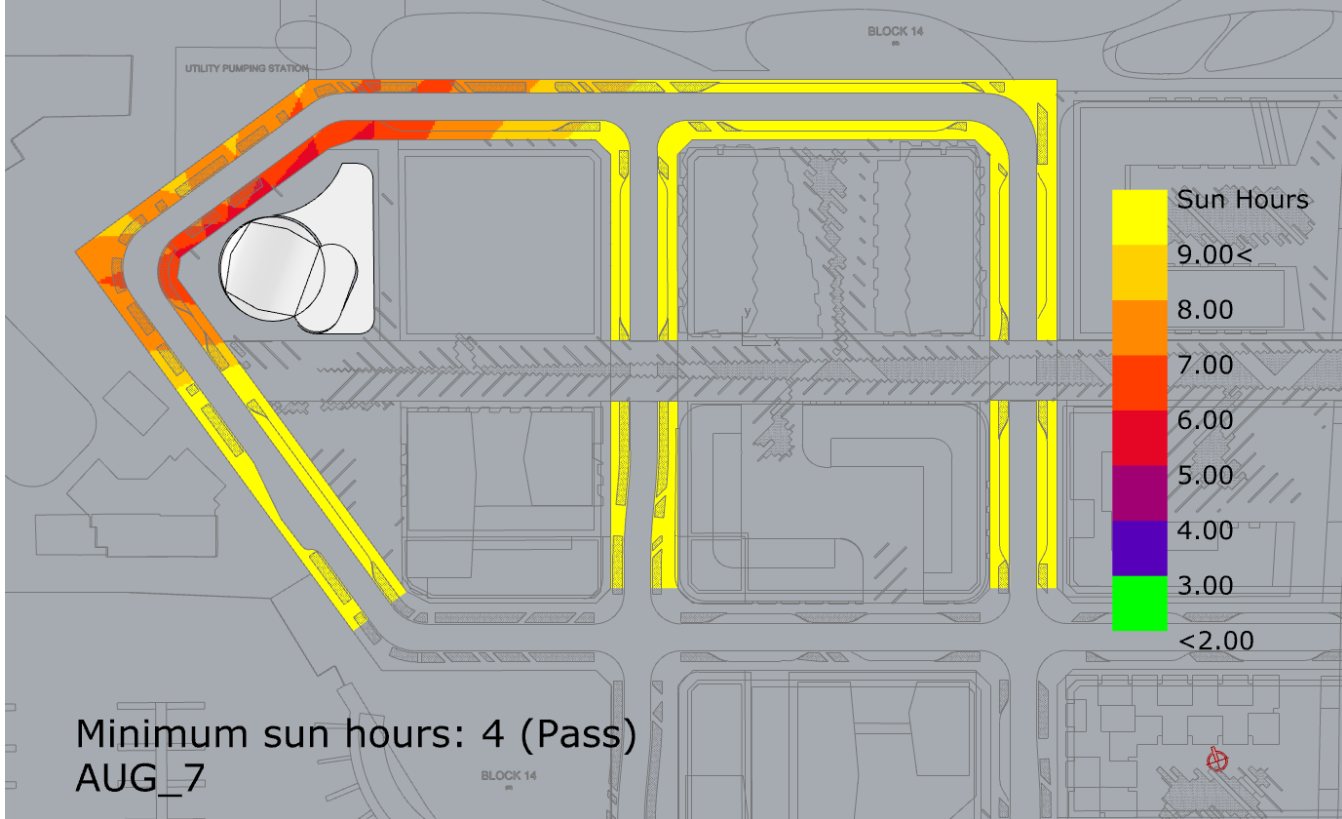
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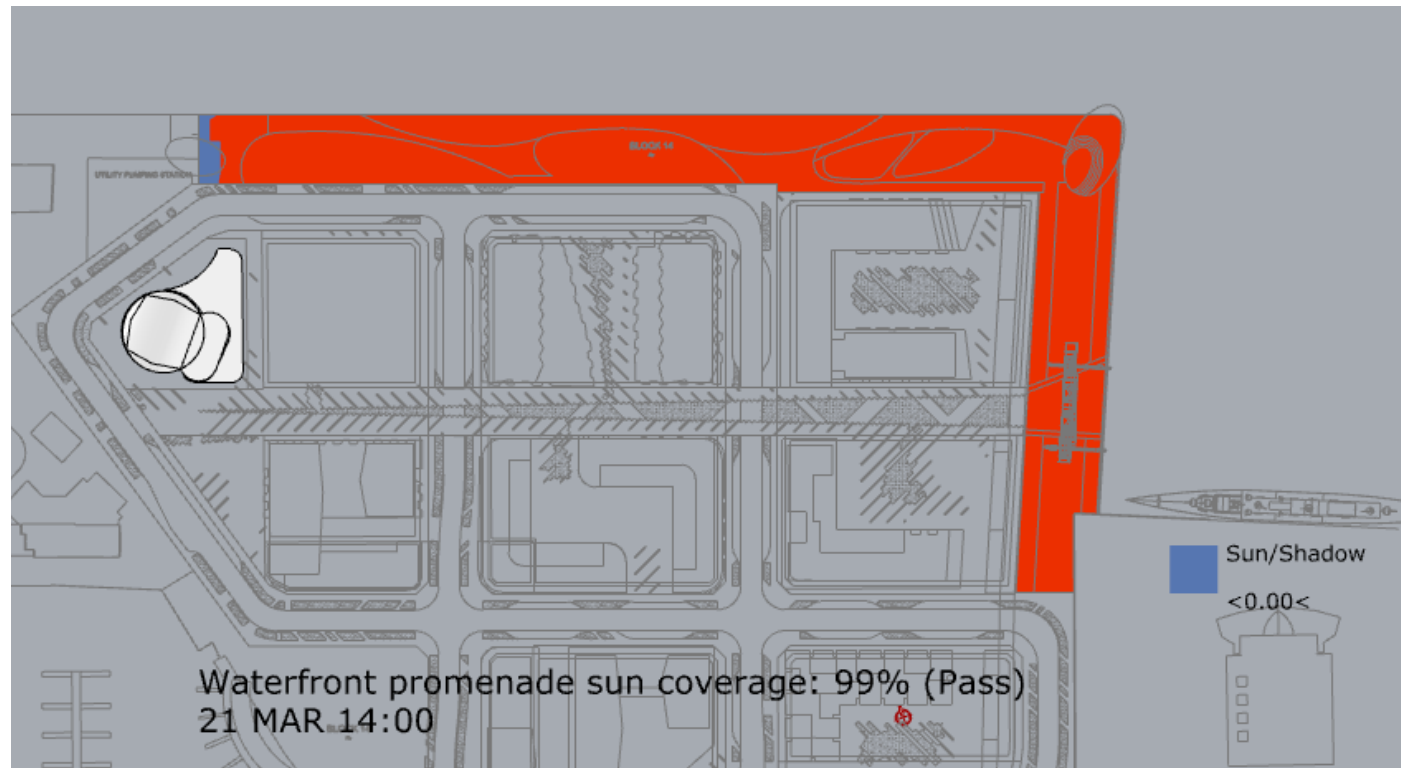
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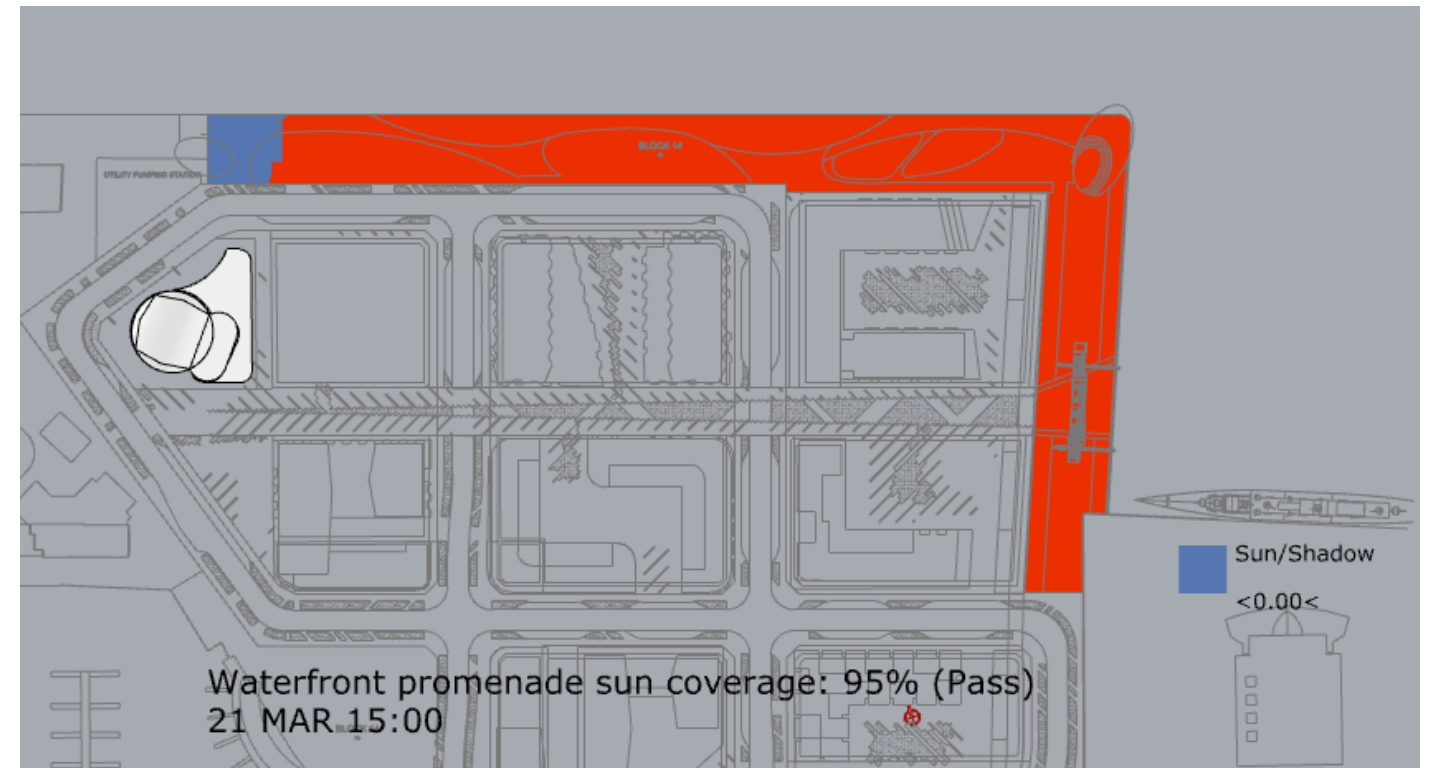
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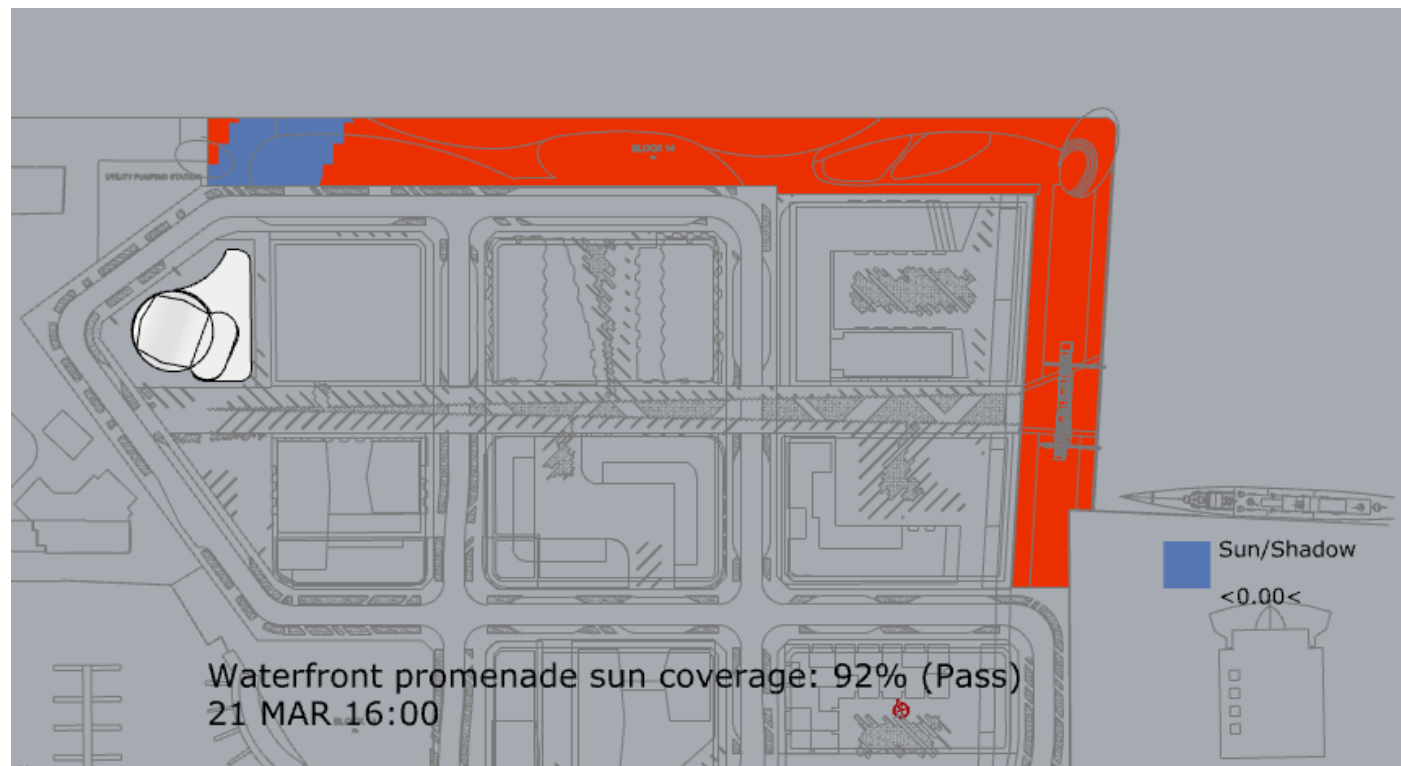
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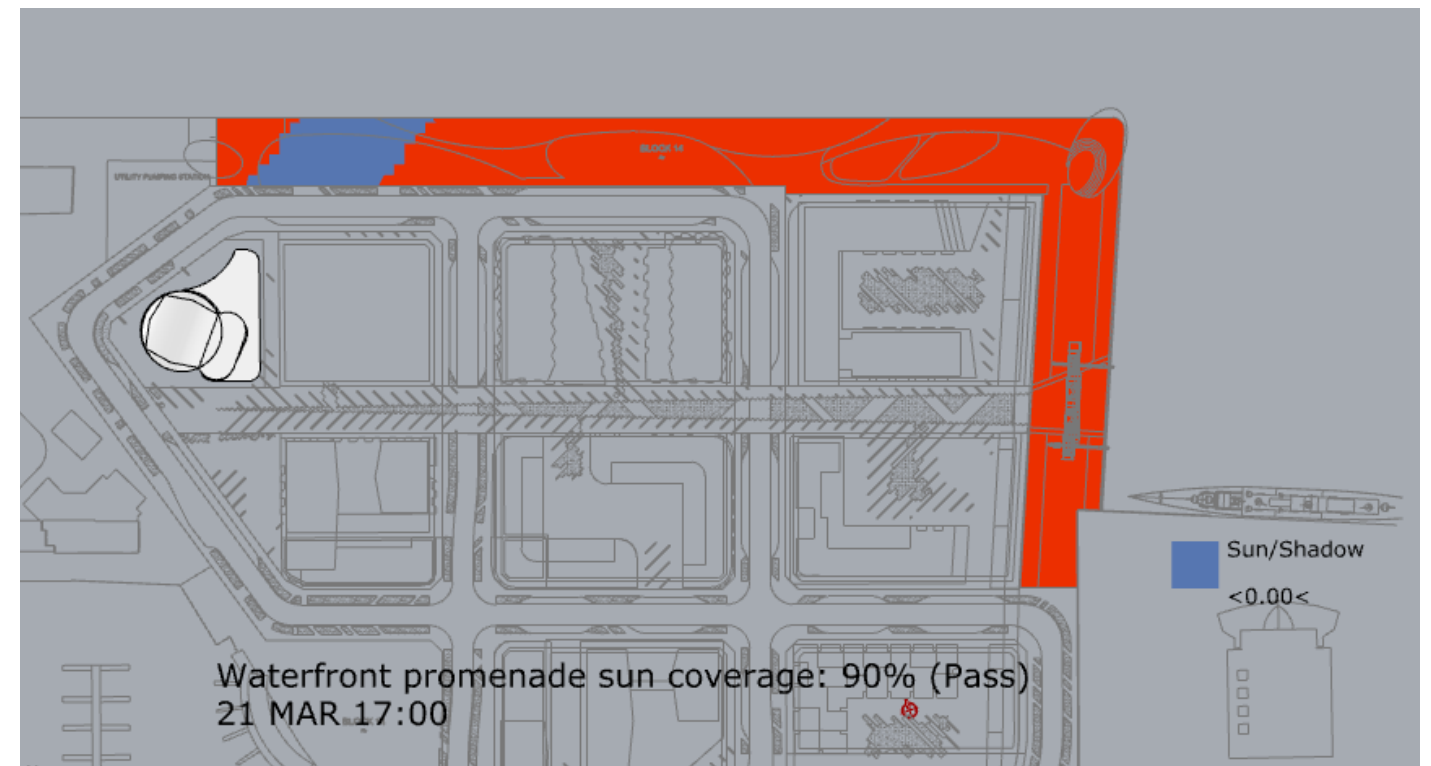
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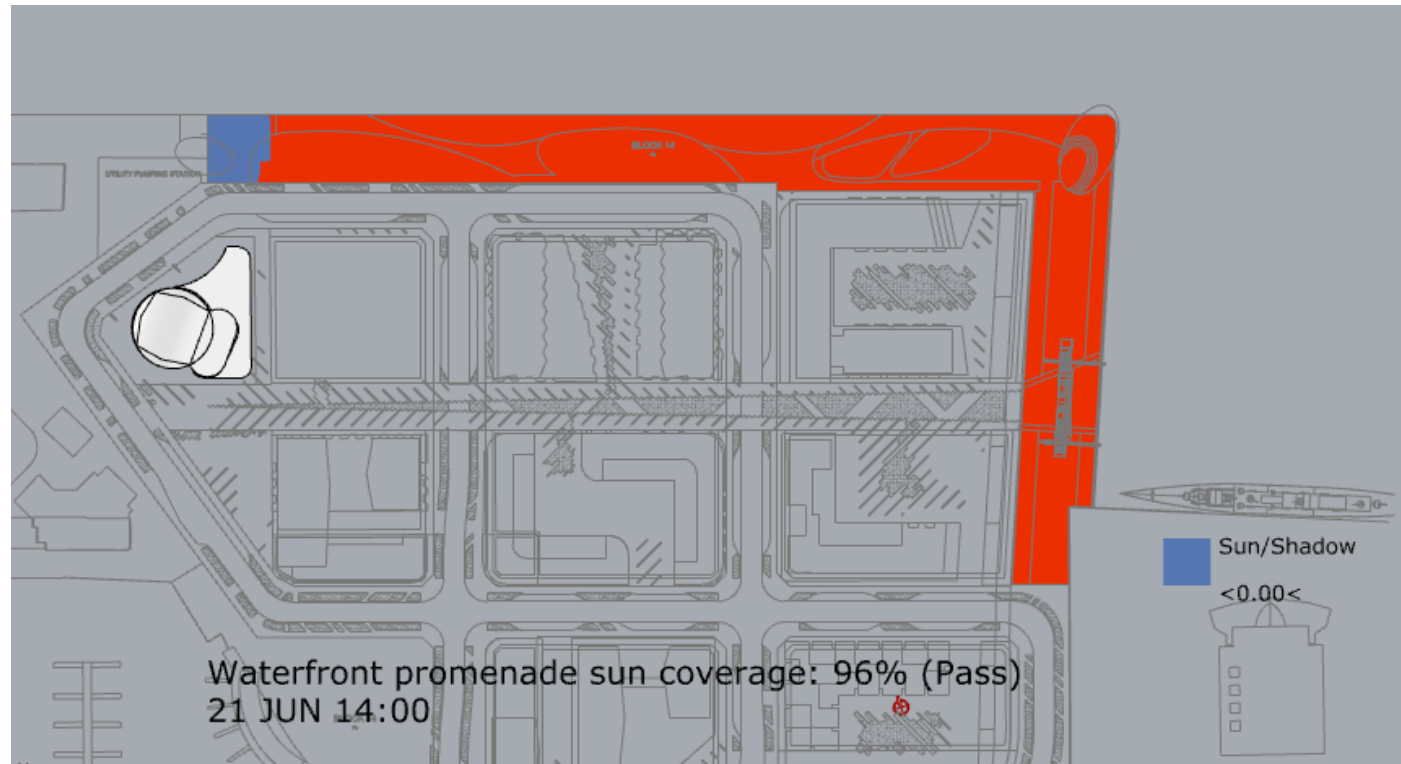
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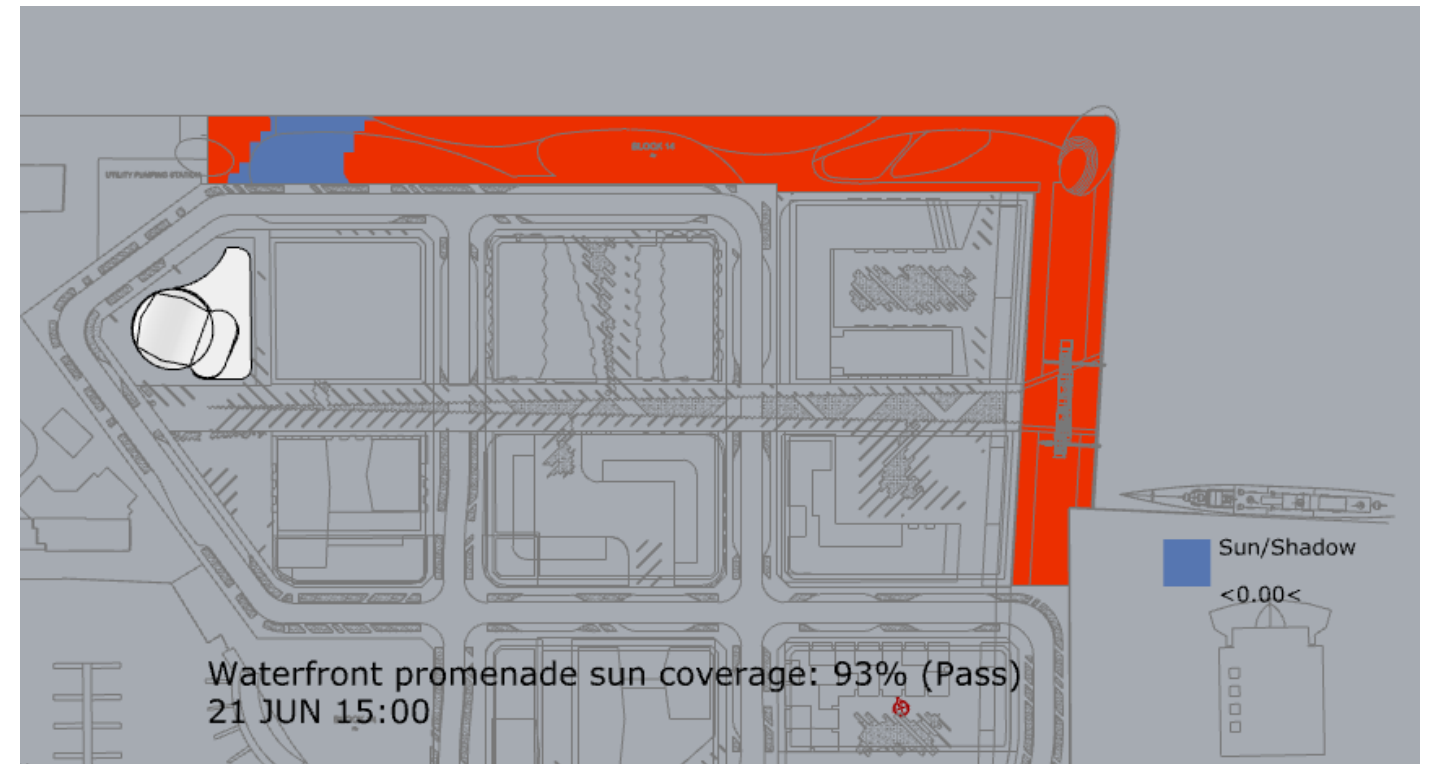
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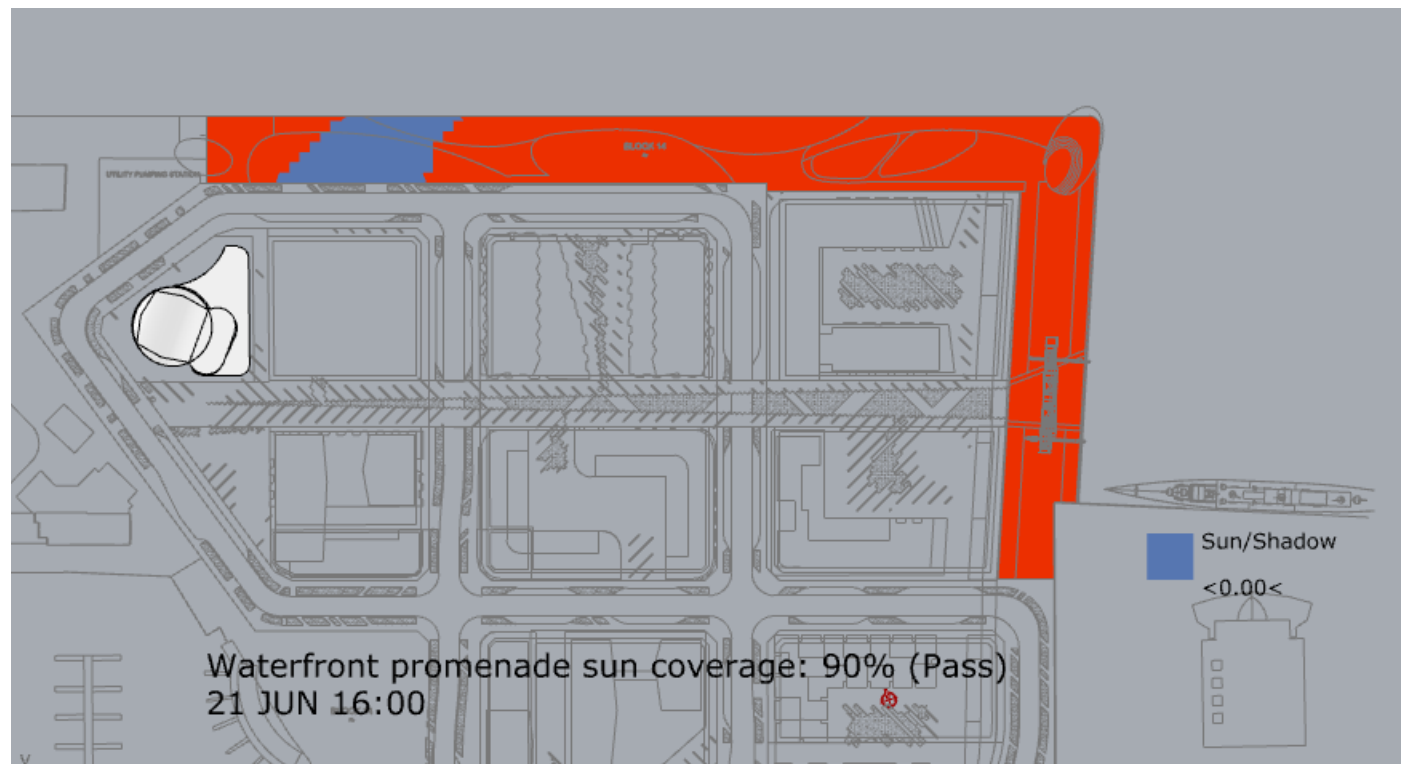
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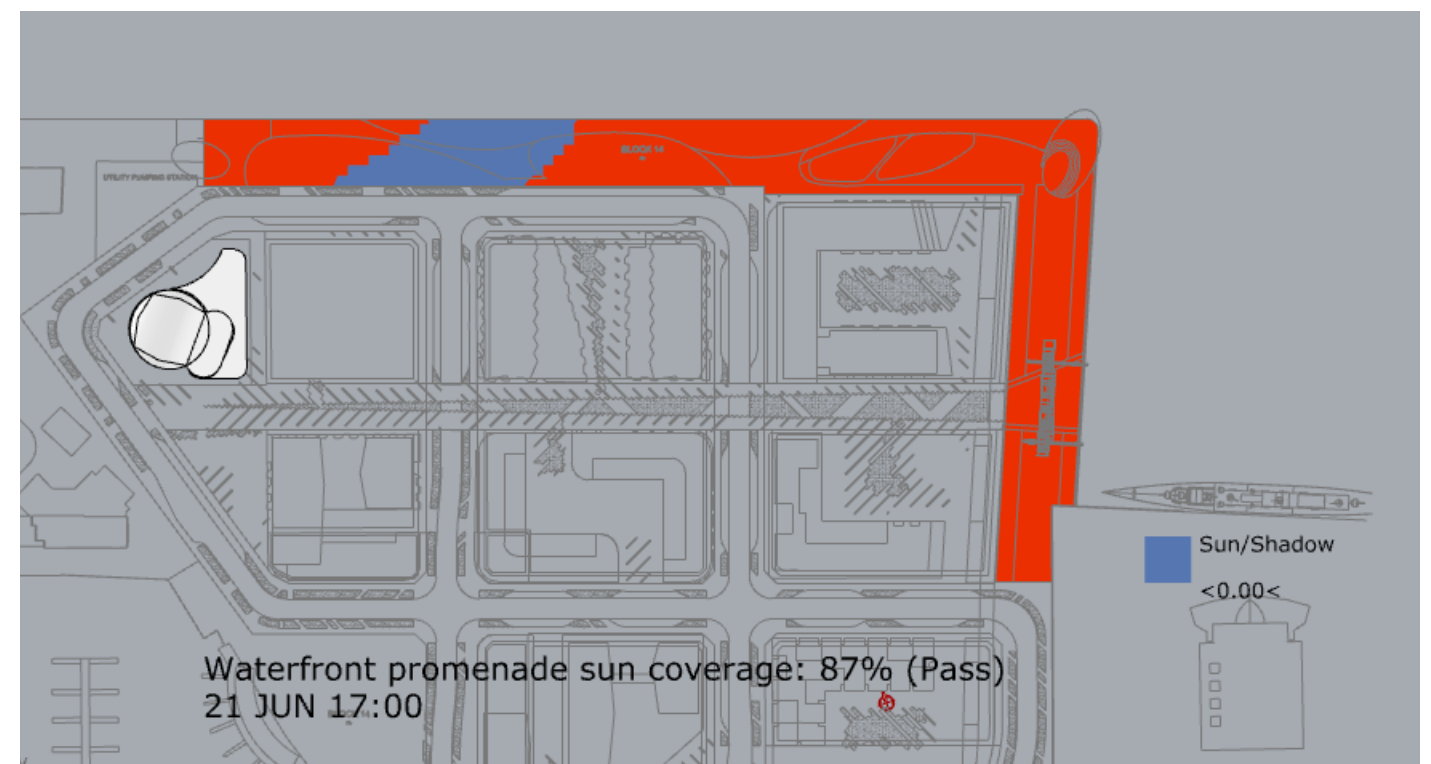
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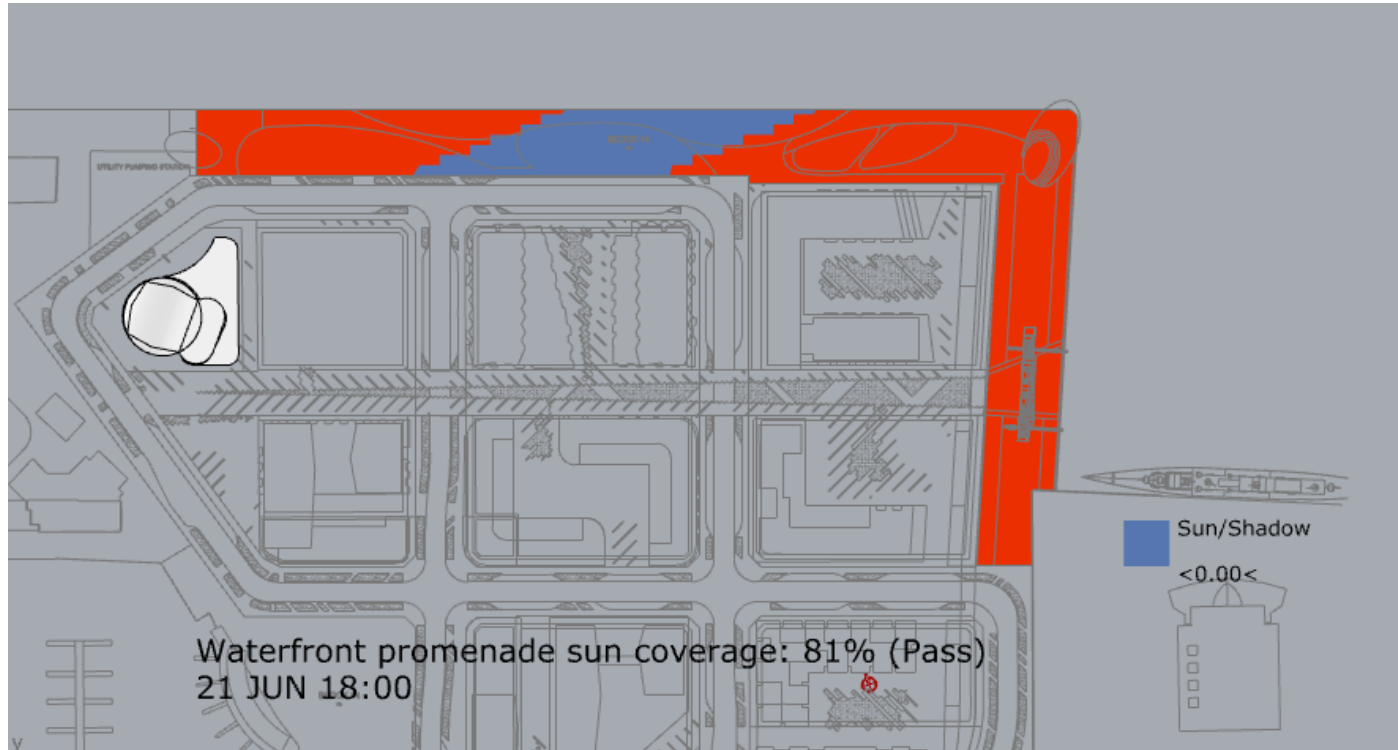
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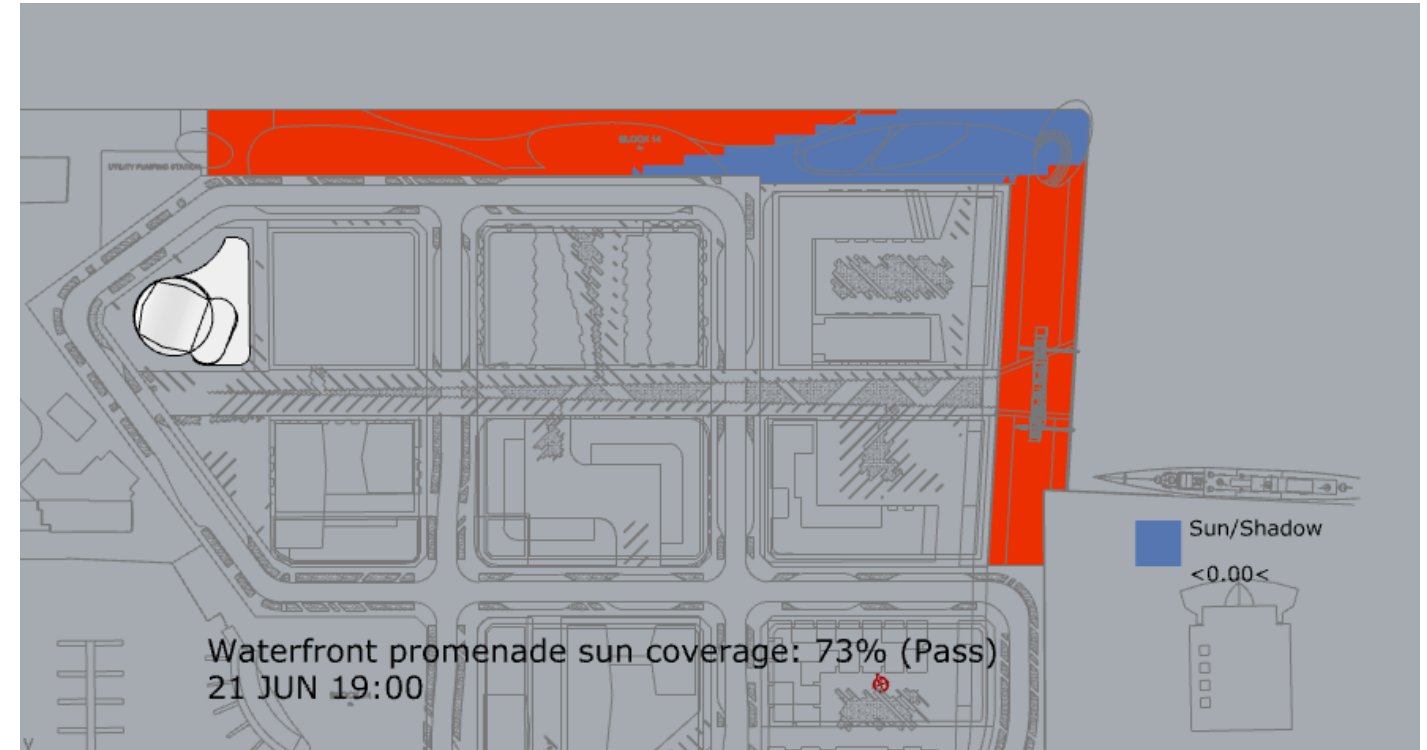
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