



ARCHITECTURAL DESIGN REVIEW

For submission with development proposals in the City's Tourist Area

Property Owner: 1788618 Ontario Inc. (Rick Dritsacos)

Property Address: 5438 Ferry Street

Architect: Quartek Group Inc.

Application Number: _____

Date: November 08, 2023

Please describe in detail how the development complies with the following design objectives. Where the proposed design deviates from the objective please describe treatments proposed to mitigate the impact or to compensate for the design variance. Proponents should reference the Tourism Policy Review and Implementation handbook for further guidelines.



PRINCIPLE 1 - POSITIVE BASE BUILDING PRINCIPLE

Achieve a positive base interface between vertical building and street elements through built to lines, setbacks, edge treatments, weather protection, transparency, proportion and scale.

DESIGN OBJECTIVES

Podiums that occupy 75% of lot frontage to provide a well defined street edge.

Has this objective been met? Yes No

The podium facade extends the full width of the property (with the exception of setbacks from neighboring properties).

A clearly defined street wall at podium level to provide a continuous build form with adjacent developments on the same or neighbouring blocks (except for driveways).

Has this objective been met? Yes No

On Ferry Street and Fallsview Boulevard, the podium facade is approximately 1 metre from the maximum permissible build area which is defined by the road widening, and setback from center of street.

A clearly defined building base at the podium level that is designed to animate the street and engage the public (i.e. retail stores, restaurants, galleries, lobbies, etc.)

Has this objective been met? Yes No

Two different commercial suites are accessible from Ferry Street and Fallsview Boulevard respectively. The building provides bicycle commuter facility including change areas that face Fallsview Boulevard. The residential main entry vestibule and lobby face the corner of Ferry Street and Fallsview Boulevard. Building and commercial signage is located on the colonnade to help further animate the street and engage the public.

Weather protected canopies and colonnades incorporated along street frontages that respect pedestrian scale, sidewalk width and overall scale of the building.

Has this objective been met? Yes No

A colonnade wraps around all sides of the building. On both Ferry Street and Fallsview Boulevard, this colonnade provides weather protection for pedestrians, patrons, residents, and bicycle commuters getting on or off their bikes. Bicycle parking is also located within the colonnade and is protected from rain.

Architectural features (including cornice bands, balconies, etc.) that complement the architectural form of adjacent buildings.

Has this objective been met? Yes No

The current context is an eclectic mix of different styled buildings. Some nearby taller buildings are defined by a contemporary style, and others by a more modern style, and some with elements of art deco. These buildings often utilizes vertical and horizontal rectilinear elements. Both enclosed and protruding balconies are used in the area. The proposed building at 5438 Ferry Street fits this context.

Mid-block connections through or around buildings with weather protection and active pedestrian facilities that are integrated with public pedestrian systems and transit services.

Has this objective been met? Yes No

There is a mid-block pedestrian connection around the back of the building which connects to both Fallsview Boulevard and Ferry Street. This connection is underneath the colonnade and protected from weather. It provides residents with access to the buildings back lobby, and provides access to a loading stall. Commuters can use this connection around the back of the building to access (8) eight car share parking stalls.

Drop-off areas for pedestrian and vehicles that are integrated with the architectural functionality of the development.

Has this objective been met? Yes No

The aforementioned pedestrian connection (see note above) is complemented by a two way vehicle driveway which is accessible for vehicles from both Fallsview Boulevard and Ferry Street. There are several short term (15 minute) parking spaces provided, and a loading space for drop offs.

In the case of above grade parking structures, active uses (retail, etc.) are incorporated.

Has this objective been met? Yes No

Parking is provided both above and below grade. Retail spaces are provided on the main floor.

PRINCIPLE 2 - PUBLIC REALM AT GRADE PRINCIPLE

Achieve an upgraded pedestrian environment through high quality streetscape, planting and furniture, and signage.

DESIGN OBJECTIVES

Consistency with the Streetscape Master Plan achieved.

Has this objective been met? Yes No

Not applicable. Lundy's Lane Urban Design Guideline does not apply to the location of these lands. Although the objective of an inviting and pedestrian friendly streetscape is being provided.

Private development streetscape improvements tied into the public pedestrian system and transit services.

Has this objective been met? Yes No

Sidewalks, benches, trees, and planting areas are proposed both within the proposed property, and extending beyond the property to improve the area immediately in front of the building both on Fallsview Boulevard and Ferry Street. The streetscape improvements cohesively cross the property line and tie the public pedestrian system to the private streetscape improvements.

The built form of development and land use designed to engage the pedestrian and transportation corridor to encourage the presence of people and sense of place.

Has this objective been met? Yes No

A colonnade, commercial spaces, building entry lobby and complementary building and commercial signage help define a sense of place. The presence of pedestrians is also encouraged by providing a weather protected colonnade around the building and wider sidewalks and patio spaces.

Wider sidewalks and active public uses as described in the Streetscape Master Plan and the Sustainable Transportation Master Plan accommodated.

Has this objective been met? Yes No

On Ferry Street, the width of sidewalks on the neighboring property is currently approximately 2 metres. This is enlarged to an aggregate width of 6.7 metres in front of the proposed development. On Fallsview Boulevard the width of sidewalk is currently approximately 1.4 metres on neighboring property. This is enlarged to an aggregate width of 5.7 metres at south tapering to 5.2 metres in the middle and 7 metres at north. (The term aggregate width refers to the total width of sidewalk on both sides of planters and under colonnade)

Pedestrian and open space linkages provided between the site and Queen Victoria Park (physical or visual).

Has this objective been met? Yes No

Not Applicable. The site is several blocks removed from Queen Victoria Park. Existing walkway on Fallsview Boulevard and Ferry Street which may be considered indirect pedestrian linkages are enhanced as part of this proposed development. No direct linkages exist due to being further away from the park, and visually obscured by other existing developments.

PRINCIPLE 3 - THE SKY VIEW PRINCIPLE

Maximize sky, light and air transparency by building buildings with adequate spacing and mass, and mitigate shadow and blocking light and air penetration—avoid a feeling of a wall of development. It is the view of the composition of the buildings from all sides.

DESIGN OBJECTIVES

Tower placements situated to ensure maximum sunlight and sky view between them.

Has this objective been met? Yes No

Only one tower is proposed. Tower is set back on top of a podium to increase sunlight and sky view for pedestrians and neighboring properties.

A diversity of building heights along the development block is created.

Has this objective been met? Yes No

Only one tower is proposed. The podium provides one height, and the tower on top is another height, providing two different heights within this one proposed tower development.

Towers are setback above the building base/podium level.

Has this objective been met? Yes No

Tower is set back above the building podium.

A separation distance of 25m between towers on the same lot and 12.5m between towers and side lot lines.

Has this objective been met? Yes No

Only one tower is proposed on subject lot. The parcel property line is complex and includes skewed non-parallel property lines and jogs. The two primary facades are the north and east. The north facade of the tower is 20 metres measured to center of street. The east facade is skewed and measures between 22 metres to 21 metres to center of street. The third building face is angled south-west and measures 12 metres, 7 metres, 19 metres, 9 metres, 14.7 metres to the jogging property line. The two smallest facades face west and south. These short sections are 10.6 metres from the west, and 9 metres to the south property line respectively.

The building footprint above podium does not exceed 1,000m² (10,000ft²) and width to depth ratio does not exceed 1: 1.5.

Has this objective been met? Yes No

The proposed building depth ratio is 1:1 and thereby does not exceed 1:1.5

Although the building footprint above the podium is 1667 SM (17947 SF), due to the 1:1 building depth ratio and tapered corners of the design, the massing of the building helps reduce shadows and increase views of sky cause by this larger floor plate.

No mirrored walls.

Has this objective been met? Yes No

A combination of gloss finish white and gray siding, and clear anodized aluminum siding are proposed.

No mirrored walls are proposed. No mirror finish metals are proposed.

Building form has clearly defined building bases, tower shafts and roof treatments with appropriate design on all sides.

Has this objective been met? Yes No

Building base is clearly defined by pedestrian colonnade and animated green living wall podium levels. Tower is clearly defined by white, black, and glass finishes. The tower is also set back from base plinth. The roof is defined with a different cladding near the top levels of the tower.

Changes in dimensional width and use of architectural materials produces the effect of point towers.

Has this objective been met? Yes No

Only one tower is proposed. The plinth level is defined by visually heavier darker metal screen and living wall. The tower juxtaposes this heavy base and creates a point tower effect by using predominantly lighter white, off white, and glass cladding materials. Window screens/fritting is spaced out to create a pattern. Several levels near the base and near the top of the tower do not have screens/fritting to emphasize the point tower effect.

PRINCIPLE 4 - SKYLINE HEIGHT PRINCIPLE

The taller the building, the more slender it should be. A diversity in heights should be provided as long as it is shaped or located in a way that warrants the height.

DESIGN OBJECTIVES

Clearly defined roof features are incorporated to enhance the skyline.

Has this objective been met? Yes No

The tower creates a checkering effect with white areas defined by cladding and fritting over top of window glazing. This checkering effect is terminated several floors below the top of the building to define the roof as a distinct architectural element, and to help enhance the skyline. Additionally, there are diagonal braces emphasized near the top of the building defining the roof. Best seen on architectural drawing 1 on A401

Towers run perpendicular to the escarpment edge to avoid a wall effect.

Has this objective been met? Yes No

The proposed development floor plate is a shape which resembles a diamond. The diamond shaped floor plate is oriented perpendicular to the escarpment which helps reduce a wall effect. However, this objective may not be applicable as the tower is far enough away from the curving escarpment such that its orientation does not attribute to a "wall effect".

A gradation of height down towards the escarpment and Queen Victoria Park.

Has this objective been met? Yes No

Only one tower is proposed. The top levels several levels do not have balconies, mid levels have balconies which project closer to Queen Victoria Park, and the podium projects even closer to Queen Victoria Park creating a gradation of heights within this one tower

A gradation of height down towards the residential community.

Has this objective been met? Yes No

One height is defined by the tower, another height is defined by the podium.

A view corridor within 300m radius of Skylon Tower is to be retained.

Has this objective been met? Yes No

The nearest corner of the proposed development parcel is approximately 540 metres away from the Skylon Tower.

PRINCIPLE 5 – NIAGARA FALLS VIEWS AND VISTAS PRINCIPLE

Enhance the visual connections to the features of the Falls and across border and other environmental amenities. Avoid obstructing the valuable views and creating new ones.

DESIGN OBJECTIVES

Massing and building size is designed to maintain the views and exposures to natural and man made features.

Has this objective been met? Yes No

The nearest corner of the proposed development parcel is approximately 540 metres away from the Skylon Tower.

The building design enhances views to and from the Niagara River and Falls.

Has this objective been met? Yes No

The development is far enough away from the escarpment such that not all levels will have a direct line of site to the escarpment. The development location is such that some views are also obstructed by the Fallsview Casino Resort. It is anticipated that the top approximately 10 levels will have a view of parts of the escarpment. These potential views are enhanced with balconies, and large windows to maximize view as much as is practical.

Visible extensions of landscape themes from Queen Victoria Park up to the escarpment create a park-in-the-city effect.

Has this objective been met? Yes No

The proposed streetscape trees, and living wall on the podium level will add to the landscape theme to create a park-in-the-city effect.

PRINCIPLE 6 – POSITIVE MICROCLIMATE PRINCIPLE

Implement design measures that will maximize comfort, enjoyment of the public realm, and minimize impacts on adjacent properties through shadow, wind and snow. Consider pedestrian criteria for sitting, standing and walking.

DESIGN OBJECTIVES

Protection of the microclimate of the public realm and open space from potential impacts generated by the scale and mass of the building.

Has this objective been met? Yes No

Both a wind study and shadow study have been completed for the proposed development. The building podium and tower setback help reduce shadowing effects on nearby properties. The podium and colonnade disrupt adverse wind effects to increase pedestrian level comfort. Please reference wind study and shadow study.

Impacts of wind/shadows are mitigated through design at both the micro and macro scale rather than landscaping.

Has this objective been met? Yes No

Refer to comment above.

5 hours of sunlight on September 21st remains on the pedestrian corridor, open space areas, entry corridors, retail and Falls access streets. 3 hours elsewhere.

Has this objective been met? Yes No

Please reference shadow study. Shadowing effects are very minimal on Fallsview Blvd as it is directly east of the proposed development. Shadowing effect on Ferry st is greater than that onto Fallsview Blvd as Ferry St is located immediately North of the proposed development. Reference shadow study "Fall Equinox" for September 21st measurements.

Mist dispersion over the Falls is avoided/mitigated through building design.

Has this objective been met? Yes No

The subject parcel will be further away from the waterfalls. The subject parcel is approximately 1.24km away from the American falls and approximately 1.31km away from the Horseshoe falls. Most mist will be avoided. Colonnades and covered balconies provide some protection for pedestrians and residents. Further mist and moisture mitigation techniques and details will be implemented during the building construction documents and technical design phase.

PRINCIPLE 7 – PARKING AND CIRCULATION

Allow less intrusive parking solutions that increase the convenience of the Tourist district; and implement services that reduce automobile circulation at and around the Falls and Queen Victoria Park.

DESIGN OBJECTIVES

Required parking is provided on site.

Has this objective been met? Yes No

Parking study has been completed for the proposed development. Please reference results for parking study. Excess bicycle parking is provided. Excess car share vehicle parking is provided.

Parking is provided in structured lots or underground.

Has this objective been met? Yes No

All parking is in enclosed structures both above and below ground.

Retail/Active uses along street frontage of parking structures.

Has this objective been met? Yes No

Vehicles are diverted to above and below ground parking structures to allow for retail and active uses along the street frontage.

Surface parking is divided and dispersed by landscaped strips and modules.

Has this objective been met? Yes No

All 20 parking stalls on the main floor are within the building canopy - within the colonnade, whereby 8 of these stalls are near Ferry Street and are dedicated car share stalls. All stalls are separated from neighboring properties with trees, other vegetation and a fence. All stalls are inset behind bicycle parking such that they are further away from the public sidewalks.
