

CITY OF VAUGHAN DESIGN REVIEW PANEL

AGENDA: MEETING 87 – January 28, 2021

Virtual Meeting

9:00 am

Pre-Meeting

Committee Members

9:15 am

Call to Order

Chair's Review of Agenda

Disclosure of Interest

Confirmation of Minutes of November 26, 2020 Meeting

9:30 am

9291 Jane Street, Solmar Development High-Rise Residential Development, 1st Review

Presentations:

Barry Graziani - Graziani & Corazza Architects

Shima Salari - Graziani & Corazza Architects

David Riley - SGL Planning & Design

Sam Viola - Strybos Barron King

10:40 am

Break

10:45 am

Vaughan Mills Centre Public Realm and Streetscape Plan Study, City of Vaughan, 2nd Review

Presentations:

Brent Raymond - DTAH

11:55 am

Adjournment

CITY OF VAUGHAN

DESIGN REVIEW PANEL

Meeting 87 – January 28, 2021

The Design Review Panel was held online on Thursday, January 28, 2021, over Microsoft Teams Virtual Platform.

PANEL MEMBERS

Present

Megan Torza, DTAH (Chair)

Paul Kulig, Perkins + Will (Vice Chair)

Ute Maya-Giambattista, SGL Planning & Design Inc.

Peter Turner, Turner Fleischer Architects Inc.

Alfredo Landaeta, Forrec

Fung Lee, PMA Landscape Architects Ltd.

Guela Solow-Ruda, Petroff Partnership Architects

John Tassiopoulos, WSP Canada Group Ltd

Absent

Sheldon Levitt, Quadrangle Architects Ltd.

Margaret Briegmann, BA Group

Henry Burstyn, IBI Group

Michael Rietta, Giannone Petricone Associates Architects

Wayne Swanton, Janet Rosenberg & Studio

STAFF

Rob Bayley, Urban Design

Eugene Fera, Development Planning

David Marcucci, Policy Planning

Carmela Marelli, Development Planning

Shahzad Davoudi-Strike, Urban Design

Shirin Rohani, Urban Design

Misha Bereznyak, Urban Design
Chrisa Assimopoulos, Urban Design
Shirley Marsh, Urban Design

The meeting was called to order at 9:30 am with Megan Torza in the Chair.

1. CONFIRMATION OF THE AGENDA

APPROVED unanimously by present members.

2. DISCLOSURE OF INTEREST

No conflicts of interest were declared.

3. ADOPTION/CORRECTION OF MINUTES

Meeting minutes for November 26, 2020, were approved.

4. DESIGN REVIEW

9291 Jane Street – Solmar Development

Architect: Graziani & Corazza Architects

Landscape Architect: Strybos Barron King

Review: 1st Review

Introduction

City staff sought Panel's advice on the following:

1. Does the site organization, and proposed massing successfully interact with the existing community to the south, and the natural heritage to the east?
2. How successful is the proposal in its response to the CNR tracks to the north?
3. How should the built form interface engage the public realm along Jane Street?

Overview

Panel asked the applicant to focus on the following issues:

- The vehicular circulation on the site is excessive and can be optimized in favour of better landscaped frontages.
- Utilize the north-south road for loading and servicing for both towers to improve the frontage to valley lands.
- Explore ways to utilize the south vehicular access to eliminate the unnecessary duplication of driveways.

- Connectivity for pedestrians and cyclists should be improved within the site; consider connecting Jane street to the amenity spaces and the valley lands.
- The outdoor amenity areas should have a favourable microclimate condition and be protected from adverse winds.
- Revisit the rigid symmetry of floor plans and the typical double-loaded corridor to better respond to the noise conditions.
- On Jane street, provide an active frontage and consider the pedestrian and cyclist experience along the street.
- Investigate the site and context more with cross sections.

Comments

General

- The presentation package is informative and concise, and it deals with the main issues but it did not cover the broader contextual analysis. There is lack of understanding of how the development fits within the context and functions like part of a neighbourhood, in terms of connections to transit and destinations accessed via Jane street.

Overall Site Organization

- Orientating the frontages to face the private driveway to the north instead of the existing private street to the south is not ideal. Still, it is an acceptable approach as it achieves sun penetration to the amenity area and protects it from the noise from the railway yard.
- The design is very symmetrical, but site analysis should lead to more concrete reactions to Jane street and the naturalized area.
- Panel considered it was an unfortunate oversight that a shared vehicular access with the condo corporation to the south was not secured at the time of the previous development.
- There should be more consideration about the relationship with the development to the south avoiding turning the back onto it.

Site Vehicular Circulation

- The area allocated to servicing could be substantially reduced while improving the site organization. Minimize the double vehicular driveways to a single driveway, provide a minimal loop or bulb for a turn-around and reduce the surface visitor parking.

Naturalized Area

- Mirror what is proposed in phase 2 for phase 1 regarding servicing/loading and provide a service hub in the middle; this will free the east side for a meaningful amenity space facing the conservation land.
- Reducing the vehicular loop will also improve the connection to the naturalized area.

- The preservation area is a huge opportunity: treat the retention pond as an amenity and provide a trail connection to the south to connect to the ravine system.
- Consider adding a sidewalk at the south property line along the existing private condo road and using ravine planting and experience in its landscape design.

Relation to Jane Street

- Make sure there are clear pedestrian and bike routes from Jane street into the site. The experience of pedestrian and cyclist arrival from Jane Street should be further explored. While a sidewalk is provided, the arrival feels very car oriented.
- Consider the pedestrian desire line to Jane street: the outdoor amenity spaces can act as forecourts for residents to walk through and to the street.
- The internal amenity area on Jane Street will not provide animation to the street. Since retail will likely not succeed in the current conditions, Panel recommended developing flexible 2-storey spaces on Jane Street, that in the long-term could adapt to live-work, retail, or other active uses.
- The west tower and base building should be aligned to Jane Street.
- The west lobby could benefit from direct pedestrian access by being located on the north-west corner right at the entrance. It would also shorten the circuitous pedestrian path to the elevators.

Architecture

- Explore a more elongated tower floor plate and consider an eccentric core to minimize the number of units with strong exposure to the noise;
- In the podium, consider approaches such as split-level or double-height through-units where more sensitive uses such as bedrooms are not exposed to the noise.
- Podium facades would benefit from additional articulation.

Outdoor Amenity Areas

- The amenity area shows seating, but wind studies reveal that it may not be supportive of passive uses. Architectural and landscape elements should be employed to mitigate the wind impact.
- The amenity spaces are very large, almost like small parks, but treated almost like buffer areas; they could benefit from a more holistic approach.

Vaughan Mills Centre Public Realm and Streetscape Plan Study – City of Vaughan

Consultant: DTAH
 Review: 2nd Review

Introduction

City staff sought Panel's advice on the following:

1. What do you think about the public realm framework and draft streetscape recommendations to date?

2. Are there additional streetscape opportunities or strategies to consider?
3. Have you any advice regarding public realm implementation and maintenance strategies from your own experience that you have found effective in a similar context?

Overview

- The package and presentation are comprehensive and clear.
- Consider how the plan can be used to inform development in the area.
- Consider the layers and details proposed by the Panel and add them to the plan.
- Ensure everything is implementable and properly phased.
- Identify what is the spark that makes the place stand out and prioritize those elements. Focus on critical elements to help with the clarity and implementing the vision over a 50 years plan.
- Consider operations; winter maintenance, storm water and daylighting. Use designs that can be maintained as simply as possible.
- How the streetscape interfaces with development in terms of lay-bys, and driveways? Collaboration between transportation and the development industry should allow servicing to occur on the street instead of unnecessarily fully internalizing it.

Comments

General Comments

- Panel commended the package and presentation. The report is well thought out in terms of streets; it is believable and understandable.
- Panel commended the strong vision and ambition. The proposed framework is flexible yet strong.
- Showing the mid-block connections through Vaughan Mills is beneficial for future consideration, even if it is a long-term vision.
- The street sections showing streetscape with utilities are very useful to understand how it works.
- Where are the unique quality places/destinations? think of the attributes of social events containers of places like the Highline, Jardin du Luxembourg, Tuileries Garden etc.
- In the document, explain the relationship of the proposal to the Secondary Plan.
- The pedestrian bridge over Highway 401 will be an iconic element and gateway, and it would be beneficial to provide specifications/guidelines as part of the plan.
- Panel urged the City to consider water balance in the design.

High-Level Organization

- Consider the hierarchy of roads in terms of public art potential and intuitive wayfinding.
- The parks seem to be evenly distributed and more or less of the same size. Adding a layer of programming will make them more understandable.

- Consider the hierarchy of POPS and their different roles to help guide future development.
- Panel proposed creating demonstration plans for how POPS could respond to different public and private frontages.

Streetscape

- The plan should show the expectations for setbacks on development parcels to achieve its streetscape goals.
- On Jane street, consider “borrow” soil volume from adjacent properties through landscape setbacks.
- On all streets but more specifically on arterials, consider salt and salt spray and its impact on the location of the first line of trees.
- Consider adding an additional street typology for local roads adjacent to parks; they can have a distinct feel. Consider the idea that parks start at the curb and not at the end of the right-of-way.
- Consider the layer of landscape-level lighting.
- Consider how the curb works with water movement and snow clearing.
- Identify connections between the cycling lane and sidewalk.

Public Engagement

- It’s important to communicate to the stakeholders and the public what the timeline for the project is and its incremental nature; it should be clear that it’s a vision that starts now, not “recommendations”.

Implementation

- Start identifying key catalyst projects, e.g. green crossings of the highway, bike network, that can be implemented early on. This would bring awareness and excitement. Consider events that will bring the plan and area to public awareness.
- The key is to set up ‘small/quick wins’ to indicate action and direction to all stakeholders within the long-term framework.
- Phasing will be critical. Engage the local landowners in the implementation.
- Engineering should be engaged early on to ensure that the vision is implementable.
- Introduce model examples of the public realm before or with initial development sites to demonstrate commitment and intent from the beginning. Integrate proven design approaches. Consider the implementation in examples such as Regent Park or Canary District.
- Continuous review and feedback are needed during implementation as new and different ideas will likely be suggested by various stakeholders.

CITY OF VAUGHAN DESIGN REVIEW PANEL

AGENDA: MEETING 88 – February 25, 2021

Virtual Meeting

9:00 am

Pre-Meeting

Committee Members

9:30 am

Call to Order

Chair's Review of Agenda

Disclosure of Interest

Confirmation of Minutes of January 28, 2021 Meeting

9:35 am

Block E2 - SmartCentres, Vaughan Metropolitan Centre, High-Rise Mixed-Use Development, 1st Review

Presentations:

Paula Bustard - SmartCentres

Michael Attard - Hariri Pontarini Architects

Greg Costa - MHBC Landscape Architecture

10:45 am

Break

10:50 am

7700 Bathurst Street Phase 1, The Torgan Group and CentreCourt, High-Rise Mixed-Use Development, 1st Review

Presentations:

Les Klein - BDP Quadrangle

Helle Brodie - Brodie & Associates Landscape Architects

12:00 pm

Adjournment

CITY OF VAUGHAN

DESIGN REVIEW PANEL

Meeting 88 – February 25, 2021

The Design Review Panel was held online on Thursday, January 28, 2021, over Microsoft Teams Virtual Platform.

PANEL MEMBERS

Present

Megan Torza, DTAH (Chair)

Paul Kulig, Perkins + Will (Vice Chair)

Ute Maya-Giambattista, SGL Planning & Design Inc.

Peter Turner, Turner Fleischer Architects Inc.

Alfredo Landaeta, Forrec

Sheldon Levitt, Quadrangle Architects Ltd.

Guela Solow-Ruda, Petroff Partnership Architects

John Tassiopoulos, WSP Canada Group Ltd

Henry Burstyn, IBI Group

Absent

Fung Lee, PMA Landscape Architects Ltd.

Margaret Briegmann, BA Group

Michael Rietta, Giannone Petricone Associates Architects

Wayne Swanton, Janet Rosenberg & Studio

STAFF

Rob Bayley, Urban Design

Christina Bruce, VMC Program

Amy Roots, Development Planning, VMC Program

Jennifer Cappola-Logullo, Development Engineering, VMC Program

Gerardo Paez Alonso, Parks, VMC Program

Gaston Soucy, Urban Design, VMC Program

Natalie Wong, Development Planning, VMC Program

Musa Deo, Transportation, VMC Program
Alex Lee, Development Engineering, VMC Program
Cory Gray, Parks, VMC Program
Shahrzad Davoudi-Strike, Urban Design
Shirin Rohani, Urban Design
Misha Bereznyak, Urban Design
Chrisa Assimopoulos, Urban Design
Shirley Marsh, Urban Design

The meeting was called to order at 9:30 am with Megan Torza in the Chair.

1. CONFIRMATION OF THE AGENDA

APPROVED unanimously by present members.

2. DISCLOSURE OF INTEREST

Sheldon Levitt declared a conflict of interest with item 2 of the Agenda.

3. ADOPTION/CORRECTION OF MINUTES

Meeting minutes for January 28, 2021, were approved.

4. DESIGN REVIEW

Block E2 – SmartCentres

Architect: Hariri Pontarini Architects
Landscape Architect: MHBC Landscape Architecture
Review: 1st Review

Introduction

City staff sought Panel's advice on the following:

1. Is the overall site organization, including land use distribution, circulation, loading and servicing access appropriate in relation to the character of the public realm and mews?
2. Of the options presented, what would be an ideal use for the space at the north-east corner of the site, east of the mews?
3. How successful is the design of the podium in addressing the context, massing, and public realm interface?

Overview

- **Overall Presentation** - Panel thanked the applicant for a comprehensive and thorough package and presentation.
- **Site Organization and Context** - The podium massing, ground floor uses, and site design seem to be driven more by the privately-owned publicly accessible space (POPs) than by the urban park and surrounding context which should not be the case. The podium massing, ground floor uses, and site design should be revised to address the surrounding context as a primary consideration before addressing the POPs.
- **Open Space** - The proposed character, program and location of the POPs should be reconsidered as either an extension of the urban park to the north or a more intimate courtyard with greener features and programming that juxtaposes that of the larger park to the north.
- **Architecture** - The project has a grand scale with nicely sculpted towers and good materiality but is missing a middle ground of refinement that connects the towers to the podium at a pedestrian scale. The podium and ground floor designs should be revisited as these will help to better inform the correct scale, use and organization of that middle ground which will in turn contribute to the domestic character and humanity that a residential project like this should have.

The podium size should be taller to provide better containment, define and improve the overall edge conditions of the surrounding context.

- **Mews and Servicing** - Either consolidate access and relocate most of the servicing below grade to help improve the pedestrian character of the mews or make the mews function more as a service-oriented area with less pedestrian amenities and connections.
- **North-east Notch** - Whether it becomes an open space, commercial or residential use, the north-east notch design needs to feel intentional and have a unique purpose and character that seamlessly integrate its design with the development to the east.

Comments

General

- Panel commended the applicant on a thorough presentation and well presented package which allows for detailed comments to be made on the project's merits and items of concern.
- Panel recommended adding more concept sketches in future presentations as these would help to better explain the thought process.

Overall Site Organization, Uses and Context

- Panel recognized that the required ground floor uses, spaces and programs are provided, but felt their distribution is creating problems with the quality and relationships between them and the surrounding context. For example, the wind row planting that were presented suggests that the northwest corner might not be the best place to put the open space.

- Panel commented that the proposed trellis structure is creating a boundary that suggests a private open space. This perception is enhanced by the grade change and resulting steps which contribute to a sense of dislocation and segregation between the public right-of-way and the POPs.
- The mid-block connection might represent a good opportunity to break up the proposed open space into two different spaces with distinct characters. Panel recommended studying the possibility of separating the north and the south buildings as this would help with transitions between a taller podium at Highway 7 and the New Park Place frontage. This could help generate a more interesting open space design with a stronger differentiation and identity between the north and the south.
- With the understanding that the demand for more parks and open spaces is increasing with current development trends in the VMC, Panel believes that the size and character of the proposed POPs might not be the most suitable for this location and a softer, park-like, greener space that better connects with the residents should be explored at this site. Other alternatives to study include creating a more intimate space by flipping the buildings so that the space is contained as a courtyard connected with the mews and the proposal to the east; or relocating it so that it faces the park to the north where it should get good sun in the summer and early shoulder season afternoons and provide year round support to potential park activities that might spill onto New Park Place.
- Panel noted that the proposed POPs is not intimate, feels bland and seems to be depending on the success of the surrounding retail space. It should be designed to be active and successful based on its own merits rather than relying on adjacent uses which should only be complementary.
- The proposed POPs could benefit from an L-shaped form that wraps around the north-west corner and runs along New Park Place all the way to the north-east notch. This strategy would also promote a strong retail use along that edge.
- Panel questioned the appropriate size, extent, location, and accessibility of the retail units as they seem to be mostly removed from the street. This could improve by narrowing the open space and widening the podium to give a stronger street presence to the retail units. Similarly, the ground floor should be designed so that it has a finer physical grain that translates to a more extensive and diverse list of uses that is more intimate than the proposed large retail spaces.
- Panel also mentioned the importance of having “eyes on the street” throughout the public realm and other open spaces as this will contribute to the desired domestic and intimate quality that future residents expect.

Architecture, Built Form and Massing

- Panel agreed that the project has a rich and variable combination of grain and materiality that successfully combine the terracotta cladding system with the white frit pattern on the glass balconies.
- The location and staggering of the towers work well to allow for sun penetration and clear views throughout.

- The detailing and refinement at the top and bottom of the towers was well received by Panel, particularly the feathering gesture at the top of the towers and how it is mirrored towards the base.
- Panel mentioned that the fritted glass allows for creative opportunities that should go beyond applying it equally as wallpaper throughout and recommended that it could be used to help with each façade's orientation to control solar gain. This would contribute to a more energy efficient tower and more visual variety.
- Panel commented that the project is unsuccessfully attempting to frame both a very large right-of-way along Highway 7 and a wide park to the north with a very limited amount of street frontage. Panel recommended adding more podium frontage along the edges both vertically and horizontally to match the neighbour to the east as this would be beneficial to effectively frame these vast contextual voids and allow for residential units to face and animate the streets and open spaces.

Mews and Services

- There is a clear idea of where the front and back in this project are and that the mews is the back where service activities should occur. With that in mind, it might not make sense to have the location of the two residential tower entrances and the pedestrian mid-block connection along the mews. Consider relocating the residential entrances so that they face the other streets and eliminating the mid-block pedestrian connection altogether from the service-oriented mews.
- Servicing could be consolidated at the south building to allow for at grade residential units to appear along the north side of the mews. The additional required service functions could happen at the parking level underground.

North-East Notch

- Panel observed that the mews and the north-east notch have the potential to be great intimate and special places if designed carefully and with attention to detail.
- The preliminary proposals at the north-east notch make sense as either an infill building with zero lot line setbacks or as an open space. Either way, this would require careful coordination with the neighbour to the east as this prominent corner should not feel like two separate developments.
- Regardless of the resulting height and design, there should be a limiting distance agreement to allow the east neighbour to have openings above.
- Any proposed residential or non-residential uses in this property would need to be carefully looked at as there does not seem to be room for parking, servicing, or loading.
- If the design ends up being an open space, it should have a public access easement and a specific program that complements the park to the north.

7700 Bathurst Street Phase 1, The Torgan Group and CentreCourt

Architect: Kirkor Architects and Planners
Landscape Architect: LandArtDesing Landscape Architects Inc.
Review: 1st Review

Introduction

City staff sought Panel's advice on the following:

1. Is the overall site organization, including land use distribution, circulation, loading and servicing access appropriate in relation to the character of the public realm and mews?
2. Of the options presented, what would be an ideal use for the space at the north-east corner of the site, east of the mews?
3. How successful is the design of the podium in addressing the context, massing and public realm interface?

Overview

- **Overall Presentation:** Panel thanked the applicant for a thorough and thought-provoking presentation, appreciating the challenges and the chronology impacting the design
- **Site Organization and Context:** Existing and future context should be considered in the siting of the towers as to not preclude the on-going Secondary Plan, to create better connectivity between the development and the Mall, and to establish comfortable and safe pedestrian connections and effective vehicular circulation.
- **North-south road:** It is imperative to understand the location and character of the north-south road in order to determine the arrangement of the built and open space environment, the grading and the overall orientation of the project.
- **Open space:** A hierarchy of open spaces should be established promoting publicly accessible open spaces programmed in response to what is needed in the area. Prioritize the investment in the open space based on the pedestrian desire line (s).
- **Architecture:** Form, architectural expression and materiality should respond to future and existing context, in order to contribute to a vibrant, urban environment.

Comments

General

- A better integration, consolidation and future planning of all phases should be considered
- The siting has considered best practices and the alignment of the buildings is sensible in its framing Centre street and one of the main entrances of the Promenade Mall
- The north-south street should be incorporated in the park design to establish a coordinated and continuous streetscape and landscape design

Overall Site Organization

- The vehicular organization of the overall masterplan may fundamentally change when the opportunity in the North-South connection is considered through the site. Integrating the north-south road into the design may create continuity of open spaces, a stronger relationship between the POPS and the park by hosting some of the services and parking
- Surface parking should be treated in a more urban manner, either as lay-by or moved below grade to allow for greater surface area to be dedicated to active uses
- Continuity of pedestrian experience through the overall site should be established as well as a well-connected and convenient vehicular network that provides easy access to parking, retail, and residential entrances

Relation to Existing and Future Context

- Considering that the Secondary Plan hasn't been finalized yet and as such the context might change. The proposed retail should better relate to the existing and future context of the Promenade Centre.
- The siting and shape of the towers should consider the future context and allow for the space required for the north-south road
- A more holistic design perspective is required to better relate to the future character of the street network and thus create an urban environment; every piece of this development make sense on its own but not as a whole, as a whole it creates a more suburban character

Landscape Design

- Establish a hierarchy of landscaped spaces and prioritize the location of publicly accessible and actively programmed areas where they have the most opportunity to attract the public, such as the north-west corner
- Edit the programming of the open spaces to avoid vast open spaces that are not well-used and possibly not contributing positively to the rest of the development
- Considering that the north-south road will be cutting through the park, attention to streetscape design is necessary to create continuity between the future west and east part of park, through visual cues and materiality.
- Currently the park offers some relief, however it lacks connectivity. It would be beneficial for some of the landscape elements to pull through the pavement and for active uses to be more present on the ground floor relating to the park
- The park can be transformed to a more active park hosting programs necessary to serve the neighborhood

Relationship to the street

- Explore whether a stricter selection of publicly accessible open spaces can benefit the condition created along the public street frontages. An attempt has been made to celebrate the corner while maintaining a public frontage on North Promenade, this will potentially lead to a conflict with the frontages onto POPS. Stricter selection of public access may allow private open spaces to flourish
- De Serra is a very successful pedestrian boulevard and the project is successfully responding to its mass with retail however amenity could better frame that street and create more of a placeholding, active, sheltered area
- The condition on Center St. has been upgraded; however, proposing units on Center St. might not be successful

Architectural Expression

- The Phase1 block plays a gateway role within the overall site and Promenade redevelopment as such the buildings at the north-west corner of the block should command that gateway
- A more consistent holistic approach to massing and materiality is necessary to allow for the development to read as one concise project
- Examine the relationship between the tower and the podiums and review the form and shaping of the towers. Though the rectangular shaping is evident in the surrounding context however the symmetry of the square may be softer plus varying from the rectangular shape can create interest along Centre St.
- Explore expanding the podiums to offer more active frontages along the two sides by hosting waste storage and servicing inside so they wouldn't impact the relationship of the podium and the open space as much.
- Architectural expression of the podiums can be softer, borrowing elements from the proposed commercial building
- Allow the Architecture to be influenced by the solar orientation. The language of balconies and fins should be very purposeful relating to the orientation of each facade
- Transparency should be enhanced to ensure comfortable and safe pedestrian connectivity along the active frontages and especially where the change in grade is negotiated between the street and the POPS

CITY OF VAUGHAN DESIGN REVIEW PANEL

AGENDA: MEETING 89 – March 25, 2021

Virtual Meeting

9:00 am

Pre-Meeting

Committee Members

9:30 am

Call to Order

Chair's Review of Agenda

Disclosure of Interest

Confirmation of Minutes of February 25, 2021 Meeting

9:35 am

72 Steeles Avenue West, 7040 & 7054 Yonge Street - Humboldt High-Rise Mixed-Use Development, 1st Review

Presentations:

David Butterworth - Kirkor Architects and Planners

Jackie VanderVelde - LandArtDesign Landscape Architects Inc.

10:45 am

Break

10:50 am

Central Park Block 1 - SmartCentres

Vaughan Metropolitan Centre, Urban Park, 1st Review

Presentations:

Paula Bustard, SmartCentres

Claude Cormier, Claude Cormier + Associés Inc.

Sophie Beaudoin, Claude Cormier + Associés Inc.

12:00 pm

Adjournment

CITY OF VAUGHAN

DESIGN REVIEW PANEL

Meeting 89 – March 25, 2021

The Design Review Panel met virtually on Thursday, March 25, 2021. The meeting was recorded and will be posted on the City of Vaughan website.

PANEL MEMBERS

Present

Megan Torza, DTAH (Chair)

Sheldon Levitt, Quadrangle Architects Ltd.

Wayne Swanton, Janet Rosenberg & Studio

Alfredo Landaeta, Forrec

Henry Burstyn, IBI Group

Paul Kulig, Perkins + Will (Vice Chair)

Ute Maya-Giambattista, SGL Planning & Design Inc.

Michael Rietta, Giannone Petricone Associates Architects

Peter Turner, Turner Fleischer Architects Inc.

Fung Lee, PMA Landscape Architects Ltd.

Absent

Guela Solow-Ruda, Petroff Partnership Architects

Margaret Briegmann, BA Group

John Tassiopoulos, WSP / MMM Group Limited

STAFF

Christina Bruce, Director, VMC

Amy Roots, Senior Manager, VMC

Jennifer Cappola-Logullo, Manager, VMC

Gerardo Paez Alonso, Manager, VMC

Gaston Soucy, VMC Urban Design

Jessica Kwan, Senior Planner, VMC

Dana Khademi, Engineer, VMC

Danny Woo, Engineer, VMC
Cory Gray, Project Manager, VMC
Rob Bayley, Urban Design
Shahrzad Davoudi-Strike, Urban Design
Chrisa Assimopoulos, Urban Design
Shirley Marsh, Urban Design
Nancy Tuckett, Development Planning
Michelle Samson, Economic Development

The meeting was called to order at 9:30 am with Megan Torza in the Chair.

1. CONFIRMATION OF THE AGENDA

APPROVED unanimously by present members.

2. DISCLOSURE OF INTEREST

No conflicts of interest were declared.

3. ADOPTION/CORRECTION OF MINUTES

Meeting minutes for February 25, 2021, were approved.

4. DESIGN REVIEW

72 Steeles Ave. West, 7040 & 7054 Yonge St. - Humbold

Architect: Kirkor Architects and Planners

Landscape Architect: LandArtDesign Landscape Architects Inc.

Review: 1st Review

Introduction

City staff sought Panel's advice on the following:

- In response to the broader context and the overall vision of the Secondary Plan, what aspects of the proposal need to be investigated and revised to ensure that a comprehensive, well connected and pedestrian friendly neighborhood is supported?
- At the urban block scale including the neighboring proposal, what are the opportunities for improvement of the site organization and ground floor layout to enhance the urban interfaces and achieve high quality amenity space for all residents?

Overview

- **Overall Presentation** - Panel thanked the applicant for a comprehensive and thorough package and presentation and acknowledged the challenges of the context at this time
- **Site Context and Relationship to Secondary Plan** –Panel emphasized the vision of the open space and the street network in the Secondary Plan and spoke to the expectation of the project to reflect the ambition of the Secondary Plan specifically, the expectation of a linear park to be established along Royal Palm extending through to this site and connecting to a truly public space at the end of Royal Palm and Powell road. Even if the open space needs to be a POPS, from an ownership perspective, it should be positioned and designed in such a way that is truly public in perception.

Panel also noted the intention of the Secondary Plan for transitions to the North and advised the applicant to take that intention into consideration as they continue to refine their plan

- **Relationship to the Gupta Group development** - A comprehensive block plan needs to be established between this project and Gupta development that considers not only public space synergies but also synergies with respect to vehicular movement, loading functions, entry and the whole front and back of the house relationship to establish a long term successful public realm.
- **Microclimate relationships within the open space** - Once the location of the open spaces has been established, the applicant needs to ensure that all of the microclimate realities, including both solar and wind, support the success of those open spaces and not hinder their use.
- **Hierarchy of space and circulation** – Aside from the front and back of house relationship, issues with regards to the number of vehicular accesses and the need for prioritization of pedestrian access, movement, and use, were raised by the Panel as well as the need for clear desire line recognition for pedestrians and cyclists to the subway station.
- **Architecture** – The Panel questioned the positioning of buildings at the north-west corner as well as the height and character of the podium that is connecting those two buildings in particular; the connected podium is obstructing visual and physical movement through the block.

The future of retail and amenity spaces was also raised. The applicant is to ensure that retail frontages are focused in the best areas possible to support vibrancy of open space and public realm. And for amenity space, whether they should be on the roof or at the ground floor the applicant should be cognisant and thoughtful about the proposed location. The Panel asked for more information around those spaces regarding their location and their relationship to the public realm at grade.

Comments

General

- Panel acknowledged the challenges present on site however noted the need for clarity of connections between this project, the Gupta Group development and the future surrounding context, in order to create a hierarchy of streets and open spaces and to define the location of loading and servicing areas.
- Panel also noted that the Secondary Plan provides a clear vision on the typology of open spaces and streets that the City needs. In this site that is expressed through a linear park along Royal Palm Dr. anchored by two public parks on each end which is not presented in this submission. Panel invited the applicant to extract as much as possible from the clear messaging of the Secondary Plan on the intended function of open spaces and streets

Overall Site Organization, Uses and Context

- Panel noted the need for clarity in the configuration and character of public streets and the public park, pedestrian and bike connections as well as the proposed private amenity areas.
- A hierarchy of streets and urban structure needs to be established as well as public pedestrian connections through the site and private secondary open space
- Coordination of public and private structure of streets and open spaces with the private service areas is necessary between this development, the Gupta Group development and future context
- Panel noted the disruption in connection to the green space to the south of Royal Palm Dr. caused by the location of the North tower. Noted also the clear intention set in the Secondary Plan and the opportunity to create a linear park that connects to the park to the West.
- Desire lines for pedestrians and cyclists to the subway station through the site need to be enforced.

Architecture, Built Form and Massing

- Panel agreed on a revision of the tower placement to respond to the context established by the Gupta Group development. Considering that the “L” shape proposed by the Gupta Group development is the only viable option for the neighboring site, this development should reconsider the placement of the primary frontages and retail spaces and establish a more successful relationship compared to the back-to-front relationship currently created.
- The podiums don't have a podium quality as they are too tall and blend into the towers. A revision in height, articulation and materiality can help reinforce the pedestrian character of the streets and walkways around the podiums.
- Panel suggested the separation at the grade, second and third floor, if not the podium in its entirety, to create a significant west facing POPS connecting to the linear park as envisioned in the Secondary Plan. Further to that the reconfiguration of the ground floor of Buildings B1 and B2 should be explored for the retail to be relocated to frame the larger POPS and the amenity spaces

Mews and Services

- Panel raised the issue of the character of the mews being primarily vehicular and service oriented with the pedestrian connections been treated as secondary. The character of the mews needs to change to be purely pedestrian. Similarly, the character of the streets should shift to be more pedestrian oriented in order to achieve more successful connections to the park, the playground and the inner courtyard of the Gupta development.
- Panel suggested flipping the Building C parking ramp to provide access from the North road directing the traffic away from the mews and then engaging the Gupta development for a more coordinated approach to servicing for a more pleasing pedestrian and cyclist-oriented environment

Hierarchy of open space and circulation

- Panel noted that developments of such a scale would benefit from a public park however the project brings forward very aspirational open spaces which are all private.
- The public character of the park needs to be enhanced either through more gracious connections to public streets or through relocation of the proposed park to an area with direct exposure to a public street network.
- Panel suggested the relocation of the park to the north-west corner followed by a transitional secondary open space to link to the POPS in the Gupta development creating a diagonal connection with the main park.
- Panel noted the design and uses of the open space need to consider the needs of the expanding community and respond to them successfully

Microclimate

- Panel noted that the microclimate conditions for the proposed park are not going to be favorable, as it will be shadowed all year. In coordination with the comments above, Panel suggested relocation of the park, the open spaces and the amenity in order to achieve better solar and wind conditions. Two suggestions were:
 - concentrating all buildings in Site B, on the east side of Site and eliminating the road between Site B and Site C, keeping only the north road as service and parking access freeing the west side for open spaces, amenity and parks offering those spaces a better solar orientation
 - Considering the potential adverse wind conditions at the north-west corner of Block B, bring the park to the north-east corner.

Central Park, Block 1 - SmartCentres

Landscape: Claude Cormier + Associés Inc.

Review: 1st Review

Introduction

City staff sought Panel's advice on the following:

1. Is the overall site organization appropriate, especially regarding: a) the existing context to the east, and b) the future park block to the west?
2. Is the design and programming of the park sufficiently inclusive?
3. Does the design of the park, including its organization and program, meet the intent of the existing placemaking guidelines?

Overview

- **Overall Presentation** – The Panel thanked the applicant for a comprehensive package and presentation
- **Site Organization** – The general organization of the plan, with its simple shapes and clean geometry, demonstrates a balance of art and classic landscape architecture with seamless practicality
- **Inclusivity I** – Consider how the park can engage communities of all ages and types, including families, children, and the elderly, with a looseness of programming and an interpretive layer
- **Inclusivity II** – All park users should be able to move through and access its various spaces and facilities, including the bridge
- **Connectivity** – Consider how park circulation routes interface with the broader context and the open space network and how the park relates to the surrounding streetscape
- **Microclimate** – Consider how solar conditions might impact planting or programming

Comments

General

- The Panel commended the applicant on a comprehensive package and clear presentation with compelling graphics
- Consider a community committee to provide input into park operations
- The City should strive to advance Central Park, Block 2 as soon as possible

Site Organization

- The plan is well organized, combining classic landscape architecture with art and whimsy, without losing its practicality

- The Panel commended the simple shapes and clean geometry, and the balance between defined and flexible spaces
- The contrast in design with South Urban Park was a positive and will help with placemaking and character formation within the downtown
- The plan could use more messiness or wildness, including places for kids to get dirty
- Consider loosening symmetry due to microclimate, possibly through expressions of planting or organization of program
- Consider the interaction of the strong geometry with the park's edge conditions. Should park users be able to escape the geometry?

Inclusivity

- The Panel suggested four questions around inclusivity: do people feel welcome; is their culture welcome; is programming reflective of their needs; and does any group feel excluded. The design is performing well on the first three questions but failing on the last.
- The bridge was a source of conflict: the Panel loved the hills and the viewpoint from the bridge, and found it a powerful part of the park, but felt that it was excluding certain groups, and should be accessible to all.
- The Panel noted that this is a park master plan and any constraints were developed by the plan and can be resolved or changed. Excluding certain groups from defined park elements (the bridge, for example) should not be accepted
- Consider adjusting the grades of the hills to allow for access to a shallower bridge

Connectivity

- Consider how park circulation routes interface with the broader context and the open space network. Connections at intersections are a given, but how will it tie into the secondary network of mews, POPS, and other open spaces?
- While the hills provide an interesting vantage point and changing visuals with open and closed perspectives as park users move around them, the long frontage of the hills facing the sidewalk feels like the back of the park. Consider pockets of seating or other elements to activate these edges

Program

- Program is well balanced over all three blocks (the subject site and two future blocks) of the park, but Block 1 may receive pressure due to high demand until future blocks come online
- The Panel is not in favour of overly programming parks
- The piglet play structure is fun and whimsical and will become a recognizable landmark
- Consider programs to keep children and families engaged

- Consider an interpretive element or layer, possibly around trees, to drive engagement
- Consider retail popups for food and beverage sales to enliven the space, especially at the edges
- Consider moveable chairs or other elements that may let park users make their own space.

CITY OF VAUGHAN DESIGN REVIEW PANEL

AGENDA: MEETING 90 – April 29, 2021

Virtual Meeting

9:00 am

Pre-Meeting

Committee Members

9:30 am

Call to Order

Chair's Review of Agenda

Disclosure of Interest

Confirmation of Minutes of March 25, 2021 Meeting

9:30 am

Chelsea Eagle Point

**Major Mackenzie & McNaughton Rd. East - York Major Holdings
High-Rise Residential, 1st Review**

Presentations:

Ryan Mino, KLM Planning

Les Klein, BDP Quadrangle

10:40 am

Break

10:50 am

700 Centre Street, Thornhill - SmartCentres REIT

High-Rise Mixed-Use Development, Phase 1, 2nd Review

Presentations:

Paula Bustard, SmartCentres

Michael Attard, Hariri Pontarini Architects

Greg Costa, MHBC Landscape

12:00 pm

Break (lunch)

12:30pm

VMC Walmart Temporary Site Activation &

Public Art Mural Program - SmartCentres REIT

Temporary Public Activation Art Installation, 1st Review

Presentations:

Paula Bustard, SmartCentres

Saraid Wilson, LNDMRK

1:40 pm

Adjournment

CITY OF VAUGHAN

DESIGN REVIEW PANEL

Meeting 90 – April 29, 2021

The Design Review Panel met virtually on Thursday, April 29, 2021. The meeting was recorded and will be posted on the City of Vaughan website.

PANEL MEMBERS

Present

Sheldon Levitt, Quadrangle Architects Ltd.

Alfredo Landaeta, Forrec

Paul Kulig, Perkins + Will (Vice Chair)

Ute Maya-Giambattista, SGL Planning & Design Inc.

Peter Turner, Turner Fleischer Architects Inc.

Guela Solow-Ruda, Petroff Partnership Architects

Margaret Briegmann, BA Group

Absent

Megan Torza, DTAH (Chair)

Wayne Swanton, Janet Rosenberg & Studio

Henry Burstyn, IBI Group

Michael Rietta, Giannone Petricone Associates Architects

Fung Lee, PMA Landscape Architects Ltd.

John Tassiopoulos, WSP / MMM Group Limited

STAFF

Amy Roots, Acting Director, VMC Program

Gerardo Paez Alonso, Manager, VMC Program

Gaston Soucy, Project Manager, VMC Program

Natalie Wong, Senior Planner, VMC Program

Cory Gray, Project Manager, VMC Program

Sharon Gaum-Kuchar, Senior Art Curator, Economic and Cultural Development

Rob Bayley, Urban Design

Shahrzad Davoudi-Strike, Urban Design
Chrisa Assimopoulos, Urban Design
Shirley Marsh, Urban Design
Nancy Tuckett, Development Planning
Michelle Samson, Economic Development

The meeting was called to order at 9:30 am with Alfredo Landaeta in the Chair.

1. CONFIRMATION OF THE AGENDA

APPROVED unanimously by present members.

2. DISCLOSURE OF INTEREST

Margaret Briegmann declared a conflict of interest on VMC Block A5 Temporary Art item

3. ADOPTION/CORRECTION OF MINUTES

Meeting minutes for March 25, 2021, were approved.

4. DESIGN REVIEW

Chelsea Eagle Point – Major Mackenzie & McNaughton Rd E. – York Major Holdings
Planning Consultant: KLM Planning
Architect: BDP quadrangle
Review: 1st Review

Introduction

City staff sought Panel's advice on the following:

- How successful is the built form interface and the at-grade uses in animating McNaughton Rd. and transitioning to the development proposed on Eagle Rock Way?
- How successful is the overall master plan in building upon the principles of the Maple Go Secondary Plan to create a successful Mobility Hub?

Overview

- **Overall Presentation** - Panel thanked the applicant for a comprehensive and thorough package and presentation and acknowledged the challenges of the site
- **Site Context and Animation of the pedestrian realm** – The Panel noted the necessity to enhance the urban character of the McNaughton Rd. through lobby design, landscape, parallel parking and the appropriate flexibility of uses.
- **Hierarchy of space and circulation** – The Panel questioned the need of an internal road and proposed the redesign of the North-south access with a stronger pedestrian focus. In general, the Panel noted the need to establish a balance between pedestrian needs and car use, with more efficient vehicular connections to the existing network
- **Architecture** – The Panel spoke to creating a signature piece that would hold a placemaking role for the community.

Views to the golf course should be celebrated, through tower placement and architectural design as well as reimagining the internal road and the uses at-grade along that frontage and between the two towers

Comments

General

- Panel focused mostly on traffic and accessibility issues that the site generates due to the geometry of the site. Comments were mostly focused on the golf course edge questioning the character of the internal road network as well as the need for activation of the McNaughton frontage

Overall Site Organization and Context

- The Panel spoke to the need to better relate and create strong connections with rest of the master plan area.
- Panel questioned the need for an extensive internal road network that connects the whole site as it gives priority to cars over pedestrians, with little space dedicated to pedestrians. Various revision options were suggested by the Panel:
 - Eliminate the intersection along Eagle Rock Way and replace it by two entry points to the north and south, with an access at the extension of Hill Street, connecting to roads within the rest of the masterplan area to the west.
 - Further to the point above concentrate all the parking and traffic access along the two entry points, one on the north end and one on the south and offer a lay-by area for drop-off in front of the towers. If necessary, retain the internal road for servicing and loading but not as a full access
 - Take advantage of the linear shape of the site to create a balance between the East and West side. Introduce a north-south multi-use trail that gives priority to and creates a special space for pedestrians. Revise the pick-up and drop-off area to bump-outs.

- At a masterplan level, frame McNaughton with a linear park on the East and the proposed towers to the West making McNaughton a community promenade offering views to the golf course

Architecture, Built Form and Massing

- Panel spoke to how the project should contribute to the creation of a strong urban environment along McNaughton while transition to the golf course by creating a softer edge and an environment around the views to the golf course and the natural feature
- To the point above it was noted that the strong character on McNaughton needs to be balanced with the private character of the proposed residential. Architecture and landscape design with setbacks need to be coordinated to manage the fine balance between public and private
- The placement and distance between the towers are not favorable as they create the sense of a wall, chamfer with the equilateral triangle shape to create a point tower that is not triangular. Allow for the form of the towers to contribute as a terminus to the mobility hub
- A concern was voiced about the towers being a bit stumpy and as such it was suggested that a change in their proportions be explored to have a slender form

Hierarchy of open space and circulation

- Create a terminus point, with a strong public character, meaningful connections to the rest of the masterplan area and a window to the golf course.
- Create a sense of arrival to the project lobbies should have a stronger presence on McNaughton and speak to all road users
- Following the point above Panel suggested that active uses be introduced at the ground floor along McNaughton Rd to activate that frontage and create a strong pedestrian edge, but also to frame the vista to the golf course and invite people to experience the view
- Understanding the constraints created due to the medians on McNaughton it was suggested that the applicant works with the City to arrive to a POPS instead of a central driveway that works as a vista to the golf course.
- Revisiting the size of the proposed open space between the buildings and Major MacKenzie will allow for an increase of the distance between the towers opening up to the golf course creating strong, interesting public point and fostering active uses such as a restaurant/ cafe or convenience retail
- Explore the possibility to incorporate in the development the Greenland area to the North, on the East side of Phase #3, to create another point of public interest there

700 Centre St., Thornhill – SmartCentres REIT

Architect: Hariri Pontarini Architects
 Landscape Architect: MHBC Landscape
 Review: 2nd Review

Introduction

City staff sought Panel's advice on the following:

- How successful is the revised proposal in responding to the first DRP comments with respect to:
 - Creating a pedestrian oriented community both in interim and ultimate phases that connects to the broader context
 - Clear edge conditions and ground floor synergies between adjacent parcels to mitigate the impact of the above ground parking structure
- Please comment on the revised built form and the architectural expression of the podium, structure, townhouses and towers

Overview

- **Overall Presentation** –Panel thanked the applicant for a comprehensive package and presentation and noted the significant improvements made compared to the 1st review
- **Site Context and Coordination** –Panel noted that the North-south mews is a great addition that can work as an interesting feature between this and future development.

Panel raised a concern regarding the interim condition for the townhouses, in the phase #1 of the development as they will be facing the back-of-house of the existing retail.

- **Connectivity** – Regarding the mews Panel noted that coordination with the neighboring owners to the North will be necessary to create a meaningful connection in the future but also provide a better design of the terminus of the mews for phase #1.

Panel spoke to the number and the placement of lobbies as they relate to the two towers, the street and the existing retail of Disera Dr., to bike access and storage and pedestrian access and circulation

- **Architecture** –Panel noted that overall, the revisions on Architecture are a great improvement. The changes in massing, height distribution and tower separation were steps in the right direction.

However, there are still concerns about the height and treatment of the North façade facing the existing buildings to the North.

Panel encouraged the applicant to revise the podium and towers to better relate to the neighbors and offer greater solar exposure to the landscape area.

Greater articulation and enhanced materiality, color and texture differentiation can help to break down the massing and unitarian style of the towers

- **Microclimate** – The proposed landscape edge along the north boundary is in a challenging location and will be in shade for most of the year; a landscape strategy should be put in place to ensure growth and maintenance

Comments

General

- Panel appreciated the improvements made after the 1st presentation such as:
 - the change in massing and height distribution
 - lowering the podium to create a more pedestrian interface
 - the relocation and redesign of the lobby entrance creating a more meaningful connection with the public space/ public realm, complimenting the North-south promenade, consolidating the ground floor retail making it more flexible/ commercially viable and dissolving the imposing symmetry making the development more approachable
 - creating a more workable site circulation for both vehicles and pedestrians
 - limiting the access to the westerly edge to deal with parking and
 - the addition of townhomes.

Site Context and Organization

- Panel acknowledged that limiting the vehicular access to the westerly edge of the site is an improvement however suggested that the applicant explores placing more of the parking underground
- Further to the point above Panel noted that with some of the parking moving underground a better condition along the North can be achieved with the appropriate setbacks from the neighbor, a north-facing courtyard or residential at grade
- Panel urged the applicant to look closely at the relationship with the retail to the South to create a more consistent and cohesive public realm

Connectivity

- Coordinate with the neighbor to the North to provide a more pedestrian friendly connection through the North-south mews since it is mentioned that this will be a significant linkage to the open gathering space further south
- Though the placement of the lobby now at the South-east corner is a sensible choice however reaching the West lobby still presents a challenge as currently the connection proposed is through a long corridor without openings. Panel suggested a smaller/secondary lobby or access be added to the West
- A strong visual connection to the back lobby should be established for it to function successfully
- More attention should be paid to the relationships between the north-west mews with the residential at grade and the existing retail. The Panel is concerned that the townhouses and mews will be impacted by the back-of-house uses and parking of the retail
- More meaningful and direct connections should be established to the bike storage facilities.

Architecture

- For Panel the treatment and height along the north facing façade is still a concern

- Consider a further reduction of the podium to mitigate the impact of the project to the existing development to the North and to provide better solar access to the parkade
- Though the material palette may present a fresher modern aesthetic approach, bringing a lightness to the neighborhood, additional variety in materials and textures may be introduced to break down the volume of the massing and create a less unitarian perception of the towers

VMC Temporary Site Activation & Public Art Mural Program - SmartCentres REIT

Art Consultant: LNDMRK
 Review: 1st Review

Introduction

City staff sought Panel's advice on the following:

- Is the proposed temporary Public Art vision and creative design concept complementary with the existing urban design context and the placemaking and cultural aspirations of the VMC as expressed in the supporting Council endorsed documents?
- Does the scale and prominence of the mural design concept provide a cohesive anchor for the complement of planned site activations?

Overview

- **Overall Presentation** – Panel thanked the applicant for a stimulating and complete presentation, was supportive of the idea and agreed that this is a great initiative to successfully promote community building through art and public realm activation in the VMC.
- **Legacy Planning through Art and Culture** - The project is on track to become a positive sociocultural event which should continue to unfold as the VMC develops. The challenge will be growing this positive community building momentum through arts and cultural programming moving forward and cementing it by finding a permanent home for it to continue once the VMC is fully developed.
- **A balance of art driven initiatives** - Panel commented that the community building success of this initiative will depend on the effective balance and diversity of other background activities and programming which should include art as the common denominator.
- **Year-Round Activation** - It will be important to ensure that other essential amenities, such as the food truck area and the outdoor activity spaces for gathering and socializing, are active throughout the year.

Comments

General

- The project is in keeping with the Council endorsed documents which envision community building through art and culture.
- Panel commented that it will be very important to integrate art components into an overall holistic strategy, not only as part of the mural.
- The proposed mix of activities gives the impression of a 'mini-expo', with events akin to those offered in larger urban squares which could start to create a very positive experience in the VMC. The key will be to keep the initiative going in order to help develop a distinct character and identity for the VMC as it grows.
- Introducing a bit of 'grittiness' into the VMC at this stage of development is good, as it will start to generate the unique character that more mature urban areas typically have.
- Panel suggested selecting several artists, rather than giving the entirety of the large building to one artist. This would not only give exposure to more artists but create more variety around the building.
- To extend the public spatial experience, Panel suggested that a landscaped linear park could be created around the building to stop and enjoy the art. Also, an extension of this narrative could be explored at the interior of the decommissioned building where temporary art exhibits could be installed.
- Provision of food and heated areas will be big drivers to the success of the space throughout the year. Panel encouraged animating the spaces through the shoulder and winter months with heating pods, and other activities that adapt to the seasons. Panel commented on the potential to activate some of the interior spaces of the decommissioned retail building with food and other indoor activities during the winter months.
- Panel commented on the possibility to subtly illuminating the murals at night.
- Panel recommended relocating the proposed food area to the centre of the site so that it becomes a part of the art activation centrepiece and commented on the idea of introducing a Japanese style vending machine emporium that works as a year-round attraction.
- The potential to include art in the roof area is a fascinating idea that stimulates the imagination through the possibility of activating the fifth façade with something other than utilitarian equipment.
- Panel thought that engaging a greater group of the population by creating a place for kids to do street art and paint over on a regular basis would be beneficial.

- Panel referenced the applicant to other successful art districts such as the Miami Wynwood Walls.

END OF MINUTES

CITY OF VAUGHAN DESIGN REVIEW PANEL

AGENDA: MEETING 91 – May 27, 2021

Virtual Meeting

9:00 am

Pre-Meeting

Committee Members

9:30 am

Call to Order

Chair's Review of Agenda

Disclosure of Interest

Confirmation of Minutes of April 29, 2021 Meeting

9:30 am

177 Whitmore - Trinity Point Developments High-Rise, Mixed-Use Development, 1st Review

Presentations:

Mansoor Kazerouni, IBI Group

10:40 am

Break

10:50 am

Highway 400 and Highway 7 - SmartCentres REIT High-Rise Residential Development, Phase 1, 1st Review

Presentations:

Paula Bustard, SmartCentres

Russell Fleischer, Turner Fleischer Architects

Greg Costa, Associate, MHBC Landscape

12:00 pm

Adjournment

CITY OF VAUGHAN

DESIGN REVIEW PANEL

Meeting 91 – May 27, 2021

The Design Review Panel met virtually on Thursday, May 27, 2021. The meeting was recorded and will be posted on the City of Vaughan website.

PANEL MEMBERS

Present

Sheldon Levitt, Quadrangle Architects Ltd.
Alfredo Landaeta, Forrec
Paul Kulig, Perkins + Will (Vice Chair)
Peter Turner, Turner Fleischer Architects Inc.
Guela Solow-Ruda, Petroff Partnership Architects
Margaret Briegmann, BA Group
Megan Torza, DTAH (Chair)
Wayne Swanton, Janet Rosenberg & Studio
Henry Burstyn, IBI Group
Michael Rietta, Giannone Petricone Associates Architects
Fung Lee, PMA Landscape Architects Ltd.
John Tassiopoulos, WSP / MMM Group Limited

Absent

Ute Maya-Giambattista, SGL Planning & Design Inc.

STAFF

Rob Bayley, Urban Design
Shahzad Davoudi-Strike, Urban Design
Chrisa Assimopoulos, Urban Design
Shirley Marsh, Urban Design
Margaret Holyday, Development Planning
Nancy Tuckett, Development Planning
Marta Roias, Infrastructure Planning and Corporate Asset Management

Michelle Moretti, Policy Planning and Environmental Sustainability
Michelle Samson, Economic Development

The meeting was called to order at 9:30 am with Megan Torza in the Chair.

1. CONFIRMATION OF THE AGENDA

APPROVED unanimously by present members.

2. DISCLOSURE OF INTEREST

Margaret Briegmann declared a conflict of interest on the HW400 & HW7 project

Wayne Swanton declared a conflict of interest on the HW400 & HW7 project

Peter Turner declared a conflict of interest on the HW400 & HW7 project

Alfredo Landaeta declared a conflict of interest on the HW400 & HW7 project

Henry Burstyn declared a conflict of interest on the 177 Whitmore project

3. ADOPTION/CORRECTION OF MINUTES

Meeting minutes for April 29, 2021, were approved.

4. DESIGN REVIEW

177 Whitmore – Trinity Point Developments

Planning Consultant: Bousfields Inc.

Architect: IBI Group

Review: 1st Review

Introduction

City staff sought Panel's advice on the following:

- How successfully has the project responded to the principles and the vision of the emerging Secondary Plan?
- What improvements can be made to the site organization to create opportunities for an integrated open space system and road network?

Overview

- **Overall Presentation** - Panel thanked the applicant for a comprehensive and thorough package and presentation, appreciating the depth and clarity of the work
- **Site Context and the pedestrian realm** – Panel raised concerns on the proposed density relatively to allocation of park space presented in the Secondary Plan.

The overall block/ precinct plan should take into account the microclimate impacts on the open space; tower heights and shadow/ wind impacts, placement and orientation of the towers relative to the open space

Panel was concerned that the scale of the corner treatment may not be supported by the users on site or visiting the site from adjacent properties. Further to that point the social court provided within the diagonal passageway may be perceived as private and as such negating the diagonal movement the public is invited to follow

Panel suggested enhancements along Whitmore and Highway 7 in support of the retail uses along those frontages

- **Hierarchy of space and circulation** – Panel spoke to differences in hierarchy suggested in the emerging Secondary Plan versus to what was presented. The Secondary Plan hasn't prioritized the intersection of Whitmore and Highway 7 and as such heights and densities are not anticipated in this corner but more in other areas of the Weston 7 Secondary Plan. As such the Panel questioned the gateway role of this property and the compatibility of this proposal and future development around that intersection.

Panel also raised a compatibility issue on the open space connectivity and hierarchy as the diagonal walkway is not anticipated in the Secondary Plan and therefore might be taking away the focus from north- south connections that are contemplated in the Secondary Plan

With respect to vehicular patterns, Panel noted that the internal street should be pedestrian-focused at its whole length and not only at the anticipated pedestrian crossing. Lobbies should be strongly connected to that ROW and pick and drop-off should be accommodated within close proximity to the residential lobbies

- **Architecture** – Materiality especially of the podiums should support pedestrian comfort and create a sense of enclosure. Panel asked the applicant to think carefully about the sustainability objectives and explore alternatives to the fully glass facades of the towers as well as how the frontage and the orientation of each tower can be considered from a glazing and solar access perspective

Comments

General

- Panel focused on the hierarchy of the open space, the circulation within and around the site, the treatment and animation of the pedestrian realm and the microclimate conditions and how all these elements tie into the emerging Weston 7 Secondary Plan.

- Panel encouraged the applicant to coordinate with the neighbors to the East to ensure that the vision presented in the Precinct plan will be achieved

Overall Site Organization and Context

- Panel spoke to the need to review closely the hierarchy anticipated within the Secondary Plan and the opportunities created in the area to locate and orient this development appropriately.
- Concerns were raised on the proposed densities relative to the parks existing and anticipated within the Secondary Plan area.
- Panel questioned the placement of the towers and overall organization of the site with respect to the emerging Weston 7 Secondary Plan and invited the applicant to reconsidered their proposal to closely follow the park, open space and built form alignment contemplated in the Secondary Plan.
- Further to the above, the back-of-house should be clearly identified and its location and treatment should be coordinated with the Secondary Plan. Currently, it is depicted at the North-east corner where the future entrance to a public thoroughfare from Highway 7 to the park is contemplated by the Secondary Plan. Considering the above Panel suggested that the gateway proposed at the North-west corner site moves to the North-east corner to create a strong connection between the park and Highway 7
- Concerns were raised by the Panel on how the social court at the corner of Whitmore and Highway 7 will be activated as currently it reads as a private space. If it is to be public then its public character will need to be readily addressed

Architecture, Built Form and Massing

- Panel questioned the scale and treatment proposed at the corner of Whitmore and Highway 7 considering that currently there isn't a planned context in support of that nor a mix of uses that would generate large numbers of people.
- It was noted by the Panel that the terraced podiums may be more appropriate compared to the continuous 8 storey podium contemplated in the Secondary Plan however materiality of the podiums should be revised to create pedestrian comfort and a sense of warmth and enclosure.
- Panel questioned whether the articulation of the North-west corner through multiple columns would be successful and suggested that a stronger character may be achieved through limiting the number of columns proposed
- Considering the location of the project Panel suggested more flexibility in the proposed uses. Especially the units along Highway 7 between the retail and the tower could host employment or other complementary uses.
- The roofs of the townhouses will need to be treated appropriately as they will be prominently visible from the towers

Hierarchy of open space and circulation

- At a Block/ Precinct plan level, two cul-de-sacs from Winges Rd. that wouldn't intersect the North-south future POPS road were suggested. At this stage one of

the cul-de-sacs will be provided to accommodate the drop-off and can be extended in future phases to form part of that “loop” road

- Considering the location of the park on one side of the development the pedestrian character of the mews will need to be enhanced and established throughout the whole length of the mews, acknowledging that some vehicular traffic will need to be accommodated therein such as pick up and drop-off, deliveries etc. With the appropriate treatment, such as curb-less edges and decorative paving, a balanced approach between vehicles and pedestrians can be achieved,
- Further to the above location of lobbies should take into account the pedestrian circulation within the site and to transit, accessibility and pick up and drop-off; while being clearly visible and strongly relating to the public/ pedestrian realm. The two middle lobbies should be therefore reconsidered as to how they address the street and respond to the criteria above, while the lobbies to the south could gain access from the mews if its pedestrian character is established appropriately.
- Panel noted that the landscape treatment along Highway 7 will need to be upgraded to create pedestrian scaled spaces to support the retail uses, engage and activate the public realm and create pedestrian comfort

Microclimate

- For the overall block/ precinct plan Panel raised concerns on the microclimate impacts on the open space; tower heights and shadow/ wind impacts, placement, orientation, sculpting and materiality of the towers relative to the open space
- More specifically to the above, Panel raised concerns on the microclimate conditions created at the public space orientated around and through the corner of Whitmore and Highway 7 as it will be exposed to prevailing winds due to its location and orientation and with no access to sunlight due to design

HW400 & HW7 – SmartCentres REIT

Architect: Turner Fleischer Architects
Landscape Architect: MHBC Landscape
Review: 1st Review

Introduction

City staff sought Panel's advice on the following:

- How successfully has the project responded to the principles and the vision of the emerging Secondary Plan?
- At the urban block scale considering the DRP comments on the master plan (Feb 2020), how successful is Phase #1 and how can the site organization change to create opportunities for a successful public realm

Overview

- **Overall Presentation** –Panel thanked the applicant for a comprehensive package and presentation and
- **Compatibility with the emerging Secondary Plan** – Panel noted that diagrams should be provided speaking to each of the considerations of the Secondary Plan and how the proposal has addressed the themes and intent.

Regarding the open space, Panel raised concerns about the scale of the open space available to the public, its position and visibility on the site and whether its public character can be truly achieved when it is accessed through a network of private roads

- **Phasing of the Development** – Panel noted that phase #1 of this development being at the center of the block and not on a ROW where development is already occurring enhances this project being isolated
- **Site Organization and Connectivity** – Panel questioned the nature of connectivity to the site from a pedestrian perspective. The physical proximity to amenities may be not translate to good connectivity if the pedestrian linkage to them is mired with unfavorable conditions. Density will then need to be reviewed under this light to ensure that residents wouldn't be required to walk across the HW400 to get to key amenities.

A clear distinction and a strong connection between public space and private amenities needs to be established to ensure that there is no uncharacterized space that is left unutilized

With regards to main building entrances, they would all need to be clearly visible and strongly relating to the street, offering weather protection and the required drop-off areas in close proximity

Panel asked for more details on the spine road running through the development

- **Accessibility** – Panel encouraged the applicant to review this project under the light of the increasing diversity within the population living in high-rise condominiums in this part of Ontario and their mobility and accessibility needs during all seasons and at all weather conditions. Site organization, Architecture and Landscape design should contribute towards accessibility
- **Architecture** – Panel questioned the balcony approach on the towers from a seasonality/ feasibility of use and sustainability perspective

Ensure that Building C addresses the street appropriately and that the wall presented to the pedestrian realm along the public street is mitigated through active uses at the base and animated built form

Comments

General

- Panel focused on the activation and programming of the ground floor and the amenity areas, the integration with the existing and future context in terms of scale and placement of buildings, streetscape design, diversity and accessibility

- A more detailed Area plan should have been included in the presentation showing the pedestrian and mobility connections between the site, the buildings and the surrounding context

Site Context and Organization

- Panel noted that though a connotation to a continuous street network through Phase 1 that is still not evident on the plans. Also, though a conscious effort for the buildings to respond to landscape is evident, it still seems that there is a missing piece in terms of an actual park that will be significant enough to serve this community
- Panel noted the great physical separation between this site and the VMC. Though the VMC is at a close physical proximity the pedestrian connection between the two is not pedestrian focused nor encouraging
- Further to the above greater attention should be paid to the community being built in the Weston 7 especially at the proposed density; currently the project is not closely connected to transit and it is lacking richness at the ground floor plane.
- Panel raised concerns on the connectivity to the west as the proposed Building C hasn't taken into account desire lines and doesn't allow for a successful integration

Pedestrian Realm

- Panel noted that at the base of the towers active uses should be programmed to enhance the public character of the linear park and other common areas. Bringing residential uses at grade and relying on the landscape to create a pedestrian thoroughfare might not be a successful strategy. Variety along the spine road that will be inviting to pedestrians should be introduced
- The juxtaposition of the towers and Building C seems unbalanced with permeability on one side and a long continuous mass on the other. Panel was concerned on the experience that is created at the ground level as well as Building C putting a strong stop to the permeability suggested on the east side of the site
- The pedestrian experience along all other streets other than the spine road should be enhanced and designed with more detail, providing an upgraded streetscape design
- Panel raised concerns on the functional quality of the open spaces as oftentimes a tower in the park design approach creates amenity spaces that are vague and nebulous in terms of their character and use and such they result in being underutilized. Panel suggested that a more robust functional programming is introduced along the spine road in order to engage that edge, invite people to populate and use those spaces and overall create a community between the towers and Building C
- Consider, as the design advances, diversity of age, cultural backgrounds and mobility needs of the groups that may potentially populate the proposed buildings. The transition between the indoors and outdoors will then need to be made as seamless as possible while the public amenity spaces at grade should

be barrier-free accessible. As such items of concern would be: the drop-off locations and weather protected main entrances and drop-offs, seasonality and accessibility of personal private amenity spaces such as balconies and barrier-free design for all ground floor public amenity.

Architecture

- Currently, two distinct Architectural expressions are being proposed on the two sides of the spine road, one is an urban 15-storey building and the other is towers-in-park, however both will need to enhance their relationship with the street contributing to a more pedestrian scaled streetscape. For all buildings, an effort to find some terracing in the width can help in that direction. Specifically, for the 15-storey building Panel suggested that it is redesigned in scale and with a different distribution of mass while the towers can draw stronger direct connections to the street
- Panel commented on the Architectural expression, which is dependent mostly on from the wrap-around balconies and less so on the shape of the towers, and as such it might not be as successful. Panel encouraged the applicant to look for more sustainable design strategies

END OF MINUTES

CITY OF VAUGHAN DESIGN REVIEW PANEL

AGENDA: MEETING 92 – June 24, 2021

Virtual Meeting

9:00 am

Pre-Meeting

Committee Members

9:15 am

Call to Order

Chair's Review of Agenda

Disclosure of Interest

Confirmation of Minutes of May 27, 2021 Meeting

9:30 am

Block 3S, QuadReal/Menkes, Vaughan Metropolitan Centre High-Rise Mix-Use Development, 1st Review

Presentations:

Russell Fleischer, Turner Fleischer Architects Inc.

Michele Gucciardi, Turner Fleischer Architects Inc.

Neno Kovacevic, IBI Group

Stephen Albanese, IBI Group

10:40 am

Adjournment

CITY OF VAUGHAN

DESIGN REVIEW PANEL

Minutes of Meeting

Meeting 92 – June 24, 2021

The Design Review Panel met virtually on Thursday, June 24, 2021. The meeting was recorded and will be posted on the City of Vaughan website.

PANEL MEMBERS

Present

Megan Torza, DTAH (Chair)

Sheldon Levitt, Quadrangle Architects Ltd.

Alfredo Landaeta, Forrec

Ute Maya-Giambattista, SGL Planning & Design Inc.

Fung Lee, PMA Landscape Architects Ltd.

John Tassiopoulos, WSP / MMM Group Limited

Absent

Guela Solow-Ruda, Petroff Partnership Architects

Margaret Briegmann, BA Group

Michael Rietta, Giannone Petricone Associates Architects

Peter Turner, Turner Fleischer Architects Inc.

Henry Burstyn, IBI Group

Paul Kulig, Perkins + Will (Vice Chair)

Wayne Swanton, Janet Rosenberg & Studio

STAFF

Amy Roots, Acting Director, VMC Program

Shahzad Davoudi-Strike, Acting Senior Manager, VMC Program

Jennifer Cappola-Logullo, Manager, VMC Program

Gerardo Paez Alonso, Manager, VMC Program

Gaston Soucy, Project Manager, VMC Program

Jessica Kwan, Senior Planner, VMC Program

Cory Gray, Project Manager, VMC Program
Musa Deo, Project Manager, VMC Program
Dana Khademi, Engineer, VMC Program
Danny Woo, Engineer, VMC Program
Alex Lee, Engineer, VMC Program

The meeting was called to order at 9:00 am with Megan Torza in the Chair.

1. CONFIRMATION OF THE AGENDA

APPROVED unanimously by present members.

2. DISCLOSURE OF INTEREST

None

3. ADOPTION/CORRECTION OF MINUTES

Meeting Minutes for May 27, 2021 were approved.

4. DESIGN REVIEW

**Block 3S, QuadReal/Menkes, Vaughan Metropolitan Centre
High-Rise Mix-Use Development, 1st Review**

Architecture: Turner Fleischer Architects Inc.

Landscape: IBI Group

Review: 1st Review

Introduction

City staff sought Panel's advice on the following:

1. How can the architectural massing, scale and expression be improved to better convey the vision of the VMC Secondary Plan and the Urban Design Guidelines in creating a complete and diverse community?
2. How successful is the ground floor public realm strategy in contributing to the larger contextual design vision and intended uses of the future development to the north and park and open space network to the south.
3. How could the proposed architectural massing be better placed and sculpted to lessen the potential adverse microclimate impacts to the immediate and larger context?

Overview

- **Overall Presentation** - Panel thanked the applicant for a comprehensive package and presentation.
- **Tower Transition, Massing, and Heights** - The tower design is not providing adequate transitions from the high-rise development at the north to the future midrise developments and urban park to the south.
- **Architectural Expression** - The original conceptual vision has become challenging and probably unachievable as the water lily idea is not transferring to the architecture and will require more complex design and detailing to achieve.
- **Podium Massing** - The podiums would benefit from more openings, breaks, porosity, and animation to provide much needed variety along the longer elevations.
- **Site Organization** - The general organization of the plan and public realm, demonstrates a successful circulation strategy which allows for permeability and uninterrupted movement throughout the site.

Comments

General

- Panel thanked the applicant on a complete package and clear presentation.

Architecture

- Panel stressed that towers are not achieving a proper height transition from the development to the north to the future mid-rise scale and urban park envisioned to the south. The transition needs to be more significant so that the heights come down in a manner that avoids the currently proposed abrupt shift to a midrise scale.
- The massing of the three towers seems slender when seen from the north or south but is quite massive when seen from the east or west. Panel suggested reducing the tower floorplate areas to 750 square metres by cutting back from the respective north and south faces in order to step them back more and achieve a slenderer proportion which would also reduce overall shadow impacts on the site and the adjacent developments.
- Panel commented that it was brave to show the conceptual image of the water lily but that the actual architectural expression is not conveying that vision of calmness.
- Panel mentioned that the window wall towers on podiums are becoming ubiquitous in the VMC and that window wall is not the best product to finesse and detail the original vision of the water lily nor the desired "Miesian" style of the building. Panel expressed concern that the end product will look too severe and

to make it achieve the desired quality without looking “cheap” would require elaborate design and more expensive materials.

- The perception of calmness should come from beautifully designed towers characterised by the quality, scale and finishes of the building rather than an imagery that will be very hard to achieve.
- Panel encouraged the applicant to look at the successful planning of the ground floor to find inspiration and think differently as to what calm means.
- The story could become more about sustainability by addressing the façades differently and using passive systems that improve the quality of the proposal. For example, balconies could be used to play with the shape of the building. As well as provide much needed shade in the summer.
- The podium building needs more work as it currently feels more like background. More emphasis will need to be placed on analysing how the podium is functioning, how it is responding to specific site conditions and how it will be experienced by pedestrians.
- Panel commented that the podium massing should be better sculpted and treated to minimize the impact that it's having on the public realm and suggested that it could be designed with more care to animate and diversify the façades and overall expression.
- The proposed podium façade along Celebration Ave. is too monolithic. Panel suggested breaking up the façade by widening the mouth of the mews to respond to the mews opening at the development to the north and/or making some features more invisible. For example, by eliminating the bridge amenity above the mews or making it as thin as possible to allow for the mews opening to become more noticeable. This would contribute with the vision of creating a strong north-south thru-block connection which will be critical to the success of the proposed active use spine.

Site Organization, Connectivity and Land Use

- Panel agreed that the proposed circulation plan and porosity is believable and has the potential to tie together with what's being proposed to the north and south of the site.
- Panel observed that the west wing ground floor layout seems to be well resolved and responding better to the context and required functions than its east wing equivalent. It was suggested that the east wing should follow the design approach of the west wing in order to improve its functionality and efficiency.
- The mews feels a little bit pinched for the intended uses but might work if the uses are not envisioned to offer additional amenities.
- Panel was generally supportive of a retail spine along the mews. Nevertheless, Panel encouraged the applicant to explore whether the exclusive ground floor retail uses along the mews should continue south of Celebration Ave. and suggested looking into the possibility of having an entirely residential mews or a

mix of retail with other active uses such as amenity or community spaces, shared co-work areas, etc.

- Panel recommended looking carefully at Celebration Ave. to introduce a safe, pedestrian mid-block crossing that is in tune with the intended vision to have a north-south pedestrian spine from Highway 7 to the future central park to the south.
- The standalone retail unit between the mews and the POPS is an interesting idea that should be explored carefully by testing different sizes and configurations while addressing function and servicing issues such as loading and waste management. Perhaps as a simple standalone coffee shop pavilion or as a special structure that wraps around the east wing.
- The proposed residential units fronting the north side of the POPS should be reconsidered so that a more suitable active use is proposed along that important frontage. Panel recommended that the main tower lobby entrance might work better in that location.
- Panel suggested exploring the possibility of better integrating the POPS with the internal courtyard located directly to the north.
- It was mentioned that the passages on the west block that connect the inner courtyard to the two streets to the north and south are underwhelming and that the proposed podium entrances could be improved in plan and elevation to strengthen this connection.

Landscape

- Panel expressed appreciation for the richness of materials and thoughtfulness of the landscape proposal which seems to be following the vision originally established in the development to the north. Panel recommended carrying the same vision of being part retail and part outdoor amenity for the residents.
- Panel suggested revisiting the quantity, sizes, location and overall design of the mews planters to allow for more flexibility in use and opportunity for the retail to spill out onto the mews.
- The location of the POPS at the southeast corner is good as it will have excellent sun exposure throughout the year and be strongly connected with the future urban park to the south.
- It was recommended that, although microclimate conditions seem adequate for the intended uses, the north-west corner and the main amenity space will need to be looked at in order to mitigate potentially uncomfortable wind conditions.

Character and Land Use

- It will be imperative to the success of the project to better understand and develop the relationship between the project to the north and this development in order to integrate the two from a conceptual, physical, and functional standpoint.

- Celebration Ave. seems to have a predominantly residential character at the mews which is not conveying the message of a commercially active public area.
- Panel recommended looking at cross sections across Celebration Ave. into the development to the north; and across the future street to the south and into the urban park to better understand the scale and character of the spaces that the proposal is creating at an urban scale.

END OF MINUTES

CITY OF VAUGHAN DESIGN REVIEW PANEL

AGENDA: MEETING 93 – July 29, 2021

Virtual Meeting

9:00 am

Pre-Meeting

Committee Members

9:30 am

Call to Order

Chair's Review of Agenda

Disclosure of Interest

Confirmation of Minutes of June 24, 2021 Meeting

9:30 am

7450 Weston Rd - Sky Property Group Inc. High-Rise Mixed-Use Development, 1st Review

Presentations:

Claudio Brutto, Brutto Consulting

Clifford Korman, KIRKOR Architects and Planners

10:40 am

Break

10:50 am

Yonge- Steeles Corridor Urban Design and Streetscape Study, 1st Review

Presentations:

Paul Kulig, Perkins & Will

Anna Iannucci, Perkins & Will

12:00 pm

Adjournment

CITY OF VAUGHAN

DESIGN REVIEW PANEL

Meeting 93 – July 29, 2021

The Design Review Panel met virtually on Thursday, July 29, 2021. The meeting was recorded and will be posted on the City of Vaughan website.

PANEL MEMBERS

Present

Alfredo Landaeta, Forrec

Paul Kulig, Perkins + Will (Vice Chair)

Peter Turner, Turner Fleischer Architects Inc.

Guela Solow-Ruda, Petroff Partnership Architects

Megan Torza, DTAH (Chair)

Wayne Swanton, Janet Rosenberg & Studio

Henry Burstyn, IBI Group

John Tassiopoulos, WSP / MMM Group Limited

Absent

Ute Maya-Giambattista, SGL Planning & Design Inc.

Sheldon Levitt, Quadrangle Architects Ltd.

Margaret Briegmann, BA Group

Fung Lee, PMA Landscape Architects Ltd.

Michael Rietta, Giannone Petricone Associates Architects

STAFF

Shahzad Davoudi-Strike, Urban Design

Chrisa Assimopoulos, Urban Design

Shirin Rohani, Urban Design

Shaimaa Tantawy, Urban Design

Shirley Marsh, Urban Design

Chris Cosentino, Development Planning

Margaret Holyday, Development Planning

Nancy Tuckett, Development Planning

Marta Roias, Infrastructure Planning and Corporate Asset Management

Michelle Moretti, Policy Planning and Environmental Sustainability

Michelle Samson, Economic Development

The meeting was called to order at 9:30 am with Megan Torza in the Chair.

1. CONFIRMATION OF THE AGENDA

APPROVED unanimously by present members.

2. DISCLOSURE OF INTEREST

Paul Kulig declared a conflict of interest on the Yonge Steeles Corridor Urban Design and Streetscape Study

3. ADOPTION/CORRECTION OF MINUTES

Meeting minutes for June 24, 2021, were approved.

4. DESIGN REVIEW

7540 Weston Rd – Sky Property Group Inc.

Planning Consultant: Brutto Consulting

Architect: KIRKOR Architects

Review: 1st Review

Introduction

City staff sought Panel's advice on the following:

- How successfully has the project responded to the principles and the vision of the emerging Secondary plan, and the public road network contemplated therein?
- Considering the Site is at the edge of the Weston7 Secondary plan, what improvements can be made to the site organization to make it viable in the short-term while creating opportunities for an integrated successful site within the Secondary Plan in the long term?

Overview

- **Overall Presentation** – Panel appreciated the presentation and recognized the challenges present; however, encouraged the applicant to revisit their analysis and better integrate the vision and principles of the Secondary Plan

The presentation focused more on the current condition when it is imperative to respond to the future context as that is contemplated through the Weston 7 Secondary Plan

- **Site Context and the Pedestrian Realm** – Panel encouraged the applicant to demonstrate a stronger relationship to the emerging Secondary Plan and the vision for the area regarding the proposed vehicular network, streetscape and public realm, open space and microclimate conditions

Streetscape design along Weston, Rowntree Dairy and Wings Roads should be enhanced to better reflect the vision and goals of the Secondary Plan and support the density proposed through this project

Establish a more meaningful pedestrian-oriented north-south midblock connection

bury as much of the parking underground to allow for a better site organization and massing distribution

- **Hierarchy of Space and Circulation** – Panel suggested for the servicing to be moved away from the midblock connection to enable that space to flourish as a pedestrian thoroughfare

Take advantage of the north edge of the site to create a shared access with the future development and set the tone through site, ground floor and streetscape design for a pedestrian friendly east-west connection

- **Architecture** – The length of the podium does not allow for the creation of a comfortable streetscape and pedestrian environment along Rowntree Dairy Road and the Panel suggested that it be divided in two. Such a strategy will allow for a differentiation in character between the two podiums, the two towers and the streetscape to reflect the uses to be hosted therein. the east side of the project may have a more retail character compared to the west that may be more residential

Though there are adverse wind conditions on site, those can be mitigated through incorporating more creative and interesting elements compared to roll-up doors

Revise the north elevation to create an active, pedestrian-oriented façade towards the future neighborhood to the north

Comments

General

- Panel focused on the relationship to the neighboring property to the north, the circulation within and through the site, the treatment and animation of the

pedestrian realm and the microclimatic conditions and how all these elements tie into the emerging Weston 7 Secondary Plan

- Panel encouraged the applicant to revisit their contextual analysis to speak more in depth to the immediate area of the site and better integrate the principles and vision of the emerging Secondary Plan regarding urbanity, circulation networks, streetscape and public realm conditions
- The applicant should coordinate with the neighbor to the north to achieve a more successful transition between the two properties in the context of the Secondary Plan
- Plans showing the future context and how the project fits within that should be provided. Currently the analysis is based on the existing context; however, the project is not responding successfully to either current nor future conditions

Overall Site Organization and Context

- Site and landscape design should contribute towards a safe, well-connected and green community with a strong urban character that can support the increase in density proposed. The applicant should deliver amenities in the public realm that is supportive of the level of urbanity that is proposed. For example, but not limited to, the sidewalks being expanded from 1.5m to support the expected use generated from the proposed residential towers
- Concerns were raised by the Panel on how the north edge of the site will integrate with the future context, as contemplated by the Secondary plan, in terms of vehicular and pedestrian access, transitions and microclimate. The Secondary Plan contemplates a residential community to the north while no particular vision has been set out to the south. As such, this project should create stronger connections to the north knitting into the future residential community
- The project is internally facing with a very suburban vehicular-oriented character, including lobbies facing drop-off areas disconnected from transit and the visitor parking located away from key destination points. The custom paving treatment provided for the vehicular routes is not matched on the pedestrian paths of travel where a concrete sidewalk and sod is proposed and boulevards are occupied by surface utilities. Furthermore, the condition created on Winges Road is a back yard condition and not an active frontage. The applicant should reverse this condition to be true to the urban design principles around urbanity and city building. Connect lobbies directly to transit, provide breezeways for pedestrians and not vehicles, accommodate parking in lay-bys along the streets and overall create a site and streetscape condition that supports the proposed density
- Further to the above, locate all or most of the parking underground to allow for better design at the ground floor level, either through engaging the north street connection or providing back-to-back courtyards with shaped terraces providing articulation and interest
- Rethink the ground floor layout to create more viable retail, to relocate amenity areas so they are not facing the parking and to move the ramp away from the perimeter, so it is not disrupting the pedestrian circulation

Architecture, Built Form and Massing

- Panel questioned the scale of the proposed development compared to what the Secondary Plan is contemplating for this quadrant
- Panel commented on the character of the building and, while there is a distinction between the uses hosted at grade on the east side compared to the west, noted that the change in use is not reflected the overall character. Break up the project in two buildings and attribute the appropriate character to each; support that character through the design of the urban interface with the public realm, the design of thresholds and entrances, the architectural treatment and materiality to create a different experience on the east compared to the west. The placement and heights of the towers can also vary responding to the intended character to break up the symmetry and create interest
- Further to the above, revise the length of the podium as it is overwhelming to the public realm. Moving the parking underground will allow for the podium to be broken in two volumes and for a more flexible massing distribution to be achieved
- For the midblock connection to read as public and to generously give back and relate to the public realm, it should be designed and treated to be more inviting and pedestrian oriented

Hierarchy of open space and circulation

- Further to the comments above relating to coordinating with the neighbor to the north:
 - Establishing the limits of a public road to north will create different conditions within the site since one part of that edge will be public in nature and another will need to be dedicated to servicing. Architectural design will need to support these two characters as well
 - Continuity to the north should be ensured for the midblock connection provided off Rowntree Dairy Road
- Open hardscaped spaces provided for the retail component of the project should differ from the ones provided for the residential, it's size and treatment to successfully serve the needs of retail
- Establish the mews purely as a pedestrian connection and not as a vehicular drop-off. Expand it in width and enhance it in treatment to bring out its public character, especially for the residential component where a sense of arrival will need to be created at both ends of that access. Lastly, landscape and architectural elements should be incorporated to mitigate the wind
- The treatment of the boulevards around the site should be enhanced to achieve a more urban character

Microclimate

- Microclimate is an integral part of developing the project and should be better managed through design incorporating elements that fit and complement the overall proposal. Currently the response to adverse winds seems like an afterthought and the garage doors proposed are out of scale having a negative effect on the streetscape

- Though shadowing may not have an impact on the existing industrial properties to the north, future residential development is contemplated in the Secondary Plan and that should be considered in the design process

Yonge Steeles Corridor Urban Design and Streetscape Study

Architect: Perkins+Will

Review: 1st Review

Introduction

City staff sought Panel's advice on the following:

- Considering the many uncertain issues, how can we best build flexibility into our design guidelines to accommodate different development scenarios?
- Acknowledging that the Secondary Plan amendments are beyond the scope of this study, how can the design framework contribute to the appropriate hierarchy and balance of blocks, parks/open space and street network?
- What is the appropriate Streetscape Level of Service for Yonge Street?
- What is your preferred option for the extension of Royal Palm Drive?

Overview

- **Overall Presentation** – Panel commented on the very thorough presentation and acknowledged the challenges present due to the multiple jurisdictions in the area, the appeals, and the unknown plans of Agencies external to the City
- **Progress of the Study** – Panel commented on the balanced coordination that needs to be established between all entities, public and private, involved in the area to achieve consistency on both sides of the street and effective transitions to the areas beyond the Secondary Plan. A wholistic review of the area, treating it as a mega block, can help in that direction
- **Focus of the Study** – The Panel noted that the Study should be expanded to include the ground floor condition beyond the public realm in more detail, making the project more specific and less generic, exploring the transitions between the public and private realm, looking at potential necessary connections between the two such as connections to transit and refining the integration of bike lanes

The limits of the study to the west and the north should also be explored to ensure that a successful transition is achieved to the existing neighborhoods

A possible future condition along Royal Palm Gate where the deep back yards are severed and redeveloped should be accounted for in the Study as the depth of those back yards allows for such a plan to materialize. That would allow for an active, more urban frontage on the north side of Royal Palm Gate

The Study should include sustainability measures, especially on stormwater management, as it is an element that can affect the overall streetscape design - especially considering that treed boulevards are contemplated, utility problems may occur if accurate planning of stormwater management has not taken place.

- **Connectivity and Circulation** – Panel commented on the placement and integration of the bike lanes to the overall scheme, noting that their long run continuity will need to be ensured for them to be a meaningful and safe addition. The Study should also provide clear direction in the cases where the bike lanes will need to be disrupted

Differentiate cycle lanes in terms of placement and character based on the context they are established in and the expected level of use and speed to ensure overall safety. For example, cycle tracks in higher traffic areas that may be mostly used by people commuting to work may need to be physically separate from pedestrian pathways and openings, either through a landscape strip or through placement

Though there is no immediate station facility in Vaughan, the south-east corner lies within the impact radius of the station and, as such, the public realm design should be calibrated to respond to the excess amount of people that will be passing through that area, as well as support the uses to be introduced on the private lands to serve those people.

From recent experience on other projects a 2.1m sidewalk on local streets is requested in order for 3 people to be accommodated and should be considered in the proposed options

- **Landscape Design** – Panel commented on the intent to provide a double row of trees and noted that the option of offsetting rows with tighter planting schemes may allow for more trees to be planted and ensure growth

Streetscape design and articulation will need to be consistent along Yonge Street and coordination with the Region will be necessary

Deeper setbacks or openings, such as a POPS, can be explored to allow for opportunities for landscaping

The 1.7m width proposed for the planter beds is too tight to allow for trees to grow considering the salt used for the streets and the adverse impact of urban conditions

- **Options Presented in the Study** – Panel commented on the very different characters to be present along Royal Palm Gate with the back yards meeting the POPS. Panel suggested a more European approach of low mixed-use densities hosting commercial and residential uses be explored as an option additional to the ones presented for the north side of that street. That could give a different character to the whole Royal Palm Gate, while at the same time offer a smoother transition between the more urban condition on the south side and the single-family backyards on the north

From a sustainability perspective, the Option A presented would be the most favorable as it offers flexibility in design and ensures access

Panel noted that Option B presented for local streets may be the one with the greatest amount of flexibility and therefore potential; however, there is the risk of

the lay-by lanes being expanded due to need which might compromise the overall design as developments start coming in. A balance should be achieved through design between tree planting and parking, factoring in the future needs and use of lay-by and pick-up/ drop-off for this option to be successful. A variation to this option could have lay-by proposed on one side of the street instead of both, with the other side accommodating a greater number of trees

END OF MINUTES

CITY OF VAUGHAN DESIGN REVIEW PANEL

AGENDA: MEETING 94 – September 30, 2021
Virtual Meeting

9:00 am

Pre-Meeting

Committee Members

9:15 am

Call to Order

Chair's Review of Agenda

Disclosure of Interest

Confirmation of Minutes of July 29, 2021 Meeting

9:15 am

VMC Parks & Wayfinding Master Plan, 1st Review

Presentations:

Wayne Swanton, Principal, Janet Rosenberg & Studio Inc.

Robert McIntosh, Project Manager, Janet Rosenberg & Studio Inc.

10:15 am

Break

10:20 am

VMC Expo City, CG Tower - Public Art Plan, 1st Review

Presentations:

Karen Zwart Hielema, Creative Director, DEXD

Nicole Sgrignuoli, Cortel Group

11:05 am

Break

11:15 am

Woodbridge Streetscape Improvement Design and Construction Urban Design and Streetscape, 1st Review

Presentations:

Tim McCormick - Landscape Architect, IBI

Mai-Linh Ho - Transportation Planner, IBI

12:15 pm

Break

12:20 pm

VMC East Block North - Public Art Plan, 1st Review

Presentations:

Arman Afkhami, LNDMRK

Paula Bustard, SmartCentres

1:05 pm

Adjournment

CITY OF VAUGHAN

DESIGN REVIEW PANEL

Meeting 94 – September 30, 2021

The Design Review Panel met virtually on Thursday, September 30, 2021. The meeting was recorded and will be posted on the City of Vaughan website.

PANEL MEMBERS

Present

Megan Torza, DTAH (Chair)

Wayne Swanton, Janet Rosenberg & Studio

Sheldon Levitt, Quadrangle Architects Ltd. - morning only

Alfredo Landaeta, Forrec - morning only

Paul Kulig, Perkins + Will (Vice Chair)

Ute Maya-Giambattista, SGL Planning & Design Inc. - morning only

Peter Turner, Turner Fleischer Architects Inc.

Margaret Briegmann, BA Group

Michael Rietta, Giannone Petricone Associates Architects

John Tassiopoulos, WSP / MMM Group Limited - afternoon only

Absent

Guela Solow-Ruda, Petroff Partnership Architects

Henry Burstyn, IBI Group

Fung Lee, PMA Landscape Architects Ltd.

STAFF

Christina Bruce, Director, Policy Planning & Special Programs

Amy Roots, Senior Manager, VMC Program

Gerardo Paez Alonso, Manager, VMC Program

Jennifer Cappola-Logullo, Manager, Development Engineering, VMC Program

Gaston Soucy, Project Manager, VMC Program

Cory Gray, Project Manager, VMC Program

Musa Deo, Project Manager, Transportation, VMC Program

Natalie Wong, Senior Planner, VMC Program

Jessica Kwan, Senior Planner, VMC Program

Sharon Gaum-Kuchar, Senior Art Curator, Economic and Cultural Development

Shirley Marsh, Project Manager, Urban Design

Chrisa Assimopoulos, Urban Design

Shirin Rohani, Urban Design

The meeting was called to order at 9:15 am with Megan Torza in the Chair.

1. CONFIRMATION OF THE AGENDA

APPROVED unanimously by present members.

2. DISCLOSURE OF INTEREST

Wayne Swanton declared a conflict of interest on the VMC Parks & Wayfinding Master Plan item

Margaret Briegmann declared a conflict of interest on the VMC Parks & Wayfinding Master Plan and the Woodbridge Streetscape Improvement Design and Construction items

Michael Rietta declared a conflict of interest on the VMC Parks & Wayfinding Master Plan item

3. ADOPTION/CORRECTION OF MINUTES

Meeting minutes for July 29, 2021, were approved.

4. DESIGN REVIEW

VMC Parks and Wayfinding Master Plan

Landscape Architect: Janet Rosenberg & Studio Inc.

Review: 1st Review

Introduction

City staff sought Panel's advice on the following:

- The Parks Master Plan has been advanced through a thorough consultation process, is there anything additional that should be considered to reinforce the proposed park and open space strategy?

- Are the parks' character, facilities and programming suitable for their intended uses based on typology, location and immediate context within the VMC?
- How could a Mews and POPS strategy better contribute to enhance the proposed parks and open space network?

Overview

- **Overall Presentation** - Panel thanked the applicant for a stimulating and complete presentation, was supportive of the holistic plan and agreed that although the project is a massive undertaking, it also represents an excellent opportunity to successfully support the VMC vision of building a complete community through a great park and open space network.
- **Location of major facilities** - It will be very important to identify where community and recreational facilities, as well as large public institutions and infrastructure, will be located in the built VMC context. This will help to finetune the design of the parks and open space system in relation to these facilities and determine how these could support each other.
- **Connections south of the VMC** - Special attention will be required to ensure that the pedestrian and bicycle connections south of Highway 407 are carefully designed to guarantee their success.
- **Phasing strategy** - The master plan should propose a flexible phasing strategy that can adapt to future growth trends based on lessons learned while continuing to provide support to the current and future updates of other policy documents.

Comments

General

- Panel recommended considering the acoustic qualities within the environmental open space system, especially along the peripheral circulation loop which borders two 400-series highways.
- It was noted that the special circulation circuits identified as “loops” in the master plan should have a special character and features that make them stand out from other alternative routes within the VMC - particularly the urban loop that circles the two main urban parks.
- Panel suggested looking at Yonge and Eglinton as a place that, although lacking a major public institution, is a high-density neighbourhood that has an excellent variety of libraries, schools, community centres and parks that complement each other to create a well balanced and complete community.
- With the understanding that, due to higher-than-expected population necessities, some of the park programs will need to be located outside the VMC, the proposed park lands south of Highway 407 seems to be disconnected and not easily accessible for pedestrians and cyclists. It was noted that, due to safety and

convenience, an above grade connection along Jane Street would be more successful and desired than an underground option.

- It was noted that the subway is an existing and excellent option to create a safe and efficient connection south of Highway 407. As such, Panel recommended identifying public realm improvements around the Highway 407 subway station to facilitate safe and easy access to the proposed parks.
- The proposed northern expansion is intriguing but will trigger more development pressures in the existing employment lands around those future parks. The ongoing VMC Secondary Plan Update would need to consider how these spaces could be better framed and/or interact with the proposed park and open space system so that the boundary does not feel like a hard edge along its limits.
- The recalibration of Regional and Municipal policy documents will be key to guiding how areas at the periphery and outside of the VMC evolve in the future and how they can better adjust to the changes that will continue to happen in the future.
- Panel noted that it would be wise to add clarification to the master plan that some of the strategies and goals are not fully developed and are part of a longer-term framework of options which will require a clear phasing or implementation plan that is flexible and feedback-based as the VMC continues to develop.
- Panel observed that sidewalks are just as important as the rest of the parks and open space system. As such, Panel recommended creating a strong sidewalk plan so that these become an important part of the master plan's integration and connection strategy.
- At a more specific scale, and with the understanding that some spaces such as school playgrounds and storm ponds will need to do double or triple their intended duties, ensure that, in a similar manner, the private development ground floor functions, amenities and open spaces are supportive of the master plan vision.
- Be careful not to over program or over design spaces and let the spaces be flexible enough so that they are more easily managed and programmed by future community organizations and/or stewardship programs.

VMC Expo City, CG Tower - Public Art Plan – Cortel Group

Art Consultant: DEXD
Review: 1st Review

Introduction

City staff sought Panel's advice on the following:

- Is the proposed public art plan contributing to the VMC placemaking and cultural aspirations to design and build great public and private spaces, and create memorable experiences as expressed in the VMC Culture & Public Art Framework and other supporting Council endorsed documents?

- Is the proposed location of the public art and interpretive vision focused on the theme of transformation appropriate in the existing and future urban design context?

Overview

- **Overall Presentation** - Panel thanked the applicant for the thorough document put forward, was supportive of the public art plan, and agreed that it is exciting to see art initiatives come to life in the VMC.
- **Site Plan and General Strategy** - Panel agreed that the proposed art plan is a great start, and that looking at the site in a holistic manner helps tie it to the idea of transformation and of potentially creating an art-themed corridor that connects from north to south along the pedestrian mews.
- **Scale and Location** - Whether the final art piece is a single work, or a series of smaller works spread throughout the site, it should result in a strong art intervention that can stand out and perform at different scales that help complement the proposed architectural and landscape design intentions of the site and its surrounding public realm.
- **Overall Design** - The glass base and solidity of the proposed building could provide a strong backdrop to the art piece. Where the artwork is ultimately placed, how it is designed, what materials are selected, how it is lit and how it is perceived during the day and night through the four seasons will be critical to its success as a place maker in relation to its immediate urban context.

Comments

General

- Panel noted that the uniqueness of the development and the architecture, scale and solidity of the building as it stands out in the context of the VMC could set a good stage for the art piece.
- Panel was supportive of and very interested in the interpretive concept of transformation and how the art piece could not only acknowledge the site's rich history, but also exploit the vision of transitioning through the experience of moving from the active and urban condition along Highway 7 to the more natural and quiet setting of the parks and open space system to the north.
- Panel recommended that the art piece be closely coordinated and integrated with the surrounding architecture, landscape architecture and publicly accessible spaces as they will be directly influencing each other. The piece will also need to be of a sizable scale to be noticed in the proposed location 'B' which includes trees, planters, seating areas, patios, retail entrances, signage, etc.
- While the proposed location 'B' along Highway 7 allows for good exposure of the art piece, it might be operating at a macro-scale where it may be perceived as a whole from the speed and distance of vehicular traffic but may not be as effective

at the micro-scale of pedestrians and cyclists. Finding the right scale that helps address both experiences will be challenging.

- The artwork could address the perception and scale challenges by integrating the art with other public realm functions, such as seating, to simultaneously maintain a smaller human scale presence yet create a stronger urban monumental presence by way of a large-scale.
- Lighting will be a big part of the project as the views from Highway 7 will merit special attention as to how the piece is showcased at night.
- Consider tying something in that deals with the seasonality and adds to the complexity of the proposed transformation concept.
- Panel commented that materiality will be a key component to the design and success of the piece. For example, if the artwork is predominantly steel, it could stand out from, while complementing, the glass materiality on the building façade.
- Panel commented that the corner of Highway 7 and Maplecrete Road could offer another interesting opportunity to better showcase the art piece but were cognisant of the tight space limitations due to the corner daylight triangle property line constraints. As such, Panel recommended looking at the corner only if the City were to allow for more space at that location.
- Similar to the remarks raised regarding the corner of Highway 7 and Maplecrete Road, Panel commented on the distance between proposed location 'B' and the sidewalk along Highway 7 as the art piece might feel too removed from the public realm and thus not feel 'public' enough.
- Mindful of the previous two comments regarding the art piece having to be in private property, Panel commented that of all of the proposed locations, locations 'B' and 'C' seem to be the most appropriate and prominent as the art piece could provide a double duty to also act as a marker that suggests movement in to, or out of, the pedestrian mews and the adjacent parks directly to the north.
- Panel was also drawn to the idea of having the art spread through a larger area along the north south corridor, or other locations within the site. Panel suggested a smaller counter piece at location 'C' and/or a modest gesture at the corner of Highway 7 and Maplecrete Road, rather than concentrating on one exclusive location, but acknowledged that having additional complementary smaller pieces might not be feasible due to budgetary constraints.
- Even if the idea of spreading the art along the entire north south corridor is not implemented, Panel recommended identifying key conceptual elements that could be picked up by the landscape architecture design consultant in order to help carry the interpretive message and legacy of the art piece throughout the site.
- Panel ultimately questioned if the location within an already busy site is appropriate for this art piece and suggested that perhaps zooming out and looking at less crowded and complex alternative locations in adjacent areas, such as the parks and open space system to the north, might be better suited (provided that important issues such as ownership and maintenance were unaffected by the relocation).

Woodbridge Streetscape Improvement Design and Construction

Landscape Architect: IBI Group
Transportation Engineer: IBI Group
Review: 1st Review

Introduction

City staff sought Panel's advice on the following:

- What do you think about the streetscape design in meeting the vision and objectives of the project?
- Are there additional streetscape opportunities or strategies to consider?
- Have you any advice regarding public realm implementation and maintenance strategies from your own experience that you have found effective in a similar context?

Overview/ Discussion

- **Overall Presentation** – Panel thanked the applicant for the presentation and was supportive of the direction that the Woodbridge Streetscape Design was heading.
- **Phasing** – Panel raised a question with regards to managing the access and circulation through Woodbridge. While a fully closed street may reduce the construction time, it may also cause issues to daily activity.
- **Design Standards** – Panel spoke to the Design Standards used to determine some of the key street design elements, such as curb radii, sidewalks etc. Panel specifically noticed that the proposed radii for some of the smaller streets linking to Woodbridge Ave seemed a bit excessive.
- **Layby Parking** – Regarding the location and the amount of the layby parking, Panel raised the question as to whether there was coordination between the layby parking areas and the uses of the adjacent properties, to better understand the intent and the rationale of the proposed design compared to the existing parking conditions.
- **Bike Network** – Panel raised the question as to whether a bicycle network was contemplated for Woodbridge Avenue, acknowledging the space restrictions.
- **Incorporating the Humber River** – Passing over a river can be a unique experience for pedestrians. The project may benefit from incorporating the river in the design of the gateway concepts by expanding the design of those areas to have an enhanced experience of the river as a threshold.

- **Tree Planting** – Coordination with the proposed layby parking and the uses on the adjacent properties are two elements that Panel members spoke to, noting that previous iterations of the plan had proposed more trees. Panel also spoke to the strategies to be implemented to achieve the required soil volumes.
- **Benches** – Particularly in the commercial areas of the block, the streetscape can benefit from groupings of benches that would allow for people to gather and converse outside.
- **Snow storage and clearance** – Panel raised the question as to whether snow clearance and storage have been determining factors in the design to ensure that in “crisis” snow events safe access can be maintained.
- **Sustainability** – Sustainable materials and overall reduction in the carbon footprint of this project could be the next step along with implementing sustainable stormwater management strategies.
- **Public Art** – Public Art can have an important contribution to streetscapes and, as such, consideration should be given to areas that can host installations.

VMC East Block North - Public Art Plan - SmartCentres REIT

Art Consultant: LNDMRK
 Review: 1st Review

Introduction

City staff sought Panel's advice on the following:

- Is the proposed public art plan contributing to the VMC placemaking and cultural aspirations to design and build great public and private spaces, and create memorable experiences as expressed in the VMC Culture & Public Art Framework and other supporting Council endorsed documents?
- Is the proposed location of the public art as a meaningful gateway feature appropriate in the existing and future urban design context?

Overview

- **Overall Presentation** - Panel thanked the applicant for the presentation and was supportive of the direction that the public art plan is moving towards.
- **Location** - Placement will be key, as will be using the art piece as a meaningful strategy to enhance the public realm and create a gateway feature to support the placemaking intentions of the plan.

- **Flexibility** - Allow the artist some flexibility to determine the ultimate number, location(s) and placement(s) of the art piece(s) so that the artwork's vision and exposure can be maximized to either adjust the art to fit into the landscape and context or vice versa.
- **Year-Round Activation** - Ensure that the art piece is visible and impactful at all times throughout the year. Lighting and seasonal design considerations will be of great importance.

Comments

General

- The proposed location is at an interesting corner as the bridge will create a framed background to the art piece which is, in turn, creating an excellent opportunity to produce something iconic that will act as a true gateway feature.
- The scale of the art piece will need to be carefully calibrated to ensure it is not overwhelmed by the large scale of the surrounding space and buildings while addressing the pedestrian scale and movements.
- Panel advised that it will be very important for the artist to coordinate with the project architect and landscape architect to ensure that the public art piece integrates, contributes to, and complements the space and its adjacent uses. As such, careful consideration to the location of trees, planting beds, retail entrances, signage and overall landscape and architectural components will be key to the success of the art piece and how people perceive and interact with it.
- Panel recommended looking at different lighting strategies to determine how to best highlight the art piece at night as well as studying how the art will look and interact with the space and its inhabitants during all four seasons.
- Although the northeast corner seems like an appropriate location for this art piece, the symmetry of the development and the fact that the bus terminal is located directly to the west of the site, suggests exploring the potential relocation of the artwork to the northwest corner of the site where it might be more visible from the rest of the VMC. Alternatively having two smaller works of art at each of the entrance plazas northeast and northwest of the site could be explored .
- Although the selection process seems clear and logical, Panel recommended incorporating residents and other community members at these early stages and throughout the process to get their feedback as part of a public consultation process that could contribute to community building in the VMC.

END OF MINUTES

CITY OF VAUGHAN DESIGN REVIEW PANEL

AGENDA: MEETING 95 – October 28, 2021

Virtual Meeting

9:00 am

Pre-Meeting

Committee Members

9:15 am

Call to Order

Land acknowledgement

Chair's Review of Agenda

Disclosure of Interest

Confirmation of Minutes of September 30, 2021 Meeting

9:30 am

VMC Black Creek Renewal Preferred Reference Concept Design City of Vaughan, Vaughan Metropolitan Centre, 1st Review

Presentations:

Dave Maunder, Aquafor Beech Limited

Mark Schollen, Schollen & Company Inc.

10:40 am

Adjournment

CITY OF VAUGHAN

DESIGN REVIEW PANEL

Meeting 95 – October 28, 2021

The Design Review Panel met virtually on Thursday, October 28, 2021. The meeting was recorded and will be posted on the City of Vaughan website.

PANEL MEMBERS

Present

Paul Kulig, Perkins + Will (Vice Chair)

Alfredo Landaeta, Forrec

Henry Burstyn, IBI Group

Peter Turner, Turner Fleischer Architects Inc.

Margaret Briegmann, BA Group

Michael Rietta, Giannone Petricone Associates Architects

John Tassiopoulos, WSP / MMM Group Limited

Guela Solow-Ruda, Petroff Partnership Architects

Fung Lee, PMA Landscape Architects Ltd.

Absent

Megan Torza, DTAH (Chair)

Ute Maya-Giambattista, SGL Planning & Design Inc.

Wayne Swanton, Janet Rosenberg & Studio

Sheldon Levitt, Quadrangle Architects Ltd.

STAFF

Christina Bruce, Director, Policy Planning & Special Programs

Amy Roots, Senior Manager, VMC Program

Gerardo Paez Alonso, Manager, VMC Program

Jennifer Cappola-Logullo, Manager, Development Engineering, VMC Program

Gaston Soucy, Project Manager, VMC Program

Cory Gray, Project Manager, VMC Program

Musa Deo, Project Manager, Transportation, VMC Program

Natalie Wong, Senior Planner, VMC Program

Jessica Kwan, Senior Planner, VMC Program

Sharon Gaum-Kuchar, Senior Art Curator, Economic and Cultural Development

Shirley Marsh, Project Manager, Urban Design

Chrisa Assimopoulos, Urban Design

Shirin Rohani, Urban Design

Mohan Toor, Manager, Infrastructure Delivery

Frank Facchini, Project Manager, Infrastructure Delivery

The meeting was called to order at 9:30 am with Paul Kulig in the Chair.

1. CONFIRMATION OF THE AGENDA

APPROVED unanimously by present members.

2. DISCLOSURE OF INTEREST

No disclosure of interest was declared.

3. ADOPTION/CORRECTION OF MINUTES

Meeting minutes for September 30, 2021, were approved.

4. DESIGN REVIEW

VMC Black Creek Renewal Preferred Reference Concept Design

Landscape Architect: Schollen & Company Inc.

Engineer: Aquafor Beech Limited

Review: 1st Review

Introduction

City staff sought Panel's advice on the following:

- Is the proposed design of the Black Creek renewal achieving the vision and objectives of creating an iconic landscape destination as established in the Council endorsed VMC supporting documents?
- Is the balance and relationship between the development of the Black Creek channel, the environmental open space, and related flood mitigation, naturalization, and public realm infrastructure being successfully achieved?

Overview

- **Overall Presentation** - Panel complimented the quality of the presentation and congratulated the design team on the ambition and comprehensiveness of the project, noting that the different 'urban rooms' and experiences along the Black Creek corridor will create interest and serve as a major destination for the downtown.
- **Recommended Option** - Panel confirmed that the recommended option was the best selection for the project.
- **Pedestrian Underpasses** – Panel noted that the protected pedestrian crossings and underpasses are critical to making the project work.
- **Jane Street Interface** – Broaden the project scope to explore the critical interface with the Jane Street boulevard and street cross section in order to ensure a comprehensive approach to the public realm and determine how the trail network within the naturalized area will interface with the streetscape. Explore pockets that are more open and less naturalized along the corridor.
- **Enhance Placemaking** - provide more variation of experience and hierarchy of placemaking. Authenticity should be explored in the detailed design phases through materiality and introducing human and cultural narratives through public art and interpretive elements. Study the historical meaning of the waterway, and pre-history of the site.

Comments

General

- Panel appreciated the effort to foster strong east-west connectivity through the project, particularly with the strong connection to the urban parks as a spine for the VMC.
- Panel appreciated the clarity in design intent of defining a weaving of urban and natural components and commented that it will become a wonderful people and water place.

Pedestrian crossings and circulation

- The proposed Highway 407 underpass is a major undertaking. Consider an overpass, which would provide a nicer pedestrian experience.
- If heights are constrained within the proposed Highway 7 pedestrian underpass, explore different ways to make the connection a safe and acoustically pleasant experience.
- An additional bridge should be considered in the first reach of the channel corridor between Doughton Road and Interchange Way if the constraint of the existing driveway can be resolved. In this same section, consider raising the boardwalk elevation to reduce the height of the wall which is acting as a barrier to

viewing the creek, or explore different treatments for the wall to make it more transparent and the creek more visible.

- Explore smaller loop systems to serve families and seniors, without relying on the cross streets. Additionally, examine how the overlook plaza and Jane Street pedestrian bridge could contribute to the loop system. Consider splitting the plaza into 2 small overlooks with seating areas.
- A key consideration of the project is the crossings on side streets. Reconsider the proposed plazas in the daylight triangles, which are not pleasant places to sit, and instead invest the money in raised cross walks.
- Provide more deliberate connections to the creek, particularly on the west bank, through overlooks with flexibility for less formal options to get near the water.

Design Elements

- The island is an exciting feature of the project but is currently not accessible. The design should be refined with a more active profile to provide access and enable programming as an interesting opportunity to experience the creek.
- With a corridor and trail network of this length, consider providing landmarks, interpretive elements and public art features along the route to keep people moving and maintain excitement. Provide more variation.
- Consider how contemporary indigenous culture and practices can be integrated into design process and accommodated in the spaces created. Consider indigenous planting, food and medicinal production, or places for ceremony to add richness.
- Provide more varied typologies of resting spaces and pauses along the channel.
- To make the corridor more inclusive to all ages and ability, consider heated sidewalks for year-round accessibility to those with mobility challenges.
- Along the urban edge, introduce rain gardens and cisterns to tell the water story to children.

Jane Street Interface

- Integrate the trail system with the Jane Street multi-use path from both a mobility and experiential perspective. Avoid duplicating systems.
- For practical phasing considerations, consider delivering the Jane Street multi-use path concurrently with the project, but leave the remaining boulevard temporarily sodded to allow flexibility for future transit investments.
- Confirm the required median size along Jane Street, as it will impact the curb location.

Phasing and Implementation

- Phasing and implementation of the project will be a challenge, especially the east bank interface with adjacent development.
- Articulate a clear phasing strategy through the next phase of work. With respect to procurement and delivery of the project, be judicious about articulating the priorities and where the money should be invested. For priority items, commit to the details and specifications now, versus leaving these to the design-built contract.

END OF MINUTES

CITY OF VAUGHAN DESIGN REVIEW PANEL

AGENDA: MEETING 96 – November 25, 2021

Virtual Meeting

9:00 am

Pre-Meeting

Committee Members

9:30am

Call to Order

Land acknowledgement

Chair's Review of Agenda

Disclosure of Interest

Confirmation of Minutes of October 28, 2021 Meeting

9:30 am

Block E2 - SmartCentres, Vaughan Metropolitan Centre, High-Rise Mixed-Use Development, 2nd Review

Presentations:

Paula Bustard - SmartCentres

Michael Attard - Hariri Pontarini Architects

Greg Costa - MHBC Landscape Architecture

10:40 am

Break

10:55 am

BLUEWATER - PHASE 2, Bluewater Ranch Developments Inc. High-Rise Residential Development, 1st Review

Presentations:

Andrew Bigauskas, Rafael + Bigauskas

David McKay, MHBC

12:05 am

Adjournment

CITY OF VAUGHAN

DESIGN REVIEW PANEL

Meeting 96 – November 25, 2021

The Design Review Panel met virtually on Thursday, November 25, 2021. The meeting was recorded and will be posted on the City of Vaughan website.

PANEL MEMBERS

Present

Megan Torza, DTAH (Chair)

Alfredo Landaeta, Forrec

Henry Burstyn, IBI Group

Wayne Swanton, Janet Rosenberg & Studio

Sheldon Levitt, Quadrangle Architects Ltd.

Ute Maya-Giambattista, SGL Planning & Design Inc.

Peter Turner, Turner Fleischer Architects Inc.

Margaret Briegmann, BA Group

Michael Rietta, Giannone Petricone Associates Architects

Absent

Paul Kulig, Perkins + Will (Vice Chair)

John Tassiopoulos, WSP / MMM Group Limited

Guela Solow-Ruda, Petroff Partnership Architects

Fung Lee, PMA Landscape Architects Ltd.

STAFF

Christina Bruce, Director, Policy Planning & Special Programs

Nancy Tuckett, Director, Development Planning

Amy Roots, Senior Manager, VMC Program

Gerardo Paez Alonso, Manager, VMC Program

Jennifer Cappola-Logullo, Manager, Development Engineering, VMC Program

Shahzad Davoudi-Strike, Manager, Urban Design & Cultural Heritage, Development Planning

Gaston Soucy, Project Manager, VMC Program

Cory Gray, Project Manager, VMC Program

Musa Deo, Project Manager, Transportation, VMC Program

Danny Woo, Development Engineering Lead, VMC Program

Natalie Wong, Senior Planner, VMC Program

Jessica Kwan, Senior Planner, VMC Program

Shirley Marsh, Project Manager, Urban Design, Development Planning

Shirin Rohani, Urban Design, Development Planning

Margaret Holyday, Senior Planner – Development, Development Planning

Kevin Huang, Senior Planner, Parks Infrastructure Planning and Development

The meeting was called to order at 9:30 am with Megan Torza in the Chair.

1. CONFIRMATION OF THE AGENDA

APPROVED unanimously by present members.

2. DISCLOSURE OF INTEREST

Margaret Briegmann declared a conflict of interest with the first item.

3. ADOPTION/CORRECTION OF MINUTES

Meeting minutes for October 28, 2021, were approved.

4. DESIGN REVIEW

VMC Block E2 - SmartCentres

Architect: Hariri Pontarini Architects

Landscape Architect: MHBC Landscape Architecture

Review: 1st Review

Introduction

City staff sought Panel's advice on the following:

- Have the overall site organization issues been resolved to address the optimization of the ground floor land use distribution, circulation, loading and servicing access in relation to the functionality and character of the public realm and mews?
- Has the podium massing been corrected to better adjust to the context and public realm interface?

Overview

- **Overall Presentation** - Panel thanked the applicant for a good presentation and was pleased with the overall direction of the project and the fact that it considered and incorporated many of the suggestions that were made in the first review.
- **Site Plan and Ground Floor Uses** - Panel noted that the relationship between the ground floor uses and the Privately-Owned Publicly Accessible Space (POPS) remains the most intriguing and challenging component of the design as its activations will be key to a successful project. Panel suggested locating a common residential lobby in the central part of the podium and separating/locating the retail spaces more towards the north and south ends of the development. This would allow for a more suitable programming of the POPS in relation to its immediate retail and/or residential context.
- **Loading & Service Areas** - Panel commented on how the design has successfully consolidated the loading and services at the south end of the development, creating room for townhouses to occur along the mews, but encouraged studying the possibility of relocating most of the loading/service activities to the basement level as this could potentially allow for the reintroduction of the mid-block pedestrian link to the mews.
- **Townhouses Along Mews** - Panel agreed that the addition of the townhouses greatly improved the intimate pedestrian quality of the mews but noted that the townhouse scale, materiality, relation to the street and separation from the loading/service areas needs to be better resolved.
- **Northeast Notch** - Panel expressed concern in regard to the northeast corner notch, east of the mews, being taken out of the proposal because it's a small parcel that might not generate enough economic interest in the future to develop on its own and thus, could remain unbuilt for a long time. Panel mentioned that its prominent location merits its inclusion in the overall design and delivery of this proposal.

Comments

Site Organization and Uses

Loading and Servicing

- Panel noted the benefits achieved by consolidating the loading and service areas towards the south part of the mews and mentioned that this move had more positive than negative outcomes, such as the inclusion of the townhomes along the north.
- Panel commented that although the design has successfully consolidated the loading at the south end of the development, the applicant should use caution as to how the timing and phasing of the project is delivered so that the south tower, and the loading/service areas are delivered before the north tower which will rely on the south to function.

- Additionally, Panel suggested relocating most of the loading/service activities to the basement level as this could potentially allow for the reintroduction of the original mid-block link to the mews, and a redistribution of uses throughout the ground floor.

POPS, Site Organization and Uses

- The ground floor and POPS needs more work and refinement, as it has the potential to be very active and supplement some of the adjacent park uses, but its design and programming currently feel at odds as it's not responding to its immediate context. Panel mentioned that it would help to clarify what's envisioned to happen in the POPS and who it's intended for. Panel suggested to let the uses of the building's ground floor guide the design and programming of the POPS rather than the other way around; this would promote more passive opportunities for sitting rather than the current perception of an active circulation space for passing through.
- Panel suggested adding residential lobby entrances fronting the POPS to help activate it by bringing residents down directly into the space to make it more appealing to the building's neighbours who could identify with it and make it part of their everyday living experience. Panel noted that some of the activation areas within the POPS should still act as direct extensions of the proposed commercial uses.
- A VMC retail strategy would help to line up future retailers to buy-in to the vision of the entire quadrant. Panel noted that incorporating such a retail strategy will be crucial in defining the success of the ground floor. With that in mind, service retail should be more curated and unique rather than the typical retail that's become more common to most new developments. Alternatively, should the retail strategy not work or not be desirable in the current market, consider a flexible plan which could include alternative active uses such as community space for VMC residents.
- Panel commented on the large size of the POPS and questioned its proposed overall public use given the project's adjacency to the large park directly to the north. Additionally, Panel noted that inclusion of the stairs as a social space is an interesting concept but wondered how much it might get used. Furthermore, Panel commented that the length of the POPS seems to be exacerbating the grade differential which could be minimized by expanding the south podium massing towards the north to reduce the length of the POPS and allow for the south end to meet grade independently from the north end.
- Panel commented that although the POPS location seems adequate and should have good afternoon sun exposure, the surrounding massing seems to be cutting off most of the morning southern light from penetrating into the space which is important to consider when designing successful retail and open spaces.

Northeast Notch

- Panel noted that, although the northeast notch poses a design and coordination challenge due to the uncertainty in timing of the development to the east, designing them together would be beneficial to the ultimate outcome of the block as it could help anchor the facades and strengthen the podiums presence along the New Park Place edge. If it does not get resolved now, the adjacent site would

eventually have to be resolved with blank walls which seems like a lost opportunity on such a prominent frontage.

Architecture and Massing

Podium

- Panel expressed appreciation for the interesting and elegant architectural expression, materiality and aesthetics throughout the project, but noted that the horizontal banding around the podium façade could benefit from occasional breaks. Additionally, Panel mentioned that the expression in front of the residential components of the podium could be better resolved by breaking up the repetitiveness of the treatment of the adjacent amenity/service spaces while addressing the potential specific design requirements from the residential units.
- Panel felt that the proposed podium heights are now addressing the context more appropriately which represents a great improvement for the project and its surrounding context. For example, addressing the elevations along Highway 7 by raising the podium to a more appropriate height that better responds to the adjacent context and creates a better corner condition was deemed as a positive move by Panel.

Townhouses

- While the redesigned mews is now creating an intimate space along the new townhome frontages, Panel noted that the frontages along the proposed townhouses might be too constrained as there might not be enough room to accommodate entrances, access stairs and necessary buffering from the pedestrian realm. Pushing or pulling the built form and/or expanding the public realm out to accommodate these vital features could prove challenging and will require careful thought.
- Additionally, Panel mentioned that the ground floor façade along the mews could be improved along the townhouses as these feel lost, compressed and overwhelmed by the horizontality of the podium. Panel recommended that articulating the podium, working with richer textures and materiality, and introducing more verticality would give the townhouses the opportunity to stand out as more interesting components within the façade's composition.
- Panel suggested studying the ultimate placement of the loading/service doors. For example, pushing them back to create a stronger shadow line that would help break the façade a bit more and create greater differentiation between functions.

5. DESIGN REVIEW

BLUEWATER, PHASE 2 - Bluewater Ranch Developments Inc.

Architect: Rafael + Bigauskas Architects
Landscape Architect: MBTW Group
Review: 1st Review

Introduction

City staff sought Panel's advice on the following:

- Is the proposed massing appropriate and does the height, mass, scale, and density of the proposal fit within its existing/planned context?
- Is the proposed site organization and the ground floor layout successful in establishing a pedestrian oriented environment and responding to its context and adjacencies?

Overview

- **Massing and Context** - Panel noted that the overall massing has a variety of scale and the proposed variation in heights contributes to the urban skyline; however, the proposed scale for the development is not in keeping with the overall context and such height and density should happen along major roads and not on internal blocks. The role of the block in the context was questioned and the panel emphasized on recognition of this block as a “fabric block” rather than a corner block and recommended better massing transition towards the public realm and existing and envisioned urban profile.
- **Site organization and Ground Floor layout** - Panel acknowledged that the proposal has positively responded to the adjacent uses, by introducing ground related residential units along the public rights of way but encouraged further studying the location and orientation of the lobbies, relative to the services and amenities to achieve better solar access and reduce the impact of the vehicular movements on the site.
- **POPS** - Panel expressed that the proposed POPS is generally disconnected to the larger network of open spaces within the context and is not desirable as it is heavily impacted by the vehicular movement on the site.

Comments

Site Organization and Uses

Ground Floor Uses

- Panel appreciated the developments' interface with the public realm and the adjacent uses through introducing the ground related units with deep front yard setbacks, however it was noted that providing two storey grade related townhouse units along Gatineau drive, similar to the future north south road, can further animate the public realm.

- Considering the opportunity for some small-scale retail was advised to provide a destination and support pedestrian activity.

Loading and Servicing

- Panel noted that the location of loading and parking ramp can be further studied and revised to provide a better pedestrian environment.
- It was recommended to shorten the route to the parking ramp and the loading space as much as possible in favour of a more desirable pedestrian oriented central open space, by providing direct connection for the parking ramp from Gatineau Drive, or providing the ramp within the western block to achieve a better pedestrian circulation and a larger and better-defined POPS

POPS, Scale, Location and Organization

- Panel commented on the scale of the proposed POPS and the lack of contribution to the community considering the impact of the proposed density on the existing parks and open spaces
- Panel suggested alternative possibilities, such as providing a larger POPS through consolidating the podiums of the two towers or providing for a connected podium and relocating the parking ramp and loading area to better separate the vehicular and pedestrian circulations.
- Relocation of some of the ground floor uses such as indoor amenities closed to the POPS and reorienting the POPS to the southeast corner of the site for better solar access and activation of the space was discussed.
- Panel commented that the proposed POPS seems like left over spaces. It is fragmented and disconnected from the neighborhoods' open space network and is consumed by vehicular movements.
- Furthermore, the possibility of a continuous linear pedestrian space along the southern property edge was brought up by the panel.

Massing and Architecture

Overall massing

- Panel expressed on recognizing the block as fabric block and not a corner block, which requires better transition to the nearby context specially on the west and south side of the site
- Providing better balance between the built form and open space, as the lot coverage seemed excessive compared to some of the proposed developments within the area with similar densities. Panel advised on revising the overall massing, by incorporating a consolidated podium, revising the built form of the building B to a point tower, or reduction of its floor plate.

Podium

- Panel noted that the proportion of the tower to podium on block A can be further enhanced by reducing the podium height to 6 or 8 storey and incorporating roof top amenity spaces to contribute to the pedestrian public realm.

- Additionally, Panel mentioned that the ground floor façade along the southern edge of the block A, can be enhanced and the treatment of the north façade can wrap around the building.

END OF MINUTES