

# Town of Aurora Design Review Panel

## Meeting Notes

**Meeting #7: Monday, April 12, 2021 (1:00 p.m. to 4:00 p.m.)**

<b>Design Review Panel Members</b>	<b>Present</b>
Frank Ameryoun, Heritage Contractor	
David Eqbal, Senior Architect, Pro Vision Architecture	✓
Chris Tyrrell, Vice President, Planning, Landscape Architecture & Urban Design, WSP	
Wai Ying DiGiorgio, Principal, Urban Design and Landscape Architecture, The Planning Partnership	✓
Julia van der Laan de Vries, Urban Designer, Region of Niagara	✓
Eldon Theodore, Partner and Urban Designer, MHBC	✓
<b>Town of Aurora Staff</b>	
Matthew Peverini, Planner	✓
Carlson Tsang, Planner	✓
Anna Henriques, Manager, Development Planning	✓
<b>Representatives for Owner/Applicant</b>	
Jacky Tung, Quadrangle	✓
Eldon Theodore, MHBC	✓
Nicholas Caragianis, WPT	✓
Valdimiro Carelli, Wallman Architects	✓
Michael Panacci, Wallman Architects	✓

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The Design Review Panel Chair (Wai Ying DiGiorgio) commenced the meeting with a review of the agenda. It was acknowledged that Eldon Theodore is representing the Owner/Applicant for agenda item #2 and therefore will not participate as a panel member for this item.

The following applications were presented and discussed:

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1. **1623 Wellington St**  
**2772200 Ontario Inc. (Owner)**  
**Proposed 2 Storey Motor Vehicle Sales Establishment**  
**Application: SP 2021-03**

## **Town Presentation – Matthew Peverini**

Town Planning staff outlined the proposal, area context, planning framework and preliminary comments on the proposal.

## **Applicant Presentation – Jacky Tung, Quadrangle**

The applicant provided further details on the proposal including site design and circulation, building massing, and building materials and colours.

## **DESIGN REVIEW PANEL GENERAL COMMENTS AND RECOMMENDATIONS**

The Design Review Panel deliberated in closed session and invited the applicant back into the meeting to provide the following comments and recommendations:

### **Feedback on the proposed built form and relationship with the streetscape and public realm.**

- Like the massing; however, encourage a tower component to serve as a landmark. Suggest relocating the stairwell from the north east corner; if not, then, potentially treat the stairwell as a feature with more glass and more height that pierces the roofline.
- Consider other 'Branded' BMW dealership designs that work well, are multi-storeyed, have more robust and balanced amount of landscaping on site - BMW dealership in Oakville (2454 South Service Road) and St. Catharines (266 Lake Street)
- No streetscape information provided – what is ultimate design for Wellington Street East? Within MTO and York Region jurisdiction.
- What can happen within MTO setback? Landscaping is encouraged. Work with MTO to determine what plant material would be supported within setback
- Strategic planting – bold, impactful, appropriate scale for the street, the massing of the building and the Gateway location. High quality landscaping should be considered as site located within primary gateway
- Remove driveway (between building and front property line) since it is not required and provide landscaping here instead.

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## **Opportunities for increased landscaping throughout the site and along Wellington Street East.**

- Currently, the on-site landscape treatment is minimal
- Look at reducing the tandem parking, provide walkways in strategic locations – to showroom, to service entrance and access road; accessibility
- Increase space for landscaping; 3.0m is not sufficient and 1.0m/1.5m along east and west property lines also not sufficient
- There are no trees proposed along the westerly property line. They are shown on the adjacent property. This landscape buffer could be increased in width to accommodate trees. Depending on width of the buffer, columnar species could be used.
- Along the east, trees conflict with lights, appears very narrow
- Medians are too narrow to support any meaningful landscaping. The curbs should also include a radius to assist with parking cars more easily and for snow clearing
- Reduce the parking to get more landscaping
- Applaud the nod to sustainability with the use of permeable pavers in some parking areas.

## **Opportunities for pedestrian facilities and linkages within the site, and to eventual built out business park.**

- Aside from the front elevation facing Wellington Street East there is no pedestrian circulation and no pedestrian walkways around the building – creates an unsafe condition.
- Feels like a harsh environment.
- Bike racks: Shown in different locations on the site plan vs landscape plan. Are 3 bike racks enough?
- Could canopies or building projections be provided at entrances to the show room, service area, waiting areas, etc.?
- Outdoor amenity is important (staff and clients).
- Connect to planned future sidewalk on Goulding and provide connection to Wellington Street – if a sidewalk is proposed in the future.

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## 2. 1623 Wellington St

**Aurora Self Storage Inc. (Owner)**

**Proposed 4 storey self storage building**

**Application: SP 2021-04**

### **Materials and Features**

- Like the liveliness, corner elements, masonry materials at grade. Corner elements with glazing help break down the mass of the building. The colourful metal panels (light grey, medium grey, dark grey and blue) enliven the facades and also break down the massing.
- Reduce the amount of grey metal panel.
- Increase the base or ground floor masonry if possible.
- Recess the loading doors (if loading doors not glazed).
- Encourage introduction of some colour to south (rear) elevation

### **Street Edge on Goulding**

- Not enough robust landscaping along Goulding.
- Show future blvd and sidewalk along Goulding.
- Promote sustainability and plant the landscaped areas throughout the site, including along the south side which would also help to screen the blank building wall.
- Can the sidewalk along private Street A be connected to the front entrance (i.e. sidewalk and painted cross-walk)

### **Pedestrian system**

- Suggest providing some outdoor amenity space for staff and clients
- Sidewalk along front elevation looks very narrow, especially with abutting cars (car overhang)

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## 3. 120 Metcalfe Street & 101-103 Mosley Street

120 Metcalfe JV (Owner)

Applications: OPA 2021-01 & ZBA 2021-01

### Built form and Public Realm

- Loading and ramp should not be located on the street; should be located internal to the site, from the private drive.
- It is recommended that the underground parking exhaust vent along Berczy Street is removed and re-designed to be part of the building façade. It will have a negative impact on the patio for Unit #120 and also on the public realm. Other vents should be properly screened from view and does not negatively impact the public realm. Confirm that it is acceptable to provide an exhaust vent within the vehicular driveway (near Metcalfe St)
- Recommend a greater setback / landscaped amenity area along the rear lot of the townhouses to create a better transition to the stable neighbourhood.
- Recommend a 3m – 4.5m front yard setback for grade-accessed units along all streets, to create better private/public transition, privacy, better streetscape condition:
  - Floor plan: the proposed residential units at grade do not have an appropriate transition of semi-private to private space. A landscape area should be provided between the proposed pedestrian sidewalk and the entrances to the units #33-36 (near Metcalfe St) and Units # 104 to 111. A good example is shown with Units # 101 – 103 and units #144-146).
  - Similarly, the proposal for 1.2m depth of private amenity space for the units fronting onto Berczy Streets is insufficient.
- Recommend a greater setback between the single-lot and the internal driveway, along Metcalfe Street to provide an appropriate landscape buffer, privacy fence and to accommodate site drainage and snow storage. It is not dimensioned, but appears to be 0.5m (less than 2 feet).
- Consider some spill out area for the retail use at the corner. Also consider additional retail space at corner and along Berczy.
- Consider how the base building and future development on the east side, frames Berczy Street to create a pedestrian-scaled public realm.
- There doesn't seem to be a landscape buffer along the rear property lines of the proposed towns. This will be critical in order to provide an appropriate transition to the existing residences along Larmont Street.
- Is surface parking provided for visitors, deliveries?

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## Design and Materials

- Agree that the mechanical rooftop is imposing and should be reconsidered; no additional comments.
- Recommend burying overhead utilities along Berczy Street

## Building Height

- Generally, note the building is well-designed and articulated.
- The new building does not necessarily need to mimic or emulate the massing of the old shoe factory; this is a new building typology
- Building massing and height along the street is imposing; recommend:
  - Establishing a consistent pedestrian-scaled base building height / street wall and step back
  - Considering redeployment of height/massing transition from north to south (in addition to what has been provided east to west), that recognizes the 2 storey neighbourhood character.
  - More suitable building height of 5-6 storeys, based on the street ROW of 20m and the Promenade Plan.
  - Break the massing into two buildings, which also allows for the opportunity for a central / mid-block public open space, with frontage on Berczy.
- Reconsider the transition from base of building to the proposed townhouses along the west (ie. The internal street should have similar height/massing framing it).

The meeting concluded at approximately 4:10 p.m.

The next Design Review Panel meeting is tentatively scheduled for **Monday, July 12, 2021 at 1:00 p.m.**