

Advent Health Care Branson Community Urban Design Guidelines



November, 2007

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North York
General
Hospital

Branson Division

555 Finch Ave W



Background

The Ontario Conference of the Seventh-Day Adventists and Advent Health Care Corporation have played an important role in the provision of Health Care and promotion of improved quality of life in the Finch and Bathurst community for nearly 50 years. As well as developing, managing and operating the North York Branson Hospital since 1957, they have sponsored a variety of community-based activities on-site including a senior daycare centre, pre-school and numerous educational programmes.

Following the 1997 and 1998 Ontario Health Services Restructuring Commission (HSRC) directives, the governance, management and operation of the former North York Branson Hospital was transferred from Advent Health Care Corporation to the North York General Hospital. Since this time, North York General Hospital has leased the former Branson Hospital space and a portion of the Advent 555 Finch Avenue West lands. The facility is currently being operated as the Branson Division of the North York General Hospital and provides a range of ambulatory care programmes and services as well as a day surgery and out-patient treatment centre for people of the surrounding community.

Advent Health Care Corporation and The Ontario Conference of the Seventh-day Adventists have committed to continue providing community and health related services on this site for future generations. This now occurs partially through the lease arrangement with the North York General Hospital whereby day hospital and medical facilities with related clinics and specialty services are provided, and through the provision of long-term care home services operated by Advent in a recently opened facility.

This commitment to continue providing community and health related services at this site is reflected in the Advent Health Care Corporation Mission Statement, which states that:

"Advent Health Care Corporation has been established to develop, operate and maintain facilities dedicated primarily to seniors, consisting of independent retirement housing, assisted living accommodation and nursing homes. In an atmosphere of responsive, loving support, our programmes and campuses will be designed to promote optimum health, maximum independence and improved quality of life for our clients."

In keeping with this Mission, Advent Health Care and the Ontario Conference of the Seventh-day Adventists have undertaken a master planning process for the Branson Hospital site. The intent is to transform it from an under-utilized site into a mix of independent and assisted living units with supportive community oriented services and health facilities.



Purpose and Objectives

The purpose of this document is to outline a series of guidelines to ensure that the goals and principles of the Master Plan are achieved. Specifically, this document presents guidance with respect to the appropriate built form, approach to open space and circulation on site. The guidelines presented here are to act as a supplementary document to the Official Plan and Zoning By-Law. They are to assist Advent in the planning of its land at 555 Finch Ave. W. and will be used by the City of Toronto to evaluate site plan approval applications for the development of parcels on the property.

Organization of the Guidelines

For ease of use, the guidelines have been organized into the following sections:

Section One: “The Master Plan”

This section provides an overview of the existing Context and Site Conditions and presents a series of Opportunities and Constraints for development. The over-arching Goals as identified by Advent Health Care are presented as well as a series of Structuring Principles, which helped to shape the physical framework of the Master Plan. The section concludes with an overview of the Concept Plan and the intended uses for the site.

Section Two: “Urban Design Guidelines”

This section presents a series of general guidelines with respect to Accessibility, Open Space, Circulation and Built Form. A series of Parcel Specific Guidelines are also presented that deal with the unique conditions for each parcel across the site.

Section Three: “The Implementation Strategy”

This section outlines an approach to implementation and a phasing strategy for development. It highlights major milestones in the development of the lands and identifies major triggers for privately funded public improvements.

Part I - The Master Plan

North York
Civic Soccer Fields

North York
Centennial Centre
and Library

Northview Heights
Secondary School

Virgilwood Drive

Finch Avenue West

Branson
Hospital

Goldfinch Court

Kingsbridge Court

Staff
Centre

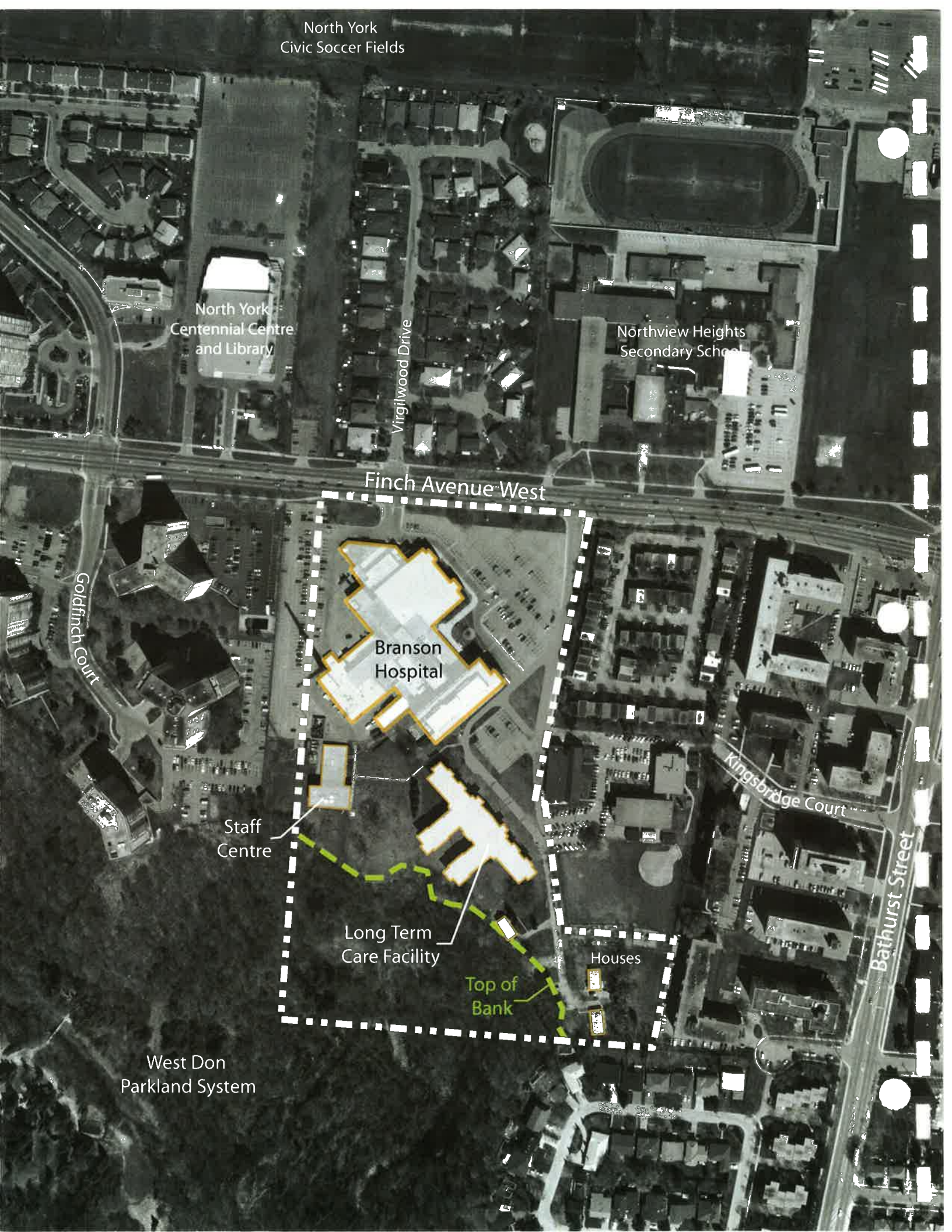
Long Term
Care Facility

Houses

Top of
Bank

Bathurst Street

West Don
Parkland System



Site Context and Conditions

The site of the former North York Branson Hospital, comprises an area of 8.2 hectares located directly south of Finch Ave West and west of Bathurst.

Despite being in private ownership, the site has historically maintained a strong public identity and presence, reflective of its institutional and community based uses. The hospital and community programme uses, together with the adjacent Church and School use, have maintained the site as a very active site open to the community. The expectation and objective is to continue that level of community activity, presence and access.

A portion of the property is located within the West Don River Fill Regulation area, with approximately 2.3 ha located below the top-of-bank. The balance of the property, approximately 5.9ha are located above the top-of-bank.

Over the years, extensive portions of the site have been paved, reflective of the extensive hospital activities on site. Portions of the site along the top-of-bank area include some established trees and vegetation. The lands below the top-of-bank are extensively wooded. The site is fully serviced with municipal sanitary services, water supply, storm sewers, fire hydrants as well as hydro, telephone, cable and gas services.

Two driveway entrances to Finch Avenue West are available to the property including a signalized intersection at the western part of the site (opposite Virgilwood Drive) and a full moves un-signalized access located at the easterly portion of the site.

The site has a gentle slope from north to south and from east to west, with a decline of some 2.0 metres westerly along its Finch frontage and of some 5.0 metres from Finch Avenue south to the established top-of bank.

Constraints and Opportunities

Through a background review, an examination of the existing conditions and an on-site analysis, a series of constraints and opportunities were developed. These identified issues that needed to be addressed as well as a number of opportunities that could be capitalized upon.



Adjacent buildings back onto the site creating a poor edge condition



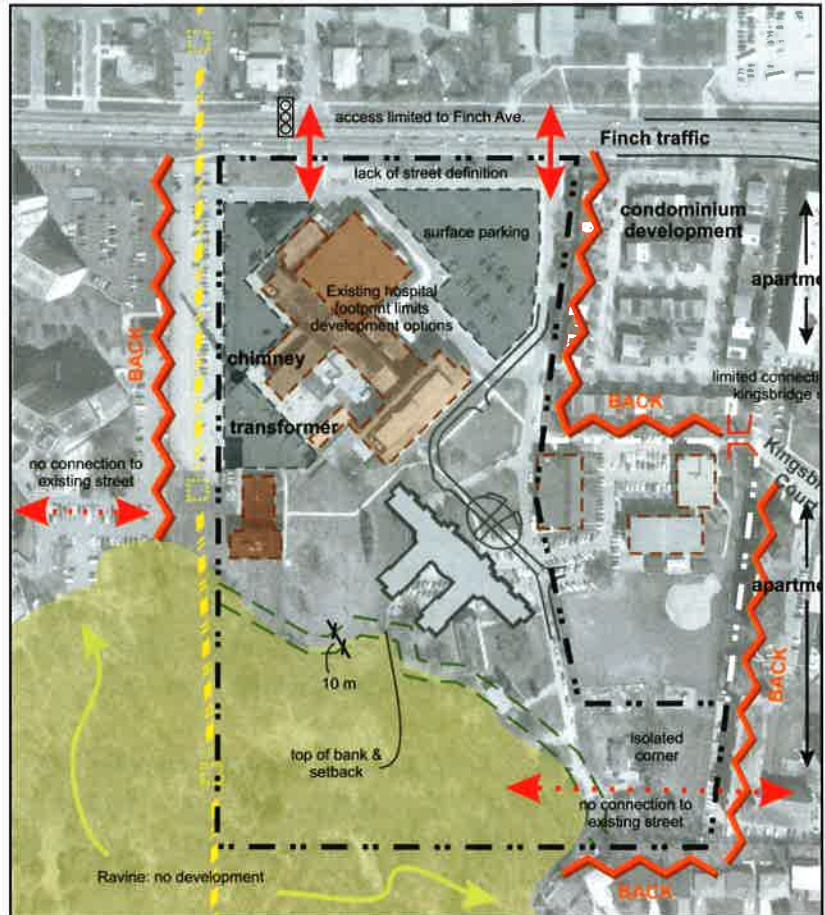
The high volume of traffic along Finch Avenue creates poor pedestrian conditions



Under-utilized existing hospital buildings limit development opportunities

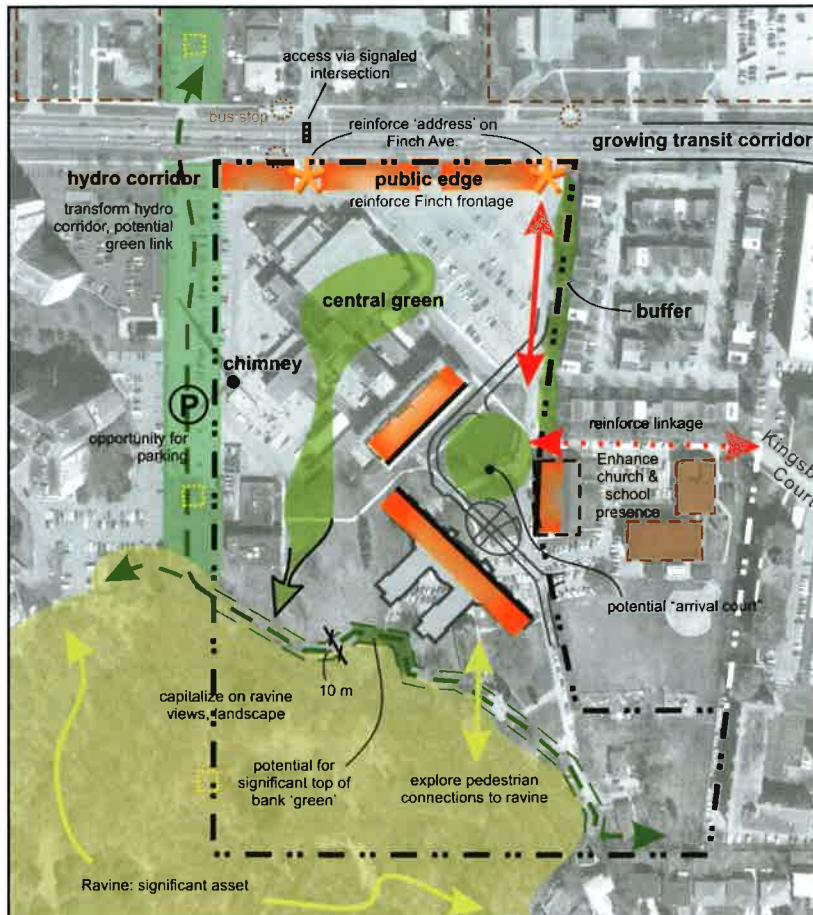


Surface parking along Finch Ave creates a poor face to the hospital



Constraints

- Vehicular access is limited to/from Finch Avenue.
- Pedestrian connections east west and south are limited.
- The east side of the site is faced with the 'Back' edges of adjacent developments.
- The surface parking lots on the Hydro corridor present an unappealing edge condition.
- Developments west of the Hydro corridor present 'Back' edges (parking lots) to the site.
- The surface parking lots along Finch present an unappealing frontage and identity.
- The existing Hospital limits development opportunities.
- Development of a portion of the site is restricted due to the presence of the ravine and top of bank area at the south west corner of the site.



Opportunities

- The Finch frontage could be reinforced with new buildings facing the street.
- A carefully placed vehicular spine would create a coherent way of accessing new buildings on the site.
- The green character of the ravine could be extended into the site.
- Pedestrian linkages east, west and south could be strengthened.
- The long term potential to re-define the Hydro corridor as a greenway linking the ravine north to soccer fields should be explored.
- The Church and School presence within the context of the master plan could be enhanced.
- 'Back' edges especially along eastern edges of the site should be buffered with generous landscaping.
- Connections to the surrounding neighbourhood could be improved.



Poor frontages along the eastern and western edges of the site creates an opportunity for improvement through landscaping



Finch's poorly defined frontage presents an opportunity for improvement through the placement of new buildings addressing the street

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The Hydro corridor creates a poor condition along the western edge but affords the long term potential for a future greenway linking the ravine to the north



The ravine constrains development to the south but provides an opportunity to extend the green landscape into the site

Goals

The broad goal of the master plan is to create a fully integrated, comprehensive seniors community with a full range of housing, health care, recreation, commercial ventures and services to permit aging adults to live as independently as possible, for as long as possible without having to relocate off the campus.

Specific master plan goals are to create:

- A welcoming, dynamic, pedestrian oriented community;
- A secure yet open and inviting community;
- A community which is inviting to all ages;
- Connections to the adjacent ravine and parks and the larger surrounding community;
- An independent campus with links to the wider city and community;
- A campus that promotes sustainability through the application of internationally recognized sustainable building and landscape practices;
- A campus that supports the self-sufficiency and auto-independency of its residents by catering to and providing for the daily necessities on campus.



A fully integrated and comprehensive community



A pedestrian oriented community



Inviting to all ages



A full range of health care choices



A campus that supports self sufficiency providing the daily services and amenities needed by its residents

Structuring Principles

As an outcome of the site analysis, a series of three key structuring principles were identified. These work to guide the broad physical framework of the plan, defining the relationship between the various elements of the Concept Plan and the general use characteristics across the site.

Structure the plan around a varied open space network:

The public realm, the open spaces and streets between buildings will provide the defining character for this community. A variety of spaces and landscape qualities will create a vibrant sense of place including generously landscaped passive greens, ponds and other water features, active greens, an urban square, urban streets and nature trails.

Facilitate movement throughout the site:

The intent is to maximize publicly accessible linkages both on site and between the surrounding context, reinforce the pedestrian realm along Finch and develop a coherent vehicular spine and parking/servicing strategy.

Invite a vibrant mix of uses and building forms:

In order to invite a broad range of local users to the site, the intent is to maximize opportunities for community uses along its most public edges, locate resident amenities in central portions of the site and create a fine grain mix of building forms, heights and design expressions.



A plan structured around a varied open space network



Facilitating movement throughout the site



A vibrant mix of uses and building forms



The Concept Plan

The Branson Community master plan is arranged around a central, generously landscaped open space and ponds surrounding which most of the community's amenities are clustered. Most buildings will include a mix of independent and assisted living units and be connected by enclosed walkways that links community oriented uses at grade. The existing North Wing of the Branson Hospital is retained and extended northward to Finch with new acute and primary health care treatment, programming and service space.

Along the northern edge of the site, the Finch Avenue frontage is reinforced by a continuous built edge containing medical offices and community uses at grade. Buildings will vary in scale from a maximum height of 21 storeys at the Western Finch frontage to 15 and 5 storeys along the ravine frontage. The intention is to combine varying design expressions and a broad palette of materials to enhance the vibrant urban identity of the community.

The plan offers many connections to the neighbouring context with pedestrian paths throughout and a vehicular crescent providing access and creating an address for buildings on site. From Finch, a mid-block covered passage leads to the central green and provides convenience retail and amenities for residents. Similar connections can be found on the east and western edge of the central green creating a series of dedicated pedestrian connections across the centre of the site. While the central green has a passive character consistent with the needs of a retirement community, open spaces on the east and west edges of the site offer more active possibilities such as sports and recreation within the Hydro corridor and play facilities adjacent to the school. A proposed continuous top-of-bank walkway will eventually be extended east and west of the site and link to greenway connections north from the ravine.

Site-circulation and access has been designed to mitigate pedestrian conflicts while still maintaining a public presence and openness. Most of the parking will be provided underground with a limited amount of on-street visitor and handicapped parking near the entrances of key buildings.

- A** Branson Existing North Wing
- B** Medical Centre
- C** Assisted / Independent Living
- D** Existing Long Term Care



Illustration of how the completed community might look in 20 years time: a series of interconnected buildings arranged around the central green, stepping down in height from Finch Ave W.



Part II - Urban Design Guidelines



Accessibility

As an area catering to people with a varying degree of needs and abilities, a special emphasis will have to be placed on the accessibility of its streets and open spaces. Through the careful design and location of access ways, choice of materials and provision of amenities, accessible spaces will help to not only increase the variety of users but assist in prolonging the independence of those who wish to use them.

Streets

- Hard surfaced pedestrian access routes with a minimum width of 2.1m capable of accommodating the safe passage of personal mobility devices and baby carriages should connect all elements requiring access by employees, users and visitors to the site.
- Ramped curbs and blended transitions should be utilized where possible to minimize the need for mechanical assistance.
- Elements such as ramps, elevators and access points shall be placed to minimize the distance which wheelchair users and other persons who cannot negotiate steps may have to travel.
- Where possible, disabled parking should be located above ground and immediately adjacent to facilities to provide for ease of access.
- Street furniture should be positioned at convenient locations in order to provide places of rest.
- Exterior areas should be designed in accordance with the exterior areas guidelines set forth in the City of Toronto Accessibility Design Guidelines, 2004

Open Spaces

- All public open space elements shall be located at grade to facilitate ease of access and greater visibility.
- Pathways within open spaces shall be hard surfaced with a minimum width of 2.1m to allow for the comfortable passage of personal mobility devices and baby carriages.
- Street furniture should be positioned at convenient locations in order to provide places of rest and tables should incorporate features allowing wheel chair accessibility.



Disabled parking, conveniently located at the entrance to an extended care facility for ease of use



Disabled friendly furniture such as these wheelchair friendly planters provide enjoyment for all



A gently sloping ramp system caters to wheelchairs and other mobility devices



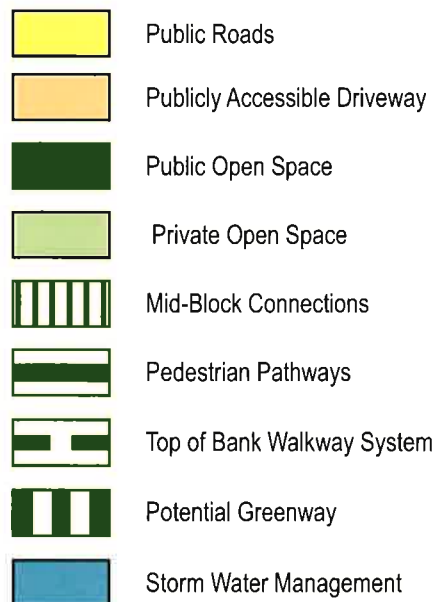
To be avoided. A poorly conceived access ramp creates an unappealing and alienating access point to this building

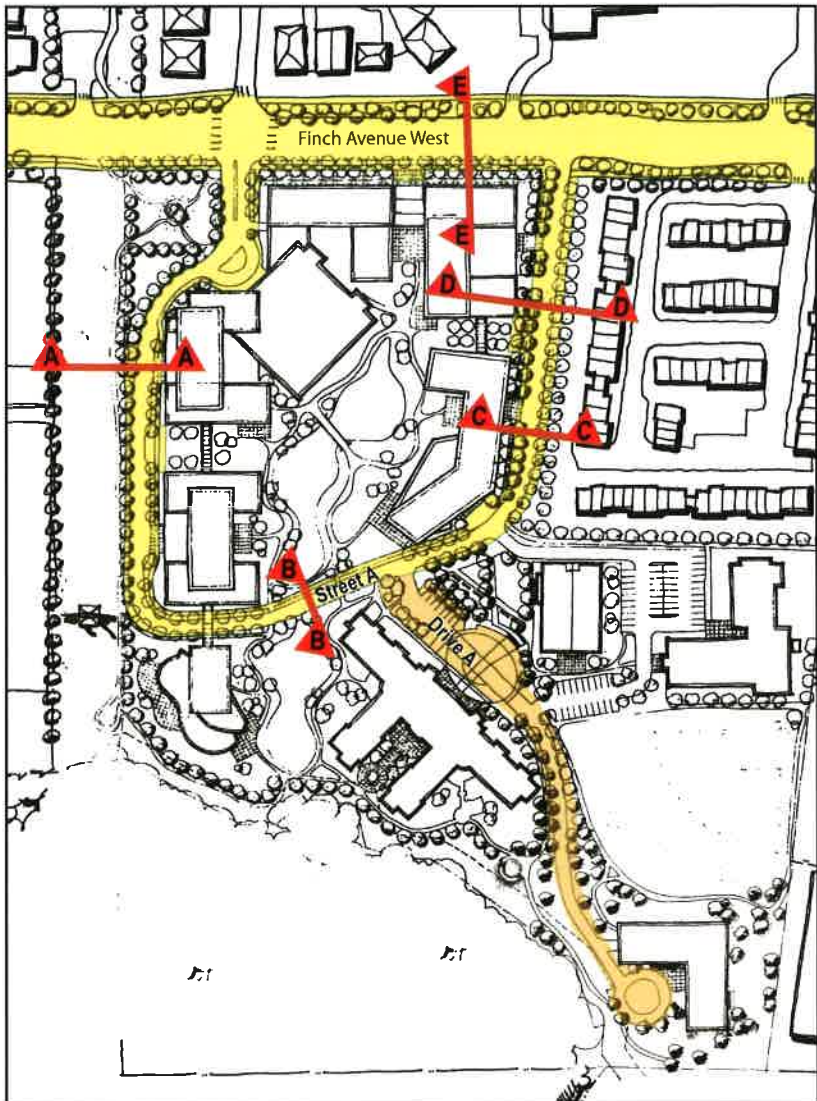


Open Space Framework

The quality and character of the network of streets and open spaces will play an important role enabling the integration of the site into its surroundings. As such, it was an explicit strategy of the Master Plan to provide a network of community wide linkages across the site.

Streets and open spaces that are both accessible and attractive to the public will ensure that new development provides a recognizable contribution to the wider open space network of the community. Comprised of lands now entirely in private ownership, the open space framework (left) shall eventually include both public roads, drives, public open space and private open space.





Streets and Drives



This street illustrates high quality streetscaping with pedestrian oriented lighting, on street parking and plenty of places to stop and relax

Streets

- The five diagrams on pages 28-31 illustrate the typical street cross sections around the site.
- Streets are to be landscaped and provide for a comfortable pedestrian environment with generous sidewalks, pedestrian scale lighting and streetscape amenities such as seating and refuse receptacles.
- All streets and drives are to be designed in a manner that supports accessibility and are to be consistent with the guidelines outlined on page 23.
- Where possible, on-street parking should be provided for disabled users and the convenience of visitors.
- The creative use of permeable or decorative paving is encouraged as a means to reduce storm water runoff, promote greater pedestrian safety and calm traffic at important intersections or crossings.
- Buildings must be setback 5m from the Finch Avenue right-of-way and a minimum of 1m from the right-of-way for Street A.
- Where commercial services or retail uses exist at grade, sidewalk paving should extend to the building edge for greater amenity.
- **Street A** is one of the key linkages through the site and is the only vehicular access point to the community. It is to be developed to acceptable municipal standards and is to function and look like a public neighbourhood street. At an appropriate time, Street A is to be dedicated to the City as a fully public road and ROW.
- **Drive A** is an important access route for buildings H and I, and creates an important address for the school playground. Though a private driveway, it will be designed to read and function as a publicly accessible driveway and provide a key linkage to the southeastern corner of the site and the valley lands to the south



Landscaped planters with integrated seating make for a more comfortable pedestrian environment



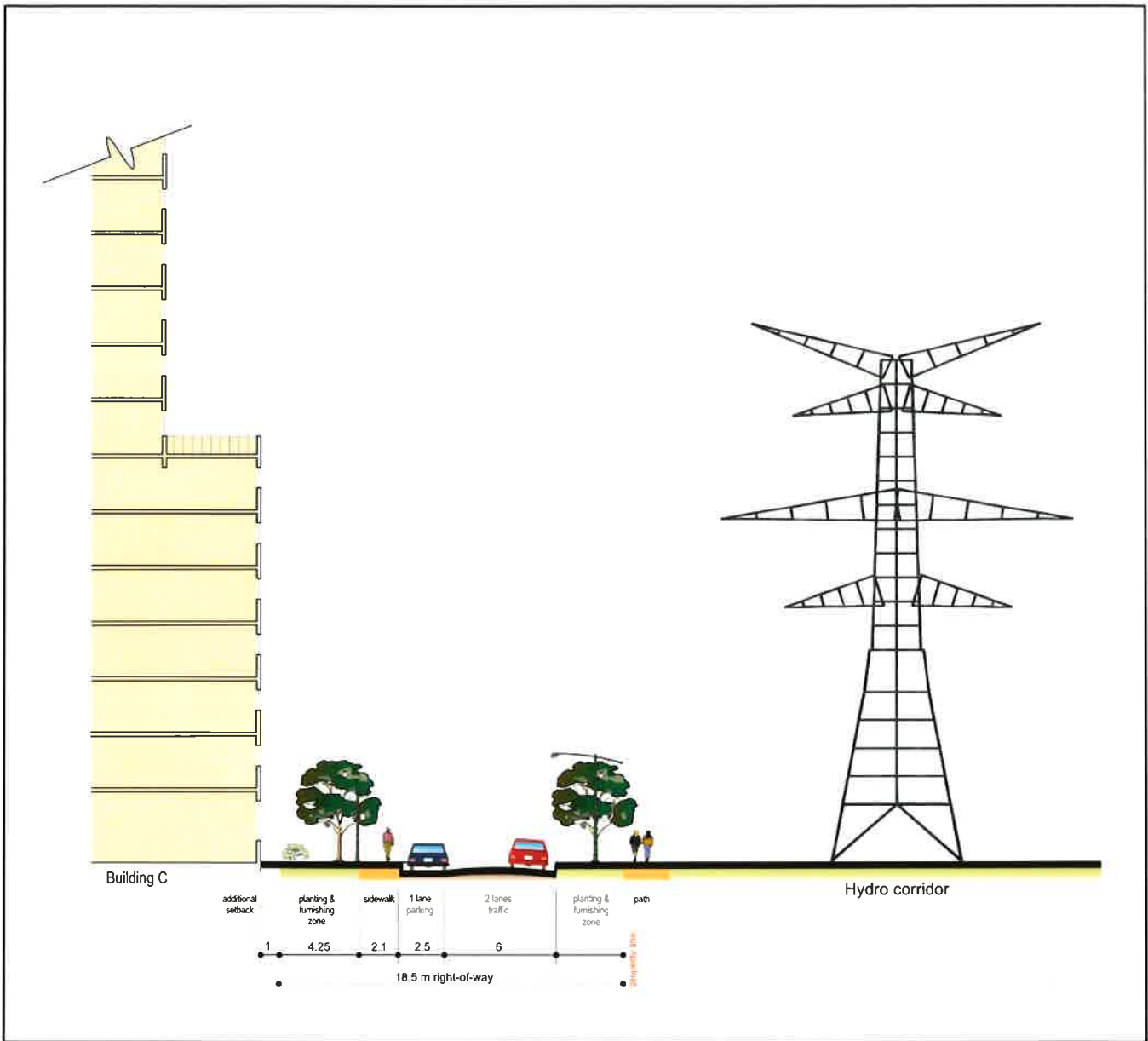
Sidewalk paving extended to the building edge and streetscaping creates a pleasant street scene



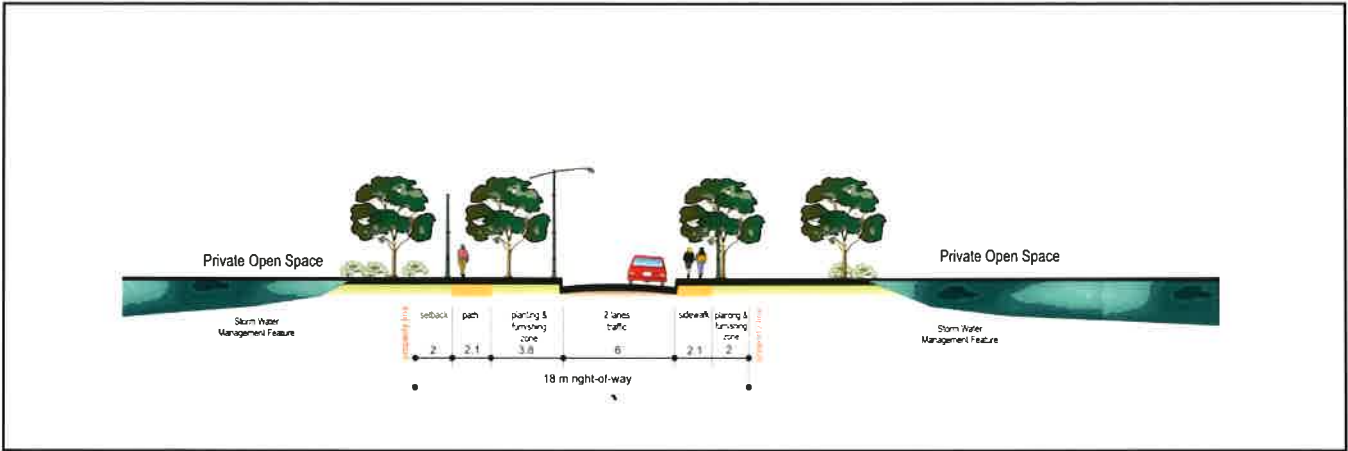
On street parking adds convenience and provides an additional buffer between the street and sidewalk



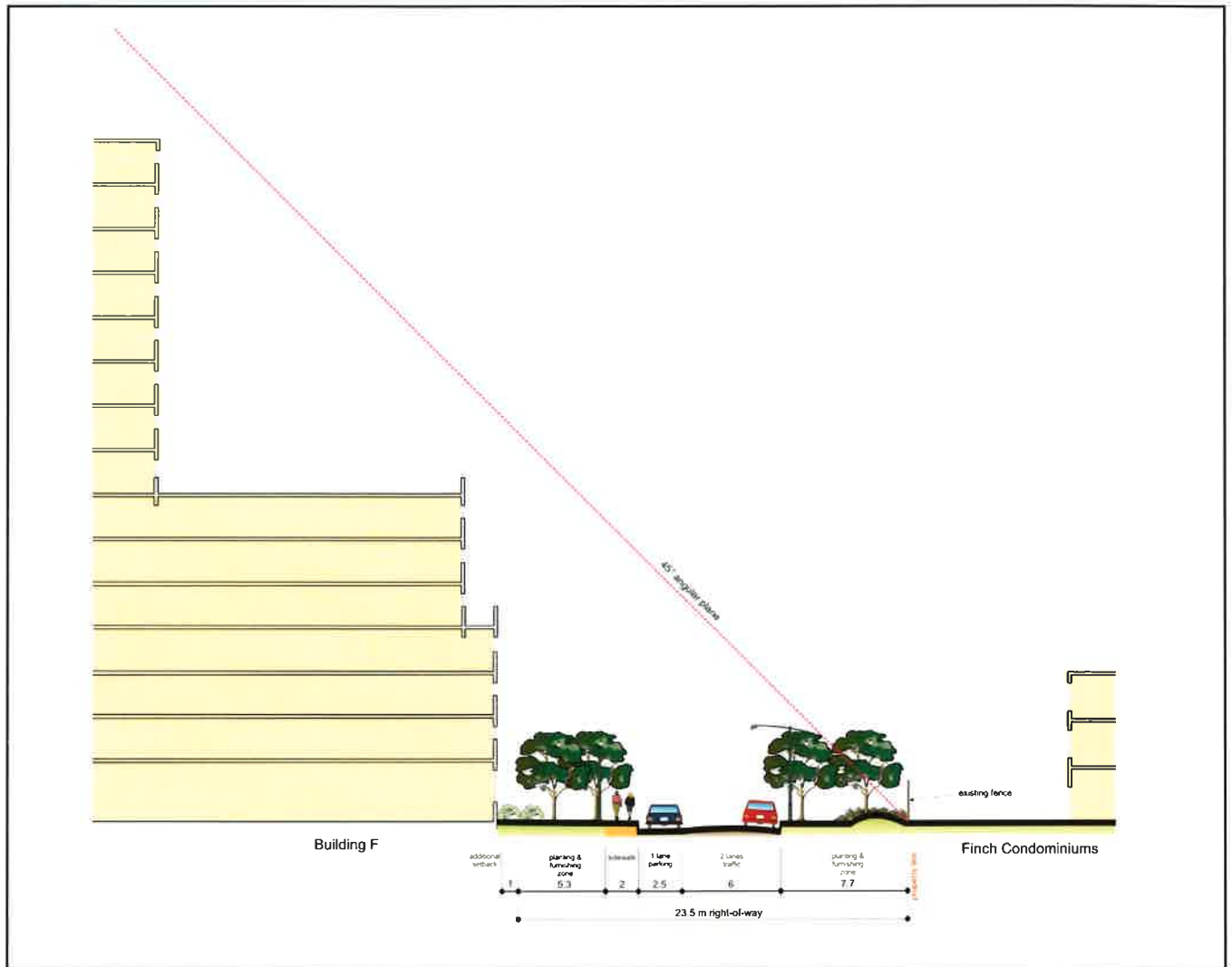
A setback from the street allows for increased planting and residential privacy



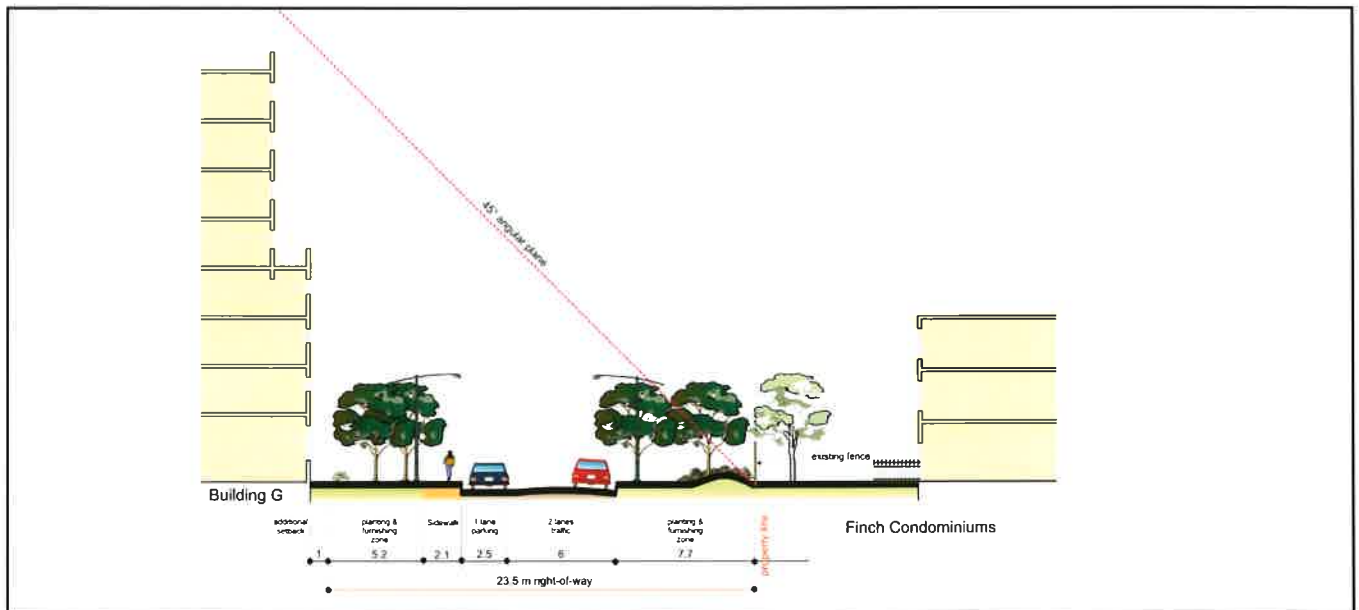
Street Section AA - Street A



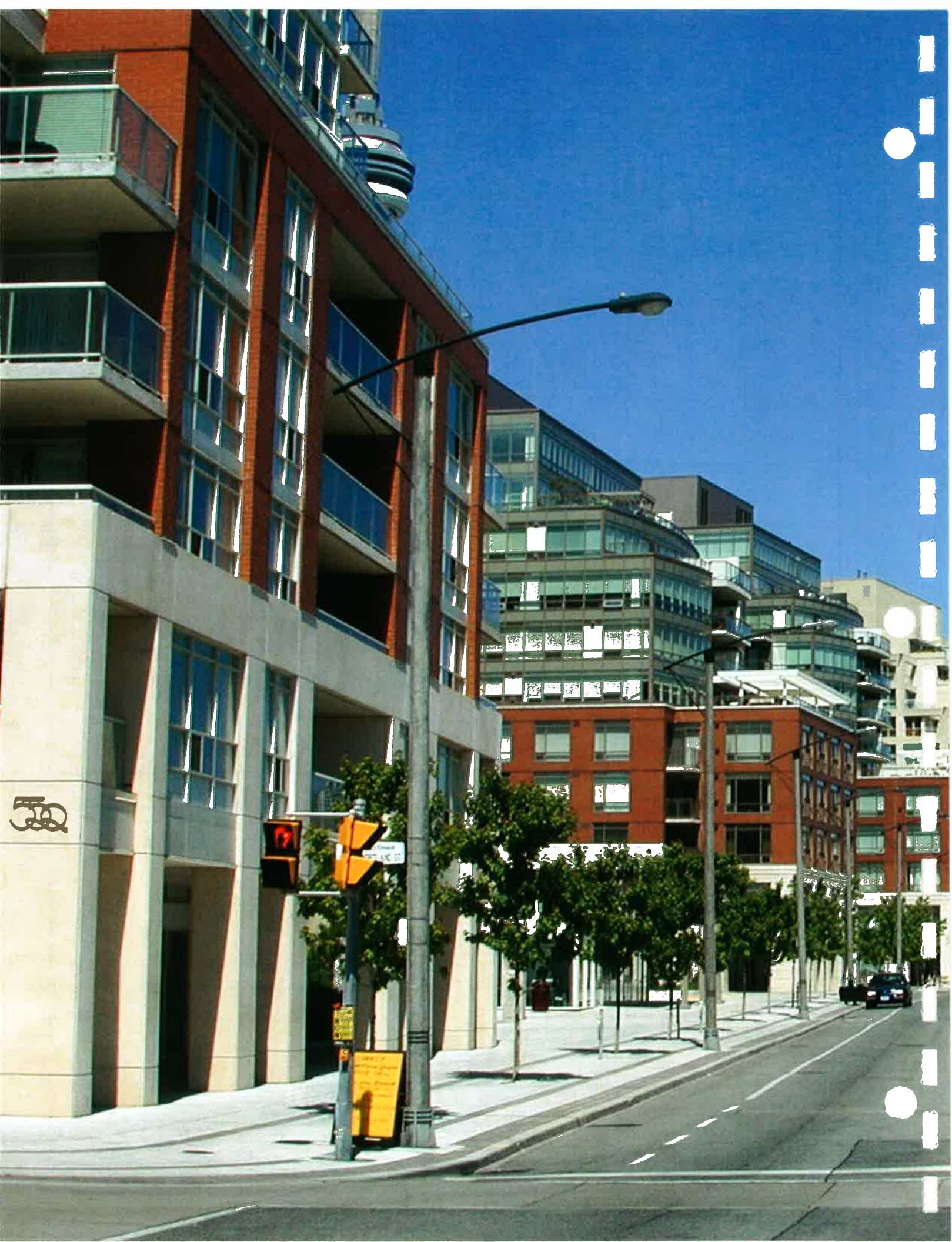
Street Section BB - Street A

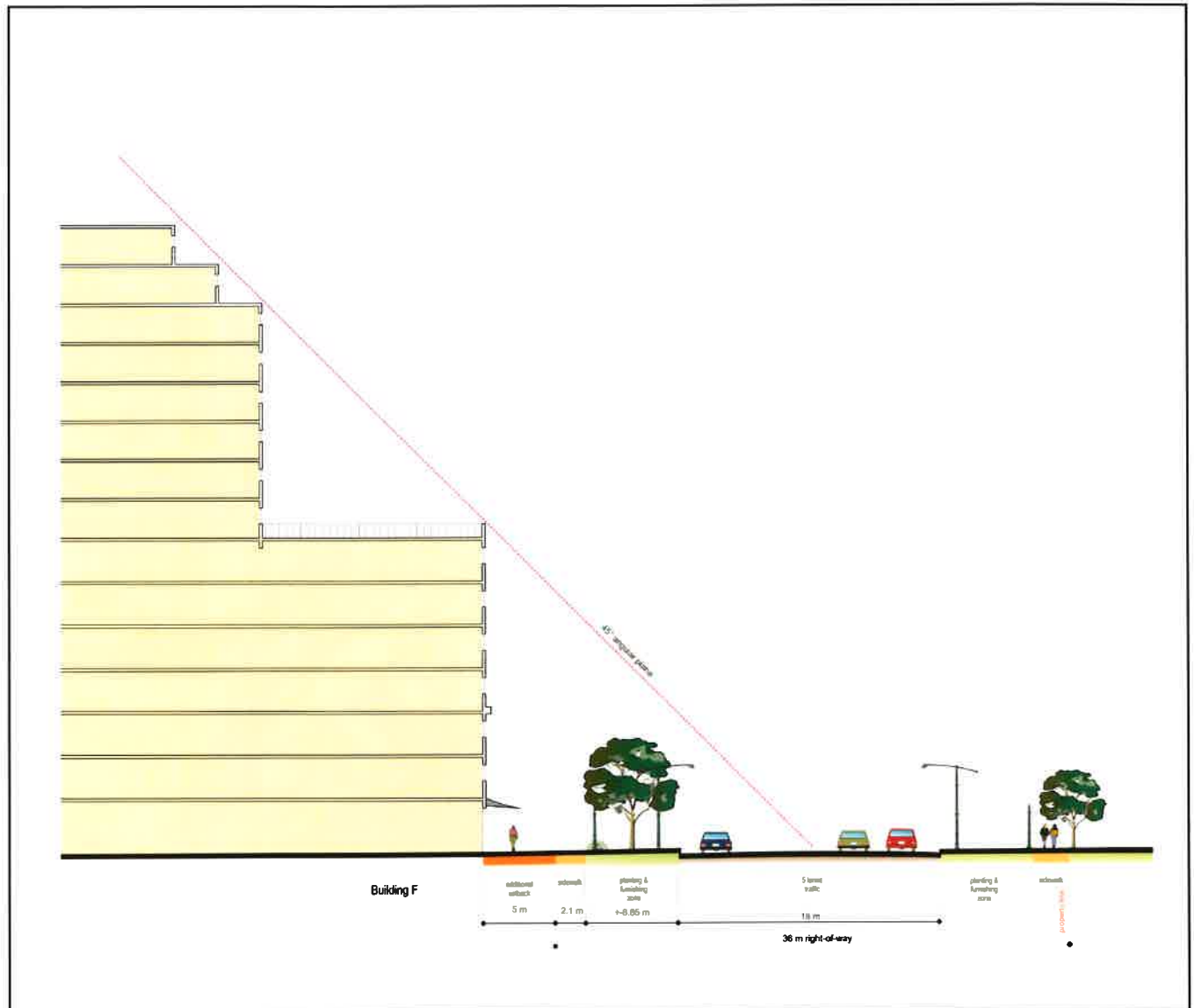


Street Section CC - Street A



Street Section DD - Street A



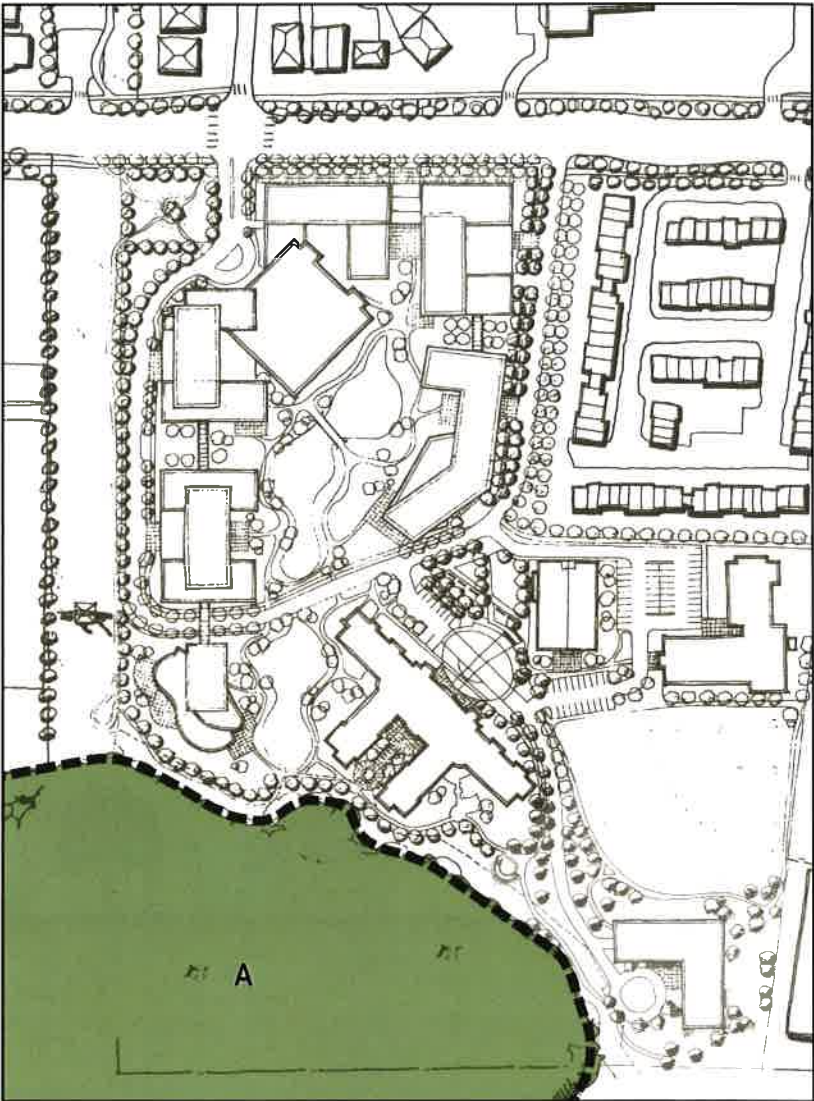


Street Section EE - Finch Avenue West

These buildings demonstrate a consistent application of an angular plane. Paving has been extended to the building edge for greater amenity and a change in material above the 2nd storey helps to further breakdown the scale of the building.

A

Valley Lands



Public Open Space



The Valley Lands

Public Open Space

- The Public Open Space diagram (facing page) illustrates the lands that are to function as Public Open Space.
- The **Valley Lands** are to remain in their natural state as part of the City's regional valley lands open space system
- Where possible, efforts should be made to preserve and enhance existing vegetation and natural features.



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Valley Lands Open Space



Attractive landscaping and a water feature create a more peaceful refuge from a busy street



Private Open Space

- | | |
|----------|------------------------|
| A | Parkette |
| B | Central Open Space |
| C | Valley Side Open Space |



This open space creates a clear and important gateway and linkage between the residential neighbourhood and a waterfront park system

Private Open Space

- The Private Open Space diagram (facing page) illustrates the areas that are to function as Private Open Spaces.
- Private Open Space will possess elements that are publicly accessible and as such, efforts will be made to reduce the distinction between these areas, Public Open Space and Streets. This can be achieved through the extension of landscaping treatments and through the use of consistent or gentle transitions in grade no greater than 2%.
- Buildings will define and delineate Private Open Space areas by creating strong well defined edges.
- Buildings will have frontages facing Private Open Spaces and be designed to reinforce natural surveillance by providing “eye’s on the space”.
- Buildings adjacent to Private Open Spaces should be designed to allow for adequate lighting and employ measures to reduce the impacts of wind.
- Adequate buffering should be provided between accessible areas of Private Open Space and adjacent residential windows in order to increase privacy and minimise overlooking.
- Pedestrian scale lighting should be provided with the intention of enhancing both safety and legibility of Private Open Spaces.
- The **Parkette** will be the face of the community and relocated medical facility along Finch Avenue. It is to be publicly accessible, act as a gateway for a potential future greenway system and provide a sense of respite from Finch to the north. As a prominent open space, adjacent to Finch Avenue, the parkette is a preferred location for the citing of public art, which could be in the form of a landscape feature or fountain.
- The **Central Open Space** will contain publicly accessible elements and act as a focus around which new development is located. It should possess a range of landscaping and other treatments capable of supporting a wide range of passive recreational activities, throughout the year where possible.
- The **Valley Side Open Space** will provide a key public linkage between the site, the internal pathway system and the valley lands. It will also act as a potential gateway to a proposed future greenway system along the Hydro Corridor.



A private open space acting as a focus for development while supporting passive recreation








Small private gardens provide a buffer between publicly accessible areas and private dwellings



Extended landscape treatments and consistent grading reduces the distinction between private and public open space



Existing pedestrian scaled lighting helps to clearly identify and illuminate this internal pathway

-  Mid-Block Connections
-  Pedestrian Pathways
-  Top of Bank Walkway
-  Potential Greenway
-  Storm Water Management



Open Space Linkages



A greenway linking together a system of open spaces

Open Space Linkages

- The Public Open Space Linkage diagram (facing page) illustrates the primary open space connection that will work together to form a network of linkages across the community.
- Where dedicated open space connections and streets intersect, they shall be treated as pedestrian priority areas. In these areas paving patterns and traffic calming measures should be utilized in order to clearly demarcate a safe route for pedestrians to cross.
- Where possible open space linkages will be a minimum of 2m in width in order to provide adequate room to allow for the comfortable passage of personal mobility devices and baby carriages.
- Internal public streets are to act as important linkages through the site. Guidelines for these can be found on page 27.
- **Pedestrian Pathways** are to create a fine network of open space connections throughout the community. They are to be clearly legible in their intent and direction and are to be made attractive through landscaping and lighting treatments.
- **Mid-Block Connections** will provide direct at-grade linkages between internal public streets and the Central Open Space. Although they will cross through internal areas, their intention is to increase site permeability and reinforce the public nature of the community.
- The **Top of Bank Walkway** will be a meandering publicly accessible path just outside the identified bank line at the top of the valley. It will connect the eastern edge of the site with building A in the west and provide a transition between the community and the valley lands to the south.
- Though not within the boundaries of the site it is hoped that upon full build-out of the community the Hydro Electric Power Corridor can be transformed into a **Greenway** linking the valley lands with the community centre and sports fields further north.

Storm Water Management

- Storm water management (SWM) facilities such as ponds or wetlands are to be designed to act as focal landscape features for Private Open Space.
- Where possible landscaping features should be utilized to discourage the use of SWM features by Canadian Geese or other such waterfowl.
- Efforts should be made to provide for safe access to and connection with Storm Water Management Features.



A clearly demarcated link between open spaces with wide walks, clear sight-lines and extensive landscaping

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A clearly defined pedestrian path alongside an open space system demonstrates good landscaping, consistent signage and pedestrian scaled lighting.



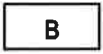
A storm water management pond acts as focus for an open space



Preferred locations for Public Art



Parkette



Central Open Space



Building F

Public Art



A sculpture garden creates an opportunity for exploration and discovery

Public Art

- The Public Art diagram (facing page) illustrates preferred locations for contribution to public art across the community.
- Public art shall be incorporated as part of a place making and way-finding strategy that seeks to celebrate unique locations within the community and improve the legibility of connections.
- **The Parkette** creates an opportunity for a public art contribution that would be directly accessible from Finch. It could take the form of either a landscape feature or fountain and could help to mark the entrance to the community and a potential greenway system.
- **The Central Open Space** creates an opportunity for the installation of a public art feature that could act as a focus for new development around the space. It could take the form of either an installation, landscape feature or fountain.
- The northeastern corner of **Building F** creates an opportunity for a public art contribution in the form of an architectural feature or element. This feature would help to celebrate the entrance to the new community, the Crawford Academy and Adventist Church to the south.



A sculpture is complimented by a series of pathways and landscape features that benefit a variety of users

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A fountain, public art installation and seating results in a restful place for contemplation just off of a busy street in Toronto



A unique architectural element creates a dramatic entrance to the University of Toronto off of Spadina



Circulation

The ways in which people are able to move and travel through an area have a profound impact on their experiences and impressions of a place. It is the intent of the Master Plan to provide for a wide variety of pedestrian and vehicular linkages through the site in order to facilitate greater connectivity with the surrounding community and enhance accessibility. The circulation network is intended to cater to a wide variety of users, including residents, day time users, staff, visitors and members of the surrounding community.

Comprised of lands now entirely in private ownership, the pedestrian circulation network shall eventually comprise sidewalks, publicly accessible pedestrian routes, a top of bank trail and a series of pedestrian priority areas and crossings.



-  Sidewalks
-  Publicly Accessible Pedestrian Routes
-  Internal Walkways
-  Pedestrian Priority Areas
-  Top of Bank Trail
-  Proposed off-site Urban Greenway / Preferred Bicycle Route Location



Circulation Framework



Bike parking strategically positioned beneath an overpass in this building provides shelter from the elements

Circulation

Pedestrian Circulation

- The Circulation Framework Diagram (facing page) illustrates the various pedestrian routes and elements that are to be provided across the site. These routes work together to form part of the open space framework and as such, specific guidelines for many of these areas can be found on pages 24-35.
- Where publicly accessible pedestrian circulation routes connect open spaces by passing between or through buildings, such routes should be provided at grade with clear sight-lines between open space areas.
- Pedestrian connections will be made attractive through landscaping that will be designed to preserve open sight-lines.
- Pedestrian routes will be designed with suitable hard paving and pedestrian scale lighting in accordance with City of Toronto light standards.
- Hard surface pedestrian routes should be accessible to all and comply with the accessibility guidelines on page 23.
- **Internal Walkways** provide convenient internal, at-grade linkages between the various buildings surrounding the central open space. These shall be made clearly identifiable through the careful use of materials and signage.
- **Pedestrian Priority Areas** occur where pedestrian routes cross streets or come into conflict with vehicular circulation. These shall incorporate special paving features to signal the pedestrian oriented quality of the area and help to calm traffic.

Bicycle Circulation and Parking

- Secure bicycle parking should be provide at convenient locations across the site.
- Where possible, efforts should be made to provide convenient access to a sheltered parking facility in order to protect parked bicycles from the elements.
- Dedicated or signed bicycle routes should be maintained separate from pedestrian circulation areas in order to minimise conflict between the different users.

Way-Finding

- Buildings and Open Spaces will be configured to promote connections between areas that are as legible and direct as possible.
- A consistent standard of way finding signage should be incorporated into buildings and landscaping throughout the area.
- The application of lighting, materials, landscape treatments and public art should reinforce the way-finding strategy.



An at grade, public route between two buildings has been designed to read like a public space



A clearly marked pedestrian crossing alerts drivers and notifies pedestrians where it is appropriate to cross



A change in paving patterns and planting delineate a pedestrian priority zone



Conveniently located bicycle parking at the entrance to a building



Built Form & Massing

The approach to the Branson Community Master Plan has been to create an urban ensemble of buildings and open spaces with the intent of developing a strong sense of place and identity. As such, the built form and massing of the site will be to establish a cross section of well-defined public streets and open spaces. Across the site, buildings will provide a transition in scale from a high of 21 storeys at the north-western edge of the site, down to the ravine and established low-rise areas to the south and east (see facing).

The intention is to minimise shadow impacts on the adjacent residential areas and maintain views of the ravine. Taken as a whole, the guidelines allow for a variety of built form and architectural expression with the aim of enhancing the vibrancy and identity of the community.

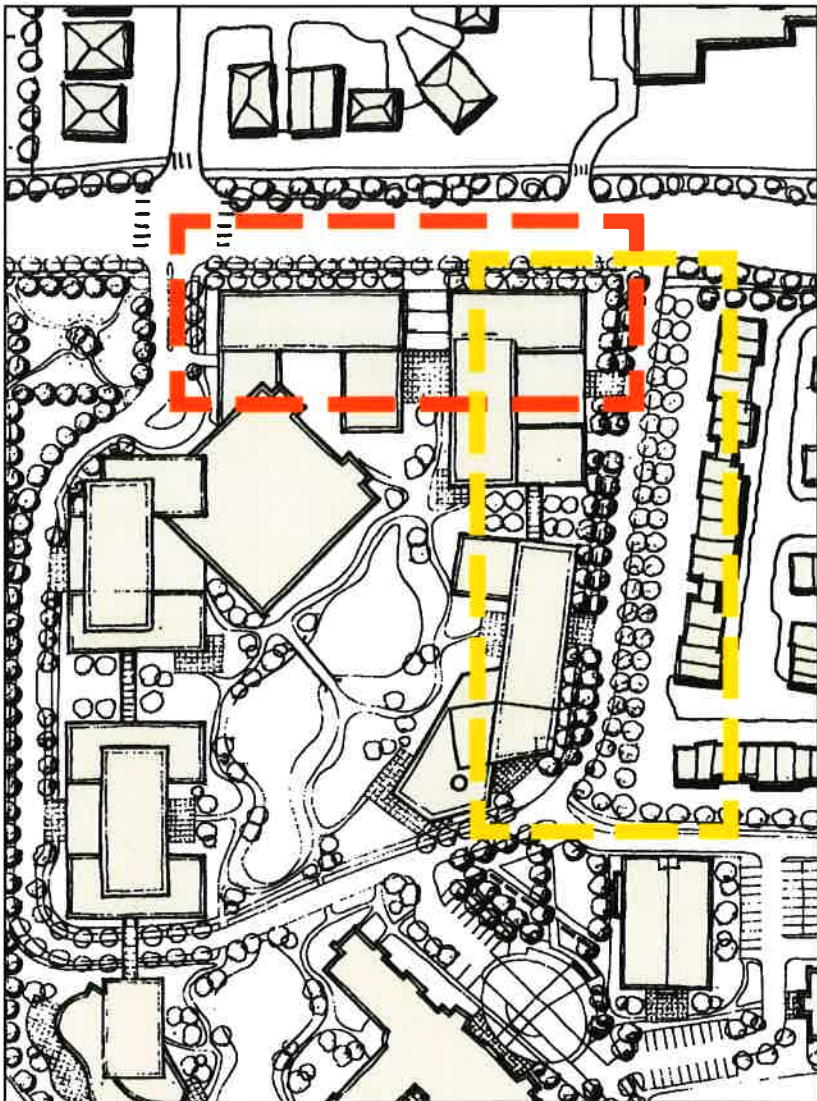




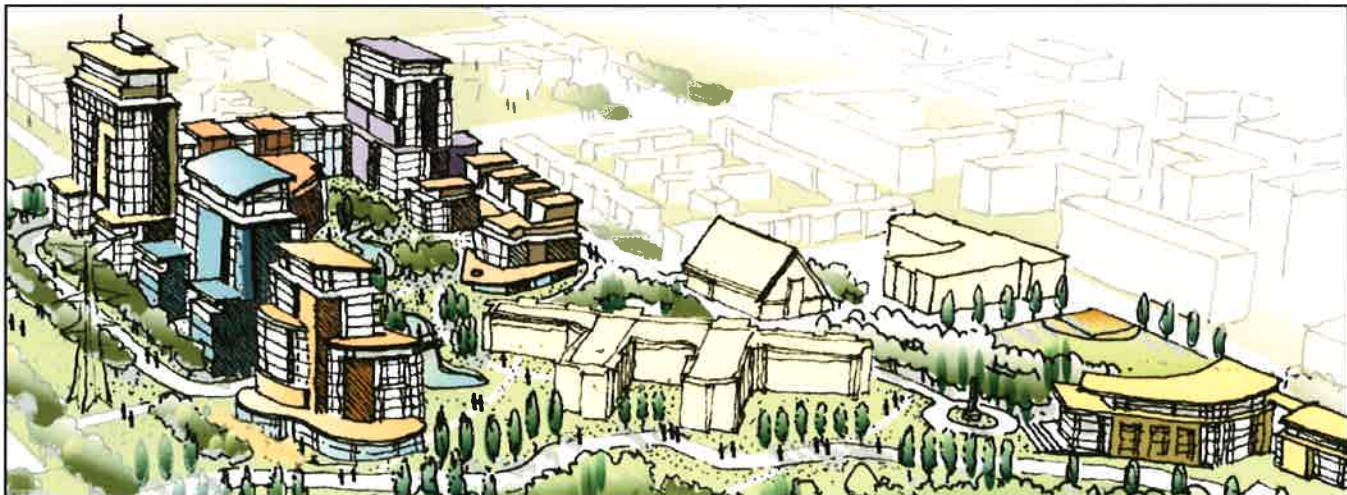
Areas effected by the application of an angular plane from Finch Avenue



Areas effected by the application of an angular plane along the eastern edge of the site



Areas impacted upon by angular plane requirements



A rendering of the Concept Plan Illustrates some of the primary massing principles; varied architectural expression, a well defined pedestrian realm and upper levels that are setback from the street edge.

Height

- The building height framework on page 42 outlines the maximum building heights for each development parcel across the site.
- The location of tall elements within buildings shall be within accordance to massing restrictions as outlined below

General Massing

- Building massing and articulation will reinforce a high quality pedestrian environment.
- In order to integrate Branson into the community, each development block should contain varied architectural expression.
- Building massing and articulation should be used to accentuate focal points around public open spaces, at the corners of blocks and at key termini.
- Buildings must be setback 5m from the Finch Avenue right-of-way and a minimum of 1m from the right-of-way for Street A.
- A continuous 7 storey built edge should be provided along Finch Avenue and along the western frontage, adjacent to the Hydro Corridor.
- Breaks should be provided between buildings B and C as well as E and F to allow for connections to the central open space.
- A continuous 4 storey built edge should be provided along the eastern frontage, adjacent to the Robinway townhouse complex. A break between buildings F and G should be provided to allow for connections to the central open space.
- Above the mandatory built edge heights, buildings should be stepped back no less than 1.5 metres to reduce their sense of scale and help to mitigate the impacts of wind.
- No structure shall be permitted outside of a 45° angular plane from the eastern edge of the property and the centre-line of Finch Avenue.

Orientation

- Buildings will be oriented to minimise shadow impacts.
- Blank exterior walls are to be avoided and building facades must have windows that face onto the streets in which they front.

Building Entrances and Drop-offs

- Building entrances and Drop-offs should combine features such as lighting, seating and planting to improve the comfort of pedestrians.
- Weather protection in the form of a canopy, arcade or awning should be provided at all entrances and publicly accessible drop-off points.

Special Considerations

- Design approaches that support Crime Prevention and reinforce personal security, such as Crime Prevention Through Environmental Design (CPTED) should be utilized.



This building with an articulated facade and varied architectural expression helps to define the street edge



Setback upper levels help to reduce the perceived scale of buildings from the street

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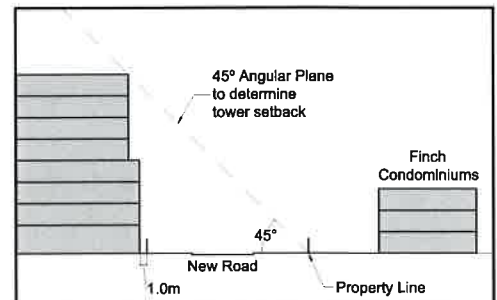
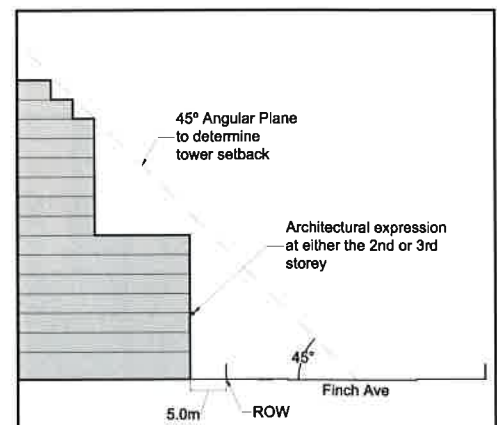


Illustration of the 45° angular plane from the eastern edge of the property



A 45° angular plane from the centre of Finch Avenue determines the tower setback.

Parcel Specific Guidelines



Key Map



A landmark structure celebrates its location through a unique design and by fronting onto all sides.



Parking and servicing access is carefully integrated into the facade of this building by locating it near to the edge of the building

Parcel A

- Building "A" should be a landmark stand-alone structure that is designed in a manner that celebrates its position above and overlooking the ravine.
- Building "A" is intended to contain a substantial portion of the community related public amenities and as such should be designed to read as an open publicly accessible structure.
- Building "A" should orient itself in all directions: towards the Ravine, Valley Side Open Space and Central Open Space.
- Care should be taken to minimise the impacts of servicing by locating such uses and points of access away from the public open space and the street.
- Active and publicly accessible uses should be located where possible facing onto the Open Space to the west of the building.
- Where possible, grading differences should be capitalized upon to provide direct views and access to the ravine from the lower levels of the building.
- Consideration should be made to allow for safe and observable access to the proposed Top of Bank Walkway.

Parcels B,C,G

- The primary frontage of buildings B,C and G shall be the proposed "Street A" through the site.
- Ground floor residential uses must be designed to ensure the privacy of the occupants.
- Where possible, ground floor units should possess individual entrances on the street.
- If accessible means of access are provided, ground floor uses may be elevated to between 0.5 and 1.2m above finished sidewalks to provide for extra privacy for occupants.
- Ground floor residential uses fronting onto the Private Open Space should possess private outdoor amenity spaces or landscaped setbacks to provide a transition from the private realm to more public areas.
- Public through-connections between the proposed street network and interior private open space should be clearly identifiable and provided at grade. Care should be taken to ensure clear sight-lines between areas through the use of transparent glazing or other means.

Parcels E, F

- The primary frontage of buildings E and F are along Finch Avenue.
- In order to ensure greater flexibility of use, a minimum ground level floor-to-floor height of 4m should be maintained.
- Ground floor commercial and community uses should have direct access from the sidewalk along Finch and into the atrium.
- A clear line of architectural expression should be provided at the 2nd or 3rd storey to help breakdown the scale of the buildings.
- Ground floor projections such as signage and canopies are encouraged, to delineate commercial and community areas.
- Features that provide continuous weather protection including recessed entries and canopies are encouraged particularly when adjacent to transit stops.
- Hard landscaped treatments that extend public walkways or contain planters and walkways are encouraged along commercial and community use frontages.
- Ground floor residential uses must be designed to ensure the privacy of the occupants.
- Where possible, ground floor units should possess individual entrances on the street.
- The public through-connections between Finch and the interior private open space should be provided at-grade and made clearly identifiable through the use of signage and building articulation. Care should be taken to ensure clear sight-lines between areas through the use of transparent glazing or other means.
- The northeastern corner of Building F is prominently located at one of the gateways to the community and the entrance to the Adventist Church and Crawford Academy. A public art piece in the form of an architectural feature or element should help to acknowledge this gateway position.
- Building E is a prominent building located adjacent to a publicly accessible open space. Effort should be made to celebrate this position through the design of the building and articulation of its elements.

Parcel I

- Where possible grading differences should be capitalized upon to provide direct views and access to the valley from the lower levels of the building.
- Building "I" should orient itself both towards the ravine in the southwest and the school playground in the northeast.
- Consideration should be made to allow for safe and observable access to the proposed Top of Bank Walkway.



Higher ground level floor-to-floor heights provide greater flexibility for retailers. Extended paving and canopies provide amenity for passersby



Extensive use of glazing provides clear sight-lines between areas



A basement unit capitalizes on the change in grade to provide direct views and access to the valley below



Ground floor with direct access to the street are given privacy through the use of a change in elevation and the provision of outdoor private amenity space

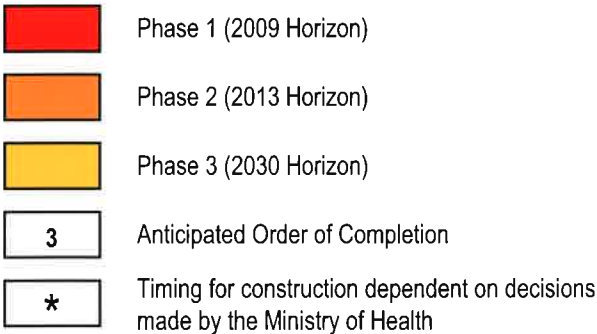
Part III - Implementation Strategy

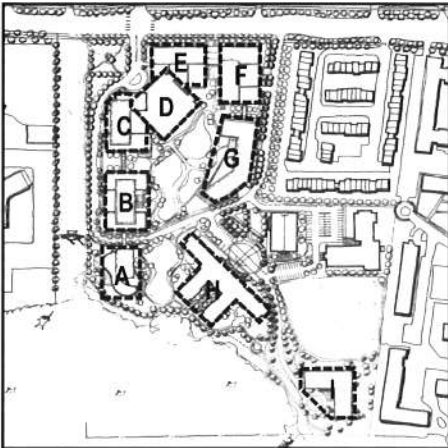


Implementation Strategy

The implementation of the Master Plan will occur over a number of years and is dependent on a number of factors including, funding opportunities, demand and the general market. It is the intent of the zoning by-law, in conjunction with the urban design guidelines, to establish framework of clear development directions while maintaining the flexibility needed over such a long period of time.

The phasing plan (left) identifies the sequence of development that is anticipated to occur over a series of 3 broad time frames. The approach to this strategy has been to develop from the rear of the site forward down each side of the site so that disruption to residents of each completed phase is kept to a minimum. The following pages provide an overview of the phasing strategy and of the key milestones and investments in the process.





Key Map

Phase 1 - 2009 Horizon

New Buildings

Building I - Assisted living building

- +- 5,500 - 9,000 sqm of Assisted Living Space
- +- 500 -1,000 sqm of Community Space

Public Realm and Open Space Investments

- A private drive will be constructed to provide access to the building.

Phase 2 - 2013 Horizon

New Buildings

Building F - Independent & Assisted Living Centre

- +- 7,000 - 11,000 sqm of Independent Living Space
- +- 8,000 - 11,000 sqm of Assisted Living Space
- +- 1,000 - 1500 sqm of Community Space
- +- 1,000 - 1,500 sqm of Support Retail and Service

Building G - Independent Living Centre

- +- 11,000 - 15,000 sqm of Independent Living Space
- +- 500 - 1,000 sqm of Community Space
- +- 100 - 200 sqm of Support Retail and Service

Public Realm and Open Space Investments

- The first half of the internal public street will be completed along the eastern side of the site from Finch Avenue south to the Long-Term Care facility.

Phase 3 - 2030 Horizon

New Buildings

Building A - Independent Living Centre

- +/- 10,000 - 13,000 sqm of Independent Living Space
- +/- 1,000 - 2,000 sqm of Community Space

Building B - Independent & Assisted Living Centre

- +/- 13,000 - 23,000 sqm of Independent Living Space
- +/- 7,000 - 9,500 sqm of Assisted Living Space
- +/- 1,000 - 1,500 sqm of Community Space

Building C - Independent & Assisted Living Centre

- +/- 10,500 - 19,000 sqm of Independent Living Space
- +/- 7,000 - 8,000 sqm of Assisted Living Space
- +/- 1,000 - 1,500 sqm of Community Space

Building E - Health Centre*

- +/- 2,000 - 3,000 sqm of Assisted Living Space
- +/- 3,000 - 5,000 sqm of Medical / Clinical Space
- +/- 500 - 1,000 sqm of Support Retail and Service

Public Realm and Open Space Investments

- The southern portion of the Central Open Space will be completed upon the completion of Building A as will the valley side public open space.
- The northern portion of the Central Open Space will be completed upon the completion of Building B along with the second half of the internal public street between Finch Avenue and the Long-Term Care facility.
- The use of the Hydro Corridor as a parking facility will be discontinued upon the completion of Building C.
- The parkette will be completed upon the completion of Building C to act as an entrance to the newly completed community.
- * Timing for the construction of the health centre is dependent on decisions made by the Ministry of Health and/or North York General Hospital and/or the Central Local Health Integration Network, the regional planning network responsible for the area.

