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INTRODUCTION AND OVERVIEW

Purpose and Objectives

The Revitalization Plan for Alexandra Park envisions a vibrant, mixed-use residential neighbourhood that relates to its urban context and supports retail and commercial uses and parks and open spaces. The Guidelines will ensure that a high-quality public realm, open spaces and architectural attributes are achieved across the Site.

The purpose of the Urban Design Guidelines is to provide parameters for the design and design evaluation of the Alexandra Park community. It is premised on the Guiding Principles developed in consultation with Atkinson Co-operative and TCH residents (see Page 13) and depicts the vision for the site. It both illustrates and describes a detailed urban design framework for Alexandra Park’s buildings, streets, public and private open spaces as well as the interfaces between the built and public realm.

Site Context

Alexandra Park (the ‘Site’) is adjacent to several of Toronto’s most well-known neighbourhoods, including Kensington Market, Chinatown and Queen West (Figure 1 – Context Map). It benefits from its prime downtown location and is well-served by public transit and a variety of retail, commercial, recreational and social amenities.

South: Small scale (2 to 4 storey) mixed retail and residential uses characterize the vibrant Queen Street West. Further south, the buildings increase in size as part of the King Spadina District, comprised of new and restored office and residential buildings with retail at-grade.

West: A neighbourhood comprised of low-rise residential buildings including single and semi-detached houses, townhomes and apartments. This residential character continues further west across Bathurst Street.

North: 1 to 3 storey residential buildings with retail at-grade front the north side of Dundas Street West. The retail in this area tends to be fragmented as compared to Spadina Avenue. Further north of Dundas is Kensington Market, which consists primarily of low-rise residential buildings, most of which have been converted to retail and market-style operations.

East: Spadina Avenue consists of a broad range of mixed use building types, generally ranging in height from 3 to 6 storeys. However, the west side of Spadina Avenue between Queen Street West and Dundas Street West is dominated by three 10-storey residential buildings, one of which (Chinatown Centre) is a large slab building that creates a hard wall against much of the east side of the Site.

Application of the Document

Toronto City Council, Staff and relevant advisory committees, as well as developer partners, will use this document when producing and evaluating development proposals and when preparing and reviewing applications for Site Plan Approval. This document is to be used in conjunction with the City’s broad range of planning control documents, including:

- the Official Plan;
- Zoning by-laws;
- Mid-rise Guidelines, Tall Building Guidelines, and Townhouse Infill Guidelines;
- the Development Infrastructure Policy and Standards; and,
- the Green Development Standards.
Figure 1: Aerial view of Alexandra Park and its surrounding context
Site Description

Alexandra Park is primarily a residential community with an approximate size of 7 hectares (18 acres) and an approximate population of 2,500 people.

The Site is within a large city block defined by Dundas Street West, Bathurst Street, Queen Street West and Spadina Avenue, and is specifically bounded by Dundas Street West to the North, Denison Avenue and Augusta Avenue to the West, the buildings on the north side of Queen Street West to the South, and Cameron Street to the east.

First built in 1968, with additional development in 1986, Alexandra Park today consists of 806 residential units, nearly all of which are rent-geared-to-income:

- Atkinson Co-Operative: 263 townhouse units and 147 apartment units in two mid-rise apartment buildings
- Queen-Vanauley (20 Vanauley Street): 135 apartment units in a midrise apartment building (includes 81 market-rent units)
- 21 - 23a Augusta: 4 townhouse units
- Alexandra Park Apartments (senior’s residence): 257 apartment units in a high-rise apartment building

In 2003, after many years of planning, the Atkinson Housing Co-operative was created, the first public housing project in Canada to convert to a non-profit housing co-op. Today, much of the Site is managed by the Atkinson Co-operative, while the Alexandra Park Apartments and Queen-Vanauley Apartments are managed directly by TCH.

One of the challenges the community has been struggling with is that Alexandra Park is currently insular, structured by inefficient green spaces and a meandering pedestrian network. Alexandra Park does not have internal vehicular connections and vehicular access into the Site is limited to emergency and service access. Drop off and delivery to individual units is difficult, particularly for the elderly and those with mobility challenges. The design of the community prohibits a diversity of uses, limits connections with its surroundings and creates concerns for personal safety.

Though challenged by its design, social bonds within the neighbourhood thrive. While intensification of the Site must establish a permeable, inviting and spirited public realm, it must also retain a strong community legacy.

For further details regarding existing conditions and other contextual information for Alexandra Park, refer to the Alexandra Park Planning Rationale, by Urban Strategies Inc., March 2011, Addendum #1 February 2012 and Addendum #2 March 2013.
Figure 2: Existing Alexandra Park Site Aerial
LOOKING FORWARD

Vision

The Revitalization Plan proposes a mixed-income neighbourhood, new land uses and a varied built form within a setting of attractive and accessible open spaces and high quality architectural expression.

The revitalization of Alexandra Park will be achieved through the introduction of market residential and retail uses and the refurbishment and redevelopment of Atkinson Co-Operative and TCH residential units.

Revitalization promotes environmental health by increasing density, managing water on-site for the apartment and townhouse blocks, protecting existing, healthy trees where possible and if not, replacing trees on site, and emphasizing walkability. Social continuity is fostered with Zero Displacement: a complex program for redevelopment which ensures that current residents may continue to live in their community throughout the phased process.

The Revitalization Plan also enhances community facilities and services with a central community space, new recreational open spaces, a refurbished daycare and retail stores.

The streets proposed in the Revitalization Plan are designed to improve connectivity while also creating marketable development parcels. New units will front onto public streets, public landscaped open spaces, and/or private driveways, reinforcing the distinction between public and private space and providing the passive-surveillance that is lacking today.
Community Principles

Early in the consultation process, the TCH community participated in the development of the Guiding Principles on which the Revitalization Plan is based. These principles are:

1. Zero Displacement;
2. Providing good housing;
3. Providing more than housing;
4. Planning together first;
5. Minimizing disruption;
6. Protecting tenants’ rights;
7. Developing connections;
8. Ensuring participation;
9. Nurturing a green, clean and beautiful community;
10. Enhancing social, recreational, learning and economic opportunities.

These Guiding Principles distinguish Alexandra Park’s revitalization process from any other that has been conducted by TCH to date. Specifically, the principle of Zero Displacement ensures that no one currently living on the Site will be required to relocate off-site at any point during the revitalization process. Residents desiring to relocate during construction will move off-site, to a similar TCH unit, and will move back to Alexandra Park should they choose to do so as units become available.

To achieve Zero Displacement, the Revitalization Plan phasing program is built on the premise that residents choosing to remain on-site during revitalization will be relocated on-site, within existing vacant units, or directly into a new unit, before their building can be demolished.
The Revitalization Plan proposes a new mixed-use, mixed-income neighbourhood, with improved housing for Toronto Community Housing and Atkinson Co-Operative tenants.

It encompasses the principles and design goals developed during the community engagement program and the technical analyses conducted by the project team. Most importantly, it incorporates all of the critical pre-conditions for a consensus-based plan.

The Revitalization Plan will reinforce and protect the culturally rich areas and physical or built form character of Kensington Market, Spadina Avenue and Queen Street West by massing which is responsive to adjacent areas. It will respond sensitively to existing Neighbourhoods designated areas and provide rear yard setback and transition in massing as per City Guidelines. Appropriate transition and stepbacks will be applied to protect and reinforce the existing heritage and culturally-rich context to the north, east and south.
Figure 4: Proposed Alexandra Park Revitalization Plan
STREET AND BLOCK PATTERN

The Revitalization Plan establishes an interconnected network of streets and blocks on site in order to improve pedestrian and vehicular connectivity through the community, provide addresses for each unit, and accommodate the servicing and parking access needs of the community.

The Revitalization Plan further restructures the Site by removing the surface parking lots and reorganizing the internal walkways and landscaped areas to permit more functional and marketable development blocks and greater co-ordination and efficiency of open spaces.

Two new streets (Street “A” and Street “B”) and two street extensions (Street “C” and Street “D”) will be introduced. Cameron Street approaching Grange Court will be aligned to meet with Willison Square (Street “E”). All proposed streets will be two-way streets. The existing portion of Augusta Street will remain as one way northbound.

Street right-of-way will vary depending on the street’s desired character and anticipated use. All streets will be designed in accordance with the City of Toronto’s Development Infrastructure and Policy Standards (DIPS).

Street Network

Primary and secondary access have been established to move traffic efficiently, accommodate development sites and provide a safe and pleasant pedestrian experience. Vehicular routes are designed to connect directly to the existing road network. Primary vehicular access to the Site is provided by Dundas Street West, Augusta Avenue and its extension and Cameron Street. Secondary access is provided via Grange Court and Street “A”, Street “B”, Vanauley Street and its extension, Street “C”, Willison Place, and Denison Avenue. Additionally, two private drives provide access to new townhouse units atop underground parking.

New streets are not expected to encourage greater volumes of traffic in the neighbourhood, but instead will improve connectivity to the surrounding area and access to development parcels throughout the Site. A finer street grid will improve Site access for emergency vehicles, refuse and recycling collection, the delivery of goods, persons who are mobility challenged and personal vehicles.

Figure 5: Figure ground of the Site pre-1986 (left) and the Site Proposed (right)
Figure 6: Street hierarchy diagram

Figure 7: Two new east-west streets, new private drives and extensions to existing streets improve site connectivity

Figure 8: Street right-of-way diagram

- **Right-of-way (ROW)**
- **EXISTING STREETS:**
  - Dundas Street West 20.0 m ROW
  - Queen Street West 20.0 m ROW
  - Spadina Avenue 40.0 m ROW
  - Cameron Avenue 15.15 m ROW
  - Denison Avenue 20.0 m ROW
  - Augusta Avenue 18.5 m ROW
  - Willison Place 9.0 m ROW

- **NEW STREETS:**
  - Street “A” 18.5 m ROW
  - Street “B” 16.5 m ROW
  - Street “C” 16.5 m ROW
  - Street “D” 18.5 m ROW
  - Street “E” approx. 15.0 m ROW
  - Private drive 11.4 m ROW and 7.5 m ROW
Dundas Street West

The introduction of mid-rise and high-rise, mixed-use development on the south side of Dundas Street West will benefit from an enhanced boulevard to minimize shadow impact to the north and to provide pedestrians with more amenity space. At the time of study, the Dundas Street West section was developed to co-ordinate with proposed conditions in the Dundas Street West Streetscape Study (regional Architects, 2010).

- The existing 20.0 m (right-of-way) ROW on Dundas Street West will be maintained;
- An additional 3.0 m setback from the existing ROW is proposed to provide a wider sidewalk and accommodate retail spill-out space, restaurant terraces and building canopies.

Figure 9: Dundas Street West section

Additional 3.0 m setback on the south side of Dundas Street West to accommodate retail spill-out space and an enhanced boulevard

Public Right-of-Ways
Zones of use within the streetscape

- Retail spill-out zone
- Sidewalk
- Lighting / planting / furnishing zone
Cameron Street

The Plan proposes re-alignment of Cameron Street, which currently terminates at Grange Avenue, in order to align with proposed Street “E” and Willison Square.

- The existing 15.15 m ROW on Cameron Street will be maintained;
- The proposed Cameron Street re-alignment will maintain the existing right-of-way and provide an additional minimum setback of 2.0 to 3.0 m to accommodate landscape treatments to enhance the public realm.
Augusta Avenue (Street “D”)

Augusta Avenue south of Grange Avenue is a one-way (northbound) residential street providing access from Queen Street West. It currently terminates at the north-west quadrant of the Alexandra Park site preventing direct connections to Dundas Street West and Kensington Market. The proposed extension continues Augusta Street (Street “D”) to Dundas Street West, a two-way street extension that serves the residential/ commercial Blocks 2, 4 and residential Block 5. This proposed linkage will connect the community with the Kensington Market and Queen West neighbourhoods.

- The existing 18.5 m ROW will be maintained;
- The extension is proposed to have an 18.5 m ROW;
- The design for the extension will reflect traditional Toronto street design and continue the character established south of Grange Avenue.
Grange Court (Street “A”)

Grange Court (Street “A”) is envisioned as a pedestrian-priority street that provides a direct connection from Cameron Street to the newly-extended Augusta Avenue. This east-west connection re-establishes the Grange Court alignment that was removed when Alexandra Park was initially constructed. Grange Court (Street “A”) and Carr Street (Street “B”) are the only two new street connections proposed to extend through the centre of the Site. Given current residents’ desire to protect the intimate character of Alexandra Park today, these streets have been designed to create a comfortable pedestrian realm with special landscaping features to focus on pedestrians and cyclists and minimize vehicular traffic. It is envisaged that these streets will include high quality landscaping and traffic calming elements.

- Grange Court (Street “A”) is proposed to have an 18.5 m ROW;
- The street will be designed to accommodate bicycle access and circulation as part of a shared roadway;
- Special paving, bump-outs and/or a traffic table may be utilized to indicate the pedestrian crosswalk between Park North and Central Park.

**Figure 12: Grange Court (Street “A”) section**

The pedestrian crossing between parks should be defined with design elements such as special paving, curb bump-outs, and/or a traffic table.
Zones of use within the streetscape:

- **Planting zone**: 2.7 m or 8.8 ft.
- **Sidewalk**: 2.0 m or 6.6 ft.
- **Private front yard**: 3.0 m or 9.8 ft.
Carr Street (Street “B”)

Carr Street (Street “B”) provides a new pedestrian-priority east-west connection between Randy Padmore Park and Cameron Street. The narrow width of the street, tree planting and special paving treatments will indicate that this is a pedestrian priority street and allow for an inviting and safe connection to the Central Park.

- Carr Street (Street “B”) is proposed to have a 16.5 m ROW;
- A landscape encroachment of 1.7m on the north side and 1.0 m on the south side of the street would be required;
- The street should be designed for the priority of pedestrians, while still accommodating vehicular access;
- Special paving, bump-outs and/or a traffic table may be utilized to indicate the pedestrian crosswalk leading to Central Park.

Figure 13: Carr Street (Street “B”) section
Vanauley Street extension (Street “C”)

The extension of Vanauley Street connects the existing dead-end street to Carr Street (Street “B”) with a widened right-of-way (from 15.15 m to 16.5 m), which will improve circulation and access and provide a more inviting gateway into the Site. The design for this public right-of-way is proposed to reflect traditional Toronto street design, continue the character already established on Vanauley Street and maximize views into ‘Central Park’.
Private Driveways

Private driveways allow access atop underground garage to buildings for purposes such as garbage collection, servicing, loading, and access to parking. The private driveways should:

- have the ability to support emergency vehicle access and general vehicular access;
- be aligned in order to facilitate clear views and pedestrian access across Vanauley Walk for legibility and safety reasons.

Example of a street that leads to a park which serves residential units, while accommodating pedestrians and vehicles.

Plan view
Bird’s eye view of the private driveways, view north-west
Pedestrian and Bicycle Movement

Both the streets and open spaces will encourage pedestrian and cyclist movement though the site, with the central park system acting as a key north-south pedestrian and cyclist corridor. Pedestrian, cyclist and vehicular routes may be differentiated through the use of materials and signage that clearly demarcate the transition in uses, where appropriate.

Streets will:
• be designed as pedestrian and bicycle friendly, with shared roadway facilities for bicycles, particularly Grange Court (Street ‘A’) and Carr Street (Street “B”)
• incorporate considerable traffic calming measures and landscape treatments at key points, including bump-outs, particularly at crossings adjacent to public parks
• have sufficient sidewalks for pedestrians and planted trees, landscaping and suitable furniture, where possible.

Pedestrian pathways will:
• promote pedestrian flow without dead ends or interruptions
• accommodate bicycles, where feasible
• connect open spaces, streets and primary entrances to buildings
• incorporate sufficient lighting and signage to facilitate safety and orientation.

For additional details regarding transit, bicycle and pedestrian movement, the Functional Road Plan and parking, refer to Alexandra Park Revitalization Transportation Considerations, February 2012, by BA Group and the updated report of 2013.
Multi-use park pathway, Chicago

Sharrow on Spadina Avenue, Toronto, ON

Figure 15: Pedestrian and Cycling Network

- Shared roadway for bicycles and vehicles
- Multi-use path (to accommodate cyclists)
- Key pedestrian path within Site
- Pedestrian routes (sidewalks)
- TTC Streetcar stop
**Setbacks to Public Streets**

In order to maximize the boulevard experience, the minimum setback across the site is generally 3.0 m from the street right-of-way. On blocks 15 and on parts of blocks 9 and 10 the minimum will be less, but will be combined with a landscape encroachment. The setbacks to streets are as follows:

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<tr>
<th>Street</th>
<th>Minimum setback from street ROW</th>
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<tbody>
<tr>
<td>Dundas Street West</td>
<td>3.0 m</td>
</tr>
<tr>
<td>Augusta Avenue and “Street D” (extension)</td>
<td>3.0 m</td>
</tr>
<tr>
<td>Cameron Street</td>
<td>3.0 m; 2.0 m Block 9a and 10a sideyard</td>
</tr>
<tr>
<td>Denison Avenue</td>
<td>3.0 m; 2.0 m Blocks 16a and 3 sideyard</td>
</tr>
<tr>
<td>Grange Court (Street “A”)</td>
<td>3.0 m; 2.0 m Block 16b sideyard</td>
</tr>
<tr>
<td>Carr Street (Street “B”)</td>
<td>3.0 m; 1.0 m Block 9 plus 1.7 m landscape encroachment; 1.7 m Blocks 10 and 15 plus 1 m landscape encroachment</td>
</tr>
<tr>
<td>Vanauley Street existing</td>
<td>2.7 m</td>
</tr>
<tr>
<td>(Street “C”)</td>
<td>3.0 m; 1.7 m on the east side on Block 10b plus 1 m landscape encroachment; 2.0 m Block 10a sideyard</td>
</tr>
<tr>
<td>Street “E”</td>
<td>3.0 m</td>
</tr>
</tbody>
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*Figure 16: Setback Plan*
Setbacks to Public Open Space

Setbacks to public open space will both define and transition between the public realm and commercial and residential uses and should contribute to the animation of public areas. The setbacks to public open space will be 3.0 m.

Typical Setbacks Adjacent to the Public Park System

- Buildings should be set back 3.0 m from a public park.
- To create a clear threshold between public and private areas decorative and porous fences or plantings should be incorporated along the park edge of the private yards.
- Building facade articulation features, such as non-structural columns, balconies and bay windows, may encroach up to 1 m into the setback area provided that these features occupy less than 50% of the unit frontage.
- Canopies, stairs, walkways and other elements related to buildings and their entrances will be located on private lands, with no above grade encroachments permitted into the public parks.
- Windows, entrances and balconies on adjacent buildings will overlook the park to enhance the sense of security and provide a visual amenity for residents.
- A variety of hard and soft landscape features, trees and/or other plantings should be included in the setback areas (frontyards for townhouses) adjacent to the open space, providing a transition between the public realm and adjacent buildings.

Planting and fences help to create a clear delineation and transition between public and private property.
Typical Residential Setbacks on Blocks 3, 5, 7, 11, 13, 14, 16, 9a and 9b

- Setback areas may utilize planting beds, fencing and lighting to reinforce private yard areas
- Building facade articulation, architectural features, such as non-structural columns and bay windows, may encroach up to 1.0 m into the setback area provided that these features occupy less than 50% of the unit frontage
- Balconies may encroach up to 1.8 m into the setback area
- Front yard and entrance details, such as porches, stairways and canopies, may encroach up to 2.7m into the setback area
- Fences and/or gates in front yards in the setback area should have spacing to allow for permeability and be no taller than 1.0 m in height

Typical Residential Setbacks on Blocks 9c, 10 and 15

- Setback areas may have planting beds, fencing and lighting that reinforce private yard areas
- Landscaping and a maximum of three steps may encroach up to 1.0 m into the setback area provided that these features occupy less than 50% of the unit frontage
- Canopies may encroach up to 0.5 m into the encroachment area within the public right-of-way
- Front yard and entrance details, such as porches, stairways and canopies, will not exceed the encroachment area

Figure 17: Front yards accommodated within the setbacks and encroachments
Commercial Setbacks Adjacent to Park North (Blocks 4 and 6)

- Active at-grade retail and commercial uses, such as cafes, restaurants, shops, and urban markets are desired at-grade on Dundas Street West and fronting Park North
- The commercial setback area in Blocks 4 and 6 will act as an extension of Park North
- A variety of hard and soft landscape treatments will be provided in the private areas adjacent to the Park North open space; seating areas may be provided
- Outdoor features such as patios, canopies and weather protection elements, plantings, signage and displays are encouraged in the commercial setback areas. The design and layout of such features will be determined and secured through the Site Plan Approval process for Blocks 4 and 6.
BUILDING HEIGHT AND MASSING

The Revitalization Plan provides strong relationships between buildings, open spaces, and the street environments. Buildings should help to define the public realm and activate public spaces.

The built form guidelines are designed to promote a high-quality public environment and variety in architectural expression. They provide flexibility to allow for creative design solutions and adaptation to changes in land-use needs, market demand, architectural styles and material technologies.

Height, Orientation and Design

Buildings within Alexandra Park have been massed and oriented in order to frame the park with lower height buildings. Taller buildings are generally sited to provide adequate transition and limit shadow impacts on adjacent Neighbourhoods. The heights within Alexandra Park are between 3 storeys (for townhouse units) and 17 storeys (tall buildings).

Figure 19 illustrates the building heights permitted within each block. These will be embedded within the site-specific Zoning By-law drafted to permit the redevelopment. Building heights, combined with maximum floor plates, setbacks and stepbacks will guide massing on the Site and establish an appropriate transition from low-rise and high-rise buildings.
The height and location of buildings, podiums and towers across the Site have been designed and oriented to:

- Create a strong street edge with minimal gaps in the streetwall along arterial and internal streets;
- Exhibit some variability in height across the site, while maintaining a consistent profile defining the street section;
- Complement opposite and adjacent streetwall heights;
- Ensure compatible relationships with the surrounding built form and open spaces;
- Gradually transition in scale from low-rise to mid-rise to high-rise; and
- Ensure that any natural or mechanical ventilation will be compatibly integrated into the design of building facades or the public realm, screened from public view and integrated with the overall composition of the building with respect to form, materials and colour.

Dundas Street West: Tall buildings will have regard for the Tall Buildings Guidelines. Towers and mid-rise buildings will also comply with the angular plane on Dundas Street West to provide massing in keeping with mid-rise buildings on Dundas Street West, and to provide sunlight on the opposite (northern) sidewalk. New buildings on Dundas Street West will be designed to fit in with the existing context and to recognize the fine-grained built form pattern of the north side of Dundas Street West that abuts the Kensington Market area.

Spadina Avenue and Cameron Street: The Cameron Street buildings are massed such that future developments on the east side Cameron Street can transition down to Spadina Avenue buildings.

Queen Street West: A range of building heights are located on the northern portion of the Site, and provide a transition is provided to Queen Street West. The building heights are supportive of the character established by the Queen Street West Heritage Conservation District.

Parks: Park North will have two tall buildings with base buildings that have grade related units. Townhouses fronting the park will be massed such that the side walls read as front elevations facing the park.

Neighbourhoods designation: All massing abutting Neighbourhoods will be sensitive to the scale of the existing context. Where taller buildings are located in proximity to Neighbourhoods, the built form will transition in height to maintain the character of the Neighbourhood.
Low-rise Buildings Heights (1 - 4 Storeys)

The majority of low-rise buildings within Alexandra Park are at the heart of the community, framing its central green parks and neighbourhood streets. Consisting of townhouses, back to back townhouses, stacked townhouses and low-rise apartments (which function as the base of mid-rise and high-rise buildings), low-rise buildings will:

- Have a maximum height of 4 storeys/14 m;
- Incorporate distinctive design elements, such as unique materiality, cornices and fenestration that define the street edge and pedestrian environment;
- Have façades which provide vertical delineation of individual at-grade units and have windows that face onto the streets on which the building fronts;
- Conform to City of Toronto Development, Infrastructure & Policy Standards;
- Have grade-related units;
- Have sidewalls that are architecturally treated with windows, massing and materials that are not blank walls;
- Be raised a minimum of 3 steps for townhouses as per Infill Townhouse Guidelines
- Have a low fence or landscaping to demarcate private townhouse land abutting the park
Mid-rise Buildings heights (5 - 12 Storeys)

The majority of mid-rise buildings within Alexandra Park are located along Dundas Street West and Cameron Street. Dundas Street West has a sufficiently wide right-of-way to support the massing and height of mid-rise buildings; Dundas also has a transit line. Intensification of the Alexandra Park community along Dundas Street West will create a strong and active frontage. The orientation of mid-rise buildings minimizes the shadows cast over low-rise buildings and open spaces. Mid-rise buildings will:

- Have a minimum ground floor height of 4.5 m on Dundas Street West to accommodate retail uses at-grade
- Have grade-related units
- Have minimum 15.0 m separation distances from adjacent mid-rise buildings
- Have facades that provide vertical delineation, setbacks and architectural elements to break-down the scale of buildings.

Figure 21: Mid-rise buildings, 5-12 storeys

Ideal lofts, College Street, Toronto, ON
Apartments in Portland, Oregon
18 Yorkville Street, Toronto, ON
High-rise Buildings Heights (13+ Storeys)

A range of tower heights will be provided to create visual interest throughout the Site, with additional flexibility for varied massing, architectural expression and materiality. High-rise buildings will:

- Have a height range between 13 and 17 storeys;
- Comply with the intent of the Tall Building Design Guidelines;
- Create gateways and focal points, particularly at Dundas Street West and Denison Avenue; Dundas Street West and Willison Square; Vanauley Street and Street B (Carr Street); and at Cameron Street and Street B (Carr Street);
- Be situated on above a low-rise or mid-rise building component which functions as the podium of the high-rise building;
- Have grade-related units at the podium base;
- Have maximum floorplate size of 750 square metres;
- Have setbacks, balconies, canopies and fenestration which emphasize vertical proportion and de-emphasize mass.
- Have a minimum separation distance of 25.0 m from adjacent high-rise buildings.
- Have a base building (podium) height generally no greater than 80% of the total of the ROW and setback as per Tall Building Guidelines (Blocks 4, 6 and 8).
Ground Floor Design Guidelines

The ground floors of buildings and their adjacent setback areas relate to the public boulevards and open spaces on which they front. These private lands may enhance adjacent streetscapes by contributing to overall landscaping and by providing publicly accessible amenities, such as seating and activity-generating venues, such as café patios.

Residential Use

- Ground floor units fronting on public streets will have individual entrances onto the street
- The first floor may be elevated between 0.5 m and 1.2 m above finished sidewalks to enhance privacy for occupants

Retail/ Commercial Use

- Ground floor commercial units will have direct access from Dundas Street West or the Park North walkway
- Ground floor projections such as signage and canopies are encouraged, to delineate commercial areas and provide a clear line of expression at street level
- Features that provide continuous weather protection, such as canopies, are encouraged
- Canopies and signs must not encroach into the public right-of-way
- Hard surfaces and landscape treatments such as patios, planters and paving that extend public walkways are encouraged within commercial setback areas
- Commercial uses in Blocks 4 and 6 which front the park may utilize and animate the setback areas with features such as patios, seating areas, planters and displays
PARKS AND OPEN SPACE

The generous network of public and private open spaces within Alexandra Park will be one of the distinctive aspects of the community, binding its many elements into a neighbourhood of distinct character.

The Conceptual Parks and Open Space Plan (Figure 24) illustrates the network of private and public open spaces, pedestrian connections and public boulevards envisioned for Alexandra Park. Courtyards, roof gardens and yards are privately owned and maintained landscaped areas specifically intended as a visual amenity or outdoor activity area for enjoyment by residents of the development, but may be publicly accessible. Front yards will have a key relationship with the public realm and a strong influence on the streetscape. Together, setbacks, courtyards and other private landscaped areas will complement the public open space system, the internal street network and public routes within Alexandra Park.
Multi-use open space

Linear Park

Private yards and courtyard, Benny Farm, Montreal

Courtyard in Montreal

Figure 25: Alexandra Park Open Space Plan
Public Open Space

Alexandra Park’s built form is complemented by its green setting, comprised of landscaped streets and paths throughout the community and a series of connected parks that extend from Vanauley Street in the south to Dundas Street West in the north. This linear open space will include a north-south pedestrian route that branches to adjacent areas of the Site and will consist of three parks:

1. Park North
2. Vanauley Walk
3. Central Park

While there are several design elements that will be common to all parks, each will have its own character and programming. Park names are for descriptive purposes only and formal names will be determined once the parks are developed.
All public open spaces will:

- Have public art and/or landscape features at prominent park entrances to reinforce the gateway nature of the location;
- Accommodate a private multi-use path at the edge of the park (on adjacent properties) in a minimum 3.0m setback. The path will be continuous along the linear green space;
- Maximize the use of interlocking or porous paving for park pathways and hard surface areas;
- Reflect the diversity, heritage and culture of the Alexandra Park community through public art opportunities and wayfinding elements; and
- Exhibit design excellence. High quality finishes will be considered in the selection of park elements including lighting and furnishings.
Park North

Park North will be a vibrant gateway entrance to the linear open space and Alexandra Park. Park North acts as a ‘bridge’ between the Alexandra Park community and the Kensington Market neighbourhood on the north side of Dundas. It is envisioned as a lively, multi-use Park. Facilities envisioned for Park North may include:

- And entrance and retail plaza which facilitates access from Dundas Street West and the Kensington Market neighbourhood to the north;
- A hardscape plaza, no more than 50 percent of the area of Park North, located on the northern portion of Park North and relating to the retail/commercial spill-out space;
- A minimum 50 percent soft landscape across Park North;
- A potential location for a multi-use space for performance, which could host a weekly farmer’s market or special events, if space permits.
Vanauley Walk

Vanauley Walk will be a public, landscaped pedestrian/cyclist corridor leading from the south side of Park North and Grange Court (Street “A”) to Central Park. The design of Vanauley Walk will:

- Include a multi-use pathway within the linear green space at least 3.0 m wide and easily accessible from Grange Court (Street “A”) and connecting to Central Park;
- Be designed to maintain views of Park North and Central Park.
Central Park

‘Central Park’ will be a centralized open space and significant public amenity for Alexandra Park residents and the general public, animated by its proximity to the community space, on-site childcare facility and basketball courts. Facilities envisioned for Central Park may include:

- An entrance design that facilitates access to Carr Street, the community space and the private laneway leading to the basketball courts and Cameron Street;
- Pedestrian connections to the existing childcare facility;
- A multi-use stage or performance, with consideration given to potential audio-visual needs of users;
- Junior play equipment and/or a multi-use recreation area;
- Other amenities such as a fitness circuit or splash pad.
Publicly Accessible Open Space

Publicly accessible open spaces may be part of a building complex or otherwise on privately owned land, however, may be accessed and used by the general public. The Basketball Courts and Community Space Patio, while privately owned and maintained, are intended to be publicly accessible open spaces, and as such, should be designed to read as part of the larger Central Park.

Basketball Courts

Two full-size basketball courts currently exist and are well-utilized by members of the Alexandra Park community. Replacement of these two courts is proposed as part of the Revitalization Plan. The courts will be located adjacent to the Community Space and Central Park. The design of the basketball courts should:

- Have a pedestrian connection maintained between the courts, Central Park and the Community Space;
- Design lighting to accommodate pedestrians and sport users;
- Provide seating areas for spectator use;
- Give consideration for adequate sun/ shade provision.
Courtyards

- Courtyards are located at-grade, in-between low, mid and high-rise buildings;
- All adjacent apartment buildings should include an access point directly from the building to the courtyard;
- Potential uses for the courtyard should be limited to passive recreation and may include gardens, seating and socializing areas (e.g. barbeques) for the communal use of building residents;
- Exclusive-use courtyard terraces, accessible only from an individual unit, are permitted within the courtyard areas and will be located adjacent to the buildings;
- The relationship between communal use and exclusive use areas will be delineated through the use of plantings, low, decorative fences, changes in paving or ground cover, or similar methods;
- Structures and facilities that perform environmental functions, such as stormwater management, should be considered;
- A variety of planting types is desirable, and should comprise predominantly native, drought-tolerant or other context-appropriate and sustainable species.
**Private Open Space**

Private open space includes residential yards.

**Front and Rear Yards**

- All townhouse units will have a front yard;
- Townhouses fronting a street will ideally be be setback 3.0m to accommodate a front yard, however a minimum front yard in some instances is 1.0m as described on Page 32. If the ideal setback is not achievable, an encroachment into the public right-of-way may be required to permit appropriate transition between the townhouse unit and the street, as described previously.
- Townhouses fronting a park will generally be setback a minimum of 3.0 m to accommodate a front yard and walkway;
- Back-to-back townhouses will have front yards with a minimum depth of 3.0 m;
- Through units will ideally have a front yard with a depth of 3.0 m and a rear yard with a typical depth of 5.5 m with the exception of Blocks 16b and 16c, where rear yards will have a minimum depth of 3.0 m;
- If a path is provided for access at the back of the townhouses, the depth of the rear yards will be less than 5.5 m;
- Design of front yards will reflect and respond to adjacent streetscape treatment;
- A transition between public lands and front yards is to be delineated through various design elements;
- Details such as porches, stairways, fences, gates and canopies are permitted within front yards;
- Fences around front yards must permit clear views and will be designed to complement the public character of the adjacent street or park;
- Rear yards will not be permitted to face a public park or street.
STREETScape Design Guidelines

As a major public realm element, the streetscapes play a significant role in defining the character of the Alexandra Park community.

Streetscapes across the Site will be enhanced with pedestrian-scale lighting, street trees and landscaping, and co-ordinated with street furniture or accented with decorative paving where possible. Particular attention should be paid to the design of streetscapes and their elements adjacent to park spaces, such as the pedestrian crossings at Grange Court (Street “A”) and Carr Street (Street “B”).

Sidewalks and Paving

- Sidewalks are a fundamental feature of the public realm and will be a minimum of 1.7 m to 2.1 m in width, free and clear of any obstruction to pedestrian movement;
- Sidewalks and/or boulevards adjacent to open space areas or special crossing points may be given a distinctive paving treatment, the design of which should be complementary to the overall streetscape design.

Figure 26: Conceptual rendering of potential paving treatment at key intersections
Intersections and Crossing Points

- Intersections and crossing points should be designed to balance the needs of both vehicles and pedestrians through the use of reduced curb radii and the elimination, where possible, of right turn channels and dedicated turning;
- Crossings may incorporate unique paving treatments, a minimum of 3.0 m in width, that help to alert drivers and pedestrians and highlight pedestrian zones;
- Paving treatments at crossings on Grange Court, Carr Street and Vanauley Street, particularly at park gateways, may include high quality materials such as textured concrete or pavers, bump-outs to narrow the crossing of the street, and may be raised to create either a tabled intersection or a more prominent crosswalk;
- Consideration should be given to accessible design, such as curb ramps for strollers and wheelchairs, at every crosswalk to create an accessible sidewalk and public realm.
Planting

• Existing trees will be maintained and/or replaced according to the Tree Preservation Report (prepared by D. A. White, Arborist, February 2012 and updated in March 2013);
• Street trees are accommodated within the right-of-way of all proposed streets, in accordance with street sections as shown in pages 18 to 27 and comply with the City of Toronto Development Infrastructure & Policy Standards;
• Trees within the street right-of-way should be planted in accordance with City of Toronto specifications, in continuous tree pits with adequate soil volume;
• The landscape area for properties adjacent to Vanauley Street (specifically Block 10) should allow sufficient space for the adjacent street trees within the public right-of-way to thrive, considering canopy and root systems;
• Planting within private landscape space adjacent to the public realm should complement the streetscape character;
• Planting throughout Alexandra Park should be primarily native, drought tolerant or other context-appropriate species of trees, shrubs, flowers, ground cover and other vegetation;
• Trees located in courtyards, plazas or open spaces may be accommodated in planters, provided they do not interfere with pedestrian flow.
Street Furniture

• A furnishing zone to accommodate landscaping, furniture and spill-out space for local businesses (Blocks 1, 2, 4 and 6) should be provided between the pedestrian zone and curb;
• Street furniture, including lighting, benches, waste/recycling receptacles, bicycle posts/racks and signage should be strategically located within the furnishing zone and designed and built to a high quality in accordance with the City of Toronto’s Co-ordinated Street Furniture series;
• Street furniture and signage should be an integral part of the public realm. Style, colour and location should be co-ordinated across the Site reinforcing the sense of place;
• The position of street furniture should be used to delineate and define spaces, creating a transition between pedestrian zones and the roadway;
• Materials selected for street furniture should be contemporary;
• Hard surfaces should be of high quality concrete, wood and metal finishes;
• Opportunities for alternative street furnishings are encouraged within open spaces where they may be combined with elements such as public art.
Lighting

Lighting is not only a basic security requirement, but also contributes to the character of spaces, and should support vehicular and pedestrian activity levels.

• For personal safety reasons, all public spaces across the Site will be well lit, with particular emphasis on:
  • Entry points for residential units;
  • Open spaces and connector routes;
  • Architectural and natural features;
• While floodlit buildings create a strong impression and can be used to identify important landmark buildings across the site, the lighting should be controlled separately and switched off depending upon occupancy patterns of the area;
• Uplighting should be used sparingly and only to emphasize key features in the landscape;
• Lighting fixtures should be incorporated into columns and/or street furniture to reduce clutter where possible;
• Primary traffic routes through the Site should support lighting similar in scale and style and use the same light source as main routes in surrounding areas;
• Secondary streets should support lower columns and a white light source;
• Light fixtures should comply with the City of Toronto’s Bird-Friendly Development Guidelines.

Lighting should be contemporary in character
(examples by Lumec)

Pedestrian scale lighting should be implemented across the Site where appropriate
Wayfinding

Entrances to the Alexandra Park community should be accentuated with elements which may include special landscaping and public art. Wayfinding, in the form of maps and signage, should also be included at key entrances, as well as within the central park system.
The proposed development form creates good opportunities for the implementation of sustainable practices such as bioretention, green roofs, porous pavement and rainwater re-use.

The selection of sustainable practices should be done with consideration of technical criteria, value, aesthetics and public acceptance, ideally at a master servicing level.

**Landscaping**

Landscaping of open spaces will minimize impact on the natural environment by:

- Retaining existing trees, where possible and based on the Arborist Report (D. A. White, February 2012, and updated in March 2013);
- Replanting as many new trees as possible to compensate for trees that must be removed;
- Using predominantly native tree and plant species in landscape design and incorporating drought tolerant species for shrub and perennial areas;
- Using recycled or renewable resource materials;
- Planting low maintenance landscapes in private yards.
Solar Panels

Photovoltaic (electric) and solar thermal (water heating) technologies may be integrated into the built form in Alexandra Park, with consideration given to:

- Building-integrated and aesthetically designed photovoltaic systems that are incorporated into the structure;
- Photovoltaic shingles and glazing;
- Photovoltaic roof laminates;
- Roof-mounted panel systems.

Stormwater Management

The proposed sustainable practices should complement other traditional stormwater management components in keeping with the objectives of the Wet Weather Flow Management Plan (City of Toronto), and in consideration of the Low Impact Development Stormwater Management Guide (CVC, TRCA).

Proposed rooftop systems and infiltration trenches are essential to providing stormwater retention and addressing the water balance requirements from the City of Toronto.

Each block with in the development will handle its own stormwater management requirements. Several locations within the development show potential for superior infiltration. These areas will be utilized for enhanced subsurface recharge. All stormwater flows will be treated before being released off-site.
Green Roofs

Green roofs will be installed on commercial, residential and institutional buildings, in accordance with the City of Toronto Green Roof By-law, to regulate building energy usage and to assist with storm water absorption and filtration. The percent of available roof coverage assumes a range of 25% to 50% will be allocated to private terraces or outdoor residential amenity areas. Green roof calculations should be revised for each building as they undergo detailed design. Any variation from the Green Roof By-law will require council approval.
Figure 28: Buildings to incorporate green roofs

Green roof as an amenity space for residents
PARKING AND ACCESS

Underground Parking

On-site parking will be provided for Alexandra Park residents within the Site, but not necessarily within each Block.

- Access to parking will be via public streets or private driveways (Block 16);
- Design of parking areas should maximize safety and security;
- Access to and from parking areas will be controlled;
- Public parking will be separated from resident parking;
- Garage vents should be integrated into hard surface areas with limited impact on pedestrian amenities or landscaped areas.

While surface parking is not permitted in the final build out of Alexandra Park, surface parking is permitted as an interim strategy to preserve an adequate supply of resident parking throughout the redevelopment process.

Street and Surface Parking

- On-street parking opportunities will be maximized;
- Parking for service or commercial vehicles would be accommodated on-street via the City of Toronto permitting process;
- Parking will not be permitted at-grade between the building and the street;
- Front yard parking will not be permitted;
- Surface parking lots will not be permitted.
Bicycle Parking

- Public bicycle parking facilities should be provided throughout the Site;
- Bicycle lock posts/rings are to be located along streetscapes and in parks where appropriate;
- Secure bicycle storage facilities should be incorporated into underground parking garage areas or within apartment buildings at-grade;
- Opportunities for bike sharing facilities should be maximized.

Vehicular Access

- Vehicular access to buildings and development blocks will be located to minimize curb cuts and disruption of the pedestrian environment;
- There will be no vehicular access into development blocks from Dundas Street West;
- Access areas should be architecturally treated, incorporating landscaping, lighting and other mitigation measures;
- Turning radii for curbs should be minimized to a maximum diameter of 4.0 m, where possible;
- Vehicular entrances will be surrounded by and recessed into occupied building space so as to integrate the access area into the building and reduce its street presence.
- Details of each access point will be designed through the Site Plan Approval process.
SERVICING

Fire and Emergency Access

Block access arrangements for fire route provisions is illustrated in the Functional Road Plan included in the Alexandra Park Revitalization Transportation Considerations by BA Group, submitted in February 2012. Details will be developed through site plan processes for each of the proposed buildings.

Garbage and Recycling

• All apartment buildings will have centralized garbage and recycling areas, internal to buildings and not located adjacent to streets or public parks, with the exception of Block 16;
• Block 16 will have an outdoor centralized bin collection point within the block which will be fully enclosed, secured and concealed with screens, planting or other mitigation measures;
• All townhouses will have on-street refuse pick-up with the exception of Block 16 and Block 9;
• Collection points and bin storage areas will be located on private property so as to not block pedestrian walkways;
• All market apartment buildings and new TCH apartment buildings are required to provide loading facilities

Utilities

• Utilities will be located internal to the Site and will not be visible from public spaces, where practical

Figure 30: Conceptual sketch on Block 16- storage of bins and access to centralized bin area*
*Note: Concept sketch only - Subject to City division approval
PHASING STRATEGY

Alexandra Park is a large and complex project that will be developed over a number of years. The phasing plan reflects a socially and economically sustainable strategy, premised on the Guiding Principle of ‘Zero Displacement’.

In order to ensure Zero Displacement, the implementation of the Revitalization Plan will require approximately 10 to 15 years to complete, phased in two main construction stages. Construction on the Site is anticipated to be relatively continuous with the creation of public parks and streets in step with the construction of adjacent new buildings and the refurbishment of existing buildings to be retained.

The phased development also considers parking requirements of existing TCH/Atkinson Co-Operative tenants and is organized around maintaining sufficient parking to meet existing Site parking demands during the phased construction process.

The revitalization plan site layout and the distribution of uses have been strategically organized in order to achieve Zero Displacement, minimize disruption and ensure the financial feasibility of the project. The pace of implementation is largely determined by the on-site vacancy rate and may be accelerated or slowed depending on how many people choose to move out of the community in a given year.

The phasing plan is based on the assumption of an initial 5 vacant units which would be held in order to begin the demolition and phasing program. A detailed phasing program, with the location and number of units demolished and constructed, is provided in Figures 31 and 32.
Phase One

TCH / Atkinson Co-Operative Units: 61 units

Market Units: ~429 units

Infrastructure:
- Carr Street (Street “B”)
- Vanauley Street extension (Street “C”)
- Underground garages for market apartments
Phase Two

TCH/ Atkinson Co-Operative Units: 261 units; refurbish 473 existing units

Market Units: ~1140 units

Infrastructure:
- Grange Court (Street “A”)
- Realignment of Cameron Street
- Realignment of Denison Avenue
- Augusta Avenue extension (Street “D”)
- Street “E”
- Blocks 9 and 16 Private drive
- Underground parking garages for market apartments
- Underground parking garage for Blocks 16 and 9; possible parking garage for Block 2

Amenities:
- Community Recreation Hub
- Basketball Court
- North Park, Vanauley Park, Central Park
ALEXANDRA PARK

Urban Strategies Inc.
in coordination with:

BA Group
N. Barry Lyon Consulting
Halsall Associates
URS Corporation
GHD Inc.
Public Interest
Levitt Goodman Architects
Teeple Architects