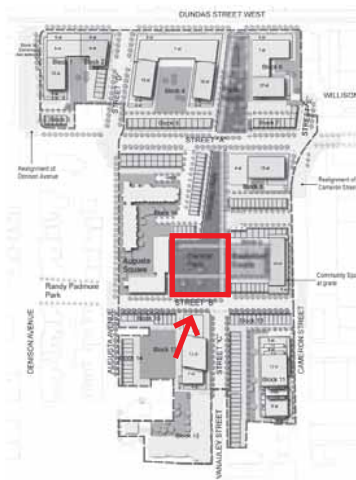




St.Lawrence neighbourhood Streetscape
Toronto



Play area in Mont Royal Park, Montreal



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



Two full-court basketball courts may be accommodated on site



A plaza space should be provided between the courts and Community Space

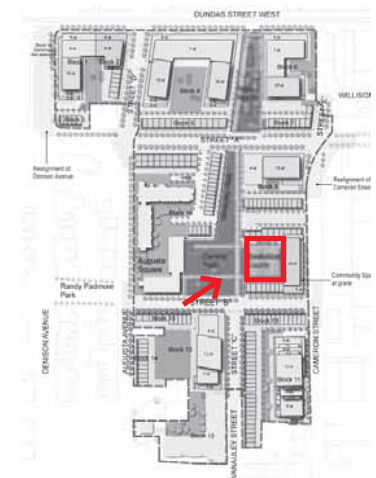


Publicly accessible open spaces may be part of a building complex or otherwise on privately owned land, however, may be accessed and used by the general public. The Basketball Courts and Community Space Patio, while privately owned and maintained, are intended to be publicly accessible open spaces, and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

Basketball Courts

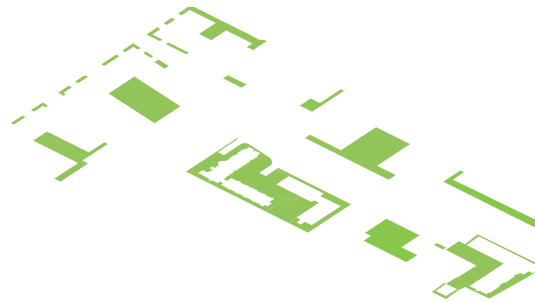
Two full-size basketball courts currently exist and are well-utilized by members of the Alexandra Park community. Replacement of these two courts is proposed as part of the Revitalization Plan. The courts will be located adjacent to the Community Space and Central Park. The design of the basketball courts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

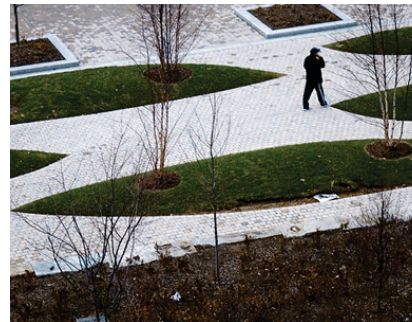


Courtyards

- 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.



Conceptual rendering of a courtyard in Alexandra Park



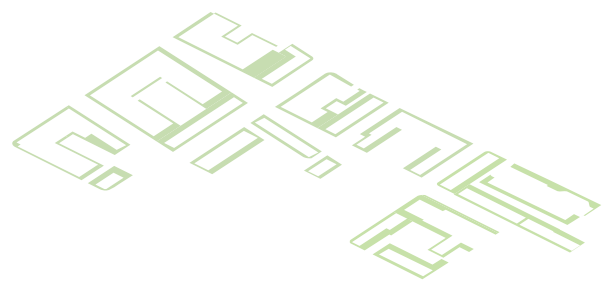
Courtyards may be comprised of hard and soft landscape areas



Courtyard within Phoebe Street development, Toronto



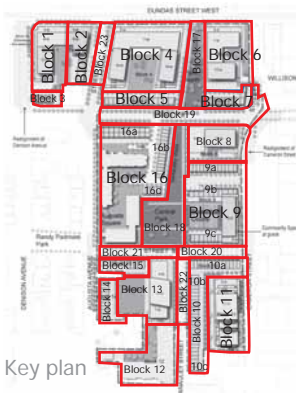
Units at-grade may have a front yard



Private front yards within the setback from the street right-of-way



Backyards may have fences made of high-quality materials



Key plan

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 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



Depressed curbs, paving and signage identifies a pedestrian crossing, St. George Street, Toronto



Key intersections may incorporate elements such as a traffic table, Heath Street, Toronto



Utilizing paving to delineate streetscape zones, Kitchener



Curb bump-outs to minimize pedestrian crossing distance

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.



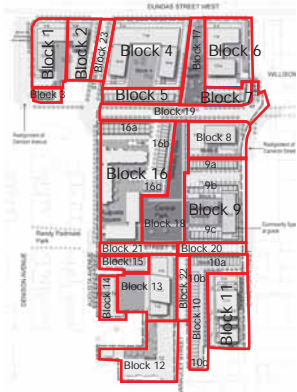
Tree planting within the setback area



Trees planted in continuous trenches which may include additional planting

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.



Key plan



Planting and furnishing at the Varsity Stadium site, Toronto, ON



Co-ordinated street furniture, Cite Internationale, Paris

Furniture may be a City of Toronto standard or custom piece

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





Park signage



Wayfinding signage, Vancouver, British Columbia



Clear, graphic signage, Wychwood Car barns, Toronto

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.

SUSTAINABILITY

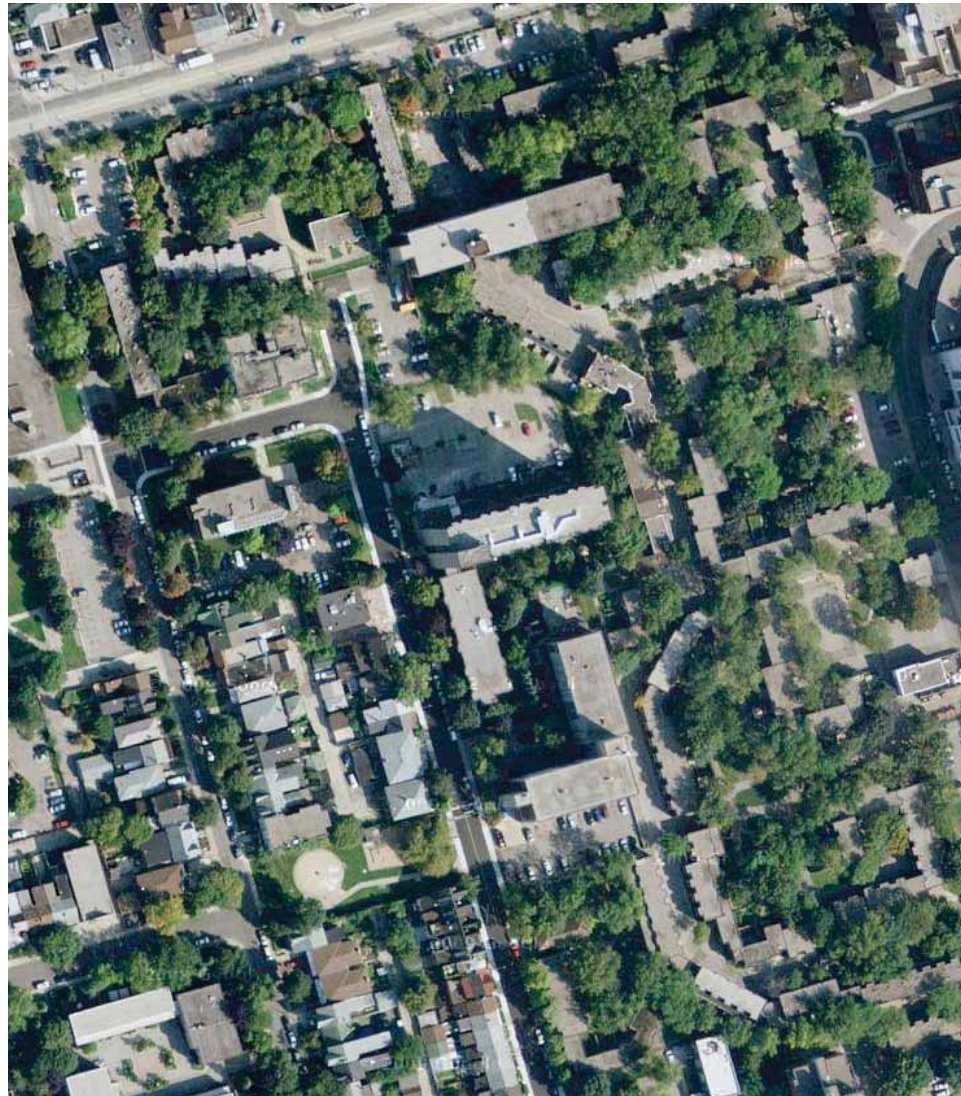
The proposed development form creates good opportunities for the implementation of sustainable practices such as bioretention, green roofs, porous pavement and rainwater re-use.

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.



Aerial view of tree canopy within Alexandra Park today. Trees in good condition are to be retained where possible, while considering the urban nature of the Revitalization Plan.

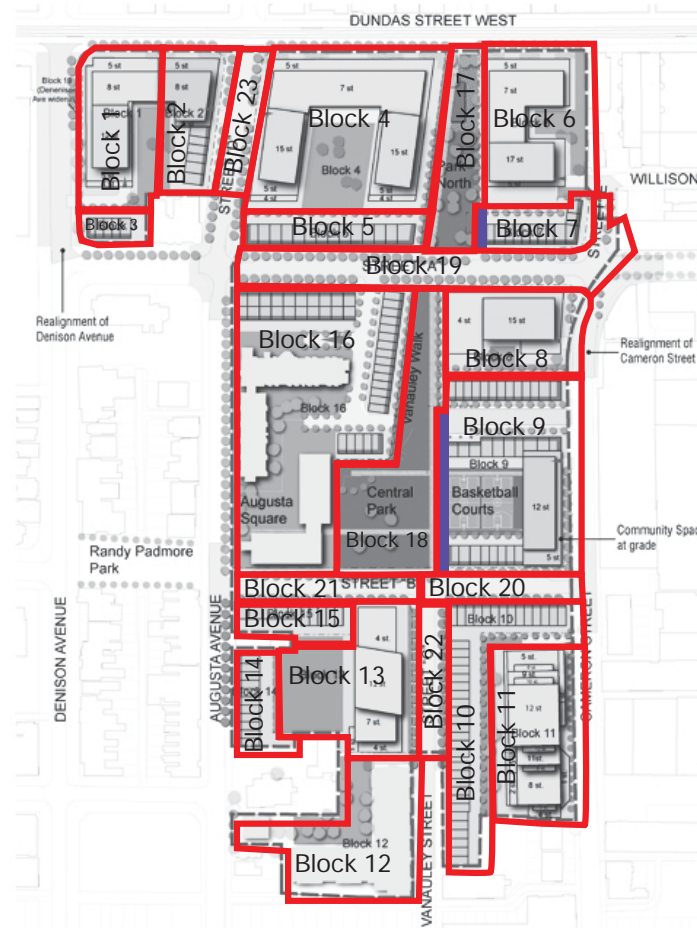


Figure 27: Locations shown in blue are privately owned stormwater management areas



Solar panels integrated into the residential building



Utilizing planting beds and roof gardens to accommodate infiltration of stormwater

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 within 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.



Green roof as amenity space



Green roof, California Academy of Fine Arts,
San Francisco, California

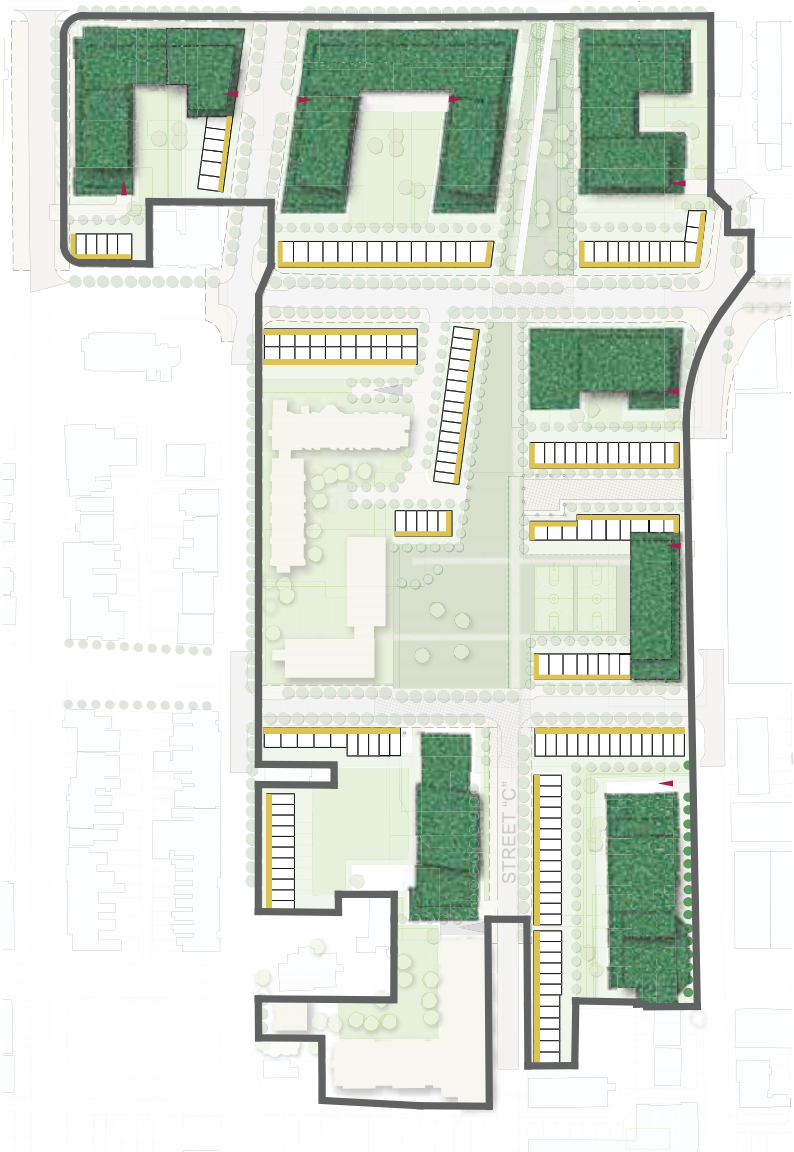


Figure 28: Buildings to incorporate green roofs



Green roof



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.

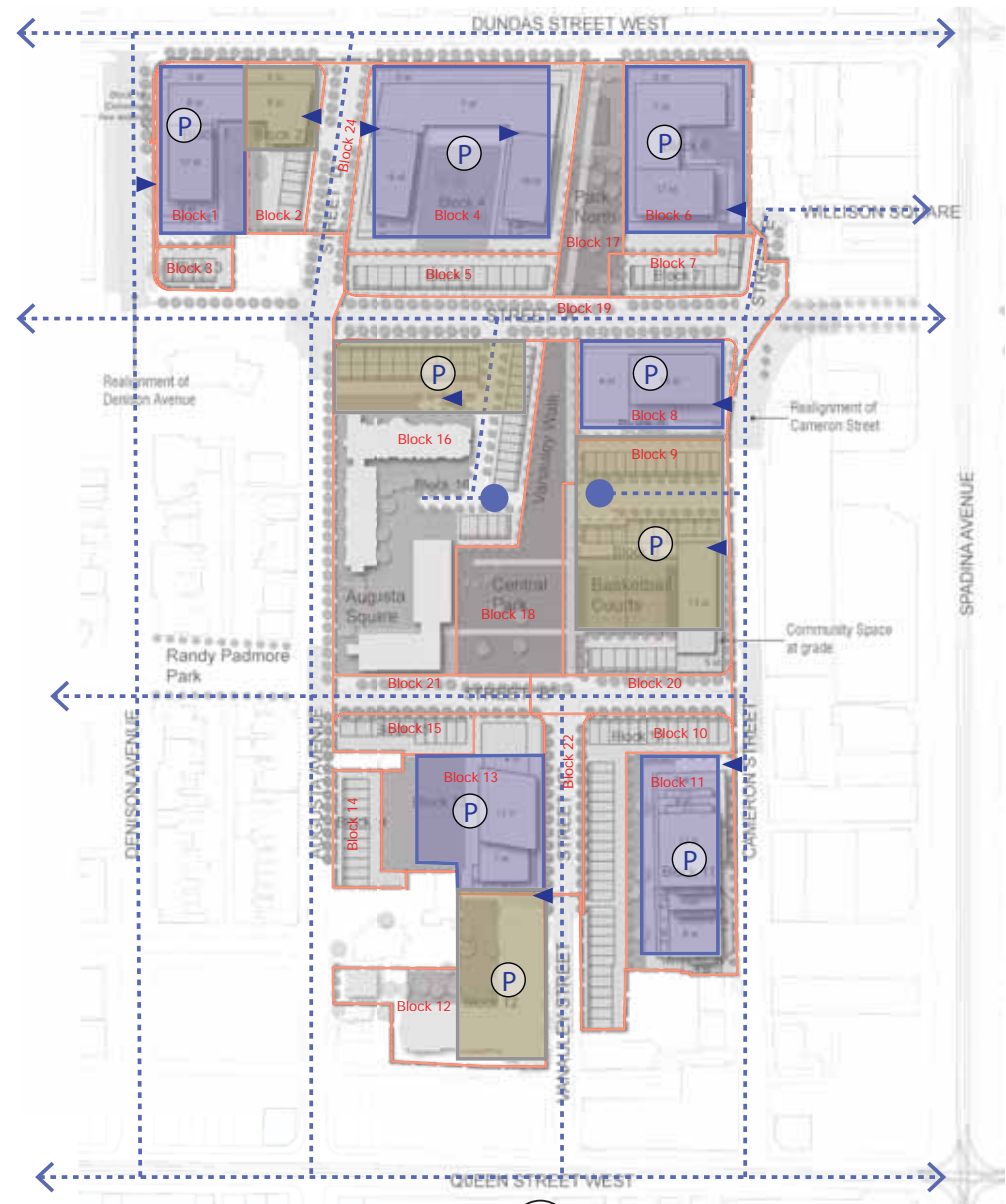
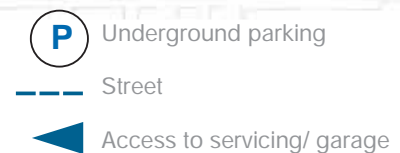


Figure 29: Parking and access





Bicycle parking will be accommodated in underground garages



Bicycle lock posts, Montreal



Incorporate garage access into the building

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 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



Utilizing screening and sliding panels to enclose outdoor refuse collection points

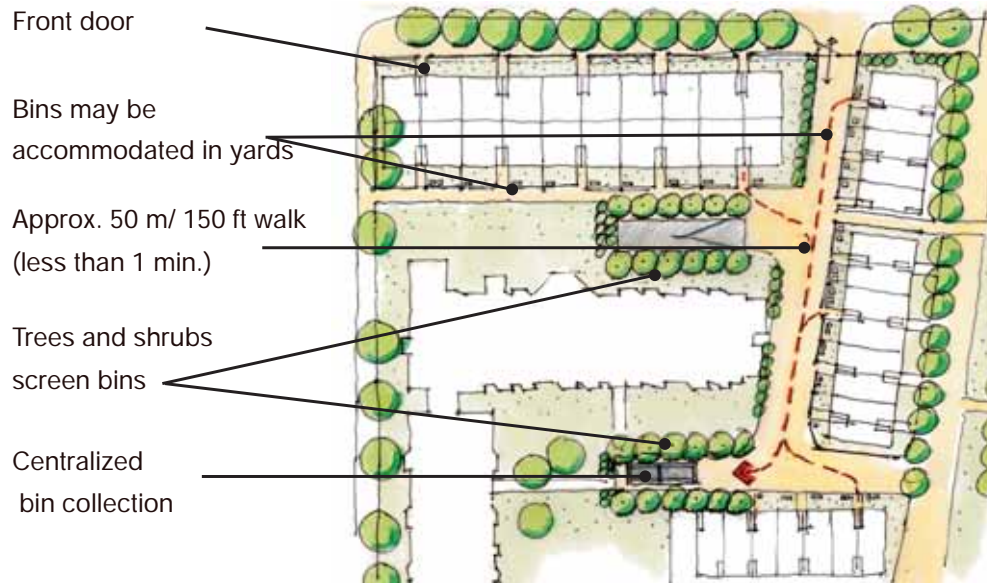


Figure 30: Conceptual sketch on Block 16- storage of bins and access to centralized bin area*
 *Note: Concept sketch only - Subject to City division approval

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

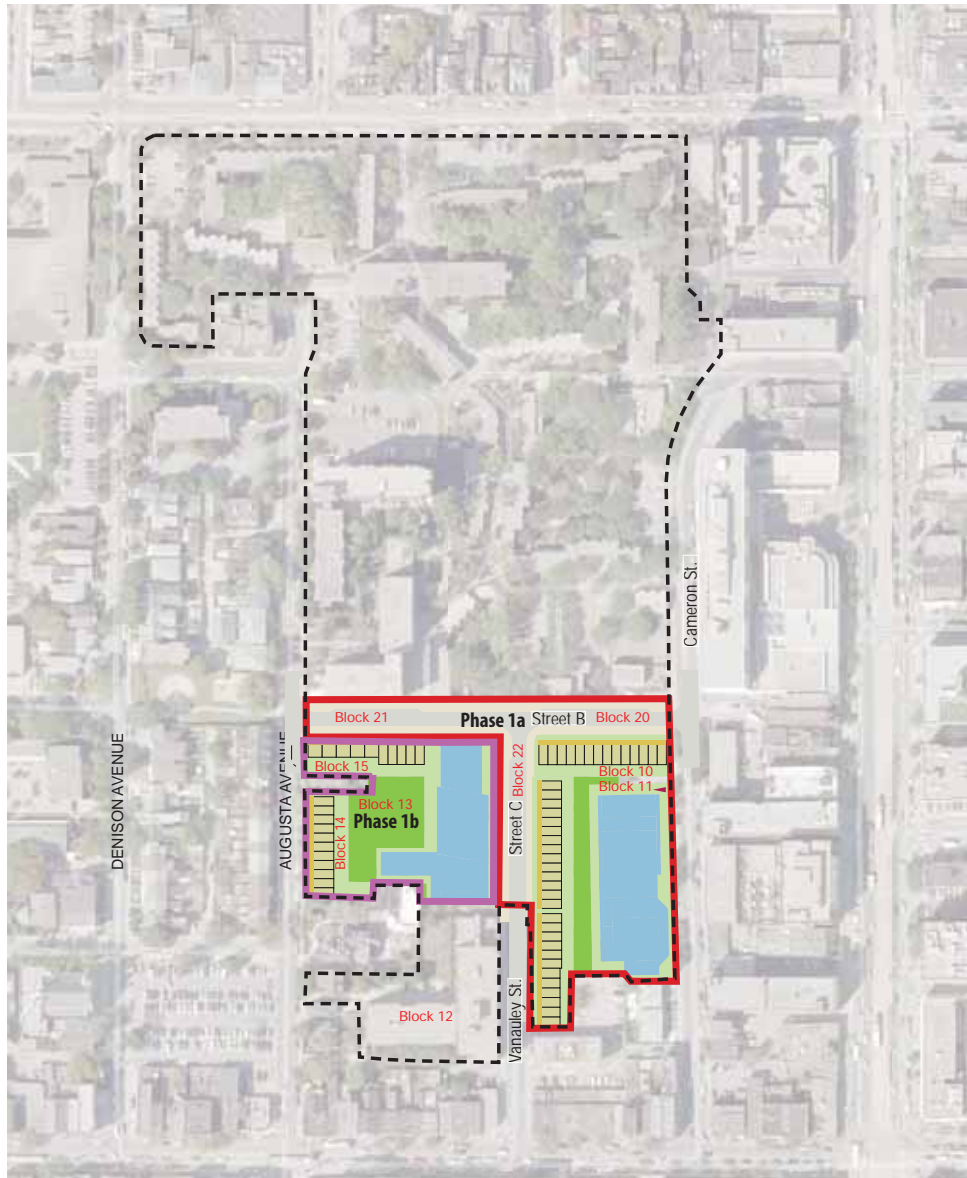


Figure 31: Phase One

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

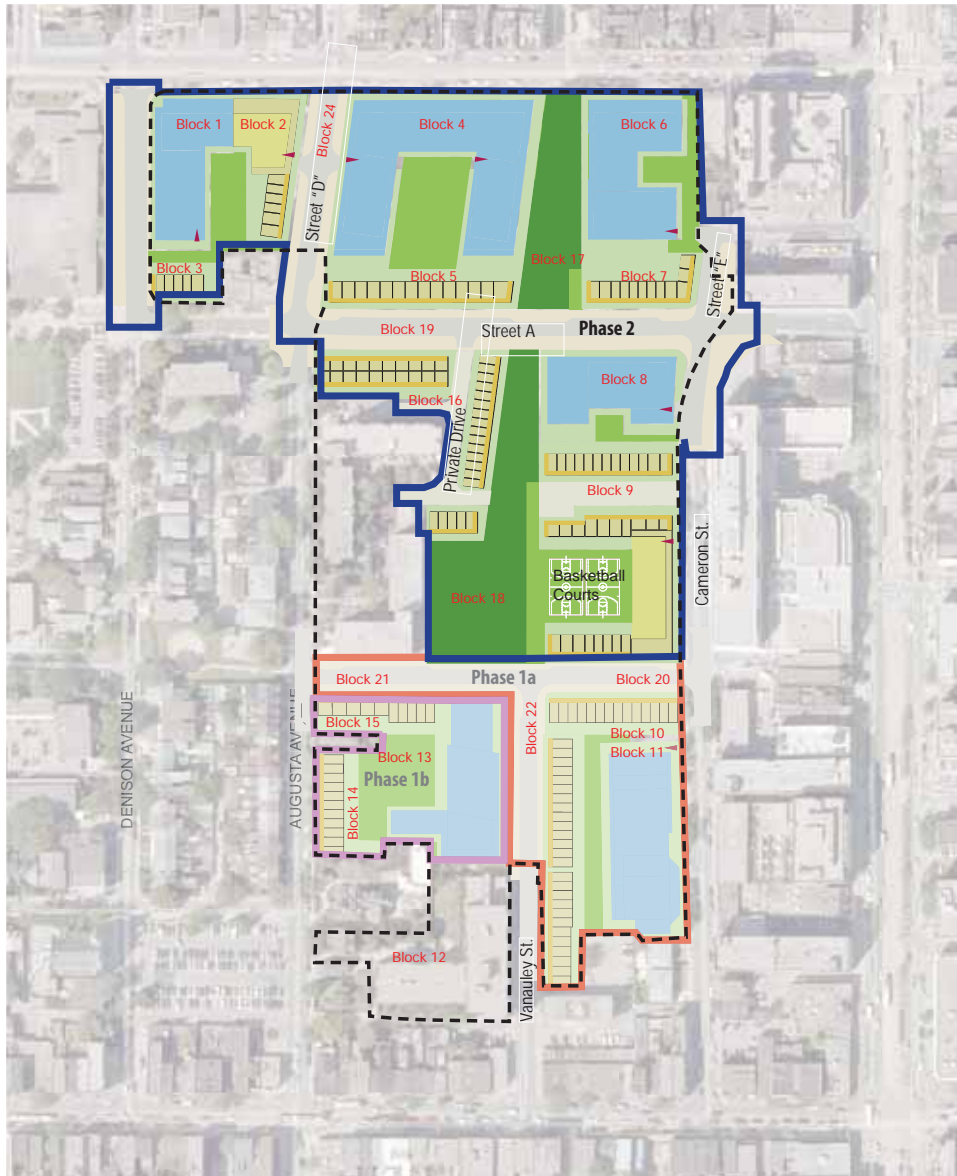


Figure 32: Phase Two

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
Teepie Architects

