

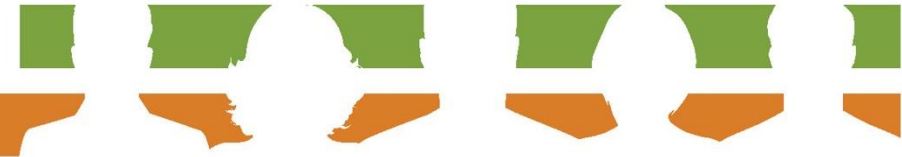


Toronto



Curtner

Urban Leadership Program



SESSION 7

Building Density Differently

FRIDAY, APRIL 24TH, 2026

**URBAN
STRATEGIES
INC .**



Curtner

Urban Leadership Program



Craig Lametti

Partner

Urban Strategies Inc

**URBAN
STRATEGIES
INC**

TODAY'S AGENDA



9:00AM – Welcome

9:15AM – Team draft project presentations & feedback

10:45AM – Break

11:00AM – Policy frameworks, directions and challenges to building density differently?

12:30PM – Working Lunch

1:15PM – Recent and future practice - what it takes to build density differently?

2:45PM – Travel Time

3:15PM – Alexandra Park tour with TCHC

4:30PM – Happy Hour



Curtner


Urban Leadership Program



Ossie Airewele
Residential and Mixed Use Lead
BDP Quadrangle
Program Chair



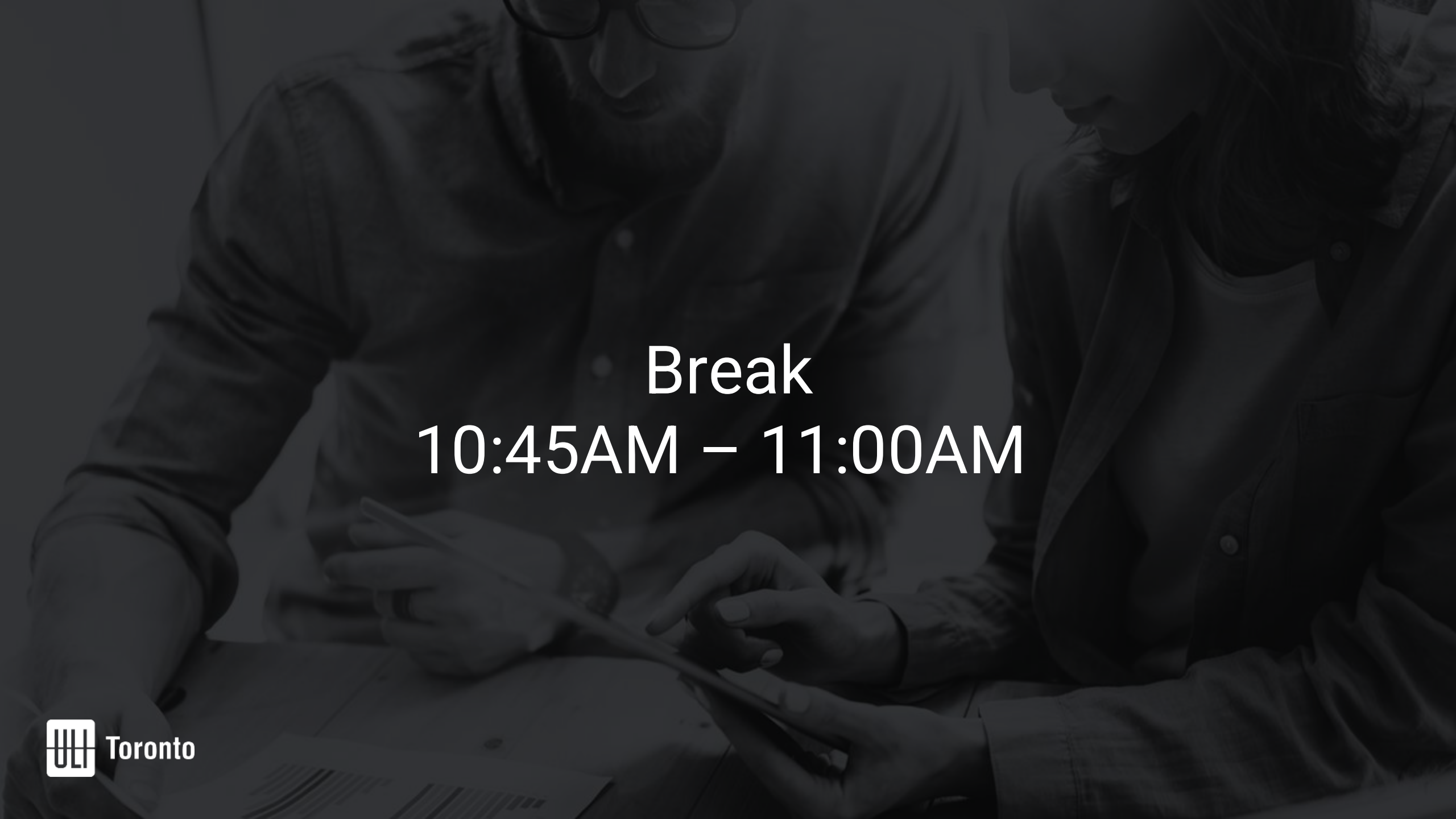
Gregg Lintern
Principal
Gregg Lintern Associates
Program Dean



Team draft project
presentations & feedback
9:15AM – 10:45AM



Toronto



Break
10:45AM – 11:00AM

Supported by



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TORONTO

SCHOOL
OF CITIES



Songs and Stories of Hope



Wednesday, June 24th @ 7:00PM



The Citadel, 304 Parliament Street, Toronto ON





MORNING PANEL

Policy frameworks, directions and challenges to
building density differently

11:00AM – 12:30PM



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Urban Leadership Program



MODERATOR:
Gregg Lintern
Principal
Gregg Lintern Associates
Program Dean



Kyle Knoeck
Director Zoning and
Secretary – treasurer
Committee of
Adjustment
City of Toronto



Sybelle von Kursell
Manager, Midtown
Oakville and Strategic
Programs
Town of Oakville



Craig Lametti
Partner
Urban Strategies Inc

Zoning for Major Transit Station Areas

ULI Curtner Program
April 24, 2026

Presented by Kyle Knoeck, Director of Zoning

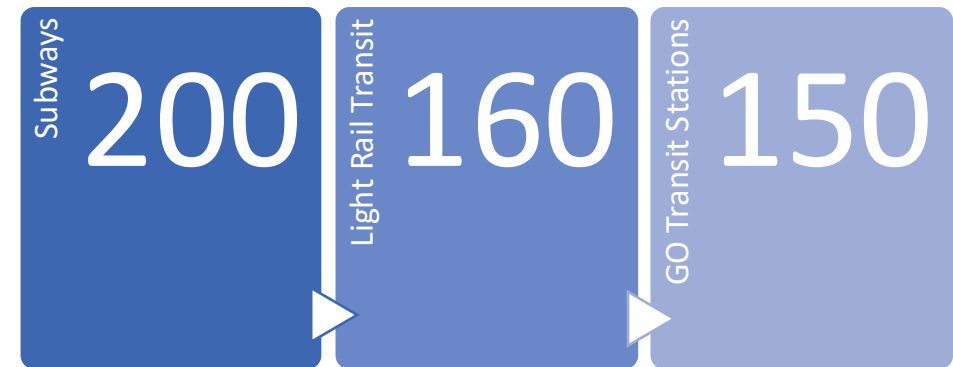


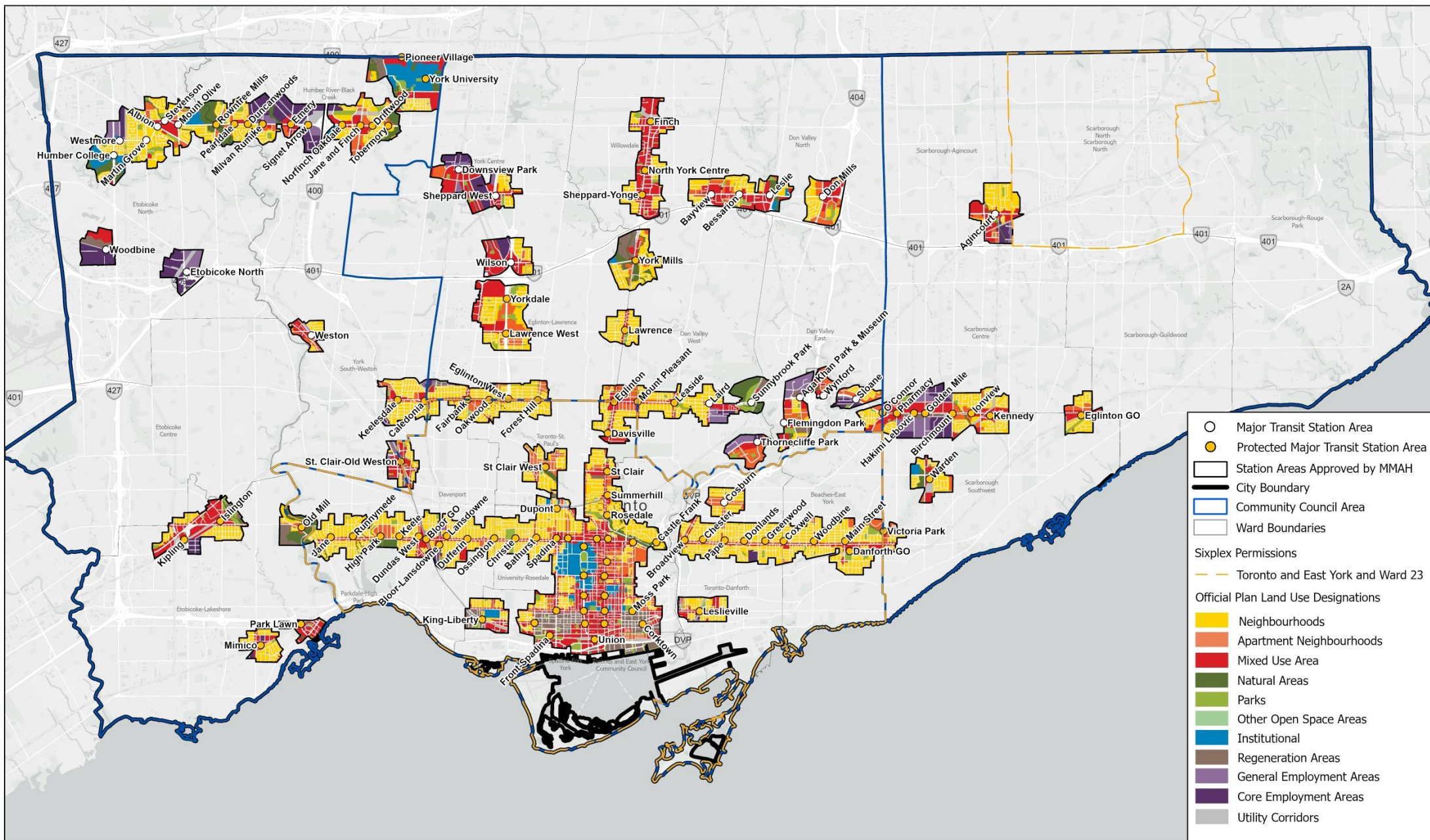
New Policies for Station Areas

The Province's decision (August 2025) approved new policies which:

- Approved 120 P/MTSAs
- approved the **Council-adopted** P/MTSA **boundaries** (no change)
- requires **minimum densities** in P/MTSAs (no change)
- **modified policies** for *Neighbourhoods, Mixed Use Areas, and Apartment Neighbourhoods* to increase the density and height permitted within 200 and 500m of the stations.

Residents and Jobs per Hectare





New Policies for Station Areas

In **Neighbourhoods**, multiplexes and apartment buildings may be built:

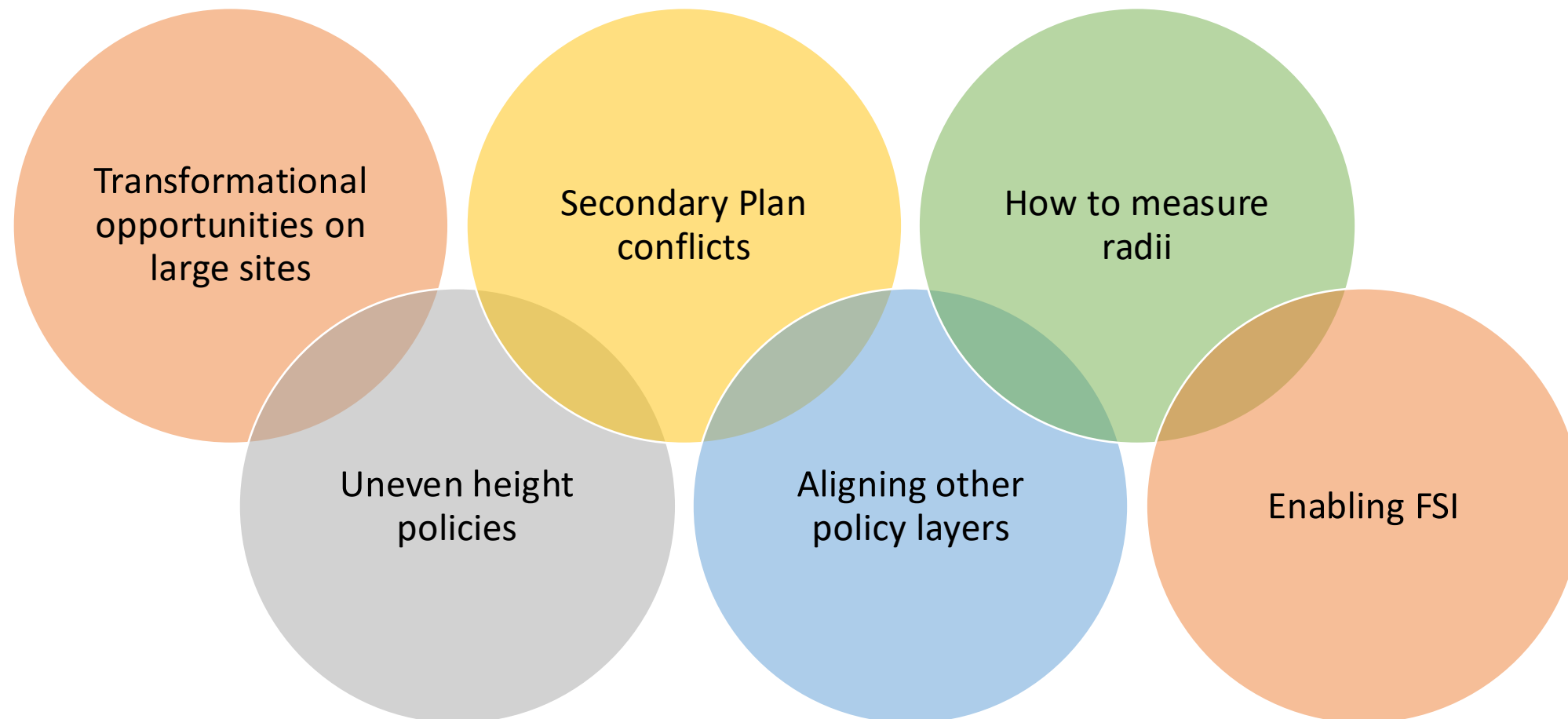
- up to 4 storeys in height across the entire station area
- up to 6 storeys in height within 200m of a station
- up to 6 storeys in height with frontage on a major street

New Policies for Station Areas

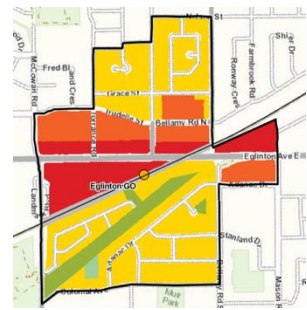
In **Mixed Use Areas**, **Apartment Neighbourhoods**, **Regeneration Areas**:

	Within 200m of Station	From 200-500m of Station
Density Permitted through City-initiated Zoning	8 FSI or more	6 FSI or more
Building Height Permitted on Large, Multi-tower Sites	Up to 30 storeys	Up to 20 storeys

Zoning Conformity Challenges



Zoning Approach: Neighbourhoods



Within each station area, on lands designated Neighbourhoods:

- Allow 4-storey building heights (13m)
- Allow fiveplexes, sixplexes and apartment buildings

Within 200 metres of station:

- Allow 6-storey (19m) apartment buildings

No change:

- On major streets in low-rise neighbourhoods city-wide, 6-storey apartment buildings will continue to be allowed
- Outside of station areas, existing zoning rules will continue to apply



Zoning Approach: Mixed Use Areas & Apartment Neighbourhoods

Zoning (permitted as-of-right maximums) will provide:

- **8.0 FSI and 30 storey heights within 200m of station**
- **6.0 FSI and 20 storey heights within 500m of station**

Zoning will also provide **performance standards for two options:**

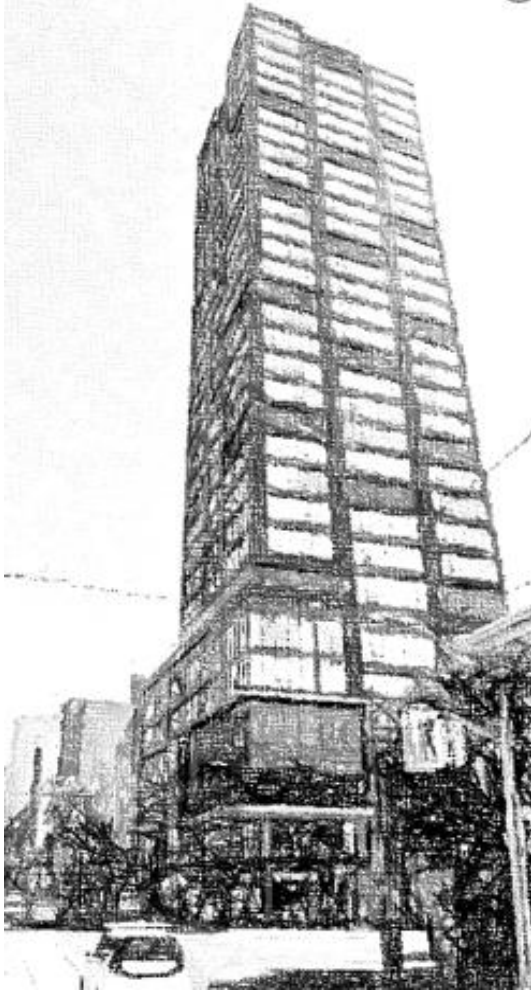
- 1) **Mid-rise building standards; OR**
- 2) **Tall building standards**



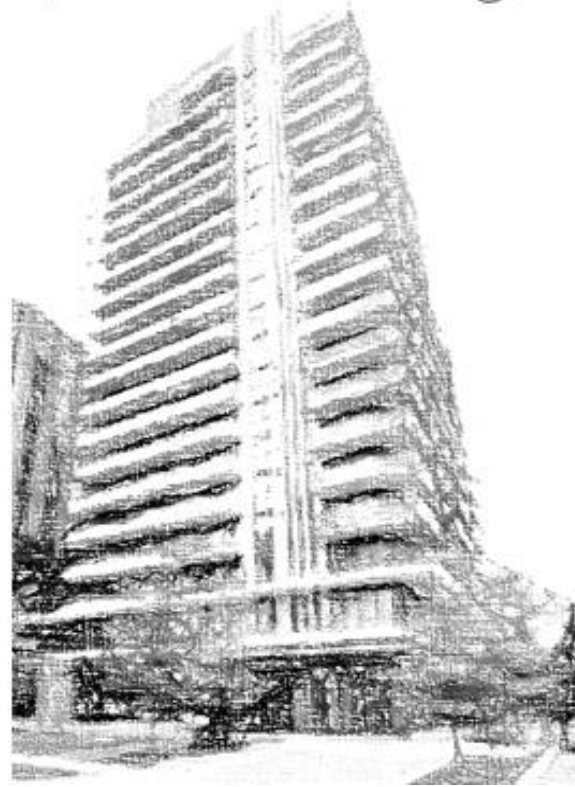
While the same station area policies apply to both areas, their different characteristics mean they require separate zoning standards.

Shaping the Zoning Approach

Up to 30 storeys



Up to 20 storeys



10-14 storey mid-rise

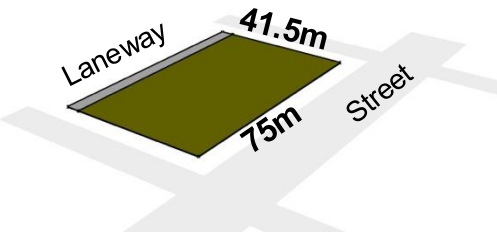


Deploying Density

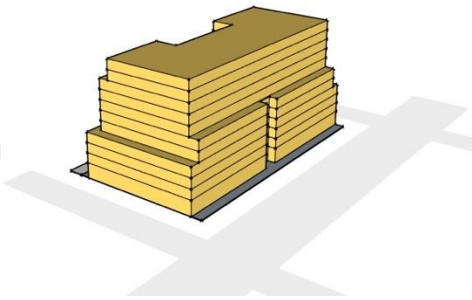


What 6 and 8 FSI can look like

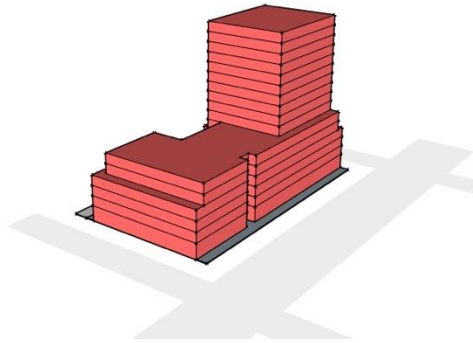
Floor space index (FSI) is a way of measuring density on a site. FSI is the floor area of the building, divided by the area of the lot.



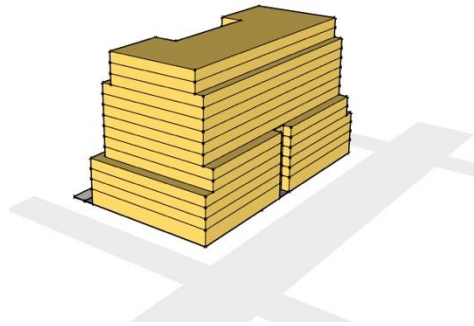
Mixed Use Areas
Full Block with Laneway



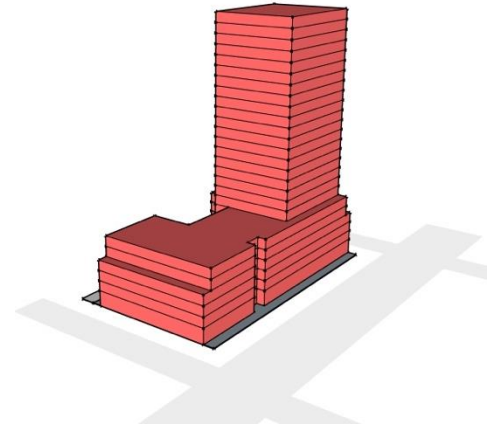
6 FSI
Mid-rise building
Height: 11 Storeys



6 FSI
Tall building
Height: 16 Storeys

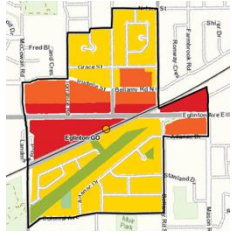


8 FSI
Mid-rise building
Height: 14 Storeys



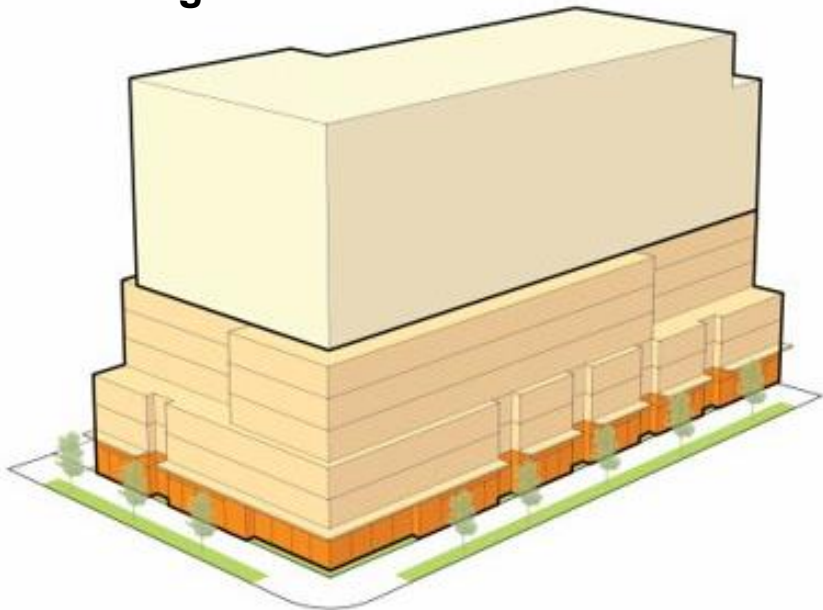
8 FSI
Tall building
Height: 25 Storeys

Mixed Use Areas Approach



Standards for Mid-Rise Buildings

- Height generally 1:1 ratio to width of street right-of-way that it fronts
- Upper floors set back on street frontages and at rear

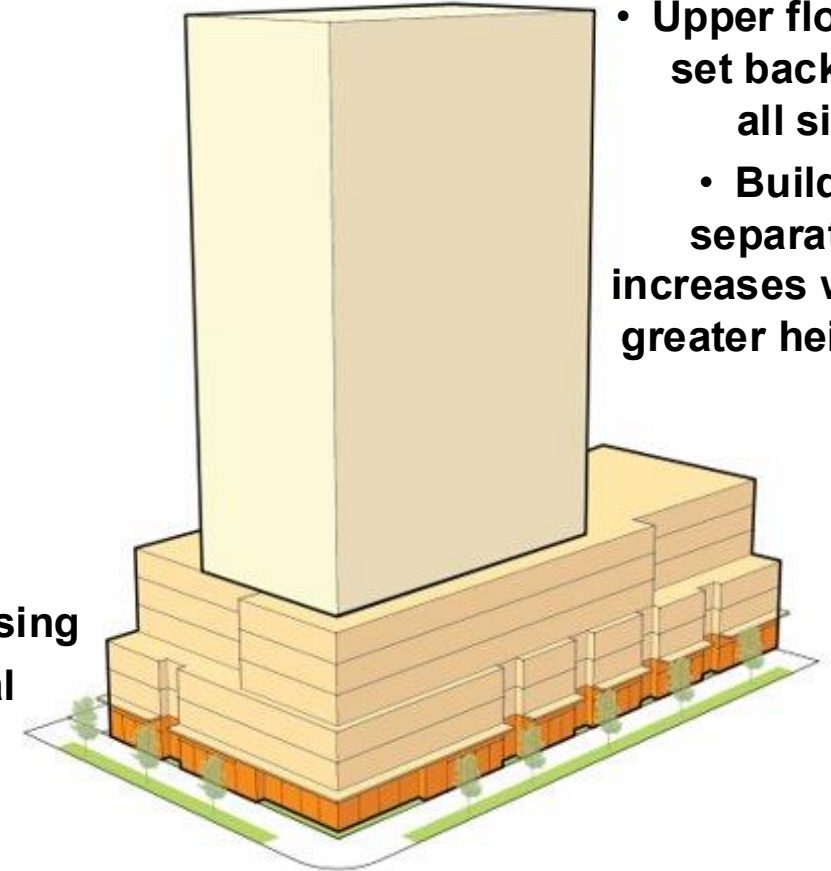


Common Standards for the Base of Buildings

- Set close to street
- Continuous streetwall
- Pedestrian scale height & massing
- Retail and other non-residential uses on ground floor
- Consistent streetscape

Standards for Tall Buildings

- Height taller than 1:1 ratio with street
- Upper floors set back on all sides
- Building separation increases with greater height





Apartment Neighbourhoods Approach

Standards for Mid-Rise Buildings

- Height generally 1:1 ratio to width of street right-of-way that it fronts
- Building set back on all sides

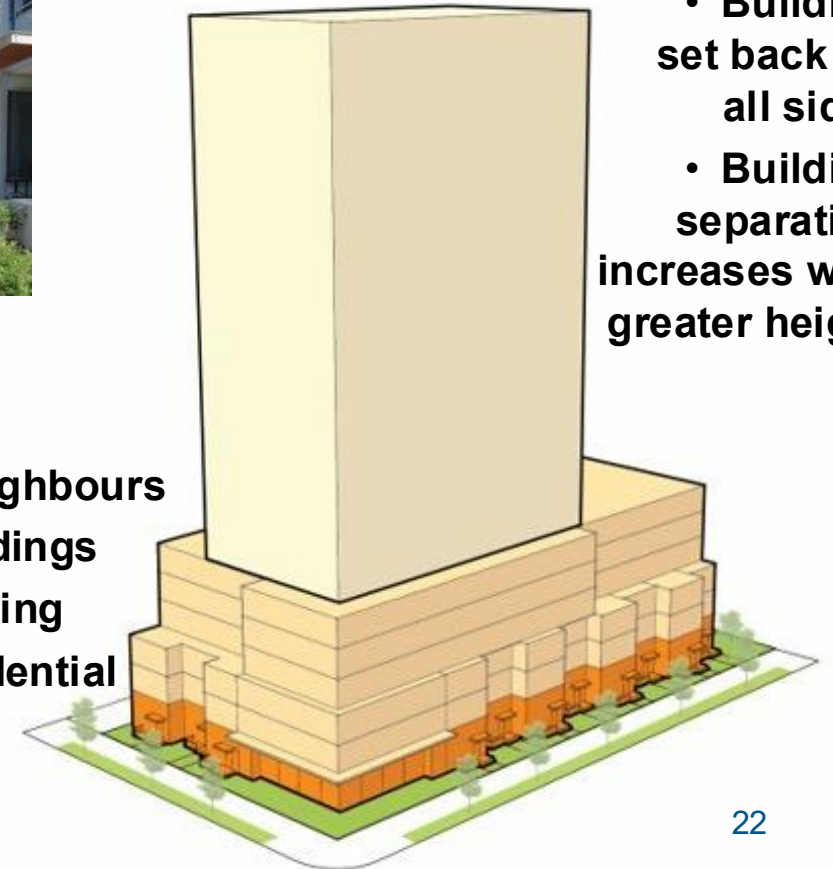
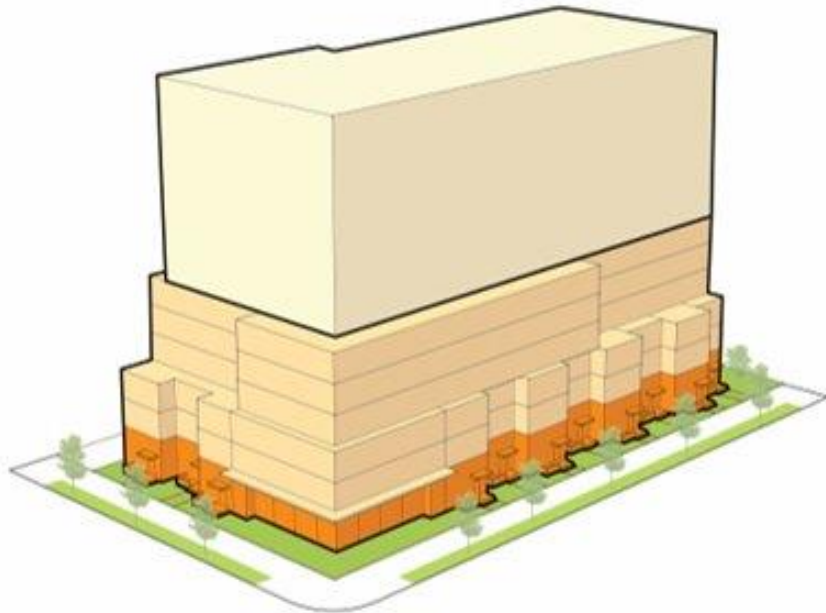


Common Standards for the Base of Buildings

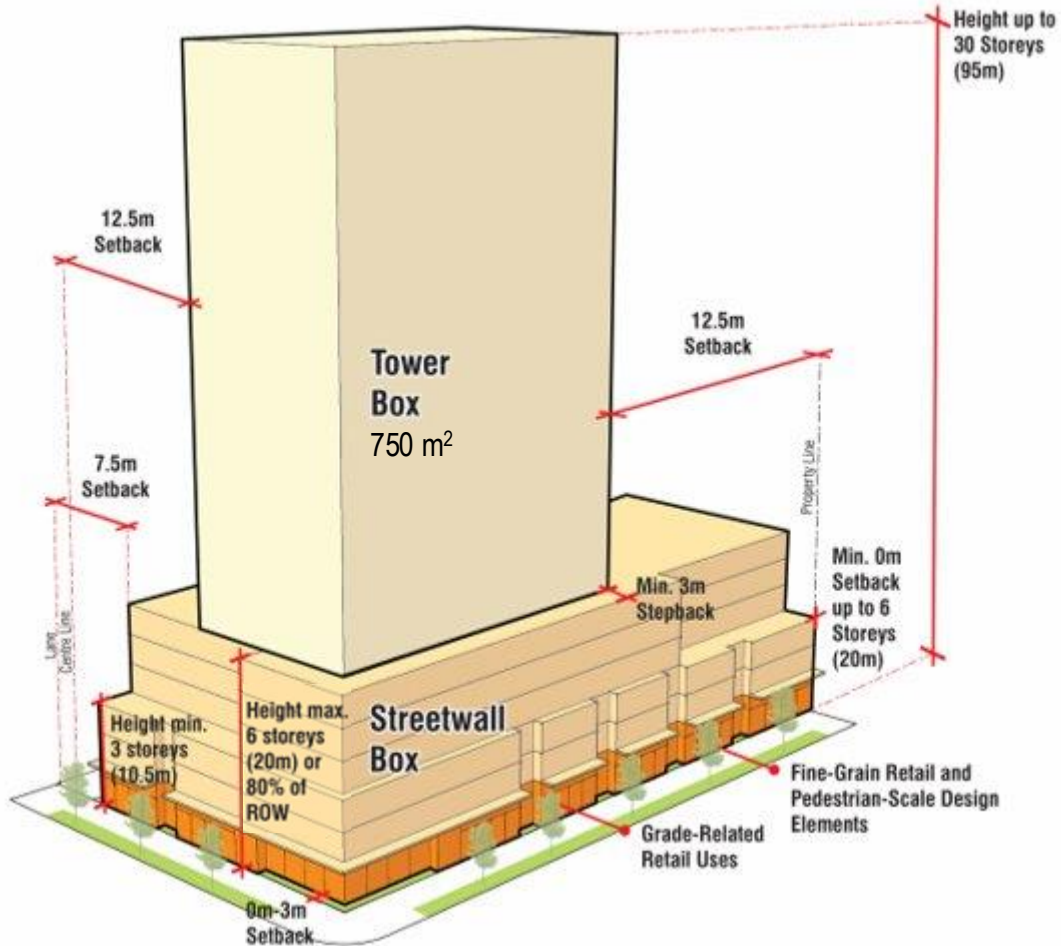
- Setback from the street and neighbours
- Landscaped space around buildings
- Pedestrian scale height & massing
- Residential and some non-residential uses on ground floor
- Consistent streetscape

Standards for Tall Buildings

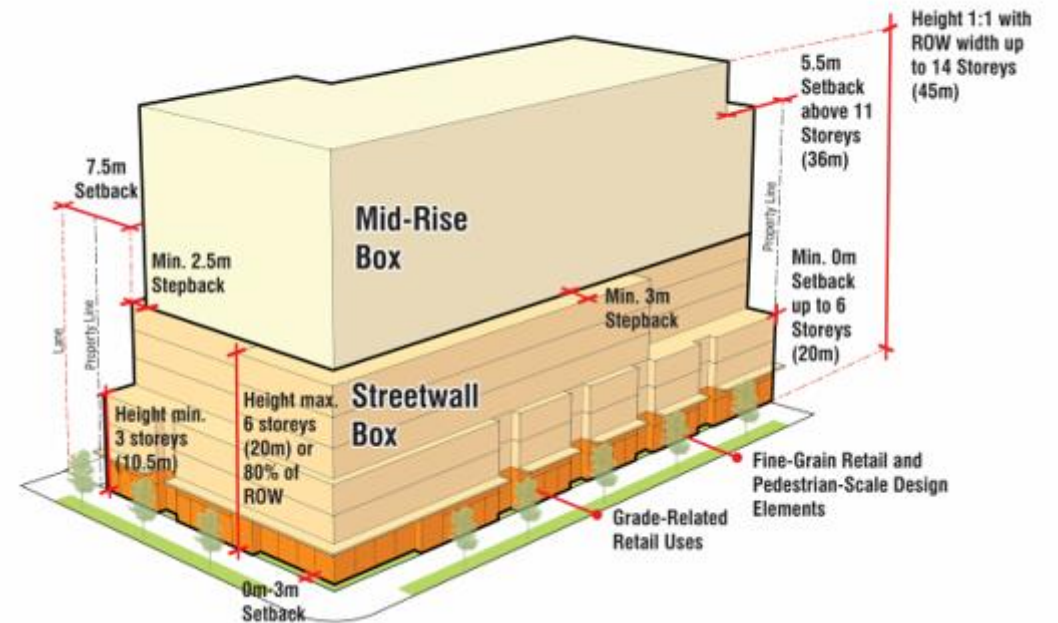
- Height taller than 1:1 ratio with street
- Building set back on all sides
- Building separation increases with greater height



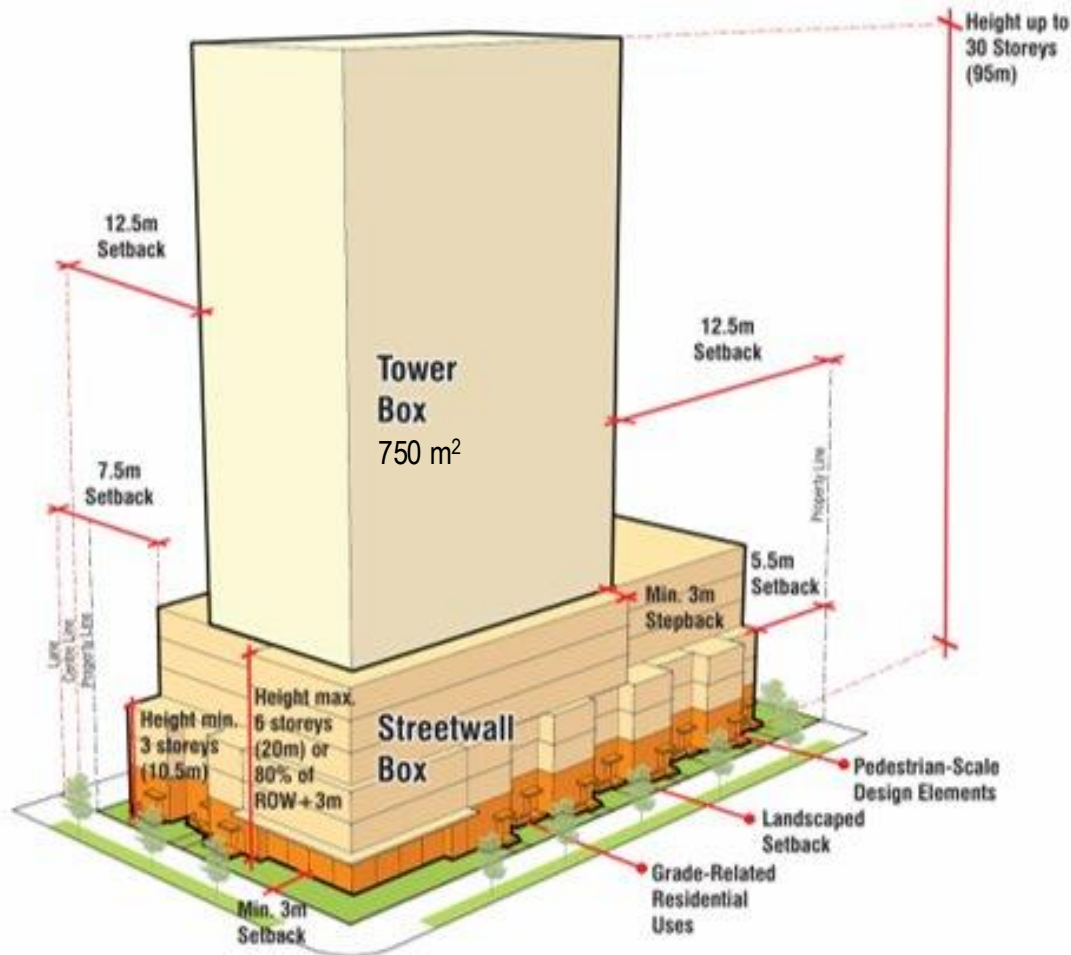
Testing Parameters: *Mixed Use Areas*



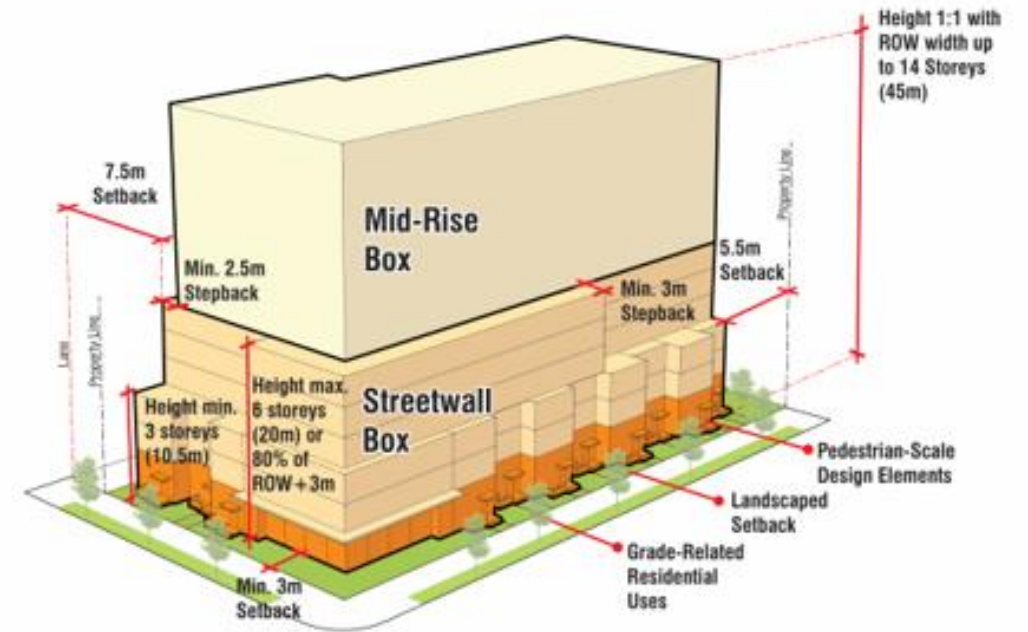
Preliminary testing based on current mid-rise and tall building standards with 0.0 to 3.0 m front and side yard setbacks.



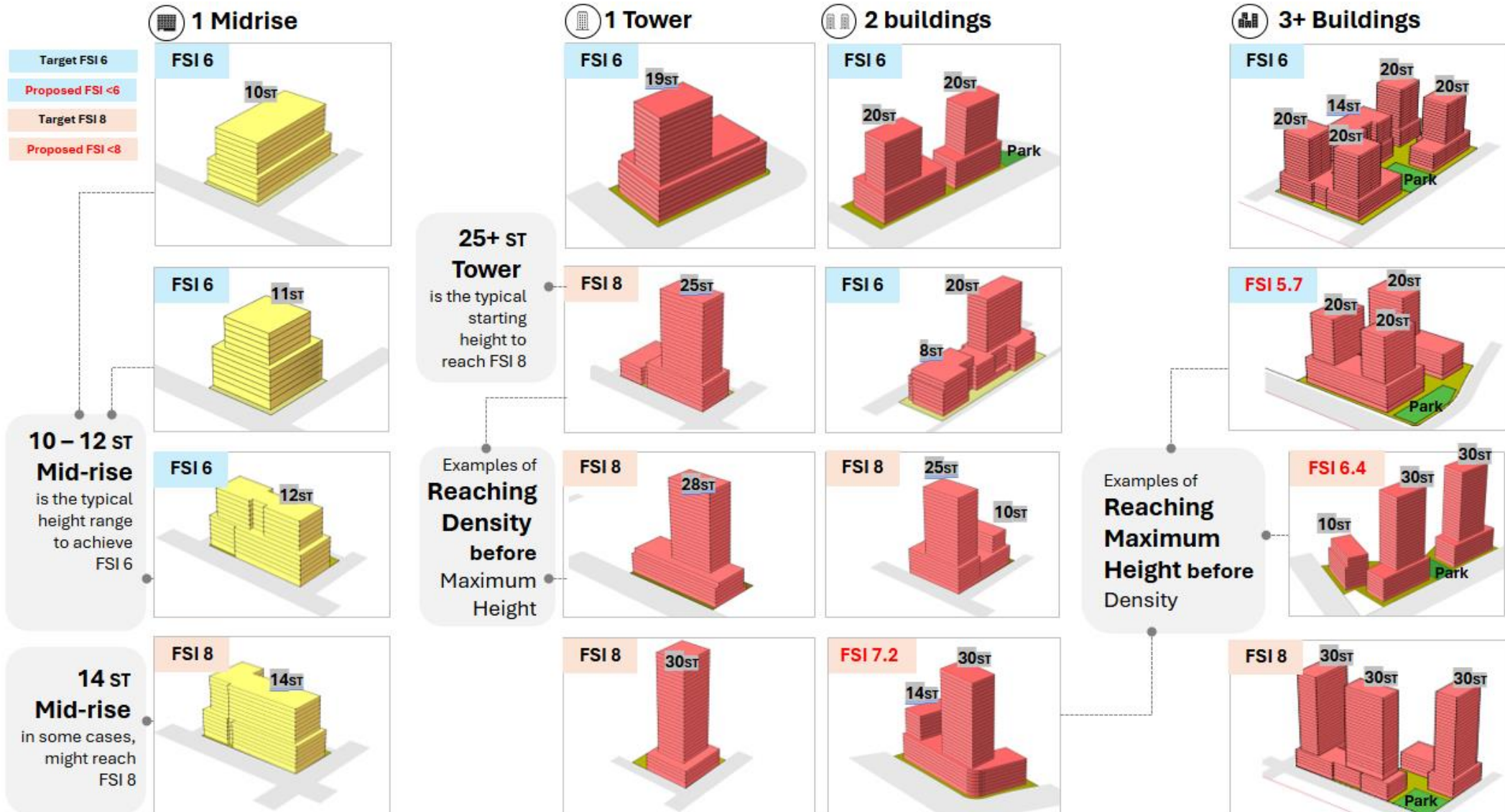
Testing Parameters: *Apartment Neighbourhoods*



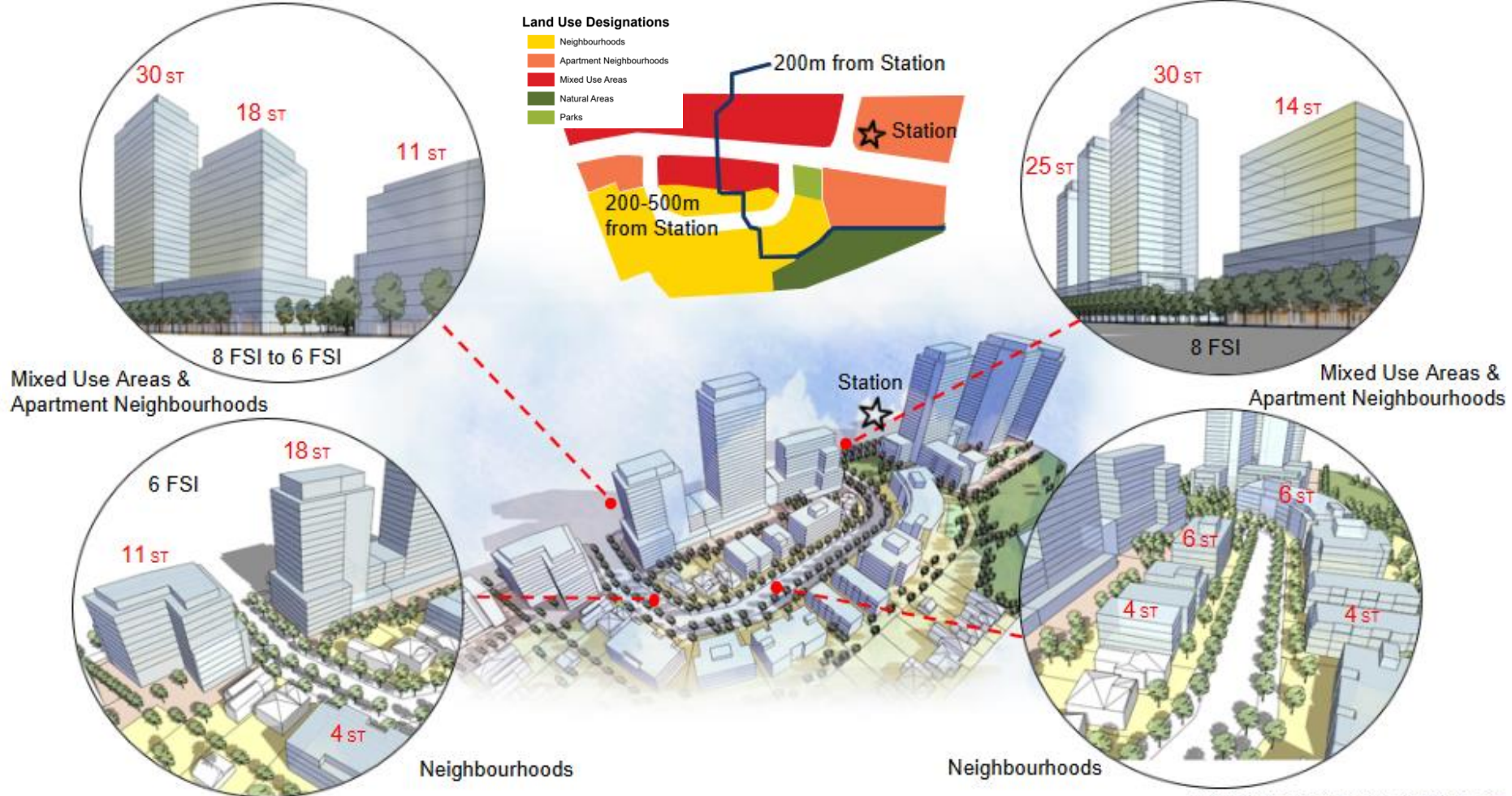
Preliminary testing based on current mid-rise and tall building standards with 3.0 to 5.5m front and side yard setbacks.



Preliminary Testing Observations



Conceptual Station Area Demonstration



Conceptual station area demonstration for illustration purposes only

Major Transit Station Areas

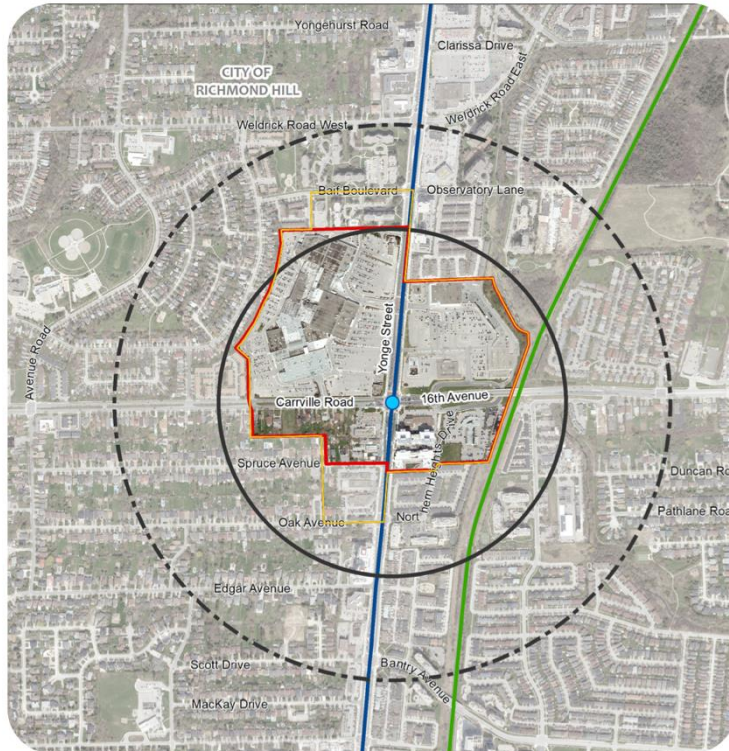
An Introduction



Major Transit Station Areas (MTSA)

Yonge/16th/Carville BRT Station and Major Transit Station Area

Example 500-800m Radius around Transit Station Stop



Legend

Existing Transit

- Bus Rapid Transit Station
- GO Rail Line
- Bus Rapid Transit Corridor

Provincial P/MTSA Definition

- 500m radius
- 800m radius

Regional P/MTSA Definition

- 300 R&L/ha P/MTSA Delineated Boundary

Note: Planning for adjacent PMTSAs will occur via future MTSA and Corridors OPA

Richmond Hill PMTSA Implementation

- Proposed KDA Boundary

- Area generally within 500 - 800 metre radius of a “high-order transit” station or stop, such as: Bus/Light Rapid Transit (BRT or LRT), GO Rail, and Subway.
- Planned to be **mixed-use, transit supportive communities** that provide access to local amenities, jobs and housing.
- **“Protected”** MTSA’s, per *Planning Act*, are:
 - approved by Minister or Upper Tier with planning responsibility;
 - where **Inclusionary Zoning** may be implemented, and
 - protected from appeal or private amendment for certain matters.

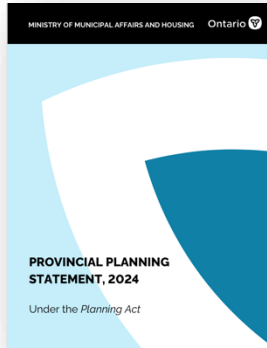


Image Source: [City of Richmond Hill](https://www.richmondhill.ca)

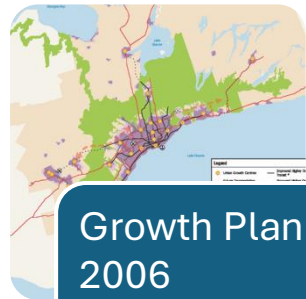
Evolution of Major Transit Station Areas



Pre-Growth Plan

- Nodes
- Corridors

Conceptual Per *Design for Development: The Toronto Centred Regional Plan, 1970*



Growth Plan 2006

- Urban Growth Centres

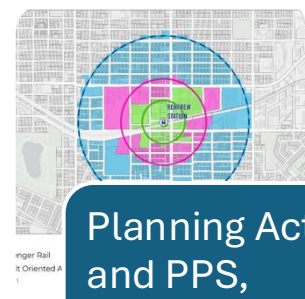
25 UGCs, Determined by Province



Growth Plan 2017

- UGC
- MTSAs

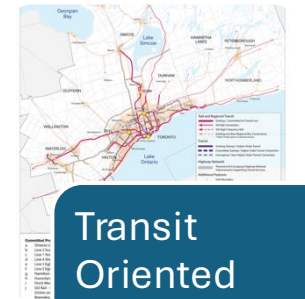
MTSAs Determined by Upper or Single Tier



Planning Act and PPS, 2024

- PMTSA

Determined by municipality, PMTSAs approved by MMAH



Transit Oriented Communities Act, 2020

Determined by Provincial Cabinet

Minimum Density Targets

400 r&j/ha. within Toronto's 5 UGCs by 2031
 200 r&j/ha within inner ring UGCs by 2031
 150 r&j/ha within outer ring by 2031

200 r&j/ha. subway stations
 160 r&j/ha LRT/BRT stations
 150 r&j/ha GO Rail

200 r&j/ha. subway stations
 160 r&j/ha LRT/BRT stations
 150 r&j/ha GO Rail

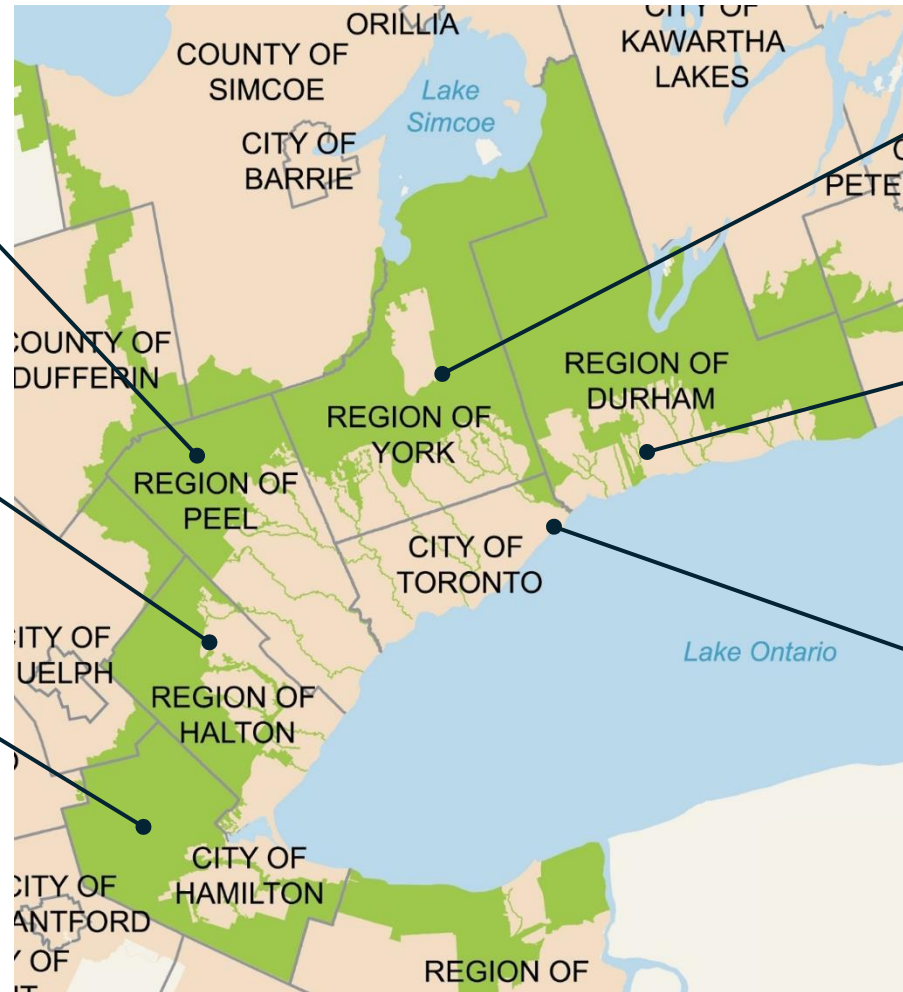
Not predetermined - Site Specific

P/MTSAs in the GTHA (345+)

Peel (102)
GO Rail, 407 Transitway,
BRT, LRT

Halton (9)
GO Rail

Hamilton (19)
GO Rail and LRT



York (77)
GO Rail

Durham (8)
GO Rail

Toronto (130)
GO Rail, UP, Subway and
LRT

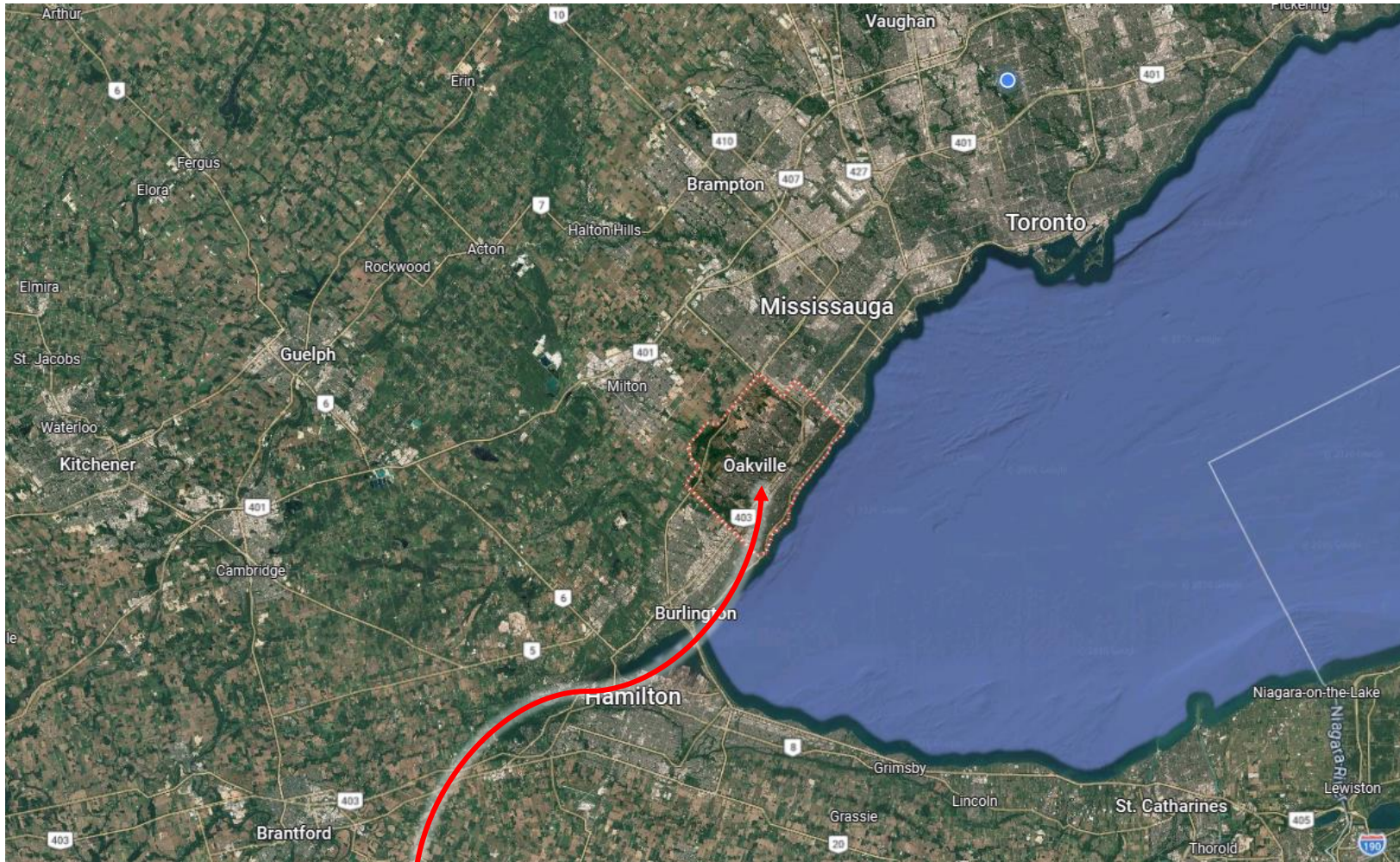
Image Source: Growth Plan for the Greater Golden Horseshoe

Provincial Planning Statement direction for MTSA



Image Source: City of Richmond Hill, Richmond Hill Centre, Conceptual

- **OBJECTIVE: to maximize transit users within walking distance of the station.**
- Plan for minimum density of:
 - 200 r&j ha served by subways
 - 160 r&j ha served light rail or bus rapid transit (i.e. VIVA)
 - 150 r&j ha served by commuter rail (i.e. GO Rail)
- Intensify land use to promote **complete communities** and achieve **multimodal access to stations**



The Oakville Example

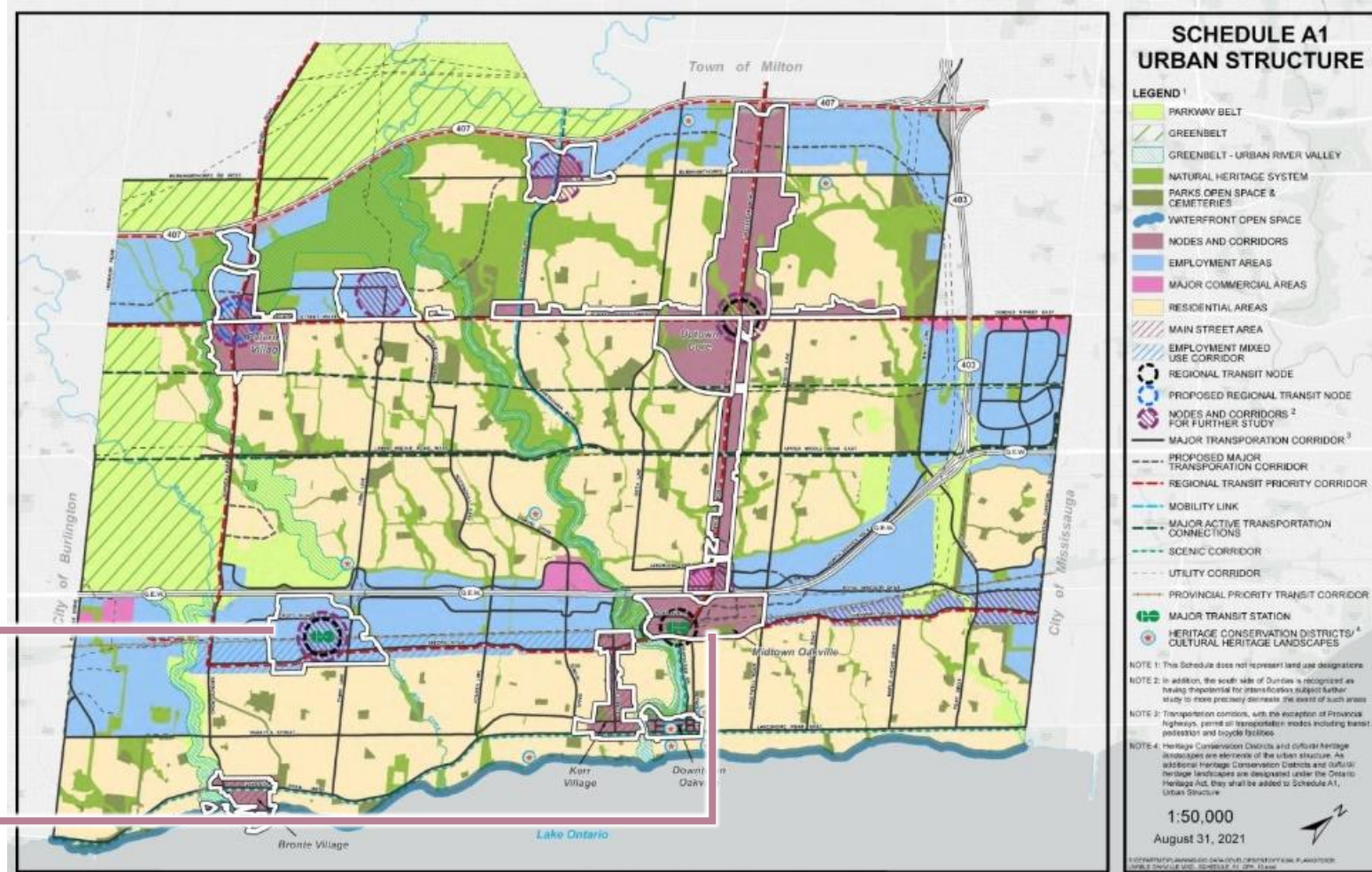
Sub-urban Protected Major Transit Station Area

Context – Official Plan Urban Structure

Future growth in Oakville is governed by the Town's Urban Structure, that identifies **nodes and corridors** for strategic growth in residents and jobs.

Bronte GO
Protected MTSA

Midtown Oakville
Protected MTSA



Redevelopment will transform **Midtown Oakville** from...

Mostly underutilized and vacant sites...constrained by:

- Rail, Hydro and Hwy Corridors and rail yard
- Contamination
- Natural corridor
- Spill flood hazard

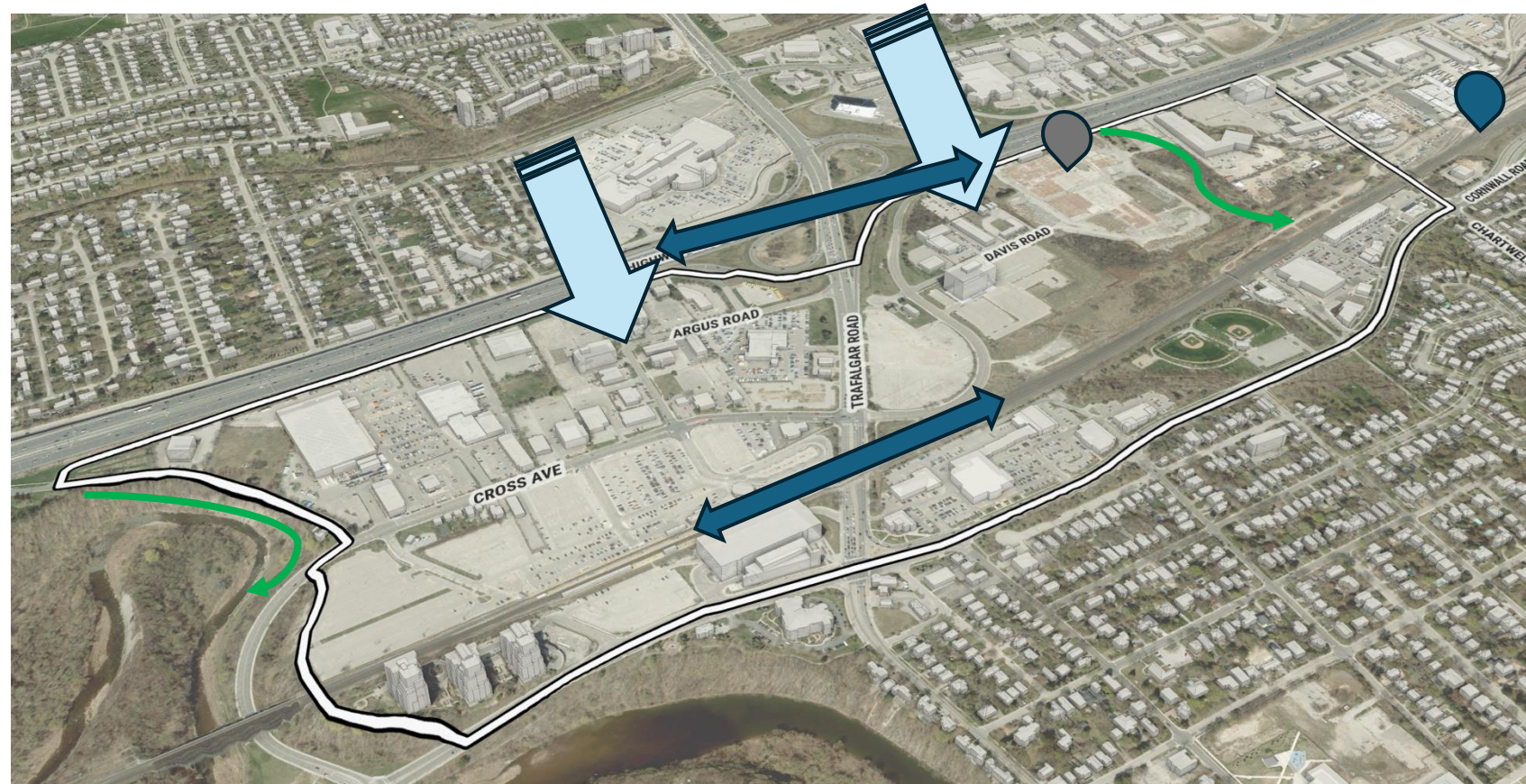


Image Source: Town of Oakville, Midtown Oakville today.

103 Gross Ha.
65 Net Developable Ha.

...to a vibrant, mixed use, transit supportive community with new...

- Mixed use, mid- and high-rise buildings where people can live, work, learn and play;
- Commercial and office buildings;
- Schools, community hub, library and fire station;
- Parks and open space;
- Streets and sidewalks,
- BRT transit routes and stations,
- Bridges and underpasses,
- Multi-use trails ; and
- Stormwater, water and sanitary infrastructure.

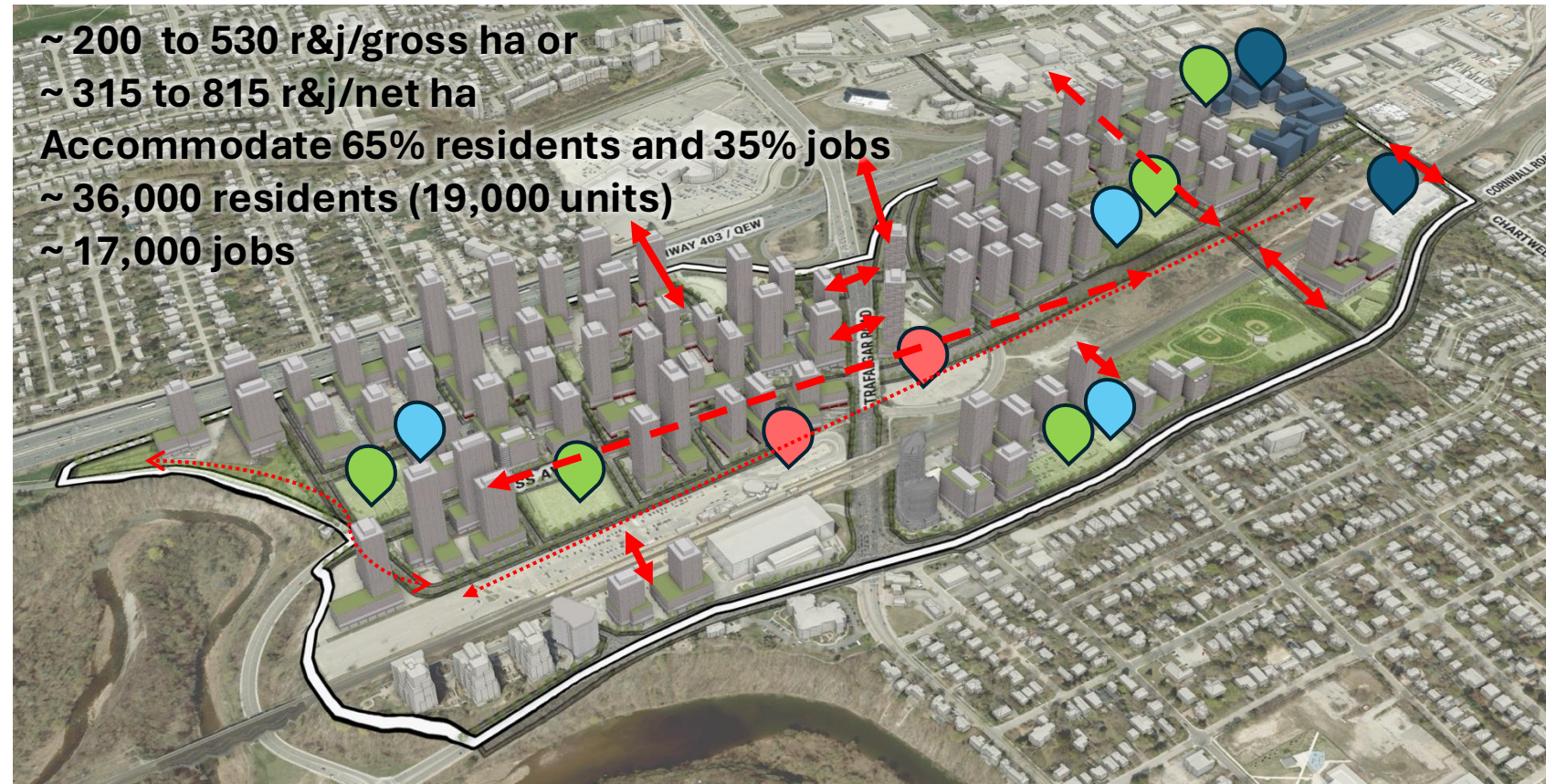
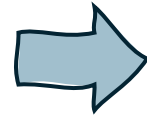


Image Source: Town of Oakville, Midtown Oakville future, conceptual.

Pathway from Vision to Reality...

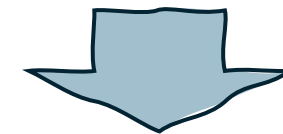
RESEARCH, ANALYSIS,
and CONSULTATION



CLEAR VISION, OBJECTIVES
and PRIORITIES



Image Source: Ben Cornett, Principles of Partnership Development



Planning Act Tools:

Midtown Oakville and Community
Planning Permit System Official
Plan Amendment
(OPA 70)

Community
Planning Permit
By-law
(with Inclusionary
Zoning)

Community
Improvement Plan
(Brownfield and
Affordable
Housing)

Clear and flexible regulatory tool

- The Community Planning Permit by-law **replaces** the zoning, site plan control, and community benefits charge by-laws.
- Establishes a **ONE application** process to address all matters related to zoning, site plan, site alteration, and tree protection.
- Applications are reviewed and **approved** by Town **staff**.



Contents of CPP By-law

Administrative Matters



Scope of Approval Authority



Class of Development



Application Exemption



Procedures for review and change of permit



Notification Procedure



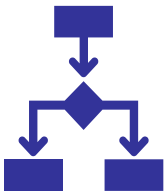
Location



Definitions

Community Building Matters

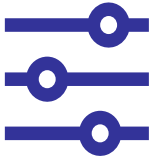
Discretionary Provisions



Criteria



Conditions



Range of Variation

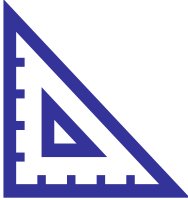
Typical Zoning Provisions



Permitted Uses



Prohibited Uses



Standards

Inclusionary Zoning Provisions

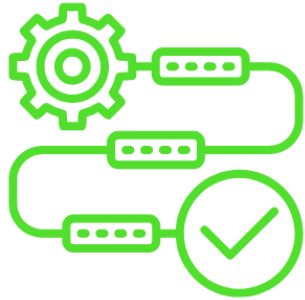


Affordable Housing (IZ) within PMTSA

- Min. & Max. Density
- Min. Bldg. Height
- Threshold Bldg. Height

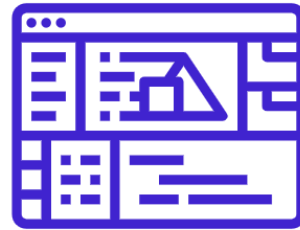
Features of the CPP System:

ONE APPLICATION
with ONE Approval
Authority!



Streamlined Approval Process

ONE PERMIT!



The community planning **permit**
establishes building envelope
and site layout.

It is the **applicable law** a building
official will rely upon when
issuing building permits.

CLEAR, UPFRONT, CONDITIONS
OF DEVELOPMENT TO BETTER
SERVE COMMUNITY

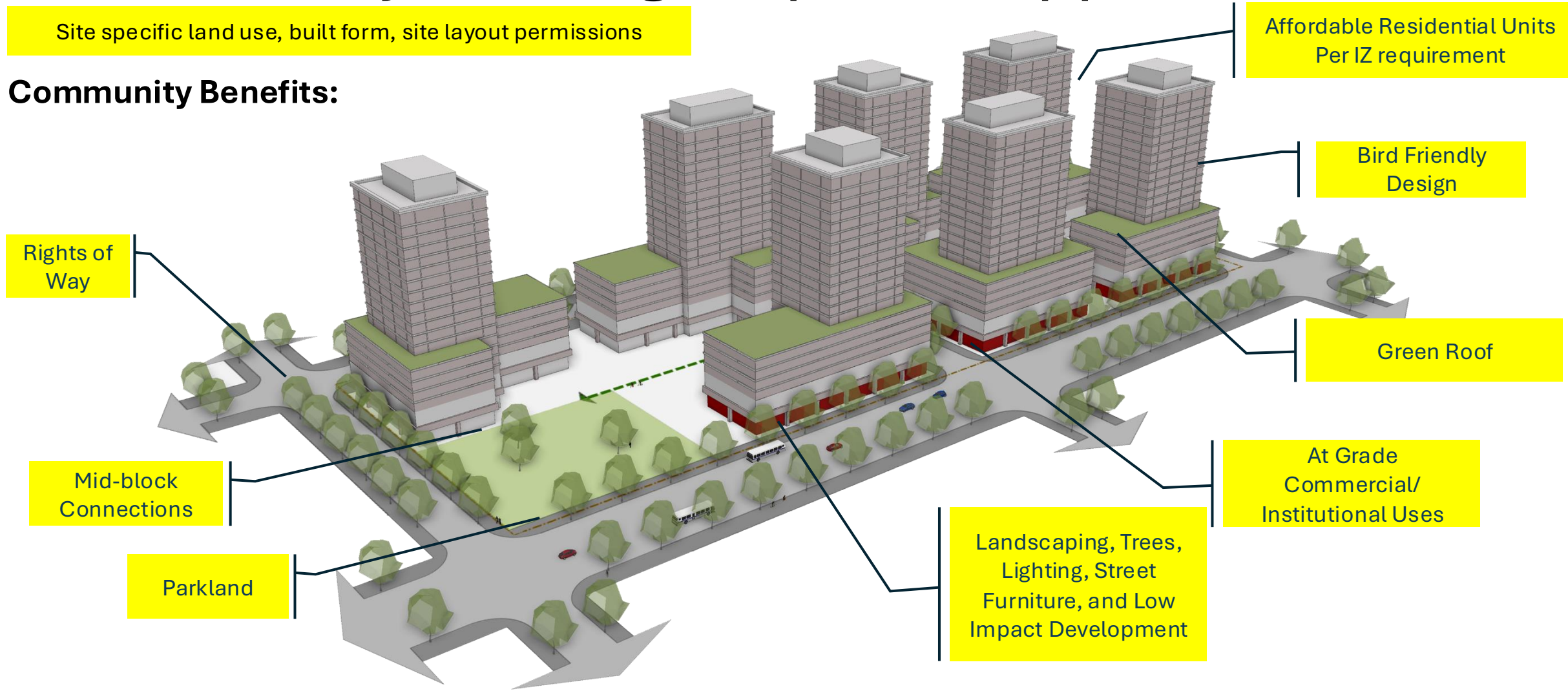


Approval of development may
include conditions that are to be
met prior to or after the
community planning permit is
issued.

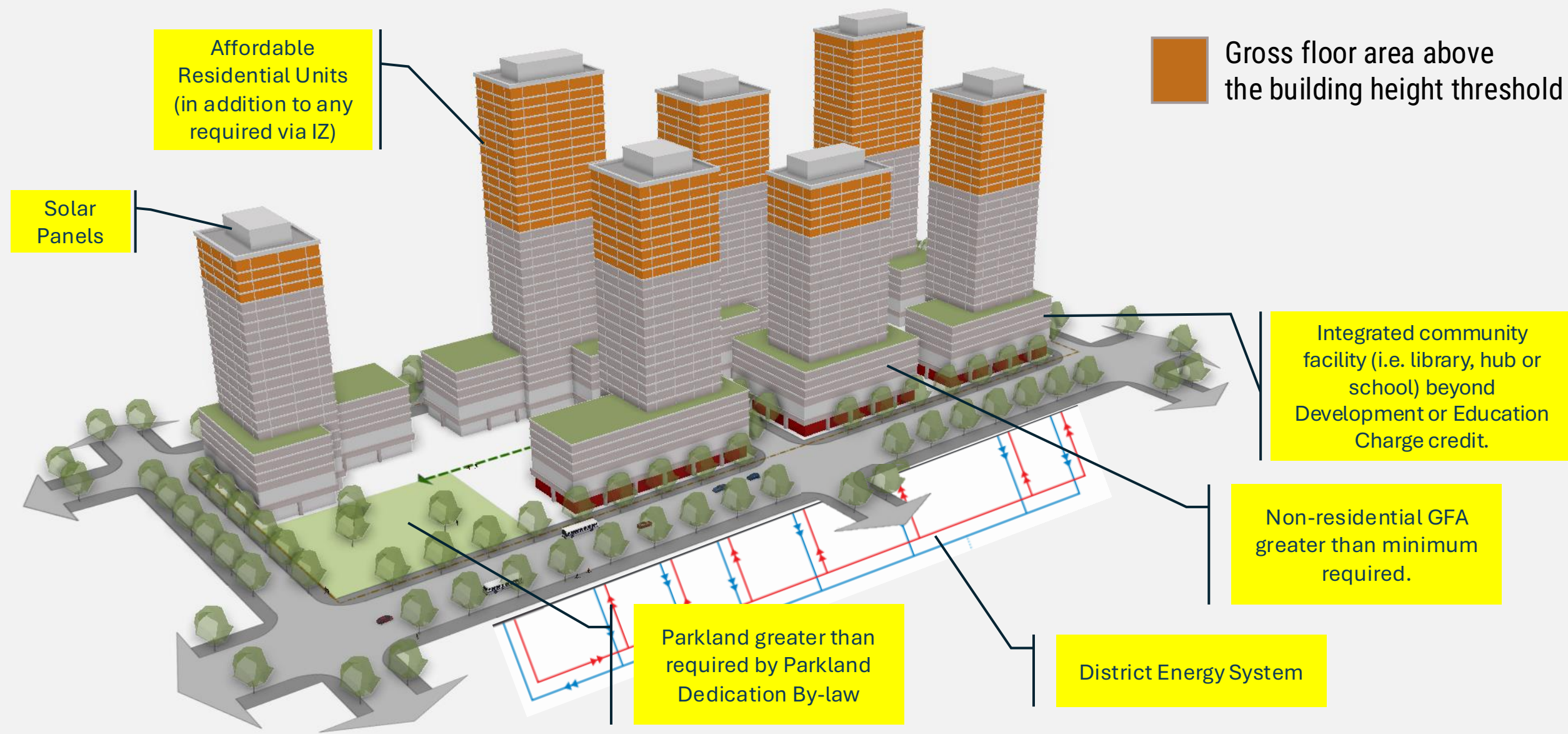
Community Building via permit approval...

Site specific land use, built form, site layout permissions

Community Benefits:



Additional Community Benefit in exchange for increase in building height:



Midtown's vision is achieved through aligning interests:



Town priorities, in addition to Provincial, Regional and Federal, are established in the OPA and By-law which include:

- Sufficient infrastructure to support growth
- Job creation/economic development; housing and public realm improvements, including transit
- Sustainable development
- Affordable housing



Development community:

- Streamlined approval system
- Reduced application submissions
- Development certainty
- Negotiate for additional height based on clear and transparent rules.

Current challenges to implementation

- Several development applications (that predate OPA 70) are under appeal at **Ontario Land Tribunal**
- **Minister of Infrastructure** issued 4 Minister's Zoning Orders for a cluster of Transit Oriented Community (TOC) lands within Midtown that are not in alignment with OPA 70
- OPA 70 is awaiting approval by **Minister of Municipal Affairs and Housing**.
- **Oakville Council** cannot pass CPP By-law until OPA is approved.
- **Housing market** is in need of LIVABLE and AFFORDABLE housing.
- **Development community** is hesitant to initiate new high-density construction despite efforts of policy makers and public sector initiatives to date.



Image Source: The Beaver, Oakville, April 18, 2026
[Oakville groups fear wider footprint for 11-tower 'TOC' plan](#)

The logo for 'meetmidtown' is centered on a blue background with a pattern of overlapping circles. The word 'meet' is in white, 'mid' is in orange, and 'town' is in white.

meetmidtown

For more information see:

- [Midtown Oakville Growth Area Review](#)
- [Planning Act Tools to Facilitate Development of Affordable Housing \(PDF\)](#)

Density and TOD in Toronto



Toronto: A City Shaped by Transit

Mountains and Plains



Mountains and Plains

Posts

Replies

Media



View from Yonge/St. Clair. Miles of low-density, very expensive housing on the edge of central Toronto. Poised to remain this way for decades.



6

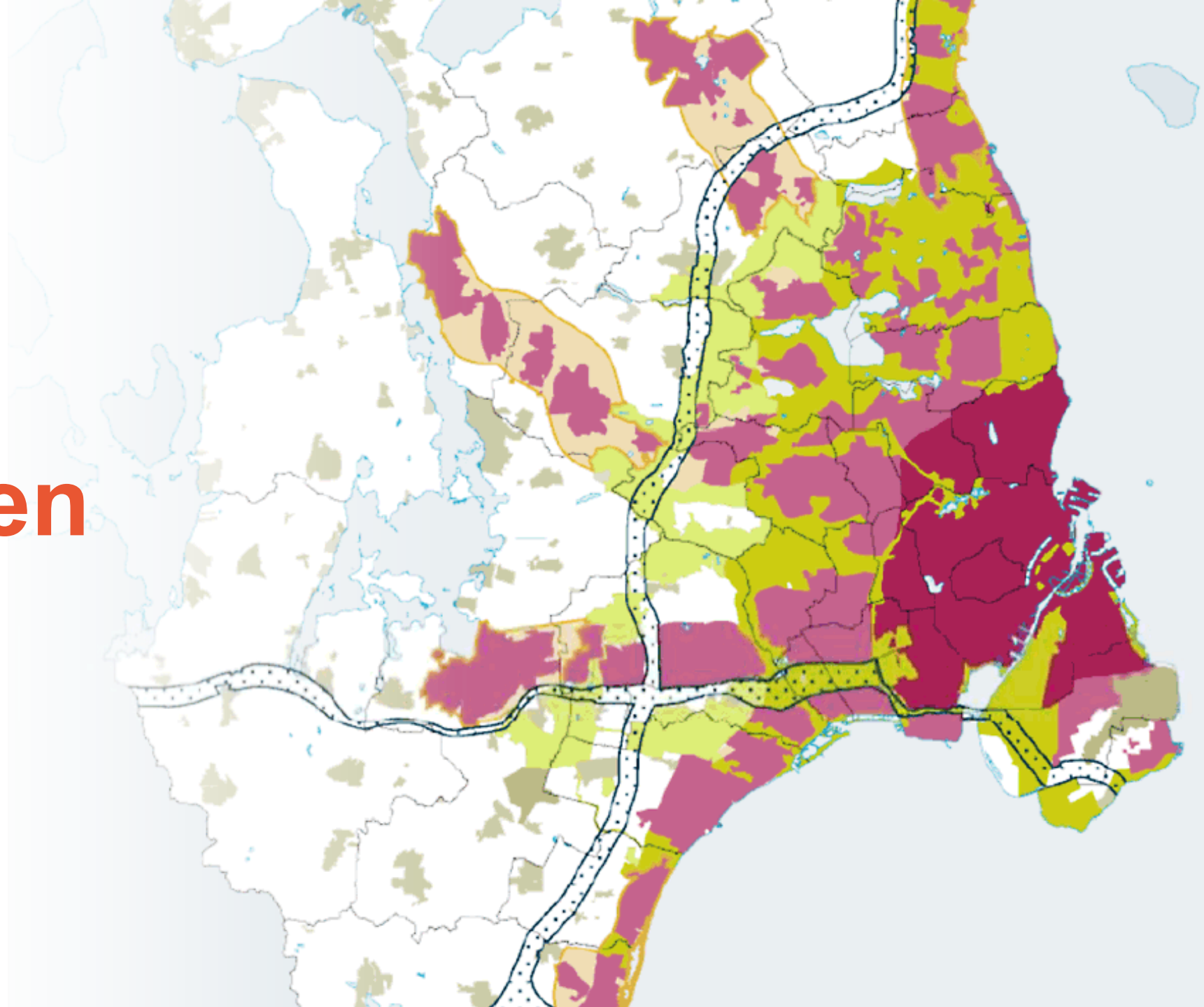
15

133

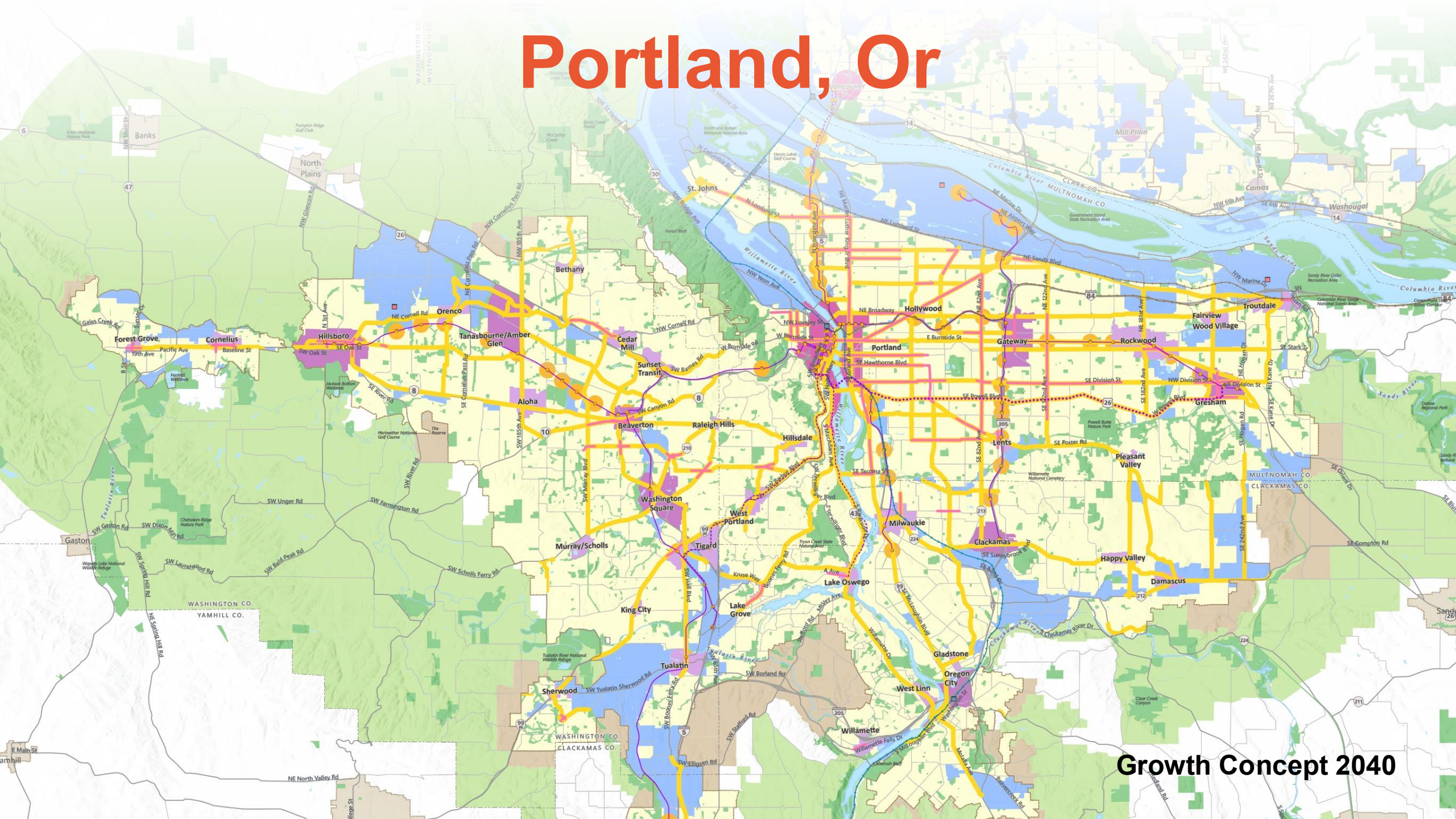
5.8K



Copenhagen

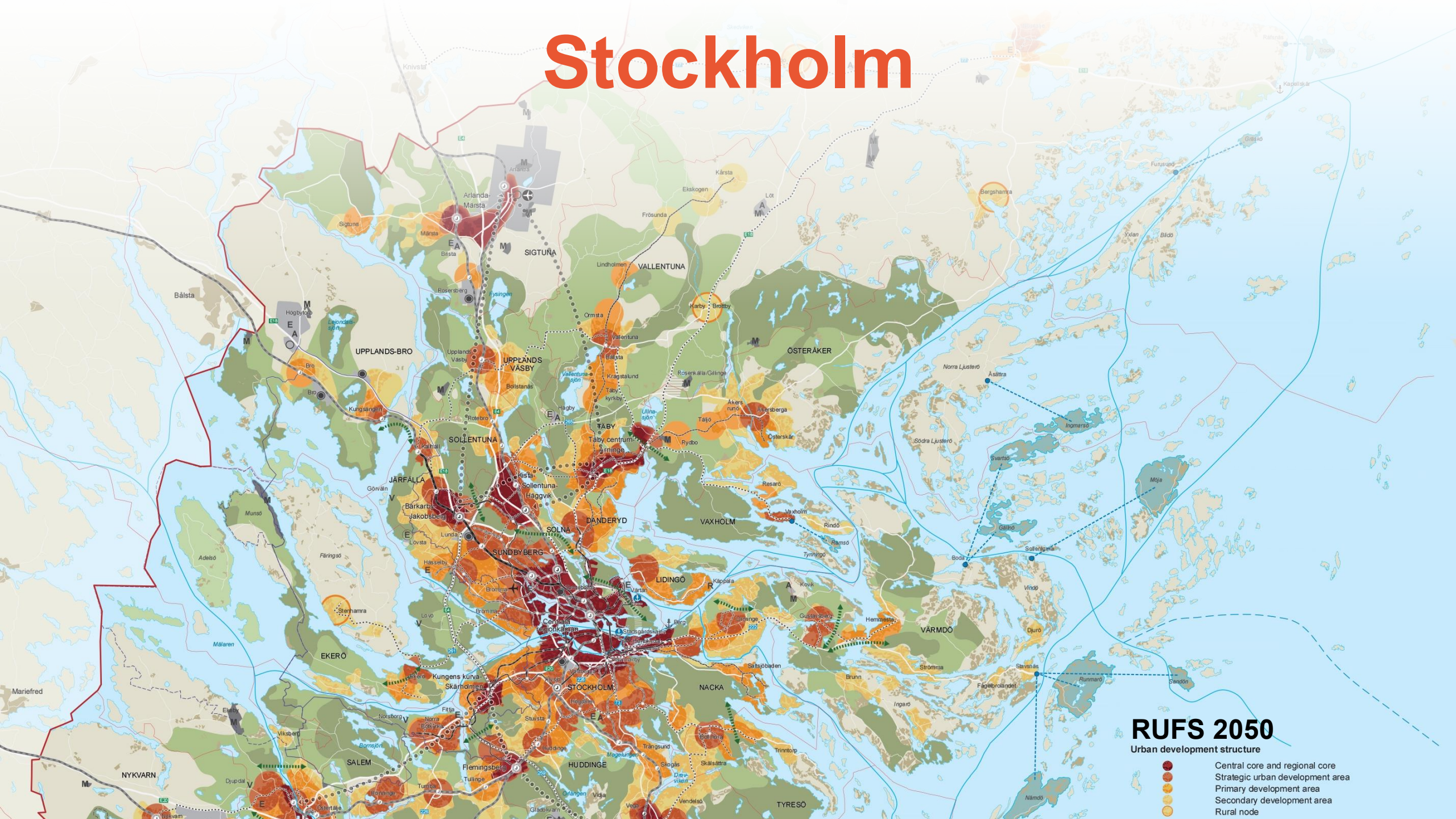


Portland, Or



Growth Concept 2040

Stockholm

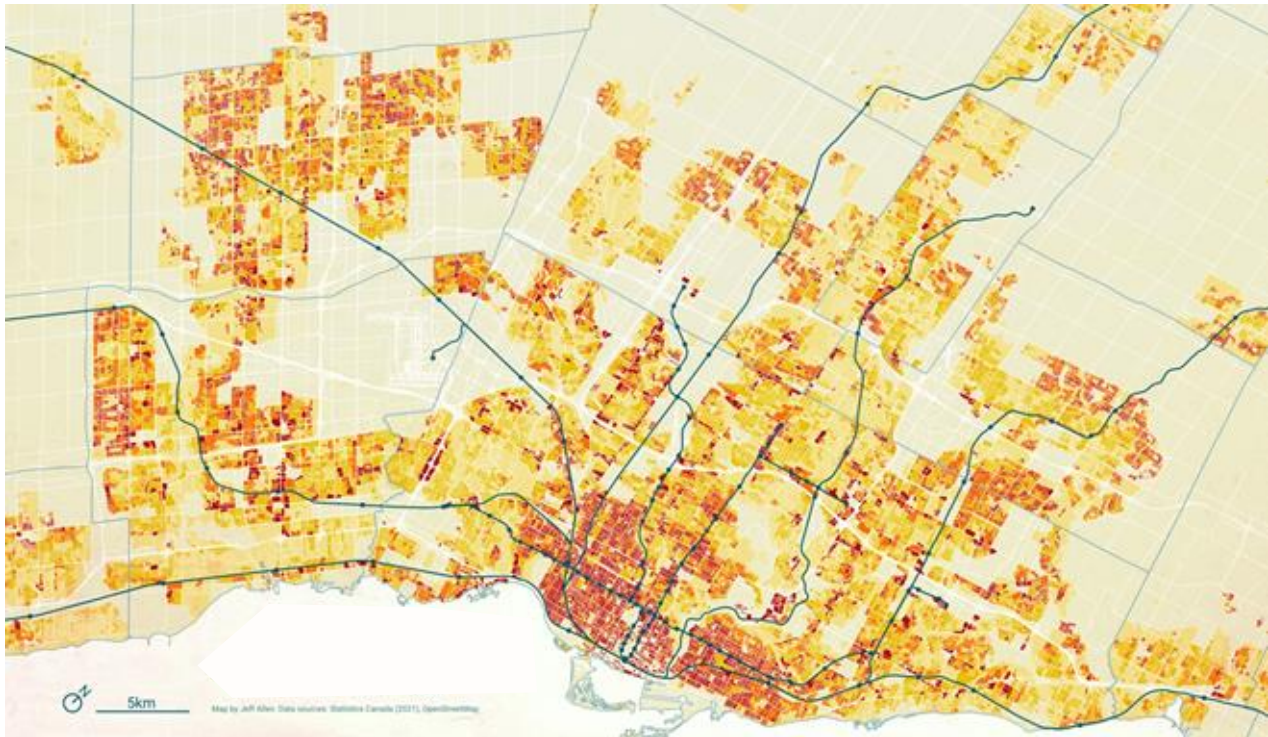


RUF 2050

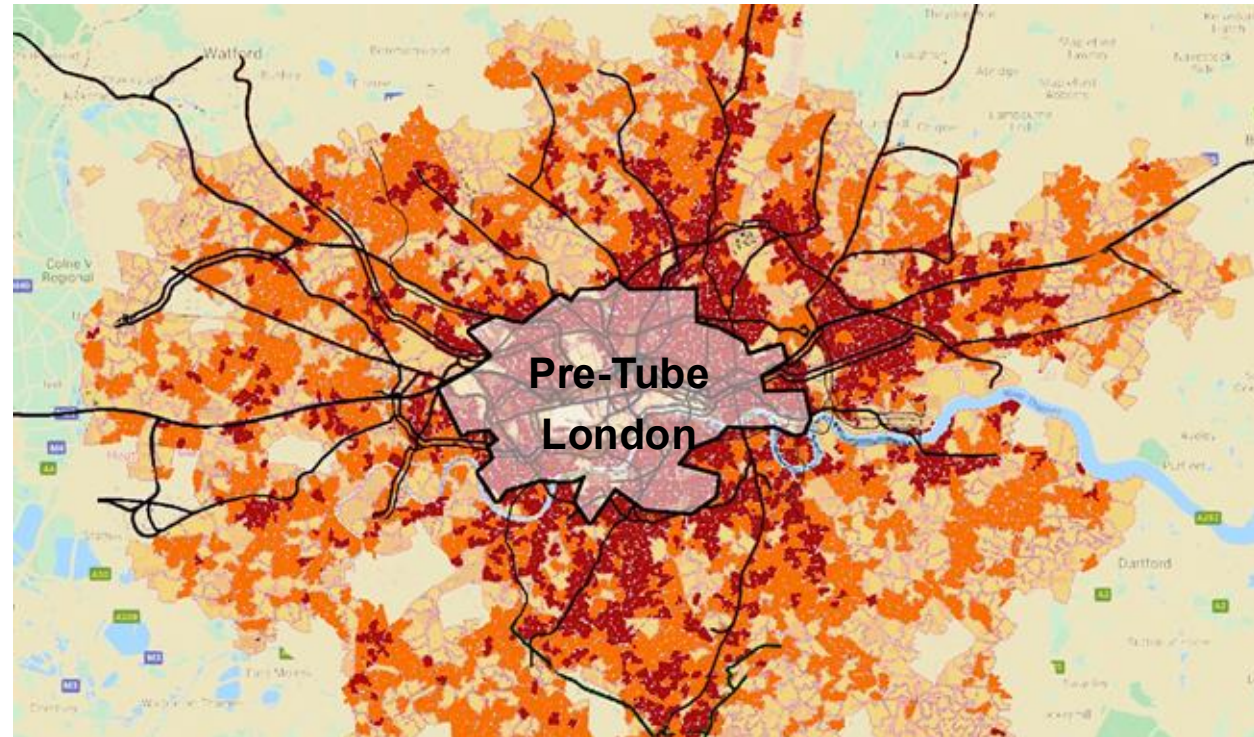
Urban development structure

- Central core and regional core
- Strategic urban development area
- Primary development area
- Secondary development area
- Rural node

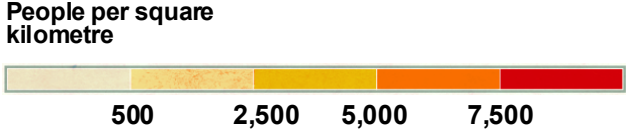
People per square kilometre



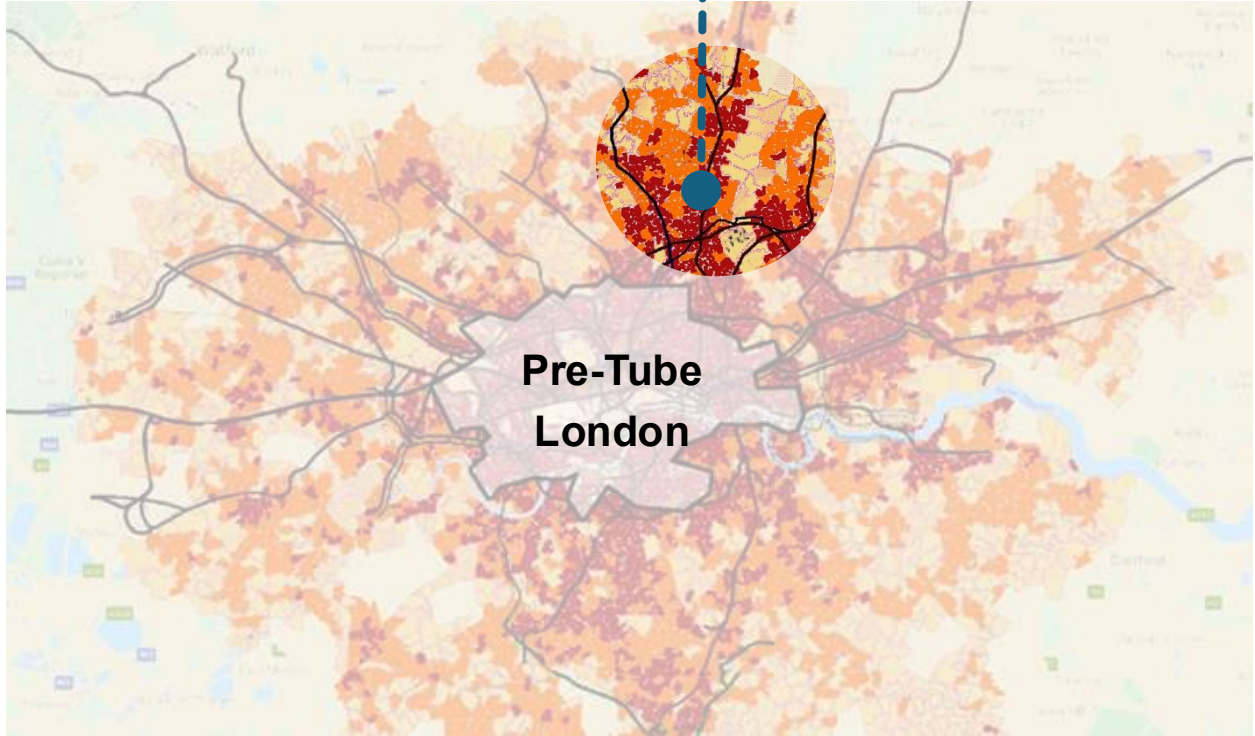
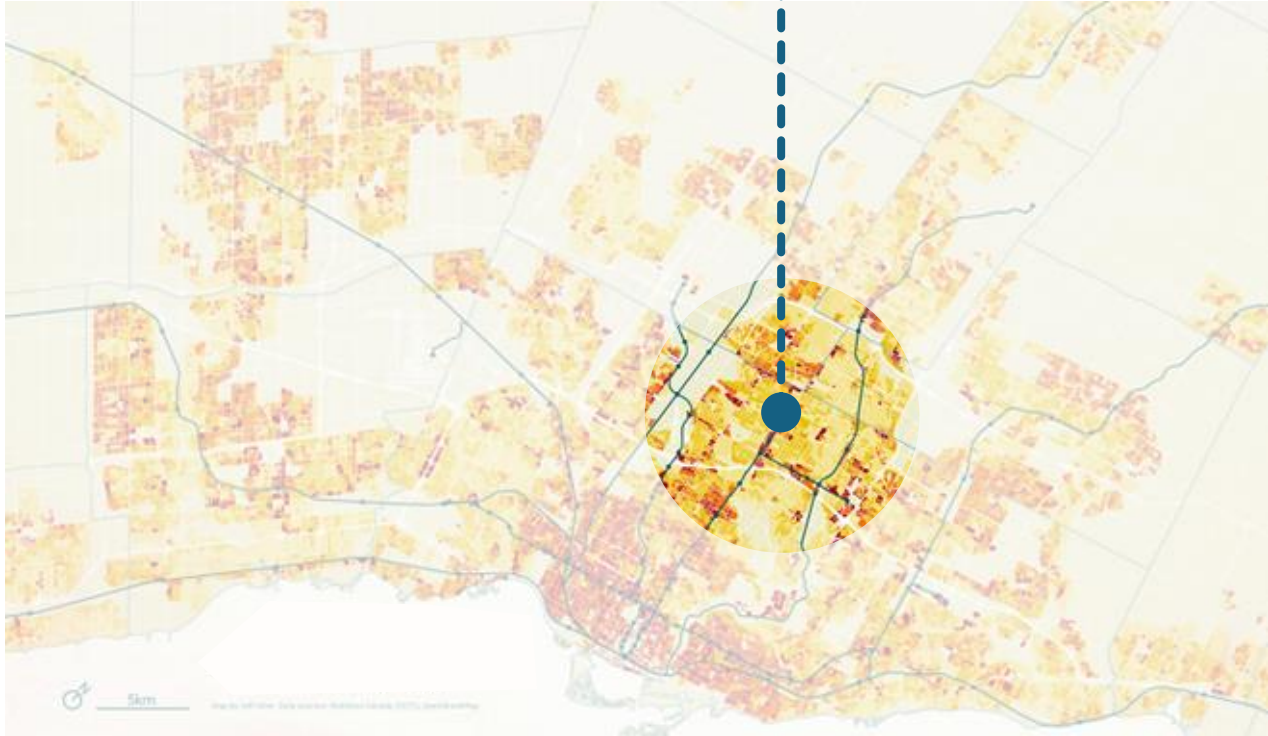
Toronto



London



Broader Mountains →



Toronto

London

People per square kilometre



500 2,500 5,000 7,500



Extended Areas of Mid Density



Toronto

London

An evolving approach to transit-oriented planning



Islands



Islands



Gateways

(Weston Station 2011 – Urban Strategies)



Gateways

(Weston Station 2011 – Urban Strategies)



Gateways

(Weston Station 2023 –SvN)



Pedestrian Bridge

**New street connecting
Carlaw Ave. to Pape Ave.**

Retail Frontage

Retail Frontage

New Transit Station

Proposed Park

Carlaw Ave.

Communities

Artist conceptual rendering. This image is for illustrative purposes only.

4 factors for successful TOC

Supporting connection & place-making



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Supporting connection & place-making

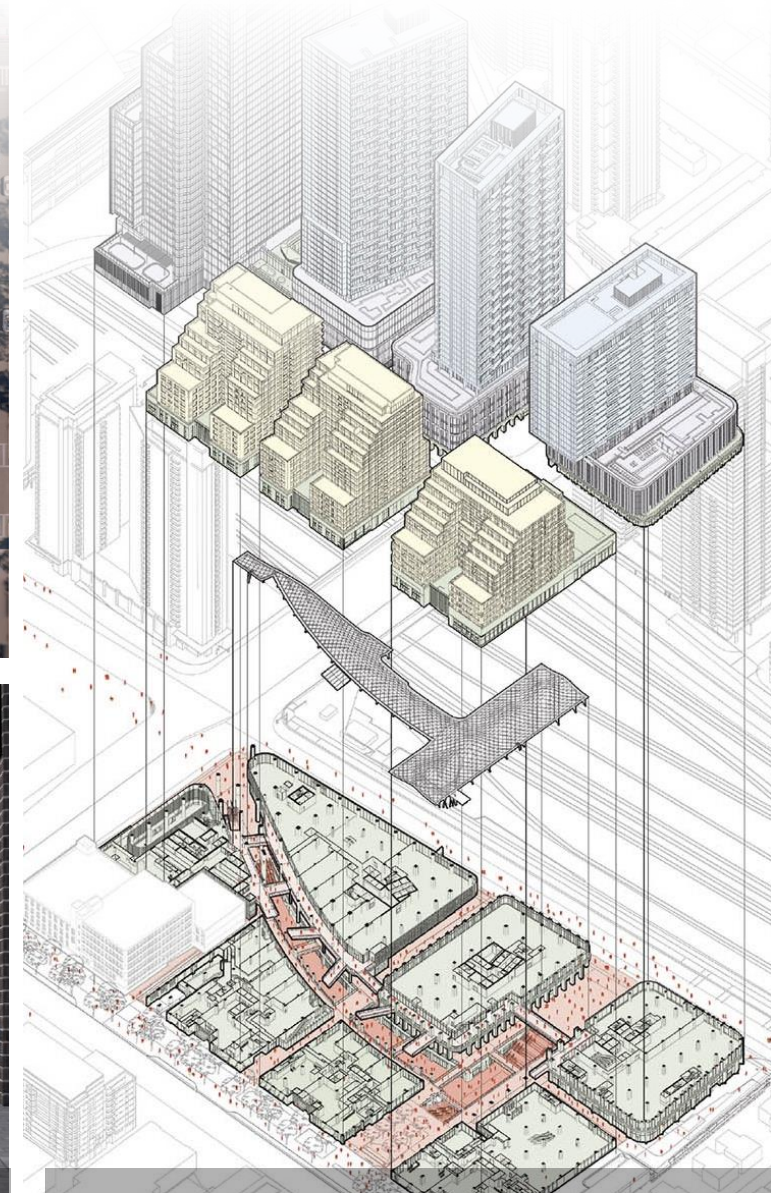
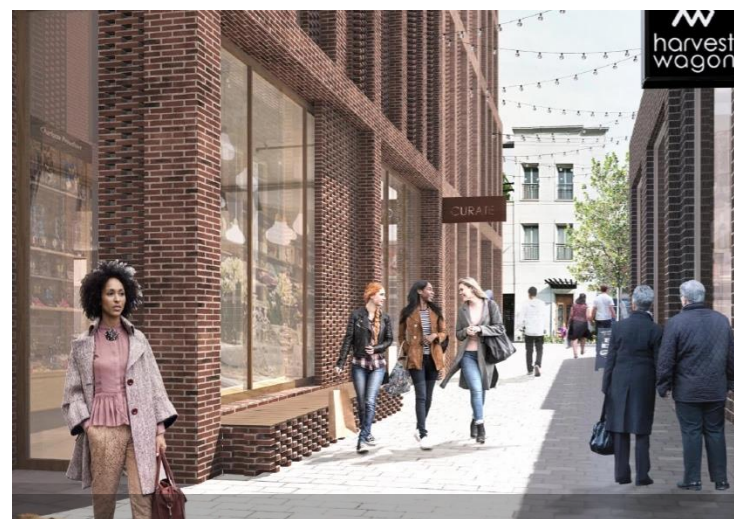


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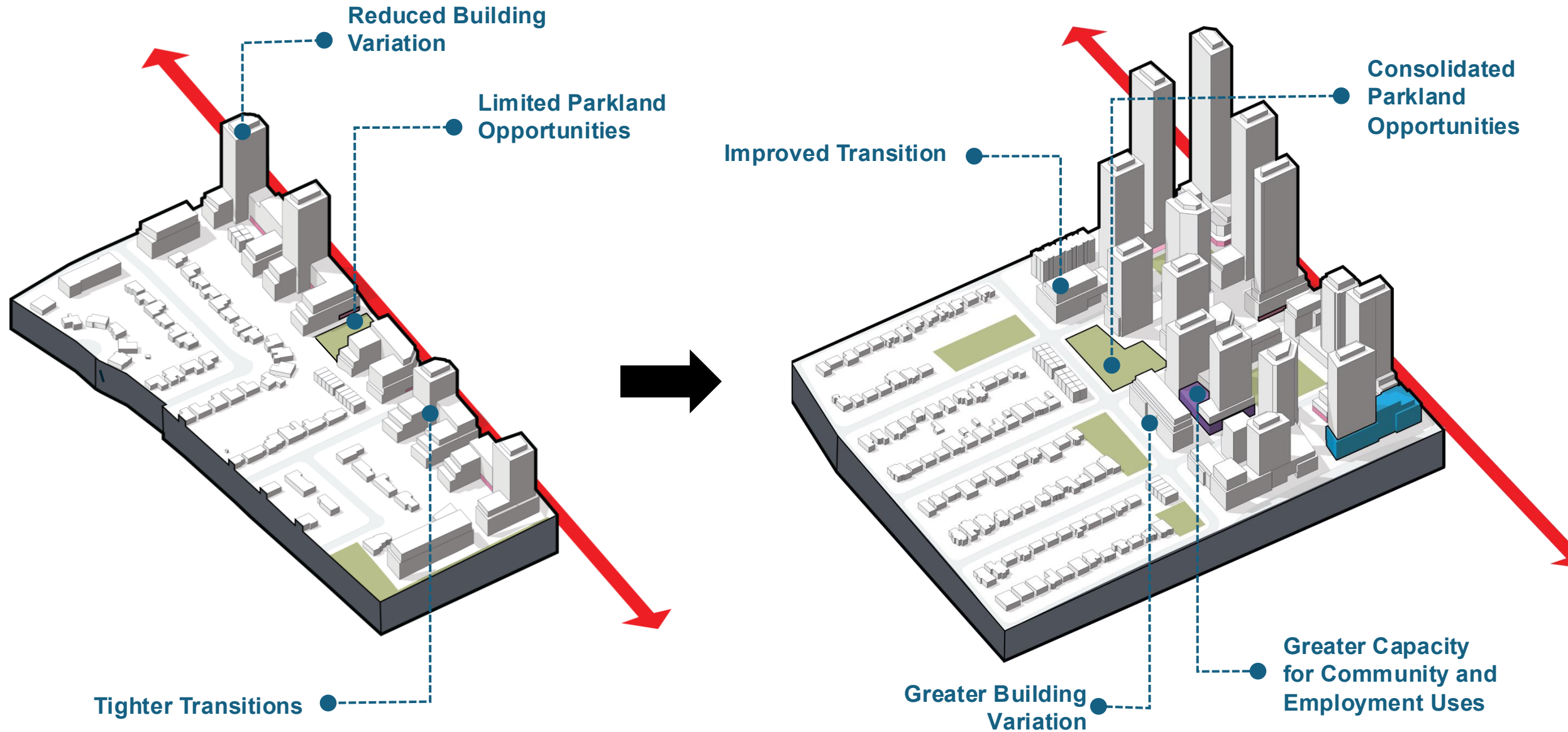
Expanding beyond the fortress block



Expanding beyond the fortress block



Growing our “mountains”



Centering the “C” in TOC



Centering the “C” in TOC

Community-Stewarded Space

Community space **stewarded by the community**,
Interim **space in the Mall** available for local groups

Long-term Economic & Cultural Opportunities

Reflecting the community’s history and culture in public realm design, public art and community uses.

Prioritizing local jobs and training with committees to guide economic and cultural decision-making.

Local Capacity-Building

Dedicated funding for local **community groups** to research space use options and models for future community assets, pilot programming, and potentially establish new governance structures

Supporting Local Entrepreneurship

Physical and social infrastructure that **supports an ecosystem of local entrepreneurship**,
funding for business support services and programming to draw traffic for fledgling retailers.

Affordable Living

A spectrum of affordable housing distributed throughout the site,
Childcare facility delivered within the first major phase of redevelopment




Thanks



Lunch
12:30PM – 1:15PM



Toronto



AFTERNOON PANEL
Recent and future practice –
what it takes to build density differently?
1:15PM – 2:45PM



Toronto



Curtner

Urban Leadership Program



MODERATOR:
Ossie Airewele
Residential and Mixed Use Lead
BDP Quadrangle
Program Chair



Charles Arbez
Senior Director,
Development
Hullmark



Sami Kazemi
Principal
BDP Quadrangle



Leigh McGrath
Partner
Urban Strategies Inc.

The New Focus:

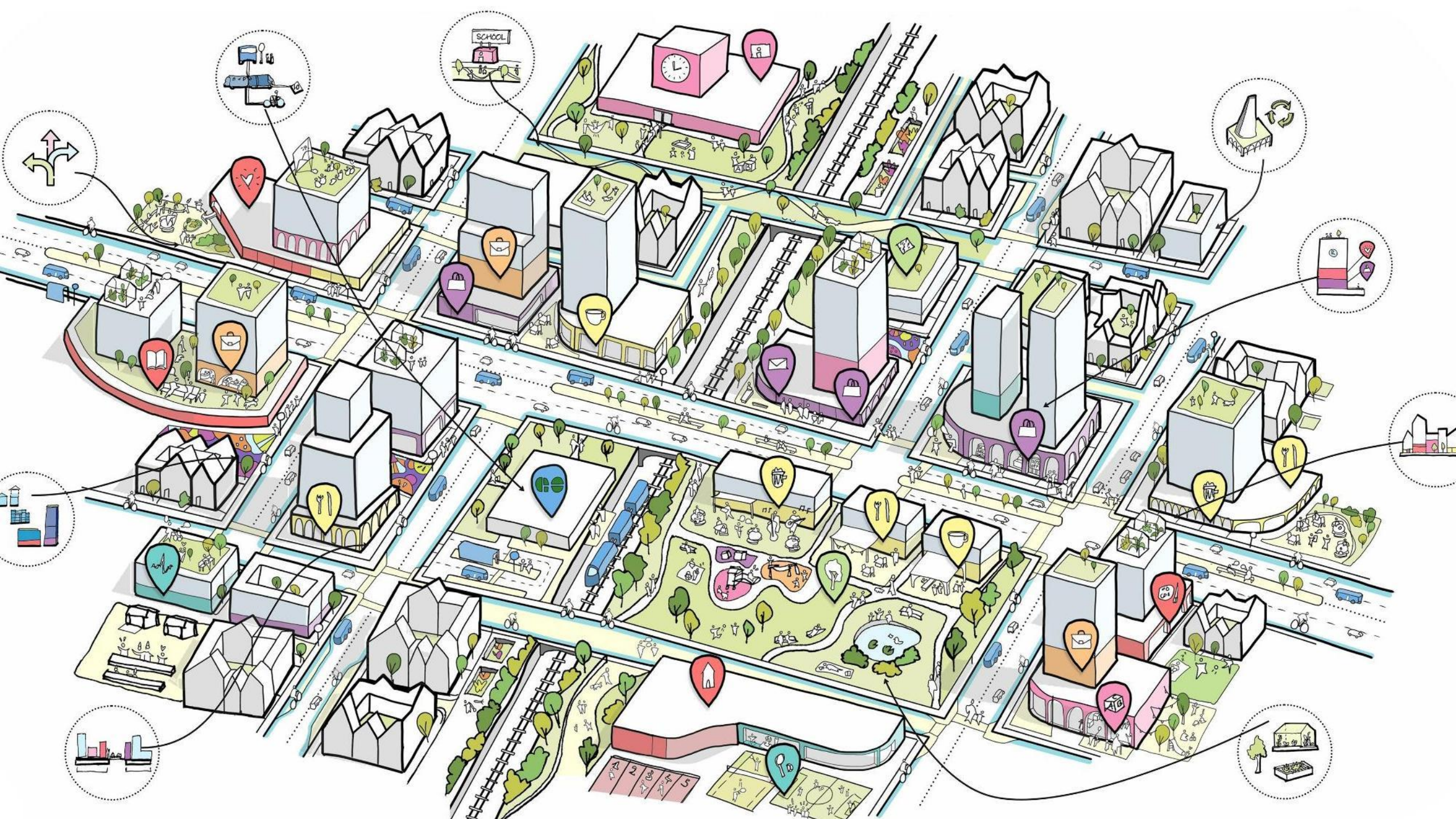
Delivering Housing at Scale

Making Housing Affordable

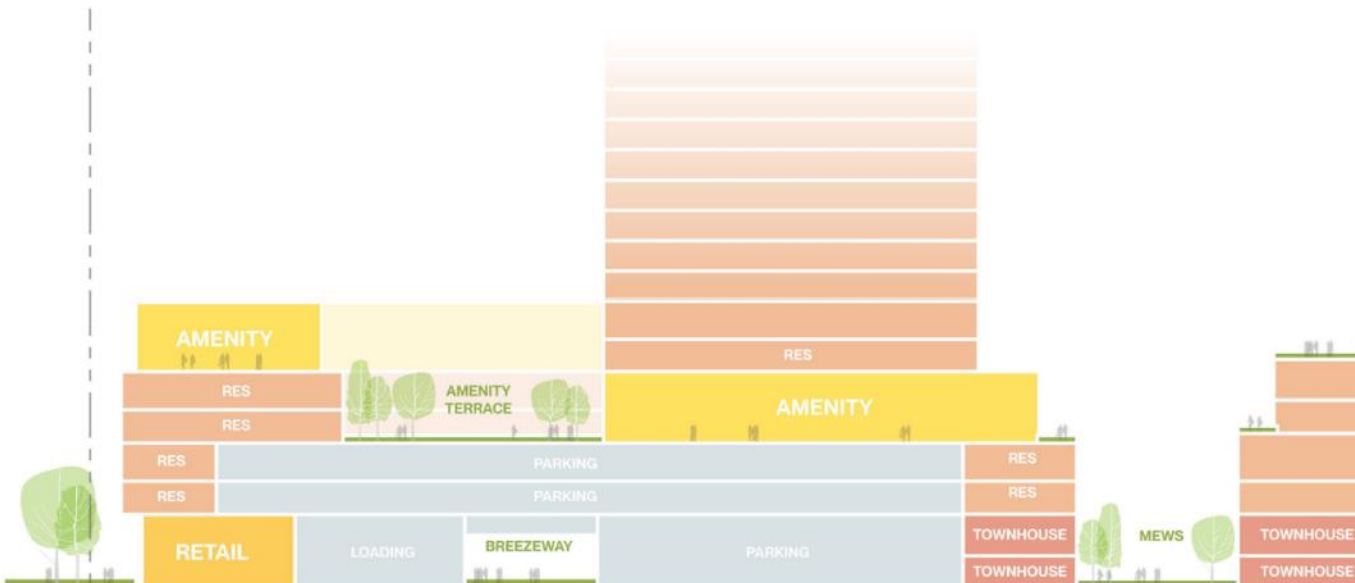
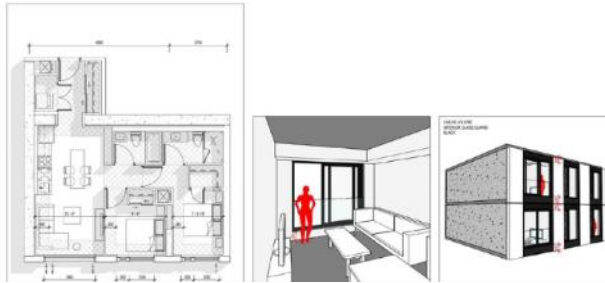
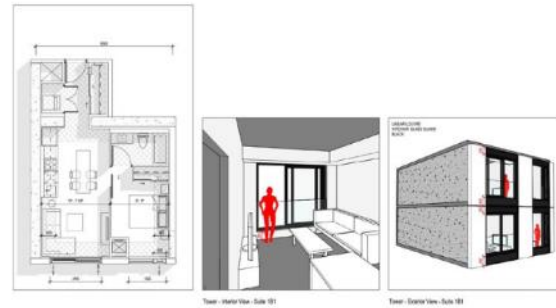
Repeatable and Efficient

Maximize Near Transit





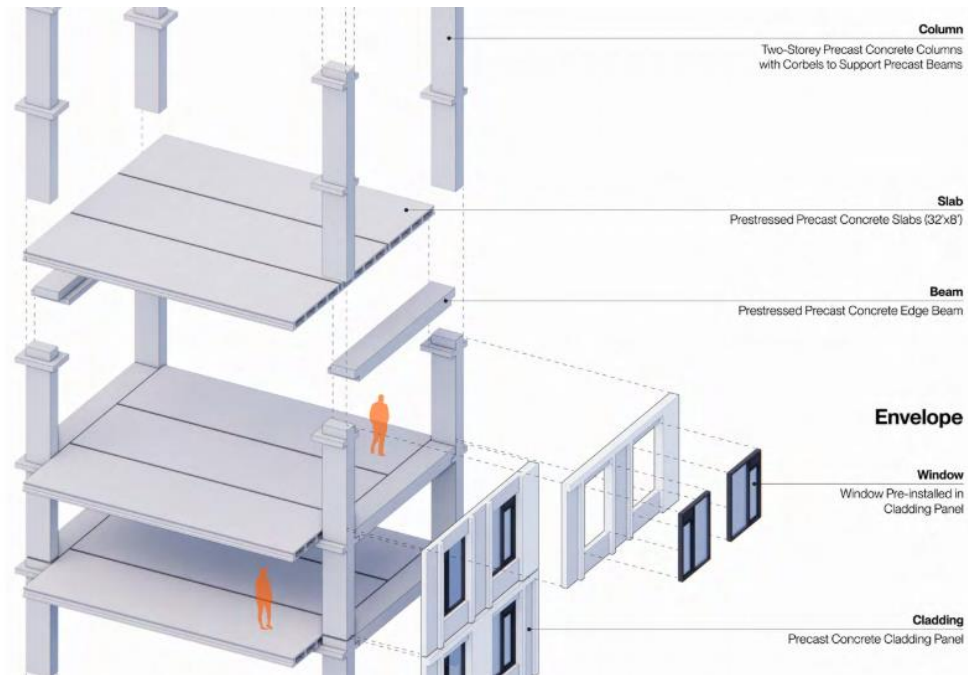
The Other not-so-new Focus:
Human Centered / Livable
Designing Inside-Out & Outside-In
Repeatable/Predictable/Modular
Contextual & Not 'Over-Designed'





Valhalla Village

Mixed-use Zero Carbon development that uses a modular precast system to deliver 494 rental units, 217 of which are affordable rentals.









SHOPPERS

JANE FINCH COMMUNITY SPACE

VINTAGE

CYCLE

MAPT



WOODBINE™

Allies and Morrison

URBAN STRATEGIES INC.



BA Group



CROZIER CONSULTING ENGINEERS



KPEC Planning + Economics

nblc



WOODBINE SOUTHLANDS

Woodbine Entertainment Group

Doing Density Differently

Exploration of Woodbine as MTSA

ULI Curtner Program

April 24, 2026



We've been planning around transit for decades. Call it what you want. Nodes and Corridors, Urban Growth Centres, Major Transit Station Areas. What's the same? *What is different now?* Let's explore....

Clear Frameworks for Big Ideas

7 Ideas

The Master Plan is built on seven key moves, shaping a dynamic urban environment.

Parks are central, providing green spaces that define the area and enhance quality of life. A new boulevard connects all of Woodbine across the property as a whole, offering both a thoroughfare and a vibrant hub with shops and city life. Linked to public transportation, the future mobility network ensures accessibility and integration with its surroundings.

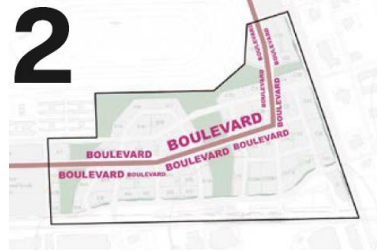
The vision for Woodbine balances places to live, work, and enjoy, fostering a diverse community. Each 'petal' of the future urban framework has its own centre, creating localized hubs of activity.

Green buffers transform constraints into opportunities, mitigating noise and enhancing the landscape. The site is divided into three distinct neighbourhoods, each with unique character.



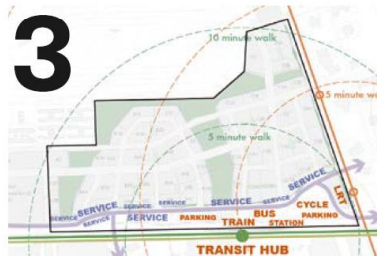
1 Parks, parks, parks

Green spaces define the area and enhance quality of life.



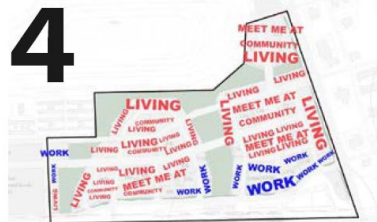
2 A new boulevard

Connecting all of Woodbine, the boulevard is both a thoroughfare and a hub of city life.



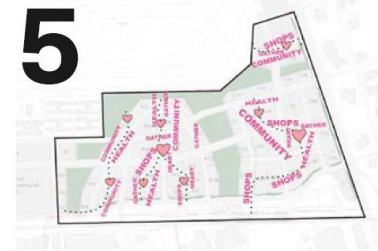
3 Public transit integration

Links to public transportation ensure accessibility and integration with the city beyond.



4 Balanced community

A mix of land uses fosters a diverse community by balancing places to live, work, and play.



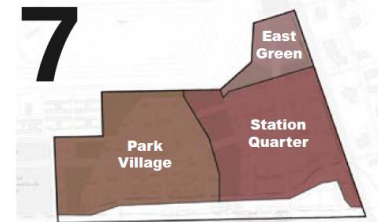
5 Local hubs

Each "petal" of the framework has its own centre, providing convenient local areas of activity.



6 Green edges

Green buffers transform constraints into opportunities by mitigating noise and enhancing the landscape.



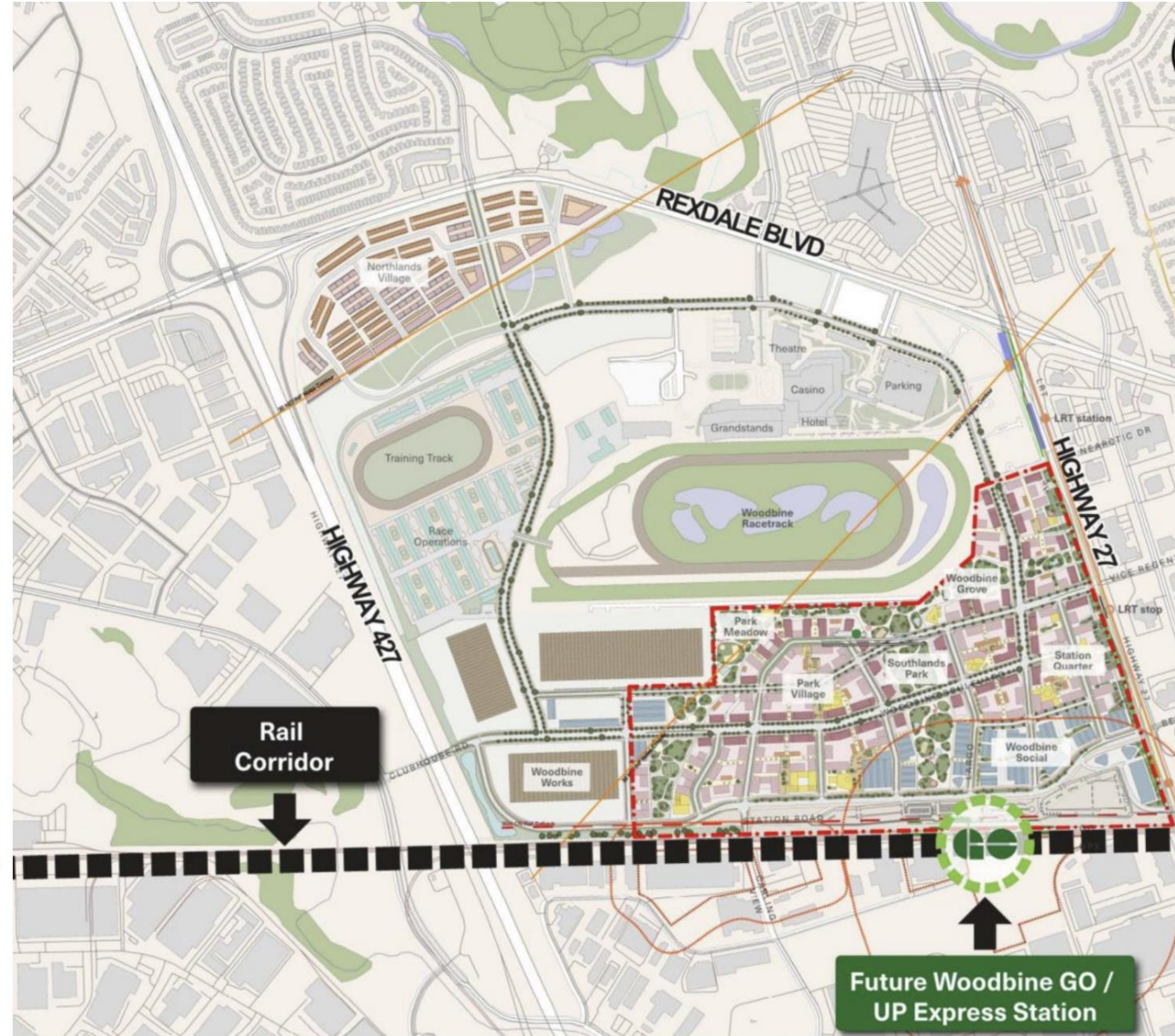
7 Distinct neighbourhoods

Three distinct neighbourhoods establish unique character across the site.

Centring the Transit Story

Mobility Principles

- Anchored on the new Woodbine GO / UP Express Station
- Woodbine Boulevard as a primary connector
- A new Complete Streets network providing multi-modal connections
- A fine-grained street network
- Prioritizing the pedestrian & cycling
- Facilitating transit
- New / improved multi-modal connections within & external to the Woodbine property
- Integrate all Woodbine uses



Logical Structures – Streets, Blocks and Open Space

A better understanding of what makes urban life great

3.2

Urban Structure

The Master Plan is led by the landscape, creating a variety of spaces for the new community. The parks define the structure, while green buffers mitigate noise and enhance the natural environment. Diverse spaces are integrated throughout, balancing residential, work, and recreational areas.

The parks delineate three distinct neighbourhoods, each located within walking distance of a public park. Within each neighbourhood lies a network of diverse open spaces, or nodes. Some of these function as civic nodes—the heart of the neighbourhood—serving as central gathering places for social interaction and community events. Others are envisioned to be more intimate in character, providing informal spaces that support everyday activities and casual play.

A new network of streets incorporates existing infrastructure to maximize connectivity to the existing context. This network prioritizes pedestrian paths and cycling routes, ensuring safe and accessible movement throughout the site.

The Master Plan envisions a mix of uses, with buildings of different typologies and heights, creating diverse and vibrant neighbourhoods. By incorporating these elements, the Master Plan ensures a flexible, complete, and contextually rich urban piece of city adaptable to future changes, all while honouring the unique limitations and opportunities of the site.

- Parks and green edges
- Nodes
- Woodbine Boulevard
- Secondary streets
- Potential connections
- LRT station
- GO station

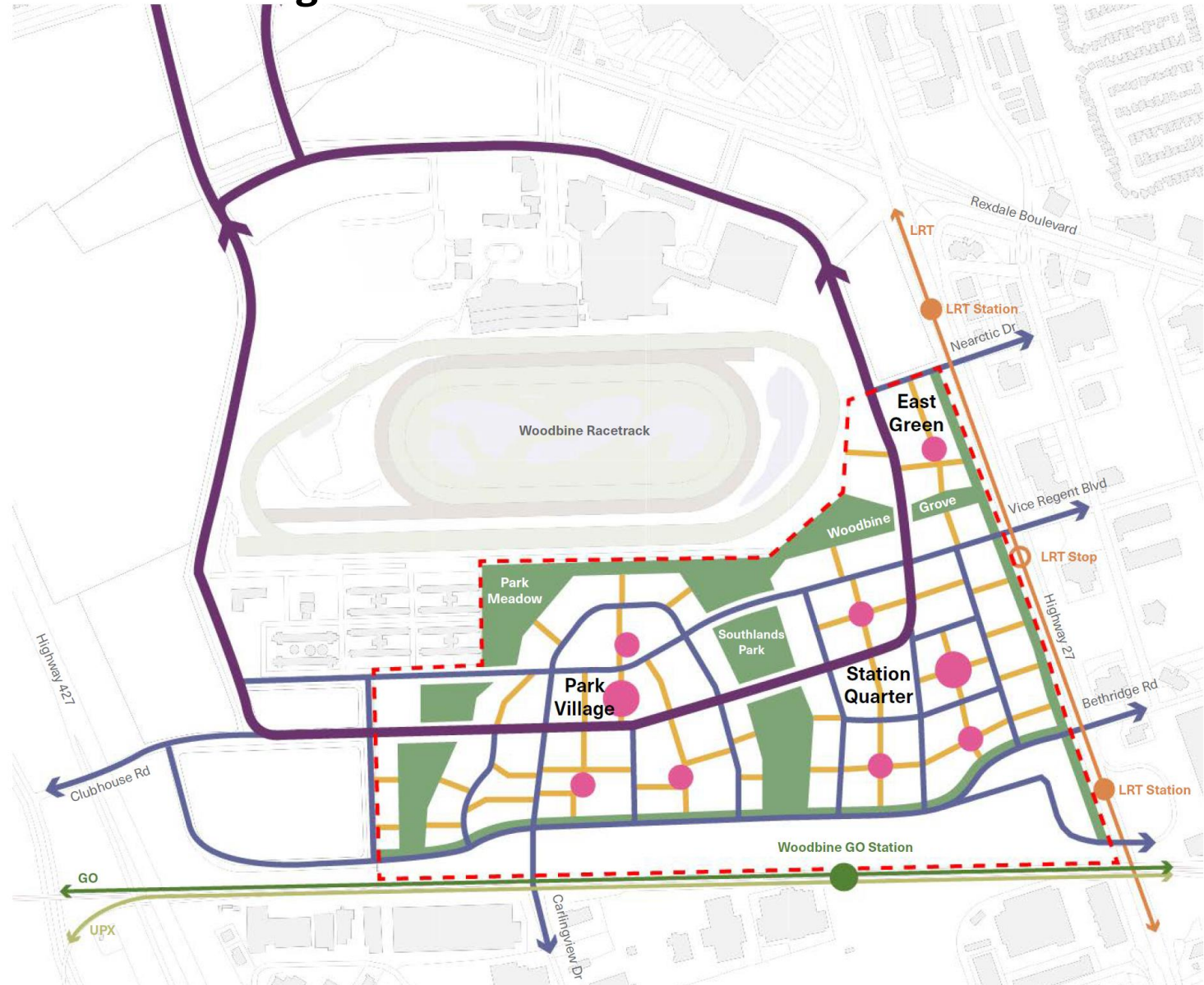


Figure 15. Structure plan

Parks and Open Spaces

A more nuanced approach to pedestrian movement, embracing irregularity, planning for the informal, understanding the value of the small, the medium and the large

3.3

Open Space

Open space lies at the heart of the Master Plan, shaping both the structural framework and the character of the place. A diverse network of interconnected open spaces fosters a walkable community and enhances overall quality of life.

Public Parks

An interconnected network of three distinct public parks is envisioned within the Master Plan, functioning as 'green fingers' that form a foundational structural element of the Plan.

Civic Connectors

The Master Plan envisions a series of publicly accessible private open spaces that can act as civic connectors through each of the future neighbourhoods. These spaces can be realized as a mix of local squares, pedestrian streets and play streets, supporting a permeable car-free environment within respective development blocks. These areas are intended to encourage community interaction, recreational activities, and safe accessible spaces for pedestrians and children.

- Public Parks
- Civic Connectors
 - Pedestrian paths
 - Local nodes
 - Civic nodes
 - Largo
 - Groves



Figure 20. Open space plan

Density Near Transit –

Less dogmatic approaches emerge, largely reflective of site specific circumstances

The master plan vision is one thing ... but what will the instrument say?

Distribution of Densities

The conceptual Master Plan illustrates development at a range of densities with residential blocks ranging from 5.3-7.5 FSI and non-residential blocks from 0.9-6 FSI. The Figure to the right demonstrates the realization of density within the conceptual Master Plan.

The density approach supports the achievement of MTSA policy objectives and reflects site specific land use compatibility constraints (ie: Noise contour) which limits building heights and therefore the achievable densities.

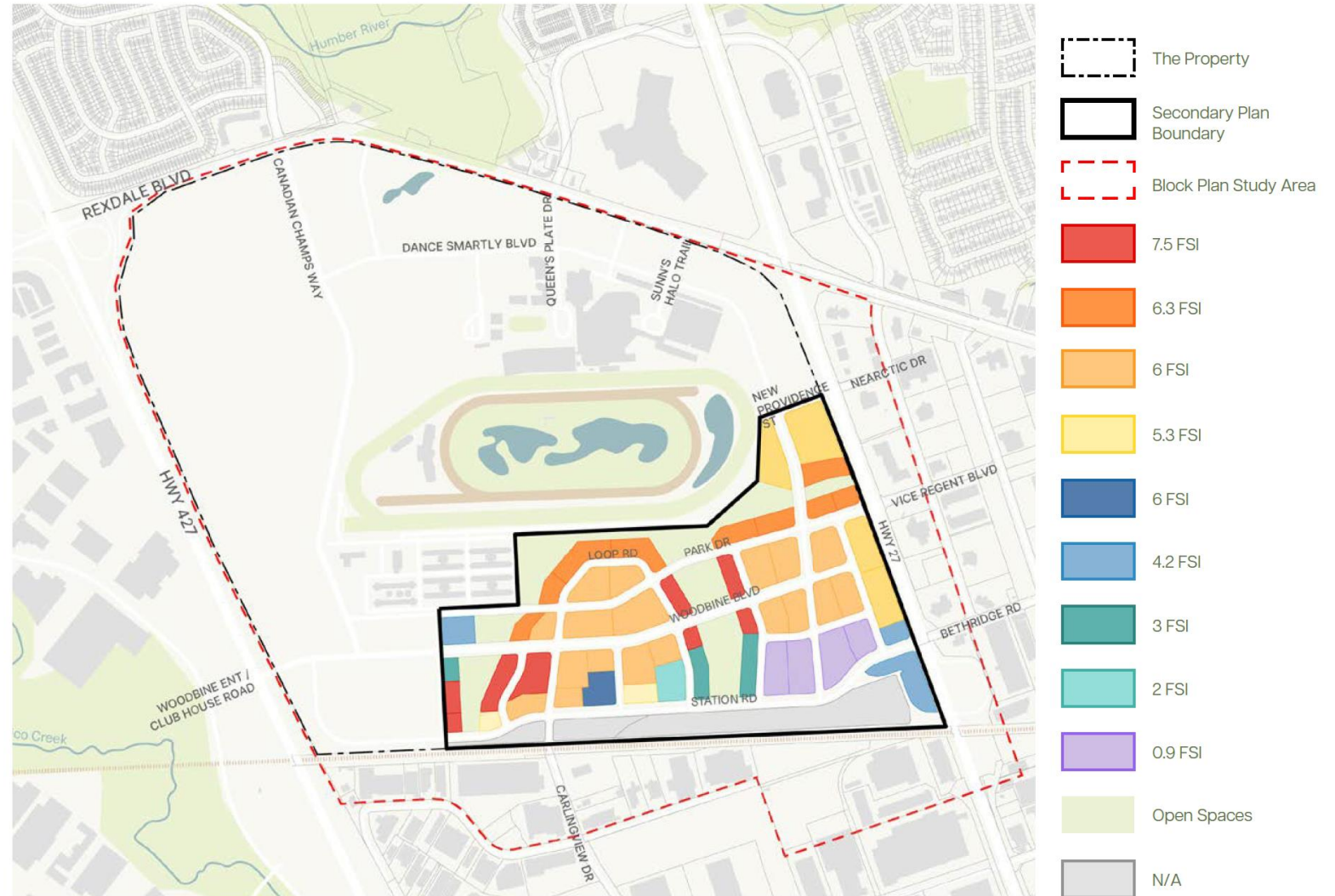


Figure 102. Map of FSI distribution within the Master Plan

Detailed Testing of diverse building typologies to explore how to deliver density outside the podium point tower way of thinking. Requires some ‘rule’ breaking and acknowledgement of tradeoffs. Drill down to show it works, but what will happen over the lifetime of the plan?

3.20

Block Types

Central Blocks

At the core of the master plan, central blocks are scaled to enable a mix of housing types.

These blocks may incorporate mid-block pedestrian connections or interface with adjacent central blocks to form a central route, creating quieter conditions suitable for townhouses. The base structures establish a strong street frontage, providing opportunities for ground-level retail and maisonettes, thereby enhancing active streetscapes and street-level engagement.



Figure 68. Aerial view illustrating separation increasing with height

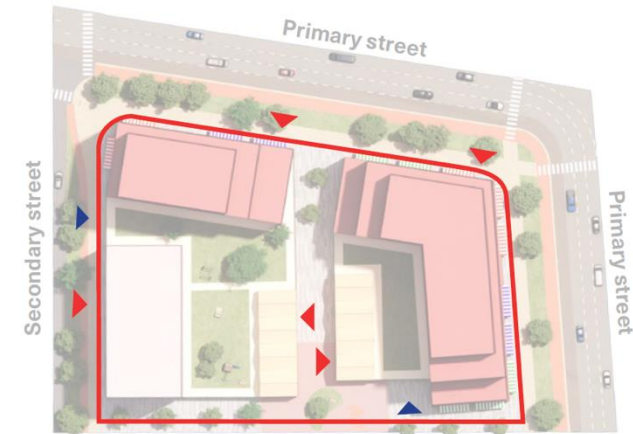


Figure 69. Typical roof plan

- ▶ Entrance
- ▶ Servicing
- Apartments
- Lobby
- Terrace
- Core
- Servicing
- Circulation
- Retail

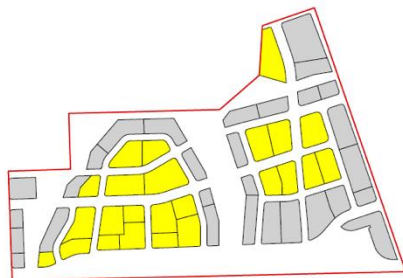


Figure 70. Typical ground floor indicative layout

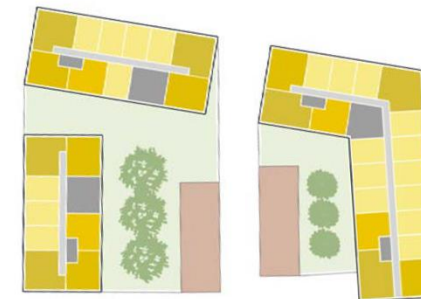


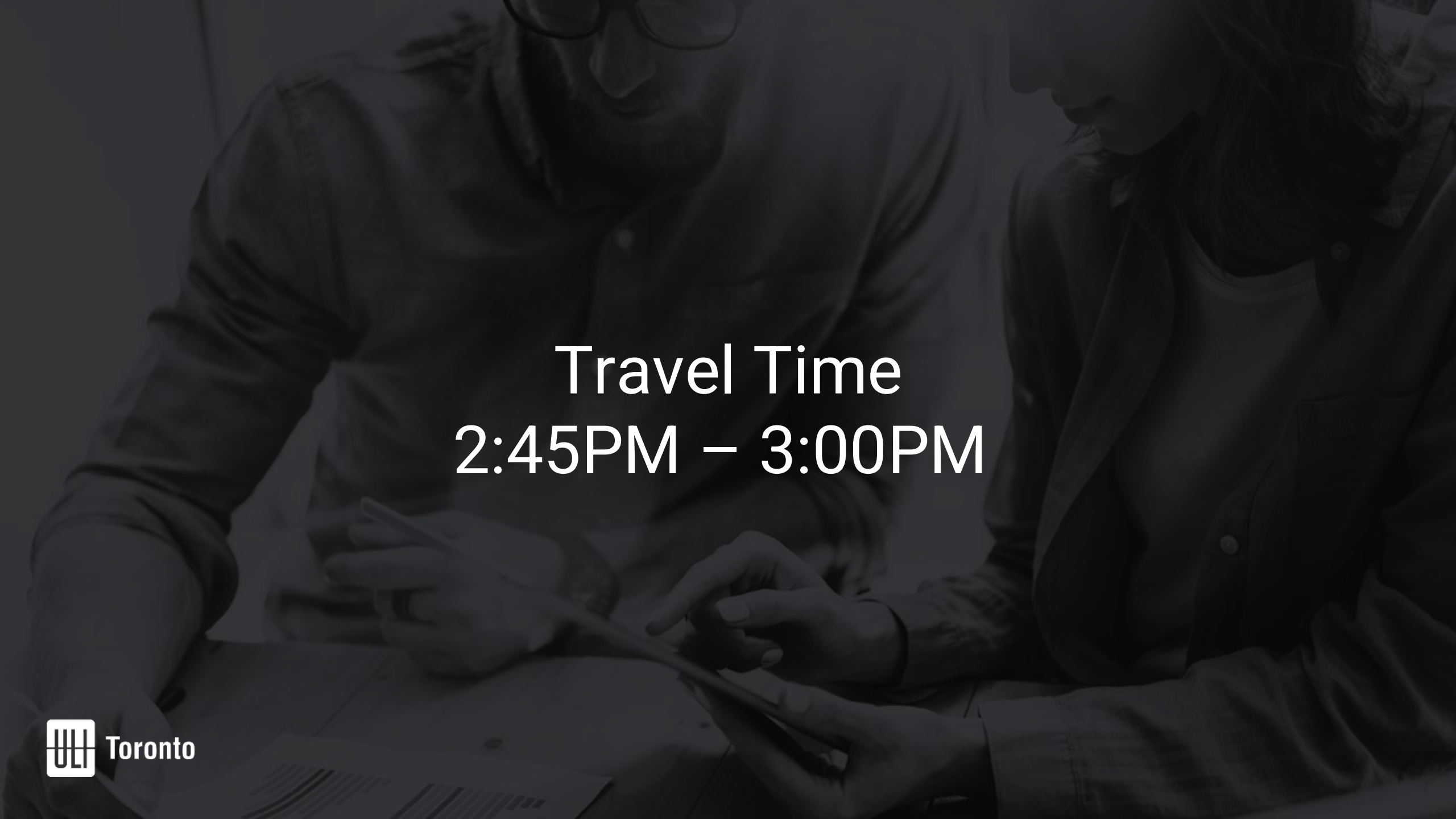
Figure 71. Typical upper floor indicative layout

3.23

The Illustrative Master Plan







Travel Time
2:45PM – 3:00PM



Alexandra Park Tour with TCHC

3:00PM – 4:30PM



Toronto



Curtner


Urban Leadership Program



Caroline Kiernan
Senior Manager, Construction
Toronto Community Housing



Kaitlyn Ferreira
Supervisor, Revitalization and
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Toronto Community Housing



Happy Hour 4:30PM

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