

QUEEN WEST TRIANGLE PUBLIC SPACE CHARETTE

PROCEEDINGS
MARCH 2, 2008



ACTIVE 18 ASSOCIATION STEERING COMMITTEE

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INTRODUCTION

There's regular people, fringe people and artists. According to a public space consultant hired recently by the city, that's who lives in the Queen West Triangle neighbourhood. This consultant was hired to facilitate a design charrette for the proposed Dufferin jog - the \$35 million piece of infrastructure that will take the kink out of Dufferin Street.

So which one are you? And how does that express itself when you encounter a public space? Do you feel more artsy when you contemplate a work of public art? Maybe you feel fringe-y when you go to dinner in Rosedale, and regular when you sit on a park bench in your neighbourhood? Maybe you're artsy, fringe-y and regular, in equal proportion? Or none of the above.

On one hand, this ham-fisted conceptualization of the local residents is quite comical – we can all spot the absurdity of thinking about any human beings, or neighbourhoods, in such reductive terms. And what it has to do with park use is beyond me entirely.

On the other, it's frightening – this person is paid by the city to solicit, record and summarize the ideas of the local residents. He is contracted to produce a document that will weave the community's thoughts into guiding design principles for a public space that locals then have to live with for years, probably decades. And framing the discussion in such a manner profoundly skews the process and results. It's not exactly confidence inspiring and certainly not the coalition building exercise that we were aiming for when we decided to organize the Queen West Triangle Public Space Design Charrette. As local residents, we wanted to have an inclusive conversation that would have an impact on how our community was being shaped, since the regular urban planning routes were not, for the most part, working.

Indeed, over the last few years of getting involved in the development issues facing my community, I have concluded that the planning process in Toronto is quite broken. Local residents are faced with a daunting and impenetrable civic bureaucracy that frequently requires expensive legal expertise to access and navigate. City planners are seemingly overworked and under-resourced, politicians are pulled in all directions and scared of rocking the boat, and developers and architects are terrified that their beautiful buildings are going to get squashed down into rectangular boxes. Oh, and the politically appointed Ontario Municipal Board lords over it all, deciding what is good or bad planning for Toronto without much regard for what might fit the scale, scope or social fabric of the area in question. From my perspective, it seems that the whole planning process comes down to 'he who has the most lawyers wins.'

But what happened in the Gladstone ballroom that sunny Sunday afternoon of March 3rd is part of a palpable shift now unfolding that is changing how planning gets done in this city. Every one of the sixty or so people who came and offered their ideas is part of making this crucial change. The Queen West Public Space charrette brought together an extraordinary array of local residents, developers, artists, activists, politicians, landscape architects, and academics. People came with their best intentions, open minds and creative juices and it paid off with brilliant and innovative ideas and solutions, summarized in this report.

But for me it was the process that made the event historic – everyone was sitting down together figuring out where the common ground lay while aiming for the stars conceptually. It was a good day in the Triangle, a good day for Toronto. If we are all involved in making the park, the park will make the community. This is a good business plan for the developers, sensible planning for the city, great politics for the City Council, and downright thrilling for the locals.

So, we may be a city that likes to be polite, but that Sunday afternoon it seemed that we all sensed that the fatal error would be aiming too low. We are not going to settle for what is merely possible through the conventional routes – a patch of grass, some decorative paving stones and a couple of public art installations. This neighbourhood is no different than any other in that it deserves a good deal, a great park, an inclusive process.

And so, armed with a spectacular array of ideas and design guidelines, the public space planning and build out begins. Many who attended will continue to be involved in that long, inevitably challenging process. But take heart in the knowledge that we can do better than the status quo. Although actress Stockard Channing may not have seen herself as an inspiration to planners, architects, politicians and local residents, her words are oddly fitting here: "My darling girl, when are you going to understand that 'normal' isn't a virtue? It rather denotes a lack of courage."

Jane Farrow, Chair, Active 18



ORGANISERS & SPEAKERS

The Charrette was organized and hosted by Active 18 in partnership with Councillor Adam Giabrone's office.

ACTIVE 18 ASSOCIATION

Active 18 formed in the early fall of 2005 to consolidate a community voice with regard to the future of our neighbourhood. It is composed primarily of local residents and business owners. It is not a ratepayers association. It adopted its own constitution in January 2006 (available on our website) It currently consists of some 200 people. We are not a collective singular voice but, rather, a forum for collective voices.

Active 18 aims to reflect and focus citizen participation in urban development in Ward 18. We inform the community of its rights with the intent to steer development toward a liveable and sustainable environment that responds to the needs of the local area and the greater city at large.

We are not NIMBYs, opposed to any and all intensification and development within the area. On the contrary, we welcome creative and thoughtful development and we look forward to continuing engagement in open and productive dialogue with developers and planners alike. We aim to achieve mutually beneficial results that respect return on investment while maintaining and enhancing existing cultural dynamics and desirable neighbourhood characteristics. As such, we insist that any development within the neighbourhood be intentionally structured to respect the needs and desires of current residents as it makes room for sustainable growth and change. We believe that any and all development should take into consideration the fabric, history, and current demography of the neighbourhood to build on its existing strengths and value to residents and the city as a whole. We advocate for planning policies that take into consideration the development of the area as a whole.

ADAM GIAMBRONE is the Councillor for Ward 18. He acted as the chair of the meeting.

DAVID LEINSTER, OALA, CSLA, provided a presentation on "What Makes a Great Public Space?" David is a landscape architect and partner at The Planning Partnership, one of Toronto's foremost urban planning and design firms, responsible for innovative work on city-building projects such as the Distillery District, a national heritage site currently being transformed to mixed residential and commercial uses. David leads a multi-disciplinary team on the revitalization for the Wychwood Barns project and plays a key role in the park designs for West Donlands Park for Waterfront Toronto and Central Park, on the former railway lands for Concord Adex.

David is past-president of the Ontario Association of Landscape Architects, and currently sits on the City of Toronto's Public Art Advisory Committee and the City of Ottawa's Urban Design Review Panel.

HANNAH EVANS acted as the independent facilitator for the design charrette. Hannah is the Director of Partnerships and Consultation for the Ontario Growth Secretariat at the Ministry of Public Infrastructure Renewal. She has been active in local planning issues and transportation advocacy

BACKGROUND + SUMMARY

Active 18 has been involved for three years in advocating on behalf of residents for more sensible and sustainable planning and architectural solutions to development in the Queen West Triangle. In the fall of 2006 Active 18 organized its first design charrette addressing development strategies in the Queen West Triangle. The charrette and other initiatives by Active 18 played a key role in a series of agreements that followed between the city and developers. Hearings at the Ontario Municipal Board in 2007 resulted in decisions that established the fabric and scale of much of the new architecture for the area.

While our first charrette was largely about proposing a neighbourhood-scale planning alternative to the buildings proposed in the triangle, the second charrette -- the subject of this report -- was organized to address the life between the buildings. The charrette asked developers, the city and the community to set priorities and principles for all of the public spaces within the Queen West Triangle -- the future park, the Sudbury and Abell Street extensions, as well as the publicly accessible open space between the proposed buildings. This public space charrette was organized in partnership with Councillor Adam Giambrone's office.

The goals of the charrette were:

To establish the program, guidelines and priorities that would lead the design of the proposed park and associated public open spaces and streetscapes in the Queen West Triangle. These guidelines will be used in setting the design brief and request for proposals for the park design.

To motivate and organize a community group that will be closely involved in the request for proposals process and later in the management and operations of the park. Ideally, The people that will be involved long-term in the park management

committee would emerge from the charrette participants.

The public space charrette was not only a creative brainstorming about how public space should function, it was also a successful mobilization -- a means to organize a group of interested citizens to pursue and guide the development of public space in the Triangle.

The charrette was attended by around 60 people including people from the neighbourhood, concerned landscape architecture and planning professionals, city staff, artists, local community groups and agencies, and, notably, the major developers in the Triangle and one of their retained landscape architects.

The charrette was organized in two parts. The first portion was a creative exercise in smaller groups to focus on drawing plans and expressing spatial guidelines for public space. Although each of the breakout groups developed unique plans, some very strong themes ran through all the presentations:

Public space in the triangle should be seen and designed as an integrated whole regardless of property boundaries and ownership, in order to create a unified, coherent sense of place.

Public space in the triangle should be useable, continuous and connective, with no part isolated or abandoned in any hour or season.

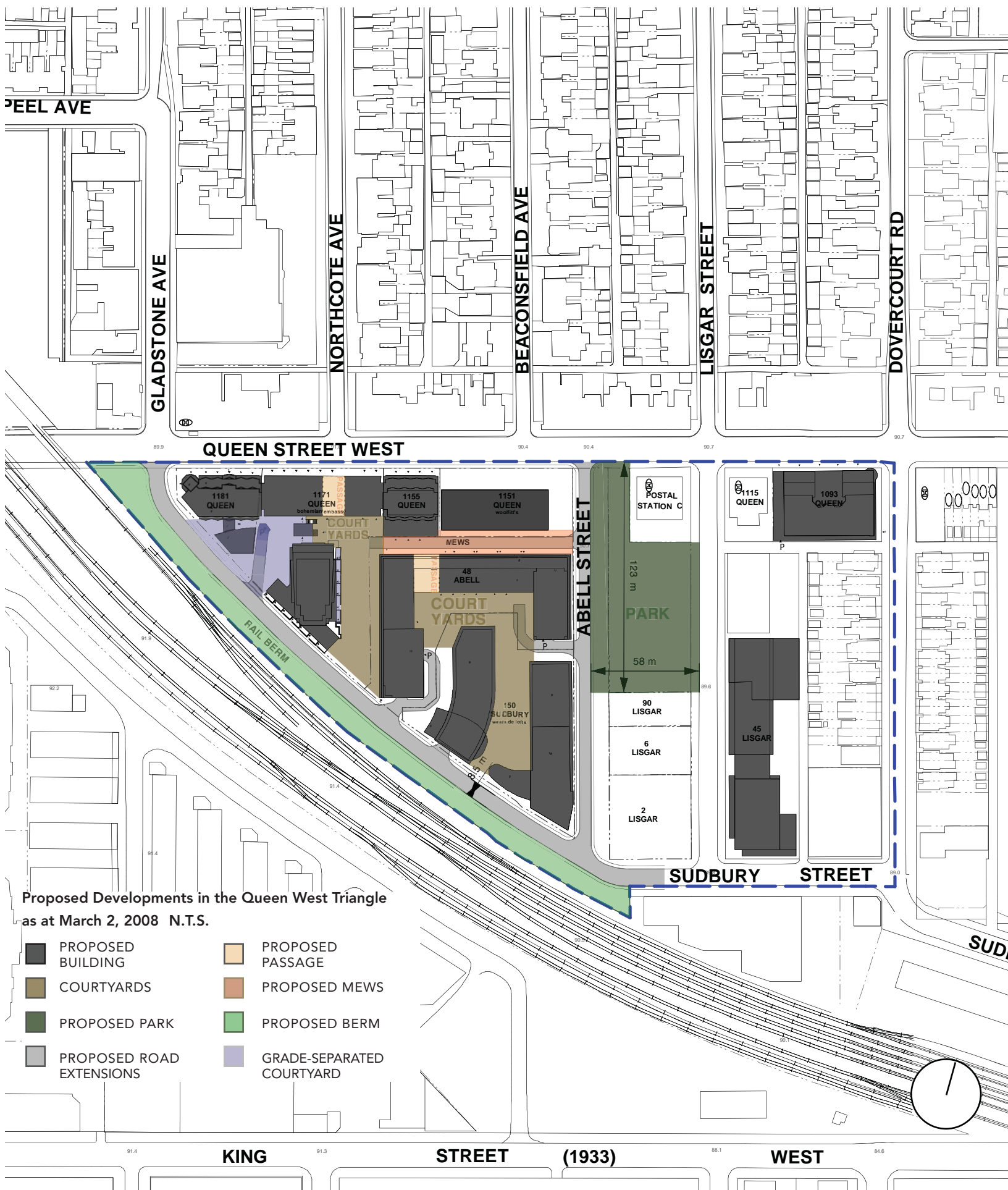
Art must be a central part of the public space design, and artists must be involved at every step by every developer and the city.

Public space in the triangle, whatever the ownership, must be designed so that it is explicitly public space, welcoming, accessible and open to all the citizens of Toronto.

Public space in the triangle will belong to the whole community and be accessible by the whole community, therefore the community should be actively included in its design, construction and management.

The second part of the charrette was a frank discussion among all the participants about how to implement the ideas that emerged from the first part of the charrette. During this moderated discussion, input from city staff and the developers that were present helped to illuminate the timeline and steps involved in permit approvals, park development and construction schedules. Innovative and practical solutions to funding, managing and maintaining the proposed park and network of open spaces were identified, drawing on other relevant precedents.





AGENDA

12:30 - 1:30

Introductions and Welcome

Councillor Adam Giambrone

Opening Remarks, Statement of Objectives

Jane Farrow, chair Active 18

Overview of Agenda

Hannah Evans

Site overview, public space highlights

Netami Stuart, Active 18

What Makes a Great Public Space?

David Leinster

Clarifications, questions, break into small groups

1:30 - 3:00

Small Group Exercise: Design Principles and Master Plan

Taking inspiration from David Leinster's presentation, combined with the objectives and site context, each group is asked to come up with a draft set of design principles and master planning ideas for the public spaces in the Queen West Triangle. Discussion and drawings should address issues that include:

- Who uses the space? Community inclusion and participation
- Recreation: child's play, dogs and walkers, nighttime activities
- Public access and safety, park use around the clock
- Public art, installation, performance, technical requirements

- Programming and activities: seating, walking, access
- Commercial uses? Farmers market, cafes, vending, kiosks
- Facilities: public washrooms, storage, power supply, performance area?
- Sustainability: water, power, waste, sun and shade
- Planting and Vegetation, rock walls, water, screens, gardens
- Architecture & Facades: how the perimeter buildings relate to the spaces
- Streets, sidewalks, paths, access routes
- Implementation and public space management (stewardship)

3:00 - 3:30

Brief report back to bigger group on plans and principles

3:30 - 4:15

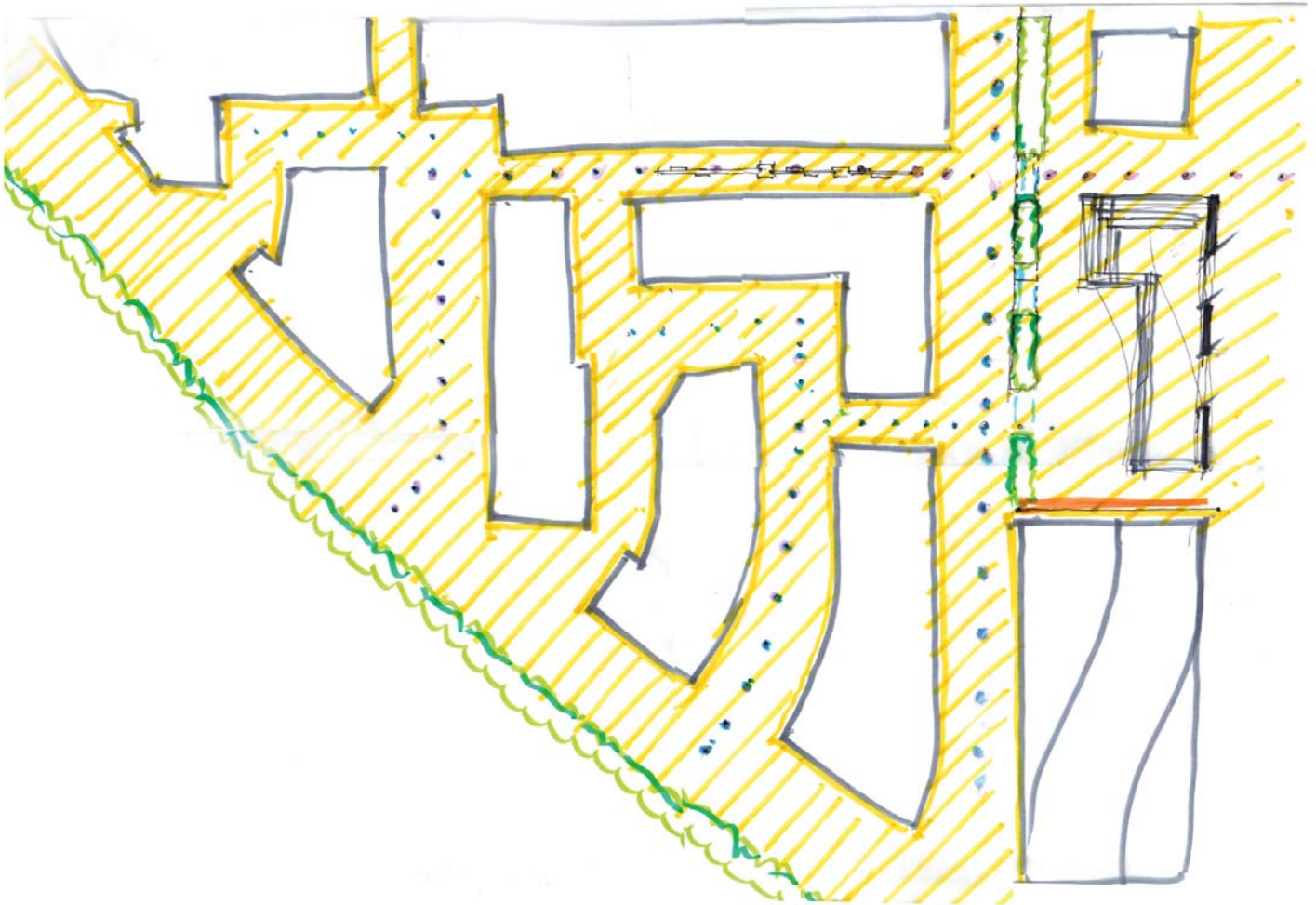
Full Group Activity: Implementation Plan and Stewardship

Discussion Themes:

- Resources to realize the public space
- Stewardship and community involvement
- Phasing and priorities

4:15

Next Steps & Closing Remarks



This sketch from the charette shows all the open space in the Queen West Triangle as a unified matrix within which a series of buildings creates connected but varied spatial conditions. In this plan property lines disappear and the whole triangle is understood as a precinct rather than a series of lots. This effect could be achieved through paving, lighting, grading and planting strategies that span the various properties as well as the park.

PROCEEDINGS

GUIDING PRINCIPLES FOR THE DEVELOPMENT OF THE QUEEN WEST TRIANGLE

1. CREATE a distinct identity and compelling physical narrative for the whole Queen West Triangle.

- Use design elements (such as paving, site furnishings, signage, lighting, special features, plantings, artwork/sculptures) with a signature “look” that provide a coherent design language to unify the district which includes the proposed park and connections to the park.

2. CONNECT the public spaces into a network that encourages active use throughout the seasons, and throughout the day.

- Create a network of “ART-eries” that link together all pedestrian and vehicular routes and the park.
- Develop art installations that draw people into a network of small-scale walkways. (There is precedent for this in the historic district of Kingston, Ontario.)

3. INTEGRATE the public and private spaces so that the whole network feels welcoming and encourages a sense of neighbourhood community.

- Use recurring design elements to integrate the public and private spaces.
- Ground-level spaces within the developments should be made available to galleries.
- Create “points of attraction” that are both destinations in and of themselves and guideposts that encourage further exploration. These “points of attraction”--places of surprise and discovery--will bring activity to “in-between spaces.”
- Include public art throughout the district through coordinated competitions.

- During construction, utilize the hoarding as a public art amenity.

4. HONOUR the multiple histories and heritage of the district, in particular its artistic roots and its industrial identity, at the same time as welcoming the new.

- Re-use materials such as old railway tracks (for fencing), bricks from demolished buildings such as 48 Abell Avenue (for walks, paths, etc.).
- Involve artists in the planning of public art competitions.

5. ANIMATE the edges and entranceways to invite and encourage active engagement with the district.

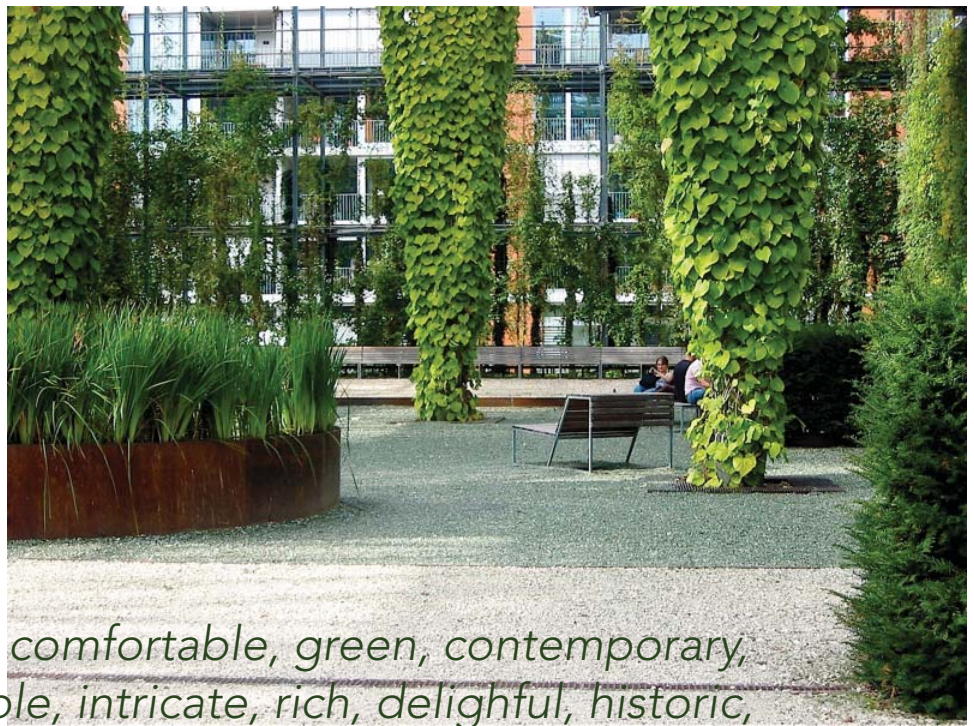
- All entranceways to the district should be bike-friendly and pedestrian-friendly.
- Consider building the open space without curbs to create building-to-building plazas and mews.
- Emphasize the importance of Queen Street as an entranceway to the Triangle at a number of ‘portal’ points. This could be achieved through a sculptural element or some other design solution developed through a public art competition, for example.
- Highlight all entranceways or “portals” to the Triangle through similar design elements or sculptural elements that create a visible, compelling feature and strong connectivity. Particularly important portals include Abell and Queen, Lisgar and Queen, Passageway and Queen.

6. DESIGN for sustainability.

- Reuse materials from the demolition of existing buildings.
- Design for sustainable stormwater reuse and management.
- Integrate energy and resource efficient design and life-cycle costing into all designs for buildings and public spaces.
- Plant now to encourage a healthy, mature tree canopy.



Art and design can be integrated into every aspect of public space in the Queen West Triangle; from the façades of buildings to benches, paving and creative playgrounds within the courtyards.



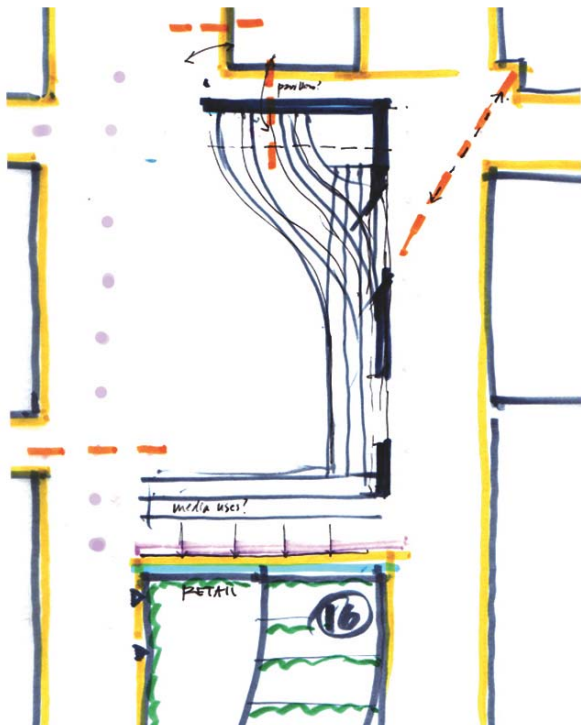
*Compelling, accessible, comfortable, green, contemporary,
inviting, animated, flexible, intricate, rich, delightful, historic,
sustainable, healthy, unified...*

Public Space

GUIDING PRINCIPLES FOR THE PARK

1. The park should be aesthetically, structurally, functionally and ecologically connected to the whole Triangle.

- Functional features such as paving and lighting should be designed with a distinctive aesthetic that flows throughout the district.
- The park could function as the ecological “meeting place” for a system of stormwater management throughout the Triangle. For example, stormwater “paths” could lead to the park in tandem with pedestrian routes. Another possibility is to create stormwater-fed gardens in concrete planters running across the back of the postal station; this would also provide a safety barrier between the truck traffic and people using the park.
- Plantings in the park should tie in with plantings in open green spaces throughout the Triangle, creating a thematic cohesion.



Sketch showing retail frontage on the park and a formal integration of the park design with the building to the south.

- The buildings and streets that are directly adjacent to the park should be designed so that they complement, enhance and integrate with the park.

2. The park is an opportunity to give back to the community, to become a resource for the community, and to mitigate some of the losses that have resulted from development.

- Integrate a farmer’s market. One possible place for this market square is beside the postal station.
- Include a performance space or stage for literary readings, small concerts, etc. For example, this could be a small berm or bowl.
- Include a greenhouse of indoor amphitheatre that could house art exhibits.
- Consider elements that allow the park to become a gallery or stage for ever-changing art by the community.
- Consider including a kiln or bread oven, which could be used for communal activities.
- Create programming related to the arts.
- Plant fast-growing native trees such as birches and poplars, which would function as nurse trees while the mature canopy is developing.

3. The design of the park should encourage active and safe engagement with the space.

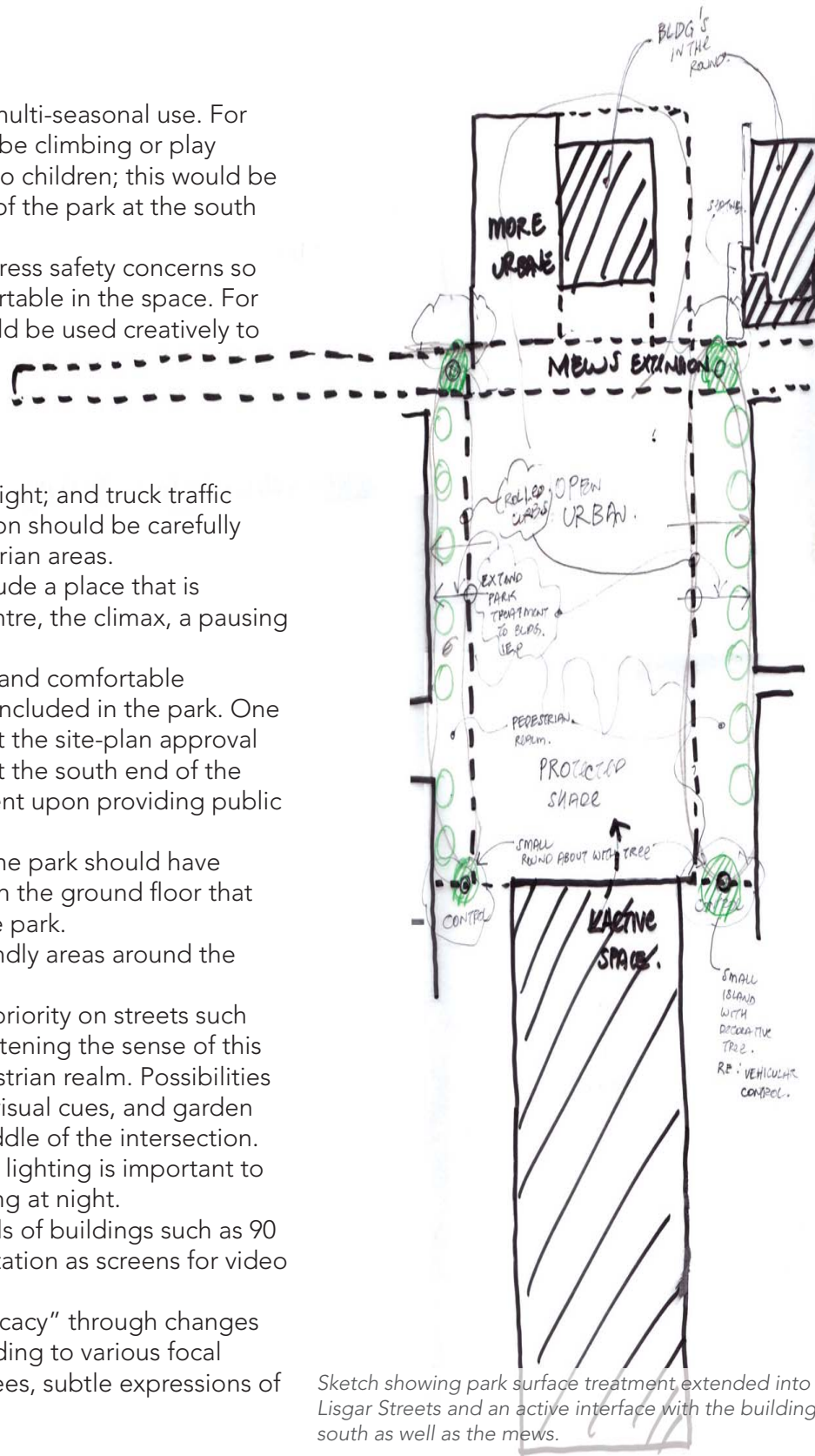
- The design should be based on the idea of a public square or plaza or piazza.
- The park should celebrate, not hide, its urban nature.
- Avoid the sterile look found in Dundas Square.
- The design should encourage multiple uses and be flexible enough to accommodate multiple uses throughout the seasons. The complexity of social uses (and users) is one of the most important factors for success.
- The design should encourage multi-generational use, from kids to teenagers to

adults to seniors, and multi-seasonal use. For example, there should be climbing or play structures that appeal to children; this would be best in the shady area of the park at the south end.

- The design should address safety concerns so that people feel comfortable in the space. For example, lighting should be used creatively to

illuminate the park at night; and truck traffic behind the postal station should be carefully routed to avoid pedestrian areas.

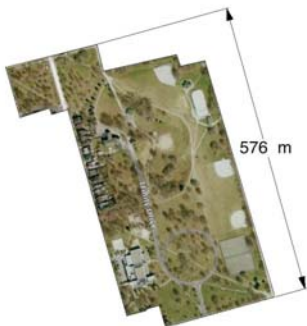
- The design should include a place that is recognizable as the centre, the climax, a pausing point.
- Safe, clean, accessible and comfortable washrooms should be included in the park. One possible solution is that the site-plan approval for the retail building at the south end of the park could be contingent upon providing public washroom facilities.
- All buildings that line the park should have commercial activities on the ground floor that will help to animate the park.
- Design pedestrian-friendly areas around the building.
- Design for pedestrian priority on streets such as Abell Avenue, heightening the sense of this being primarily a pedestrian realm. Possibilities include rumble strips, visual cues, and garden roundabouts in the middle of the intersection.
- Creative and sculptural lighting is important to make the park appealing at night.
- Consider using the walls of buildings such as 90 Lisgar and the postal station as screens for video or film projections.
- Create a sense of "intricacy" through changes in grade, openings leading to various focal points, groupings of trees, subtle expressions of difference.



Sketch showing park surface treatment extended into Abell and Lisgar Streets and an active interface with the building to the south as well as the mews.



HIGH PARK
147 HECTARES



TRINITY BELLWOODS PARK
16 HECTARES



MUSIC GARDEN
1.5 HECTARES



WEST QUEEN WEST PARK
0.5 HECTARES



YORKVILLE PARK
0.3 HECTARES

*Comparative sizes of
familiar Toronto Parks.*

- Incorporate active recreational amenities such as, for example, a skating rink, badminton court or basketball court.
- Incorporate a water feature with seating around it. For example, a creative, non-traditional splash pad or wading pool could be included.

**4. The park should become the neighbourhood's "front porch"-
-a place for people-watching
and community gathering.**

- The park should include multiple seating areas, some more informal

such as rocks and boulders, others more formal such as benches. Some could be flexible and moveable so that people can make their own comfort decisions. Seating could be extended to semi-public areas such as the postal station.

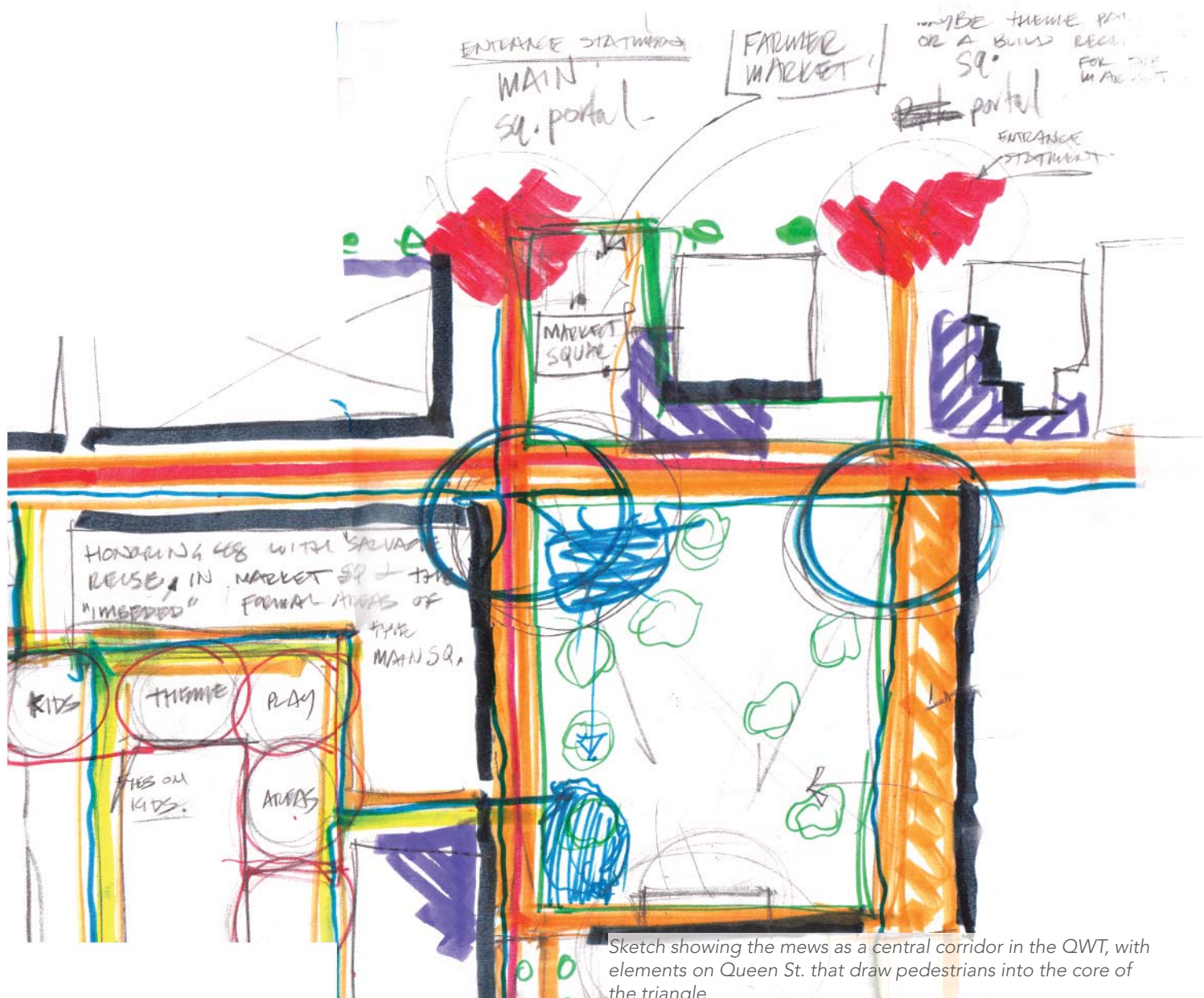
- Cafes are one of the most important ways to animate a public gathering space. The edges of the park, for example, could be activated by cafes. The sunniest spot in the park (the northeast) is another possible place for a cafe.
- Consider installing a heliostat, a device that reflects sunlight into areas without natural solar access.

**5. The park should be more than a passageway
en route to buildings and retail--it should be a
place with a forceful presence and "attitude."**

- Access is key, and the entranceways to the park should be emphasized and highly visible, with no visual barriers obstructing sightlines. One possible way to draw people from Queen Street into the park would be to build an arch that spans from Abell Avenue to Woolfitt's. This could also help mitigate the narrowness of the

park entrance on Queen Street, a narrowness that continues south and makes the park feel split in two (the narrow section and the more open section).

- Provide a gathering space at the north (Queen Street) entrance to the park, visible from the street, that functions as a circulation route through to the larger park area to the south.
- Protection from the elements could be provided to encourage mingling and gathering during inclement weather. A permanent canopy structure (with a green roof) could achieve this and, not incidentally, provide great views from above for surrounding residents.
- Design a dynamic topography for the park, with interesting variations in grading.



Sketch showing the mews as a central corridor in the QWT, with elements on Queen St. that draw pedestrians into the core of the triangle.

DESIGN IDEAS FOR NORTHCOTE PASSAGE

The view from Northcote south through the passage to Sudbury Street will be very narrow, if it is present at all. This is due to private patios, street trees, planter boxes, and most of all pillars that will obscure and complicate the view.

The “passage” as it is currently proposed appeared to be disliked by the charette attendees due to its function as a barrier rather than a gateway. Some suggestions for improving this feature included:

- 1) Adding a water feature that is low maintenance and attractive in winter and that uses stormwater in some way.
- 2) Using materials that are light and directly associate the passage with surrounding public spaces and the park.
- 3) Providing “eyes on the passage” rather than fencing off the land uses within the passage.

DESIGN IDEAS FOR COURTYARDS WITHIN THE TRIANGLE

It was felt that there is a need to animate the entry of 1171 Queen West and the mews so that pedestrian traffic along Queen St. West realizes that the spaces within the core of the triangle are both publicly accessible and house various unique facilities that are not apparent from the main street. Examples of this may include an outdoor café in the south-facing location that won't be blocked by buildings to the south and/or a public art component featured at the south end of the lane.

Grade changes within the interior of the space should not be addressed by the simplest and least accessible means possible: straight stairs and pre-cast retaining walls. An imaginative approach should be taken to grading that includes integrated ramps, subtle grade changes and few walls. Such an approach would contribute to greater unity and integration of the spaces and various properties.

Many parts of the privately-owned courtyards and mews within the Queen West Triangle are regulated by OMB decision as “unencumbered rights-of-way for pedestrian access”, where citizens may freely circulate as if these were publicly-owned spaces. All of these public access spaces within the interior of the triangle must be fully contiguous, coplanar and accessible to people with disabilities and people using bicycles and other human-powered transportation.

The network of publicly accessible open space should be designed as a whole, with meaningful cooperation between designers. Paving patterns should not change at property lines in a way that fractures the space rather than integrates it. Ramps should be used to join properties rather than walls used to divide them. Incorporate design elements that blur rather than assert boundaries.

The current building plans reflect a formal, and rectilinear style of spatial definition in terms of the layout of paving, the organization of planting and hard landscaping and pathways. Courtyard landscape designs would benefit from working with the design vocabulary of the park and other open space areas to create a compelling physical narrative for the whole district, rather than being limited only to the proposed architectural language of surrounding buildings.

DESIGN IDEAS FOR THE MEWS

The architecture of the ground floor of the interweaving mews channels should provide an overall impression of public accessibility, including wheelchair accessible commercial and retail activity that invites pedestrian traffic. A number of features suggested to integrate the mews areas included distinct paving patterns throughout, a glass canopy structure positioned at key vantage points and a 3 metre buffer to ensure that the mews is fronted by public space.

As Queen St. West is home to a number of storefront galleries and artists' studios, it was suggested that the mews could become an alternative Queen West corridor, where artist studios are located throughout, as well as the possibility of extending the mews network to join with the vitality of Queen St. West.

DESIGN IDEAS FOR SUDBURY STREET AND THE RAILROAD BERM/WALL

The new Sudbury Street is not only a back alley for Queen Street West, but a city street in its own right. Building facades that front on Sudbury Street must be designed to give Sudbury Street its own character, presence and dignity. This must not become the parking garage and service laneway for the new condo buildings.

Trees and planting should be maximized on Sudbury Street, since there is room due to the lack of buildings on the south side. This unique condition next to the tracks should be used to create a green allee of trees and a safe and pleasant cycling experience on a designated bike path.

It was felt that the berm separating the Queen West Triangle from the railroad tracks should be designed

as a well-vegetated green space that is native and wild in character rather than manicured. This type of space would be unique in the area and would provide a good space for a dog run. Vegetation and green space should be maximized using a berm if possible rather than a retaining wall.

DESIGN IDEAS FOR THE BRIDGE ACROSS THE RAILWAY

It was felt that the bridge crossing the railway, connecting the triangle to the south end of the city should be accessible to pedestrian and bicycle traffic. Reportedly, isolated pedestrian bridges have been notorious for drug trafficking, so a design solution to help offset this possibility should be included at the initial planning period. The bridge could function as a dynamic and well-used feature, providing vital connectivity but sight-lines, safety issues and ways to maintain 'eyes on the bridge' must be taken into account.





Integrated ramps, subtle grade changes, few walls and paving materials that span property lines all contribute to unified, accessible open space.

Variety in building character, retail frontage and the street interface creates compelling public spaces.



SUGGESTIONS FOR ADMINISTRATION, STRUCTURE AND FINANCING

MASTER PLAN

Rather than addressing planning in a piecemeal fashion one property at a time, a Master Plan should be developed for all the open spaces in the entire triangle. This plan should be developed with the input of all stakeholders: developers, city, community, future condo owners.

SITE PLANS

It is crucial for the community to be involved with reviewing site plans now. This review process would normally be done by city staff only, without any outside involvement, so some sort of intervention will be necessary to ensure community input. Given that, to date, there has been little consultation or presentation of public space planning or design, it is crucial that the community be involved in a modified site plan approval process. The goal would be for builders get their building permits for everything except for what's at-grade, while leaving the landscape portion of the site plan open for community input to the design.

EASEMENTS

All of the "unencumbered rights-of-way for pedestrian access" within the interior of the triangle must be constituted by easements. These easements must be strong, on title, and enforced

MANAGEMENT

A "Friends of..." group or a Conservancy group should be formed to advocate for the public interest in matters related to public space in the Queen West Triangle.

A 3-way partnership between the City, community and developers should be developed that would be responsible for writing the public space and park design brief.

Ongoing community programming in the park

should be run by a multi-stakeholder group with representatives from the theatre centre, artists, condominium residents, and others from the local community.

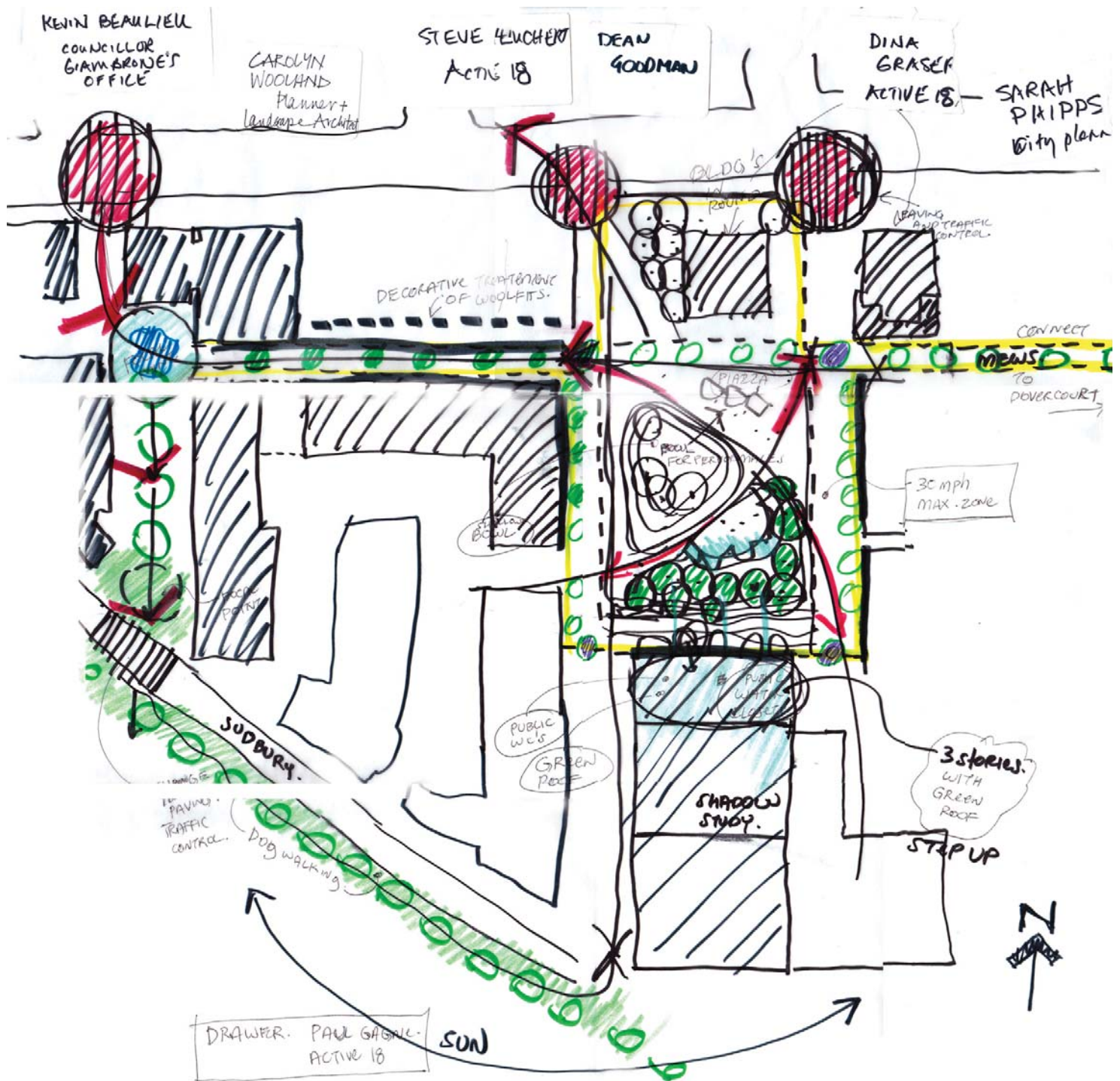
FINANCING

Results of the charette indicate that stakeholders prefer a multi faceted approach to financing the development, maintenance and programming of the park and associated public spaces in the West Queen West Triangle. Suggestions include:

- 1) Developers should be approached by the community, with support from the City Parks, Forestry and Recreation and City Planning Departments to contribute towards the larger public space vision rather than just the base park conditions typically received through Section 37 benefits and the like. The developers have an interest in constructing their new buildings within a lively and attractive public space so that they can continue to sell the neighbourhood as a cohesive whole. The community should have no qualms about giving the developer the credit they deserve for contributing to long term management, maintenance and programming.
- 2) A budget for the on-going maintenance and programming of the park and associated public spaces needs to be developed up-front as opposed to developing base park conditions and hoping that Parks, Forestry and Recreation will maintain and program in perpetuity. Connections with Grange Park community group should be made to understand their experience.
- 3) A small user fee could be included in the condominium fees in all new buildings to generate a sustainable revenue stream for the management and programming of the park and associated public space.
- 4) Revenue for the park and associated public space could be generated through a community café or other high-profile business unit.

TIME LINE

THE PUBLIC DOMAIN DESIGN
SHOULD "LEAD" AND
DEVELOPMENT FILL IN AS
PHASED



LIST OF CHARRETTE PARTICIPANTS

Adam Giambrone, Charrette Chairman
Kevin Beaulieu, Ward 18
Hannah Evans, Charette facilitator
St Christopher House (someone from Portuguese Community)
Kyo Maclear (local resident, writer, artist)
Kim Saunders (local resident, teacher)
David Hartman (local resident, designer)
Ute Lehrer (York U prof)
Lorraine Johnson (native plant and community garden guru, writer, nearby resident)
John Gladki (planner)
Lynda MacDonald, head planner, City of Toronto
Alan Saskin (developer, West Side Lofts)
Lori Martin (City arts division)
Dina Graser (People Plan Toronto)
Fraser Smith, U of T Forestry
Eti Greenberg, Adam Vaughn's Aide
John Ely (architect, local resident)
Nancy Chater, landscape architect, local resident
Alex Spiegel, architect
Jennifer Tharp, Parks and Rec planner
Deborah Cowen, geography prof U of T, Planning Action member
Jane Perdue, City of Toronto public art
Mark Van Elsberg, Urban Design, city of Toronto
Brian Watkins, Terraplan, Landscape architect
Max Allen, writer, neighbourhood activist
Christina Zeidler, Gladstone Hotel
Stefen, Punchclock
Ken Greenberg, planner
Jane Hutton (Plant Architect)
Adrian Blackwell (architect)
Tim Jones, Artscape
Bill Cawker, Baywood Developments, Bohemian Embassy
Lewis Nicholson (local resident, OCAD professor and Designer)
Carolyn Woodland of the Toronto and Region Conservation Authority
Catherine Williams (Independent Art Consultant)
Steven Wood, Active 18

Paul Gagne, Active 18
Graham Caswell, Active 18
Stan Deniston, Active 18
Michelle Gay, Active 18
Brad Doner, Active 18
Kelly McCray, Active 18
Netami Stuart, Active 18, charrette organizer
Jane Farrow, Active 18, charrette organizer
Steven Heuchert, Active 18 organizer
David Leinster, Charrette speaker
Charles Campbell, Active 18