

# The Northwest Triangle

## Precinct Plan

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### Vision For The

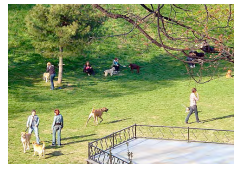


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## Vision For The Northwest (Queen Street) Triangle

*Our vision is to ensure the “regeneration” of the North West (Queen Street) Triangle fosters a healthy urban community that balances the economic, environmental and social needs of local residents, as well as the city as a whole, while respecting the cultural character of the neighbourhood.*

Often times development occurs without consideration for its impact on the local natural, cultural and built landscape. The following precinct plan addresses these concern through a holistic approach to planning that balances the economic, environmental and social needs of the community. It is an attempt to help the Northwest Triangle forge its way into the future while not forgetting the cultural and economic assets of its past and present. Furthermore, it aims to enhance the role of the community not only within its local surroundings, but also within the greater scope of the city. While attempting to strive for an ideal community, the following plan is also grounded in reality. The concepts are not outside the realm of possibility. With attention and collaboration, the Northwest Triangle can become an even more vibrant community and hopefully, the following plan will contribute towards that direction.



[http://torontoist.com/2009/05/the\\_dufferin\\_jog\\_where\\_art\\_meets\\_un.php](http://torontoist.com/2009/05/the_dufferin_jog_where_art_meets_un.php)

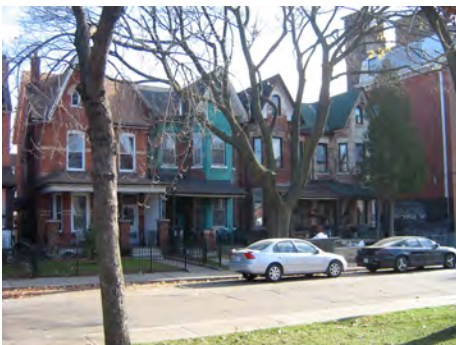
# Cultural Heritage and Built Form

The cultural heritage of the North West Triangle is particularly grounded in the built character of the neighborhood. Many of the narrow streets are lined with enchanting Victorian streetscape and architecture that welcome not only residents but visitors alike to a residential neighborhood steps away from Toronto's cultural pathway; the Queen Street West Design and Arts District. The industrial and railway heritage reflect the historical role of the area as a reminder of the people and urban processes that have defined the trajectory of this great city. At the same time, abundant opportunities exist for the introduction of new cultural heritage in the form of public art, vibrant boulevards as well as endogenous place-making. Accordingly, new development should be directed to preserve and enhance the built character of the community for the enjoyment of current and future residents as well as visitors through the objectives and principles outlined below.

## 1. Urban Structure

In order to enhance networks of access that will contribute to the flow and vibrancy of the neighborhood:

1. The existing network of public streets and lanes will be used and enhanced in accommodating new development;
2. Lane-streets and boulevards should be encouraged throughout the neighborhood to open up possibilities for pedestrian walkways, café street life, as well as opportunities for independent businesses and artist studios;
3. The quality and character of significant streets shown on Map will be enhanced through zoning, design guidelines and streetscape improvement programs, including:
  - (a) Dufferin Street, a significant north-south street that provides connection south to the waterfront and north to the City;
  - (b) Florence Street and North Cote Ave., as smaller streets with distinctive character.



Source: Steven Heuchert

## 2. Areas of Special Identity

Areas of special identity define the landscape of the North West Triangle for residents and visitors. Accordingly, measures including zoning regulations and design guidelines that respect and promote the unique characteristics of these areas are recommended. The areas of special identity are described as follows:

### (a) Gladstone Hotel

The Gladstone Hotel is a popular cultural locale in Toronto included in the City's Inventory of Heritage Properties. As such, developments adjacent to the property are required to respect the scale, character and form of the building and landscape.



### (b) Dufferin Industrial Heritage

The portion of Dufferin Street between Queen Street West and Florence Street maintains important characteristics that reflect the historical role of the area. The historical industrial buildings should be maintained and reused and act as a model for any redevelopment on the west side of Dufferin street. For more details, see pg 12.



Source: Steven Heuchert

### (c) Railway Corridor

The elevated rail lining the westward border of the North West Queen triangle serves not only the transportation needs of many Torontonians, but also as a physical landmark of the historical trajectory of the city. All future developments in the area should attempt to creatively integrate the railway heritage into the built and cultural landscape of the neighborhood.



## 3. Built Heritage

3.1 Heritage buildings in the North West Triangle are essential elements of the physical and cultural character of the neighborhood. In this regard, the City should seek the retention, conservation, rehabilitation, re-use and restoration of potential heritage buildings.

3.2 New buildings should achieve a compatible relationship with heritage buildings through consideration of such matters as building height, massing, scale, setbacks, as well as profile and architectural character and expression.

## 4. Art and Culture: New Heritage

4.1 New public space should be of an integrated urban design that incorporates public art as well as opportunities for endogenous place-making through the arts.

4.2 Ensure the wide participation of residents and other stakeholders in the community in the design and/or creation of the cultural landscape in the North West Triangle.

## 5. Built Form Principles

5.1 *In order to protect and enhance the distinct built character of the neighborhood;*



Source: Catherine Jordan

(a) new buildings adjacent to parks or open spaces will be located and organized to define and face into the parks or open spaces, to animate the edges and to increase “eyes on the street” opportunities;

(b) the lower levels of new buildings associated with the pedestrian realm will be sited:

- (i) to enhance the public nature of streets, open spaces and pedestrian routes;
- (ii) provide public uses which are directly accessible from grade level;
- (iii) encourage the design and location of servicing and parking so as to minimize pedestrian/vehicular conflicts.

(d) new buildings for any use will be sited and massed to provide adequate light, view and privacy for neighbouring properties;

(e) new buildings will achieve a compatible relationship with their built form context through consideration of such matters as, building height, massing, scale, setbacks, architectural character and expression;

(f) buildings adjacent to streets, parks or open spaces will be massed to provide appropriate proportional relationships and will be designed to minimize the wind and shadowing impacts on the streets, parks or open spaces;

5.2 *In order to ensure the maintenance and enhancement of public spaces that are attractive, comfortable, and inviting for residents, visitors and area workers:*

(a) new developments will provide high quality, co-ordinated streetscape and open space improvements to promote greening, landscape enhancement, access, and personal safety within the area; and

(b) new developments will provide high quality user-friendly and multi-use public spaces for the purpose of community festivals and other local activities.

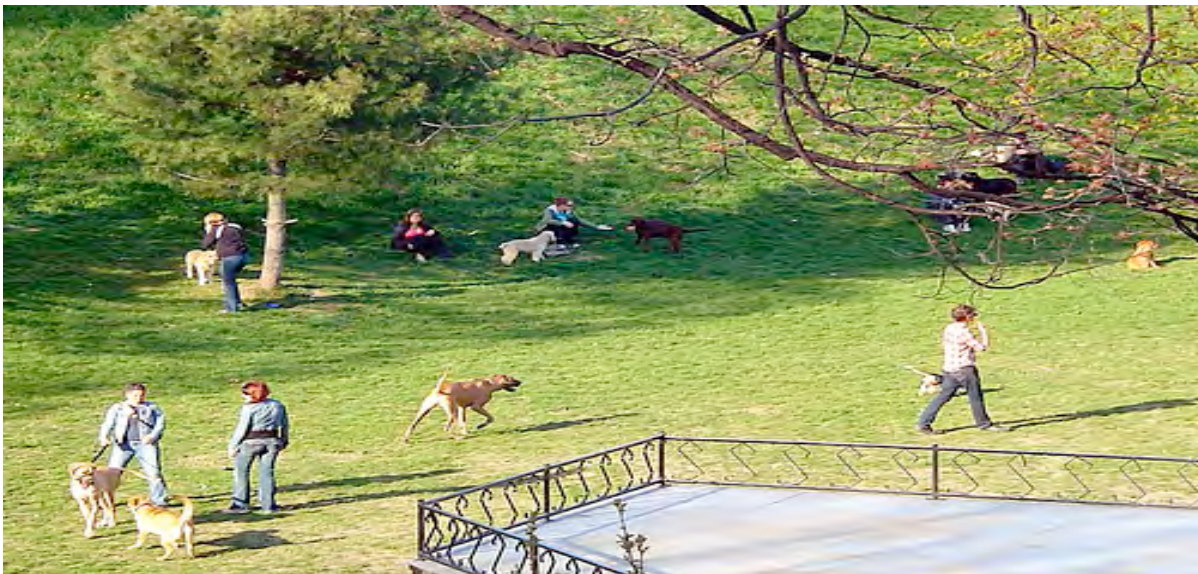
# Healthy and Sustainable Community

The North West Triangle is a part of a diverse and vibrant community and it is important that this community be maintained in a healthy and sustainable way. Some of the key aspects of a healthy and sustainable community include a mix of housing and employment opportunities, and the support of an active and environmentally conscious lifestyle. There is currently some variety in housing with Victorian homes, loft style units, and townhouses, which still provide some range of affordability. There is the danger due to development processes that some of the aging population and artists may get pushed out of the community. These interests need to be protected. There is also a lack of greenspace in the area, which could provide for a more active and social lifestyle and help provide a connection between the residents and nature. Green design and environmentally friendly features are also important considerations as the development pressures continue to push this community into the future. Thus the North West Triangle has a number of opportunities to enhance the community and do so in a sustainable and environmentally friendly way.

## 1. Housing Needs

A variety of housing needs must be met in order to maintain and enhance the diversity of the community.

1. Rental Housing - Affordable rental housing stock must be introduced and/or maintained
2. Seniors Residence - Installation of an affordable seniors residence should be encouraged in order to provide opportunities for residents to age in place
3. Live-Work - Affordable live and work spaces that meet the spatial needs of community artists (loft style, soundproofing, extra storage space)



<http://tzero.wordpress.com/2007/07/16/toronto-parks-series-trinity-belwoods-park/>

## 2. Support Active and Healthy Life-styles

An active lifestyle can help make a community more vibrant with people being outside enjoying the neighbourhood and interacting with each other. The infrastructure and urban design of a neighbourhood can help promote this active lifestyle through the provision of parks and greenspaces, pedestrian friendly streetscapes and walkability. While there is not much current greenspace in the North West Triangle, there is potential for more. Future plans for the North West Triangle should support this lifestyle.

1. Integrated Trail Network - There is currently a plan for a trail system running along the rail corridor. Any future development along this corridor should try to integrate the existing rail corridor with the surrounding area.
2. Greenspaces and Parkland– Future development should incorporate greenspace into their design to increase the natural cover and enhance the environmental integrity of the area. These spaces can also provide recreational opportunities for the community. Section 37 may also be used to increase the amount of parkland within the North West Triangle
3. Streetscapes - The narrowing of streets with strong pedestrian character and planting of trees along road-sides should be done wherever possible.

## 3. Sustainable Development & Environmental Footprint



Porous paving from Humber River Watershed Plan

The natural environment and sustainability are very important as development continues in the North West Triangle. Integrating sustainable ideals and technologies into future development will help promote clean air, soil and water while also fostering a sense of community in the neighbourhood and interacting with each other. The infrastructure and urban design of a neighbourhood can help promote this active lifestyle through the provision of parks and greenspaces, pedestrian friendly streetscapes and walkability. While there is not much current greenspace in the North West Triangle, there is potential for more. Future plans for the North West Triangle should support this lifestyle.

1. Green Roofs – Any new buildings should be built with green roofs wherever possible. Also current buildings should be evaluated for green roof potential when redeveloping surrounding area.
2. Community Gardening - Reserve productive space for community gardens to promote local food consumption and a sense of community.
3. Bike Lanes – Build bike lanes along roads to encourage sustainable transportation
4. Permeable Paving – Wherever possible use permeable paving to help reduce the flow of runoff.
5. Rainwater Harvesting - Promote rainwater harvesting by both businesses and residents to help reduce the flow of runoff



<http://urbanneighbourhood.wordpress.com/2009/06/08/green-on-top-toronto-passes-green-roof-legislation/>

# Employment Lands

Toronto has a rich industrial history. Unfortunately, employment lands are becoming less prominent in the city. Most of the North West Triangle is zoned as light industrial employment land and it is an important asset to the community, which should be capitalized on and diversified. Once the construction of the Dufferin Street underpass is complete, the employment lands will be strategically located at the intersection of Queen and Dufferin Street and will be a significant employment node. The employment lands account for approximately 35000 sq metres. Of this area, approximately 22,000 sq metres are virtually vacant and currently being underutilized by Riverview Produce Inc. This large parcel of land could provide substantial employment opportunities for the neighbouring communities; however, vacant land is a rarity in the City of Toronto and can be misappropriated for sub-par employment. The proposed light industrial uses are intended to attract a wide range of career opportunities that provide a significant number of jobs. An economically-active community requires access to a broad range of employment opportunities. Artistic ventures such as woodworking, metal crafting, and sculpture should be prominent in the employment lands allowing them to better suit the character and skills of the surrounding community. Where light industrial is not possible, mixed-use buildings will incorporate employment and residential functions, this will help to allow the area to operate as a viable, accessible and sustainable urban neighbourhood. The precinct plan will comply with Toronto's mission of attracting creative employment uses which also offer their employees easy access to accommodation, vibrant city life and amenities.

## 1. Socio-Economic Needs of the Residents

To provide employment opportunities that reflects the current community needs. Employment should allow people access to satisfying work appropriate to their skills, create opportunities for the fulfillment of potential and place of residence.

1. Diversify Employment – Provide an appropriate mix and range of employment uses to meet the long-term needs of the community.
2. Artist Class – Light industrial employment should predominantly be oriented towards the production of art and other skilled labour.

## 2. Increase Quantity of Employment

The manufacturing industries currently providing a significant number of jobs are declining in Toronto. The North West Triangle needs to provide job opportunities that require the employment of many. The Dufferin and Queen Street connection will provide added transportation opportunities via bus and streetcar, potentially bringing in people within the larger region.

1. Employment Density – Create an efficient use of the employment lands located within the North West Triangle.



[http://www.wcwelding.com/images/welding\\_art.jpg](http://www.wcwelding.com/images/welding_art.jpg)

### 3. Satisfy Municipal Policy Objectives

The employment lands are pertinent to the City of Toronto and the North West Triangle. The surrounding areas are seeing their employment lands lost to residential units. These lands are rare and need to be maintained to improve the character and heritage of the community.

1. Maintain Employment – Protect, preserve and enhance employment for current and future uses.
2. Mixed-Use – Provide opportunities for a diversified economic base, including a wide range of suitable sites that service and support the livelihood of the community as well as the local work force.
3. Infrastructure – Ensure the necessary infrastructure is provided to support current and projected employment needs, including transportation routes.



[http://times-up.org/uploads/images/bike\\_coop/welding\\_workshop.jpg](http://times-up.org/uploads/images/bike_coop/welding_workshop.jpg)

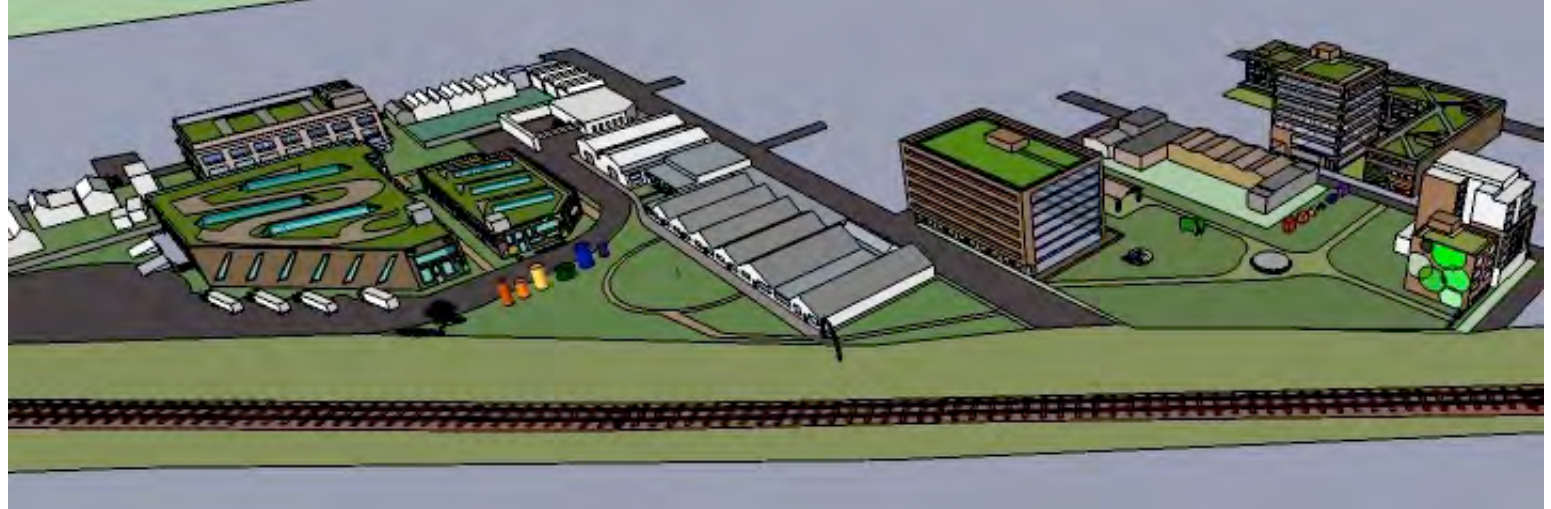


[http://www.mosaictownplanning.co.uk/our\\_projects.php](http://www.mosaictownplanning.co.uk/our_projects.php)





# Future Plans



## SITE A

Currently, Site A consists of a large lot behind the Gladstone Hotel, bordered by Northcote Ave and Gladstone Ave. On the site is a well-used grocery store with a large but underutilized parking lot. Also, an alleyway that provides access to residential garages extends from Argyle St. down to the site. The size and location of Site A makes it a prime candidate for a mixed-use development that can provide the neighbourhood with increased shops and services and act (along with the neighbouring Gladstone Hotel) as a community, commercial and cultural hub for the entire neighbourhood.



## SITE B

Site B is a block bordered by Queen St., Dufferin St., Peel Ave., and Gladstone Ave. as well as the Weston Rail Corridor. Historically, the area has been defined by the presence of the Rail Corridor, which has forced traffic to use Peel and Gladstone as a means for reconnecting with Dufferin and Queen St. (known famously as the “Dufferin Jog”). The Dufferin Jog Elimination Project is nearing completion with the creation of a tunnel under the rail corridor providing a connection between the two sections of Dufferin St. This connection has the potential to alter the character of Dufferin St., particularly by increasing its appeal to developers, thereby putting pressure on the present industrial infrastructure in the vicinity.



## SITE C

Site C is bordered by Dufferin St. to the east, Florence Ave. to the north and the Weston Rail Corridor to the south-west. Excluding the existing housing running along Florence Ave., the majority of this site is currently complying with its light industrial zoning. Unfortunately this employment land is not being used as densely as it possibly could be and many of the existing industrial buildings are in poor repair. This area is currently providing important low cost space for artists to work and sell their goods, but is otherwise largely disconnected from the surrounding area, due to an extremely unfriendly pedestrian realm and a lack of connections.





# SITE A

*The size of Site A may provide an opportunity for an oversized and robust project that might not fit the character of the neighbourhood. Taking this into consideration, we propose two separate buildings on the site, which has the means for breaking up the built form and allowing for greater connectivity in the area, while providing a unique opportunity for a commercial hub.*

## Building A



The proposed Building A would be a maximum 8-storey mixed-use building with commercial space on the first and second floor and condos on floors 3-8. Optimally, the current grocery store would move into this new building and use both floors to service the neighbourhood. An underground parking facility would be necessary for providing patrons and residents with parking, while providing the commercial tenant with a loading space.



Balconies would be suggested to help create a community feel while permitting residents to look down on the street below to help create a safe environment. Finally, it would be expected that a green roof would be a minimum requirement for the building.

## Building B



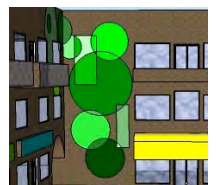
Building B would be a maximum 3 storey mixed use building with commercial space on the first floor and residential apartments or live/work spaces on floors 2 and 3. The facades of the site would face inward towards an alleyway that would be extended and widened from the current alleyway that leads into the site. This alleyway would be primarily for pedestrian use only, through wide enough to permit for emergency vehicles and snow removal. Patios and street space would be created and reserved for the commercial tenants to help foster a greater sense of place while helping create an attractive, vibrant and welcoming space.



## Connectivity and Green Building



Connectivity to Northcote Ave. would be provided through two wide street-level tunnels. This building is envisioned as being an important part of the local arts community with optimal tenants being cafes, art shops and galleries. Furthermore, this site should be a canvas for the arts community with murals and other visual art being an encouraged and welcome element. Finally, a green roof would be expected on top of this building, with hopes that it might be the first public rooftop green space in the city.



# SITE B

The city is in the process of developing plans to narrow Peel Ave. and Gladstone Ave. in response to their future uses as quiet residential roads rather than busy avenues. While currently zoned as employment lands, a condo development at the corner of Queen St. and Gladstone Ave. will be built in the near future. Furthermore, this section of Gladstone Ave. is lined with residential and commercial buildings, which fits the future vision of the street as a quiet and peaceful area. On Peel Ave. a large warehouse (formerly the site of a Samco Toy Warehouse) stretches down to Queen St. and takes up much of the site. The land adjacent to the rail corridor and the future expansion of Dufferin St. sits as an empty lot though a plan for a landscaped parkette has been proposed.



## Community Space



Our proposal for Site B acknowledges that the character of this site could change as Dufferin changes. At the same time, it acknowledges the need for more community space and creates a sense of place for the community that links seamlessly with our concept for Site A. The major proposed change to the area is the removal of the Samco Toy Warehouse, which we suggest should be turned into large park for community use, with amenities like a stage for performances and a pavilion for events and markets. Despite the difficulties associated with the inclusion of art in city parks, we propose that, in cooperation with the city, art from the local art community act as an important component of this park. We imagine this park acting as a new hub for the entire community, as well as being a fantastic space for festivals and large events. It would celebrate the character of the community and be a place that not just the neighbourhood, but all of Toronto would feel welcome and be proud to call their own.

## Development

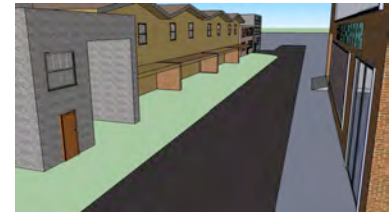


With regards to development, we suggest that there is room on Queen St. to the west of the proposed 2 Gladstone condo development for a low-rise commercial building, which would provide employment space.

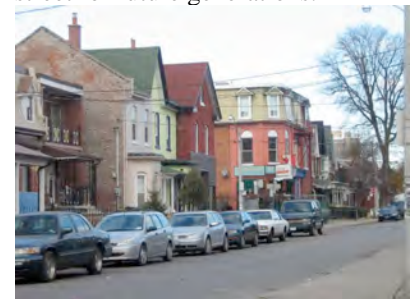


To the north, at the corner of Dufferin and Peel, we propose an 8-storey mixed-use building with commercial spaces at ground level and condos/apartments on floors 2-8. This site has been chosen with careful consideration of the impact of shadows and sunlight on existing homes in the area. Also, the future prospects of this section of Dufferin St. may entice developers to propose taller projects (thereby bringing Density and Height Bonus into play), which we feel this site is capable of handling without serious negative effects to the area.

## Street Character



As the Dufferin Jog Elimination Project will eliminate the need for heavy traffic on Peel Ave. and Gladstone Ave., the city is in the process of developing plans to change the character of Peel Ave. and Gladstone Ave. These two streets will be narrowed with tree-lined boulevards as a means of creating a more hospitable residential area. In our plan, we include this project, while proposing that the current residential and commercial infrastructure be maintained, except for the elimination of one commercial building in order to provide greater connectivity between Site A and our proposed park in Site B. Currently, the buildings in this area are zoned for light industrial use and we propose the changing of these designations to reflect their current uses as a way of maintaining the character of the street for future generations.





# SITE C

*The many varied and at times conflicting land uses occurring in Site C not only relate to some of the existing problems in the area, but are also responsible for unique character of this place.*

## Industrial Heritage and Character



There are existing industrial buildings running down the west side of Dufferin Street that are currently making an important contribution to the culture and character of this site. Providing inexpensive artist's studios and space for small businesses these buildings serve purposes which are extremely important to the overall character of this neighbourhood. If at all possible the preservation of these buildings as well as the service they provide to the community is a key aspect of the redevelopment of this area. Any development occurring in this site should respect the existing industrial character, mirroring scale and design.



## Community Improvement Area and Possible Partners



<http://lifeatnumber71.files.wordpress.com/2009/04/market.jpg>

Due to its current and past industrial uses this area displays many symptoms outlined in the City of Toronto's definition of a Community Improvement Area. Possible land contaminations, aging or deteriorating building stock, and underutilized spaces are just a few of the issues being dealt with in this area. A designation of this sort could possibly partner quite well with an organization such as Artscape, which in their redevelopment of the Wychwood Barns has experience revitalizing urban industrial sites.



[http://2.bp.blogspot.com/\\_DpwXDBF8A5c/SO9iwf5PsDI/AAAAAAAAAaY/HdMFnN9WpQ/s1600h/Wychwood+Barns.bmp](http://2.bp.blogspot.com/_DpwXDBF8A5c/SO9iwf5PsDI/AAAAAAAAAaY/HdMFnN9WpQ/s1600h/Wychwood+Barns.bmp)

This site is located in an urban, residential neighbourhood and its proper integration into its surrounding area is essential to the overall health of the community.

## Employment Future



There is a definite opportunity present in the industrial lands located in the Northwest Triangle. The location and the amount of land available with existing light industrial zoning offers the possibility for a very unique employment area.



Shifting of transport and shipping structures to the back of the proposed buildings and with that the shifting of some of the noisiest and most conflicting aspects of light industrial uses, would help to mediate industry from commercial and residential. Much of the noise, mess and movement of the industrial buildings would now be located along the already noisy rail corridor, leaving the entrance along Dufferin Street as a much friendlier place in regards to the pedestrian realm.



# Environmental and Community Needs

*The rail corridor running along the south-west edge of the Northwest Triangle site not only acts as an important transit corridor, but has great possibility for a pedestrian, cyclist and environmental corridor as well.*



<http://www.flickr.com/photos/railpath/3001087389/>

The West Toronto Rail Path is a 6.5 km path running along side rail corridors all the way from Toronto's Junction Neighbourhood into the heart of downtown Toronto. Phase one of the rail path officially began October 30th, 2009 with the 2.1 km trail on Wallace Ave. Eventually this path is intended to continue along the rail corridor in the Northwest Triangle. As a cycling and pedestrian corridor this will have enormous possibilities to connect the greater Toronto community with the Northwest Triangle.



The rail corridor is a long and widely buffered strip of land, which has great possibility as a naturalized green corridor. Seed collections of native plants have already occurred with the intention of naturalizing the buffer once the bicycle pathway has

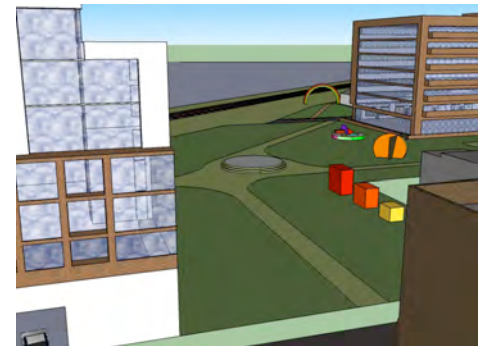


<http://www.flickr.com/photos/railpath/423410145/>

been completed. Planting a diverse selection of local plants along the rail corridor would not only assist with rain water absorption, but it would also provide important bird and insect habitat, as well as a more direct connection between those living in the com-

munity and currently invisible natural processes of the region.

The design of green space in our proposal is based on principles of connectivity. The rail corridor is used as the main green artery and from that green space extends and connects through all three of the sites in the Northwest Triangle.



This green linkage throughout the Northwest Triangle site would help to create a greater overall sense of connection and coherence throughout the may varied land uses of the site. This green space not only creates more community space, but it also creates more absorptive surfaces and develops a stronger east to west connection where connections are currently lacking.



# Environmental and Community Needs

## Aging in Place

The Northwest Triangle is actually very well supported in respect to community needs and services. There is a nearby community centre, library, grocery store and community health centre all contributing to the overall support structures of the neighbourhood. One support that the community does seem to be lacking in is appropriate housing for aging members of the community. There is a very established Portuguese community in the Northwest Triangle and providing housing that allows people to stay within their community as they get older is essential to respecting the various social dynamics of the neighbourhood.



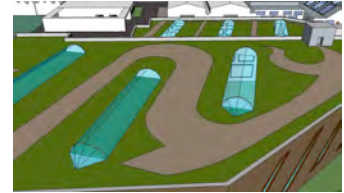
Our proposed senior's housing is located on the south side of Florence Street, in what is currently vacant land between existing residential lands. Florence is a relatively quiet residential street, and retirement home would benefit from the close proximity to the McCormick Community Centre.

## Green Building



[http://www.yourowngirl.com/thedirt/wp-content/uploads/deck\\_spliced.jpg](http://www.yourowngirl.com/thedirt/wp-content/uploads/deck_spliced.jpg)

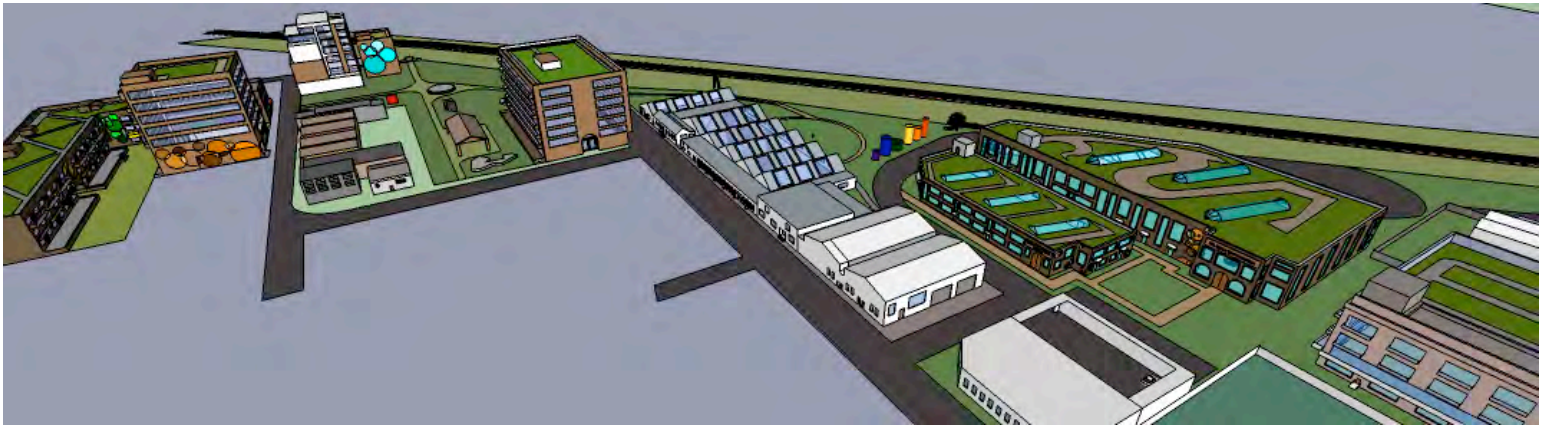
Our proposal stresses green roofs whenever possible which is in accordance with the City of Toronto's new Green Roof By-law which requires all new developments above 2,000 m<sup>2</sup> to have between 20-60% coverage of available roof space. In the case of seniors housing this affords other opportunities for productive rooftops in the form of container gardening. These sorts of facilities not only provide a source of fresh affordable food, but also reduce isolation and provide therapeutic activities and recreational benefits for residents. These benefits have been seen in other cases in Toronto, such as the terrace of the Duncan Mills Co-op which was funded through The New Horizons for Seniors program.



Green roofs, sustainable building practices, green walls and simple design solutions such as skylights to increase day-lighting will be implemented wherever possible. These initiatives will not only serve to reduce rainwater runoff, mitigate the heat island effect, and decrease energy waste, but they will also serve to make some of the normally invisible urban processes more visible. Building such as 401 Richmond had displayed how this sort of design can create both environmental and social benefits to the communities they are located within.



[http://www.treehugger.com/files/2007/09/margie\\_zeidler\\_building\\_green\\_incubators.ph](http://www.treehugger.com/files/2007/09/margie_zeidler_building_green_incubators.ph)



## Conclusion

This plan for the Northwest (Queen Street) Triangle attempts to establish a sense of place for both the resident community and the city. It aims to foster a neighbourhood where people feel safe, comfortable and proud. The plan acknowledges the need for employment lands as integral for the future of the city and that the protection of these lands is an important priority for the City of Toronto. At the same time, it acknowledges that Toronto is no longer primarily a manufacturing town and what constitutes industrial in the urban realm is not what it once was. Our Plan also hopes to generate opportunities for creative urban design and cultural production that not only enhance the character of the neighborhood for residents and visitors, but also complement the adjacent Queen Street West Art and Design District. Finally, the plan aims to integrate sustainable living principles into the built and social landscape of the community to minimize its environmental footprint and promote healthy urban life-styles for current and future residents.

Much like artists, we want to push the boundaries for what is possible in this area with the tools we have available. We want to see a pedestrianized commercial space that can service the area and provide more jobs for the local community, while providing the area with something unique it can call its own. We want to see a vibrant park where neighbours can meet, watch a performance, and enjoy local arts festivals. We want to maintain the century old industrial buildings, which we feel have immense potential and may be able to set the tone for the expanse of industrial land it neighbours. We want to focus on maintaining and enhancing the employment lands in the City while ensuring work spaces that instill pride and diversify employment opportunities in the area.

We believe the days of segregated spaces are behind us and that this site is full of untapped potential and exciting opportunities. In some cases, what we are proposing is pushing the boundaries of what this city has traditionally been comfortable doing, while in other ways we are simply re-imagining the way we find solutions to problems. We styled this plan to be simple where it needed to be, yet pushing boundaries where possible. For it to become a reality, it will take a partnership between the city, the community, various groups and private interests to create something that works in the best interest of all. The Northwest (Queen Street) Triangle presents a fantastic opportunity to establish something special and we hope that our plan is just the first step in this journey.

We would like to thank Steve Heuchert, Quentin Hanchard and the group from Active 18 for providing us with the opportunity to create this plan. We would also like to thank those in the community who came out to the design charette and provided their valuable input. We hope that we created a vision that resembles your own.