



Ontario Line

Riverside/Leslieville Community Working Group, Meeting #8

APRIL 4, 2022

Land Acknowledgement

Let us take a moment to acknowledge that we are on the traditional territory of Indigenous Peoples including the Anishnabeg, the Haudenosaunee and the Wendat Peoples.

We are all Treaty people. Many of us have come here as settlers and immigrants...in this generation or generations past.

Metrolinx declares its commitment to building meaningful relationships with Indigenous Peoples.

We acknowledge the historic and continued impacts of colonialization and the need to work towards meaningful reconciliation with the original caretakers of the land.

We acknowledge that Metrolinx operates on lands covered by 20 Treaties, and that we have a responsibility to recognize and value the rights of Indigenous Nations and Peoples and conduct business in a manner that is built on the foundation of trust, respect and collaboration.

Safety Moment

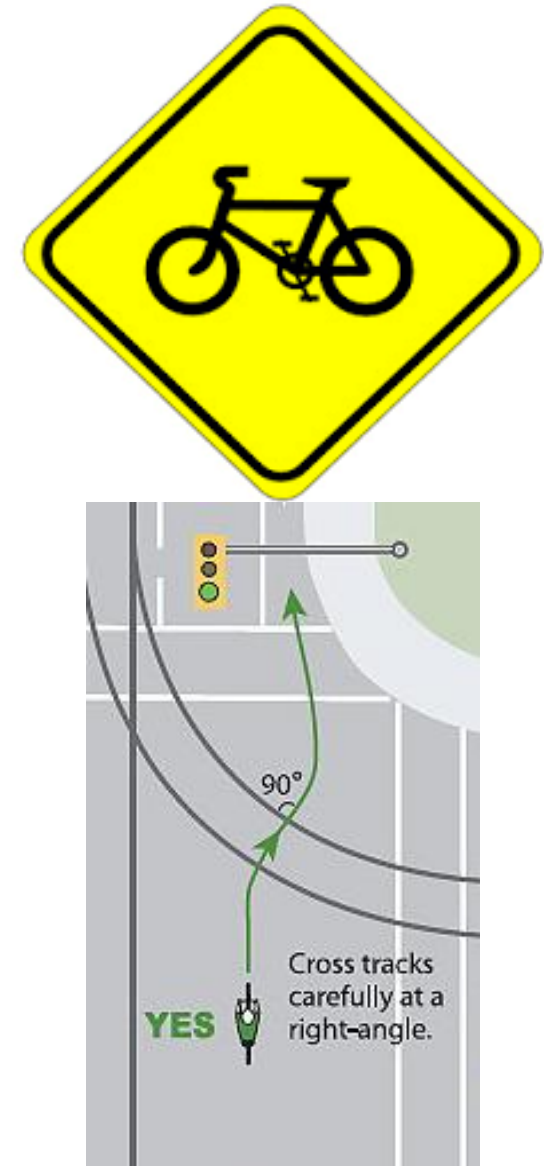
With the start of spring and the return to nice weather, more people are cycling.

Given there are many streetcars in the joint corridor area, we want to remind cyclists to use extra caution when crossing tracks to avoid falls due to trapped wheels in the streetcar tracks.

Wear an approved helmet for safety. Choose a helmet that fits correctly and look for a CSA, Snell, ANSI, ASTM British Standard or Australian Standard sticker that shows that the helmet meets legislated standards. According to the Highway Traffic Act 104, people 17 years of age and younger must wear an approved helmet while cycling or risk a \$75 fine.

Tips:

- When approaching streetcar tracks, slow down.
- Always cross tracks at right angles, even when cycling over slots, cracks in the pavement or sewer grates.
- If you are not comfortable riding over the tracks, pull over to the curb, dismount and cross the intersection as a pedestrian.
- Streetcar tracks become more slippery when wet. Use caution when riding in the rain.
- For more information, please visit the City of Toronto, [Cycling Education](#) page.



Rules of Engagement for Virtual Meetings

To help this meeting run as smoothly as possible, please adhere to the following rules of engagement:

- Remain muted at all times, unless you are called upon.
- Questions will be taken in the order they are received.
- Please use the "hands up" icon to raise your hand to speak.
- Please be respectful to all meeting participants.
- Please allow all people the chance to speak before taking a second turn.
- Video is encouraged, but not required.
- This meeting will be recorded and shared online.

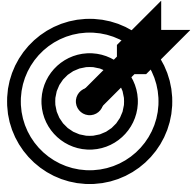
Agenda

1. Introductions
2. Schedule Update
3. TOR
 1. Jury
 2. Shortlist Qualifications
 3. Industry Engagement/ Outreach to Firms
4. Station Renderings
5. Next Steps
 1. Design Brief

Design Contest - Schedule

						Ramadan				Election																	
Design Contest Schedule (2022)		March				April				May				June				July				August					
Define Terms of Reference		7	14	21	28	4	11	18	25	2	9	16	23	30	6	13	20	27	4	11	18	25	1	8	15	22	29
1	DRAFT TOR																										
2	DRAFT TOR to Procurement																										
3	DRAFT TOR to CoT																										
4	DRAFT TOR to CAC																										
5	DRAFT Design Breif																										
6	DRAFT Design Brief to CoT																										
7	DRAFT Design Brief to CAC																										
8	Finalize TOR and Design Brief*																										
9	Select Jury*																										
Stage 2: Implement Design Contest																											
10	Step 1: Issue RFQ / RFP for Design Contest										RFQ																
11	Jury & Procurement Scoring																										
12	Step 2: RFP Shortlist Qualified Contestants																										
13	Walking Tour and Visioning Public Engagement																										
14	Design Contest Black Out Dates																										
15	Public Presentation of Design Contest																										
16	Presentation and Selection of Winning Firm																										
17	Validate Constructability, Impacts and Costs																										
18	Implement Design Concepts into Tender																										
19	Community Engagement (street interviews ect.)																										

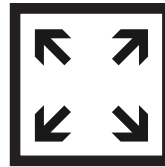
Terms of Reference



Definition
of Areas



Design
Challenges



Limitations
and Exclusions



Other Factors
to Consider



Timeline



Budget



Design Brief



Firms to
Engage



Criteria for
Jury Selection



Criteria for
Judging and
Selection Process

Criteria for Jury Selection

- a. Nine jurors will be selected by Metrolinx and the Joint Corridor Design Excellence Working Group, from the following agencies and organizations:
 - **Community (2):** *The Working Group will nominate two community representatives that have demonstrated knowledge and have historically engaged on the project.*
 - **Business Improvement Area (BIA) (1):** *The Working Group will nominate a BIA representative.*
 - **Architecture / Urban / Landscape Design Professionals* (4):** *Metrolinx will engage the Design Community and members of existing design review panels for qualified candidates. Metrolinx and the City of Toronto will evaluate names and select representatives.*
 - **City of Toronto (1):** The City of Toronto will provide one person from Urban Design to participate on the Panel.
 - **Metrolinx (1) as a tie-breaking vote:** Metrolinx will provide one person from the Project Sponsors Office to participate on the Panel.
- b. Additional Metrolinx, TA and City of Toronto staff will serve as an Advisory Team to the Jury and will be available to answer technical questions during Jury deliberation. They will not be voting members of the Jury.

Step 1: RFQ Shortlist Selection Criteria

a. Relevant Experience

- a. Creativity and Innovation
- b. Context Sensitivity, Built Heritage Experience
- c. Relevant Past Experience
 - a. Project 1
 - b. Project 2
 - c. Project 3
- d. Other?

b. Key Personal

- a. Landscape Architect
- b. Artist
- c. Architect
- d. Urban Planner

Industry Outreach - Teams/ Firms to Engage

- **Diamond + Schmitt**
- **BIG / Bjarke Inglis Group**
- **3XN**
- **David Adjaye Associates**
- **Weiss Manfredi**
- **Frank Gehry**
- **Teeple Architects**
- **Studio Gang**
- **Bortolotto Architects**
- **SOM / Skidmore Owings + Merrill**
- **Perkins + Will**
- **Snohetta**
- **Martha Schwartz**
- **DTAH**
- **Brown+Storey**
- **Forrec (Scott Torrance)**
- **Gh3**
- **Public Space Workshop**
- **Claude Cormier + Associés**
- **Michael Van Valkenburgh**

Industry Outreach - Process

- Email to firm principles/ points of contact
- Email/ call to industry organizations
- Announcement about Design Competition on OT Communication Tools
 - Blog
 - Social

Station Design Principles



- System Reliability, Efficiency, and Safety
 - Optimize operational **Reliability, Efficiency** and **Safety**



- Passenger-Focused Design
 - Apply a coherent **User Centered Design Vision** for the whole line and associated facilities.



- Public Realm benefits and Place making
 - **Sustainability** and use of **Scale, Massing** and **Materiality** informed by Civic Considerations



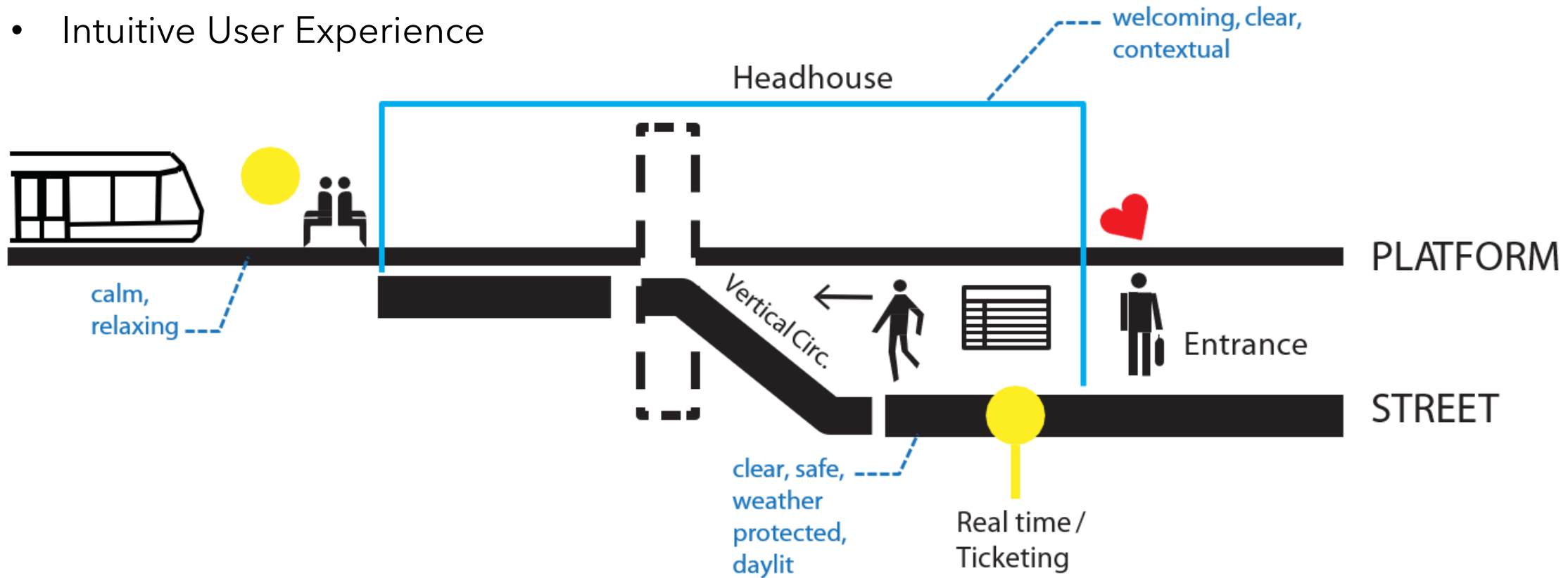
- Context and Integration
 - Implement Architectural solutions that respond to **Contextual, Local** and **Future** conditions.



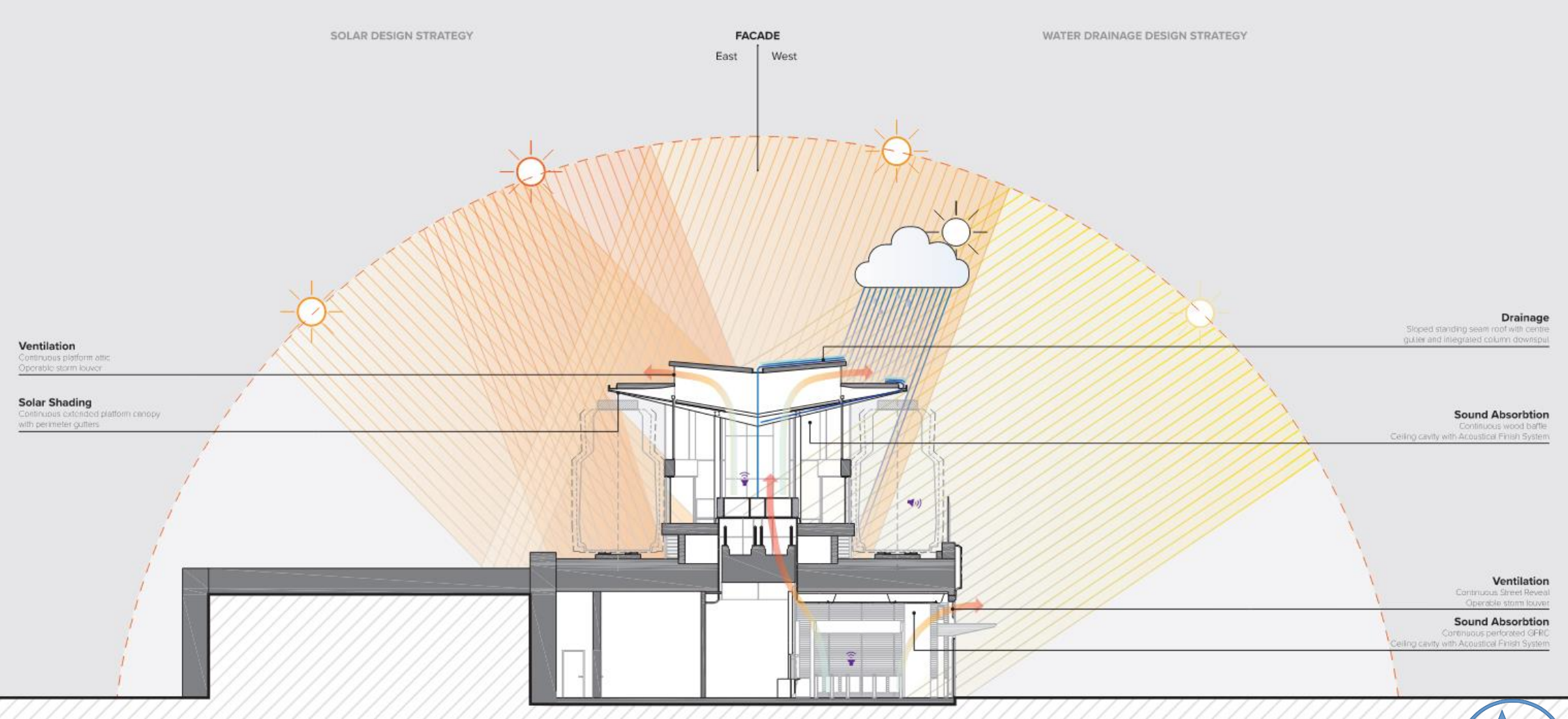
- Universal Design
 - **Accessibility** for all and to foster the **Intuitive Navigation** of Stations, informed by architectural and Spatial Qualities in lieu of applied signage

System Reliability, Efficiency, and Safety

- Universal Design
- Intuitive User Experience



Sustainable Design



Riverside / Leslieville



Riverside / Leslieville: Site Integration



Artist's rendering – subject to change



Riverside / Leslieville: Context Integration



- **Visible** and **Predictable** station entrances and headhouses.
- **Scale, Form** and **Materiality** commensurate to station area functionality and maintainability needs.
- **Integration** with the urban realm that allows for seamless transitions.
- Consistent use of **Spatial Volume** to mark decision making points in the passenger journey
- Promote a highly functional architecture that is **Simple, Clear**, and based on logical form making
- Design for **Clear Delineation** between back of house functions and passenger spaces.



Context and Integration

- Scale and Materiality
- Locate station entrances and vents to limit the amount of frontage impacted
- Site station entrances and ventilation infrastructure with possible new development in mind
- Locate primary and secondary entrances so that they can help to contribute to the activation of the site
- Minimize the impact of vents and other facilities through careful siting



Gerrard-Carlaw



Gerrard-Carlaw: Site Integration



Next Steps

- Design Brief
 - **APPENDIX A: DESIGN BRIEF (in-progress)**
 - **APPENDIX B: COMMUNITY PRESENTATION AND PUBLIC INPUT (in-progress)**
 - **APPENDIX C: DATA ROOM MATERIALS (in-progress)**

