

Ontario Line

Leslieville/Riverside Community Working Group, Meeting #6

MARCH 7, 2022

Safety Moment

Fire and Carbon Monoxide Poisoning Prevention

Statistics:

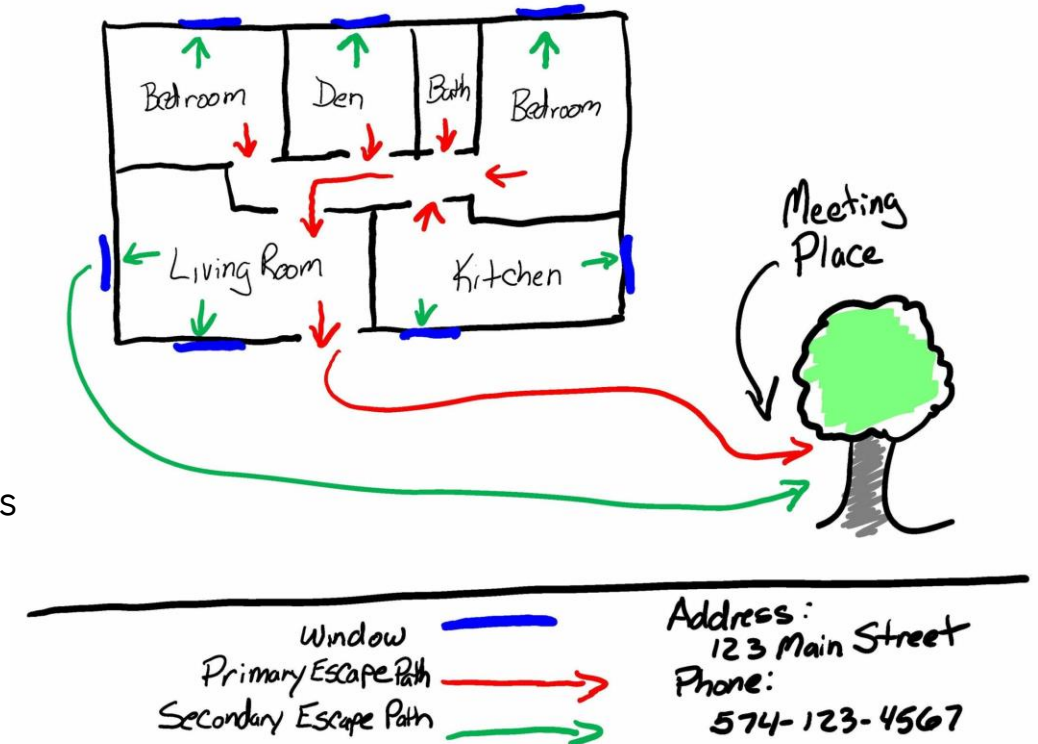
- Most house fires occur between 5 and 9 pm or overnight between 11 pm to 7 am.
- In 60 per cent of deaths reported in house fires, there were no working smoking alarms (National Fire Protection Association).

At Home Fire Safety

- Keep combustible items at least three feet away from direct heat
- Keep lighters out of reach of children
- Do not leave cooking unattended; it causes one-third of house fires
- Install smoke alarms on every floor and in each bedroom; test them each month and replace batteries, as needed
- Have fire extinguishers handy, and make sure they are useable
- Identify escape routes and a safe meeting place, in the event of a house fire.

Prevent CO Poisoning

- Install carbon monoxide alarms and test regularly.
- Do not warm car in garage.



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.

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. CAC Presentation
3. Workback Schedule
4. Bridge Cross Sections
5. Noise/ Retaining Wall Heights
6. Next Steps
 1. Future Meetings
 1. City Presentation – Park Impacts and Opportunities
 2. Noise Study (If Requested)

Community Presentation

Engagement Approach | Milestone Workback Schedule Options (OLD APPROACH)

Design Competition

- Week of February 28th: Establish Terms of Reference *
- Week of March 7th: Conduct outreach to qualified firms for solicitation, develop and release invitation to participate
- Week of March 14th: Conduct Q&A w/ industry, and define jury requirements and criteria for winning team *
- Week of March 21st: Visioning Public Engagement and walking tour *
- Week of March 28th: Select Jury
- Week of April 18th: Final competition
- Week of April 25th: Joint-Corridor Design Guidelines Defined**

Design Charrette

- Week of February 28th: Establish Terms of Reference*
- Week of March 7th: Conduct walking tour of community*
- Week of March 14th: Conduct visioning public engagement*
- Week of March 21st: Conduct community design charrette*
- Week of March 28th: Design charrette follow up*
- Week of April 18th: Present draft Design Guidelines*
- Week of April 25th: Joint-Corridor Design Guidelines**

* CAC Stakeholder and Public Engagement leads to detailed design

** Detailed design and engineering to follow outcome of either design competition or design charette

Engagement Approach | Milestone Workback Schedule for Design Competition

Step 1: Develop TOR (Now - April)

Walking Tour w/ Community*

Conduct Visioning Public Engagement w. Charrette Type Process (Confirm: Definition of Areas, Design Challenges, Limitations and Exclusions, other Factors to Consider)*

Confirm Timeline & Budget

Define Jury Requirements and Criteria for Winning Team*

Conduct Q&A w/ industry*

Finalize TOR*, Select Jury* & Issue RFP for Design Competition

Step 2: Implement Design Competition (May - June)

- Week of May 9th: Conduct walking tour of community w/ firms and present TOR engagement*
- Week of May 9th through Week of June 6th: Design Competition Black Out Dates
- Week of June 13th through Week of June 27th : Iterative comment resolution*
- Week of June 27th: Present draft Design Guidelines*
- Week of July 1st: Final Joint-Corridor Design Guidelines**
- July - August: Validate constructability, impacts and costs. Issue contract addendum.

* CAC Stakeholder and Public Engagement

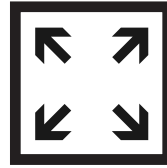
Terms of Reference



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

Noise Barriers | Opportunities & Constraints

Examples



Transparency / Opacity



Colour



Wood



Screens

Opportunities / Constraints

Fixed Engineering Constraints

Height

Post and Panel Assembly

Post Spacing

Opportunities for Design

Material

Transparency / Opacity

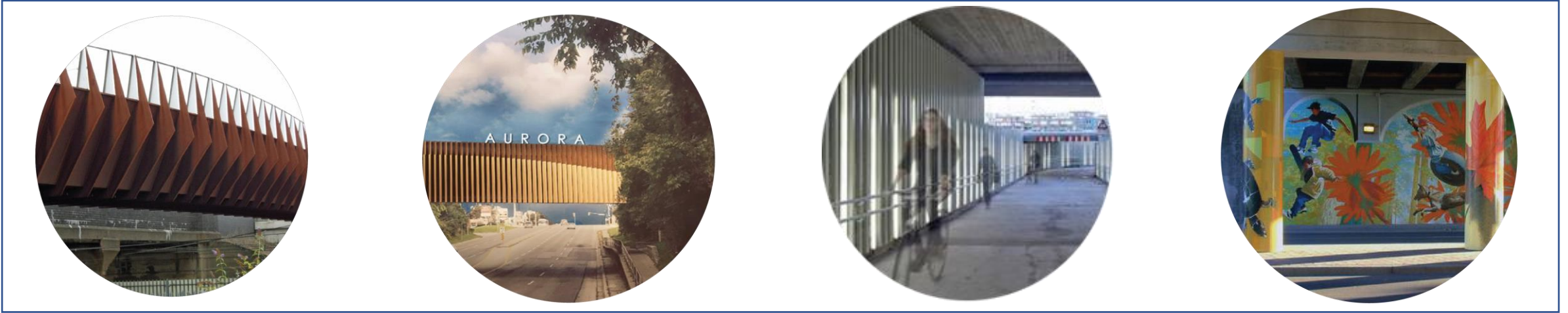
Colour

Screens

Bird-collision deterrent decals

Bridge Design | Opportunities & Constraints

Examples



Opportunities / Constraints

Fixed Engineering Constraints

Height (Vertical Clearance)

Footprint (Location)

Abutment and Pier Locations

Structure Type

Opportunities for Design

Underpass Lighting

Underpass Activation

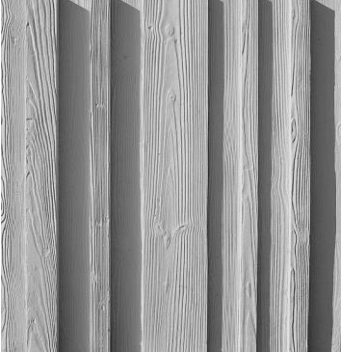
Public Art

Abutment Finishes

Bridge Span Public Realm

Retaining Wall (T-Wall) | Opportunities & Constraints

Examples



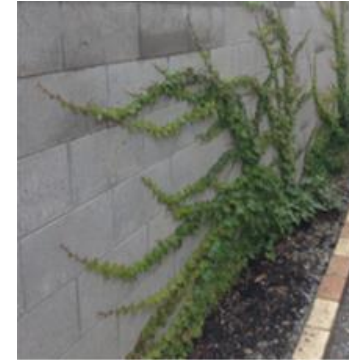
Concrete Pattern



Coniferous Screen



Deciduous Screen



Vines



Programming

Opportunities / Constraints

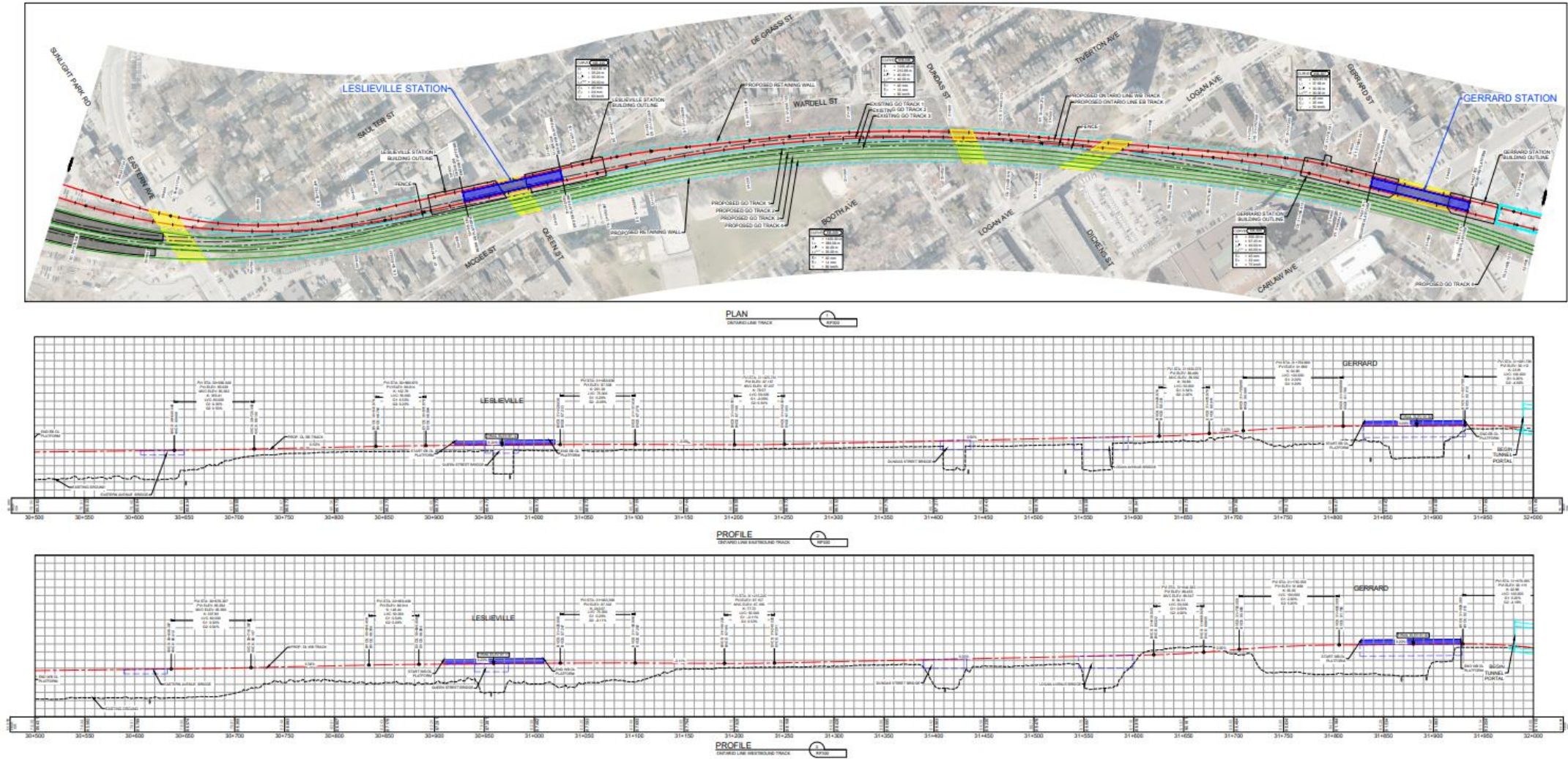
Fixed Engineering Constraints

Location and Extents
Height
Retaining Wall System
Material

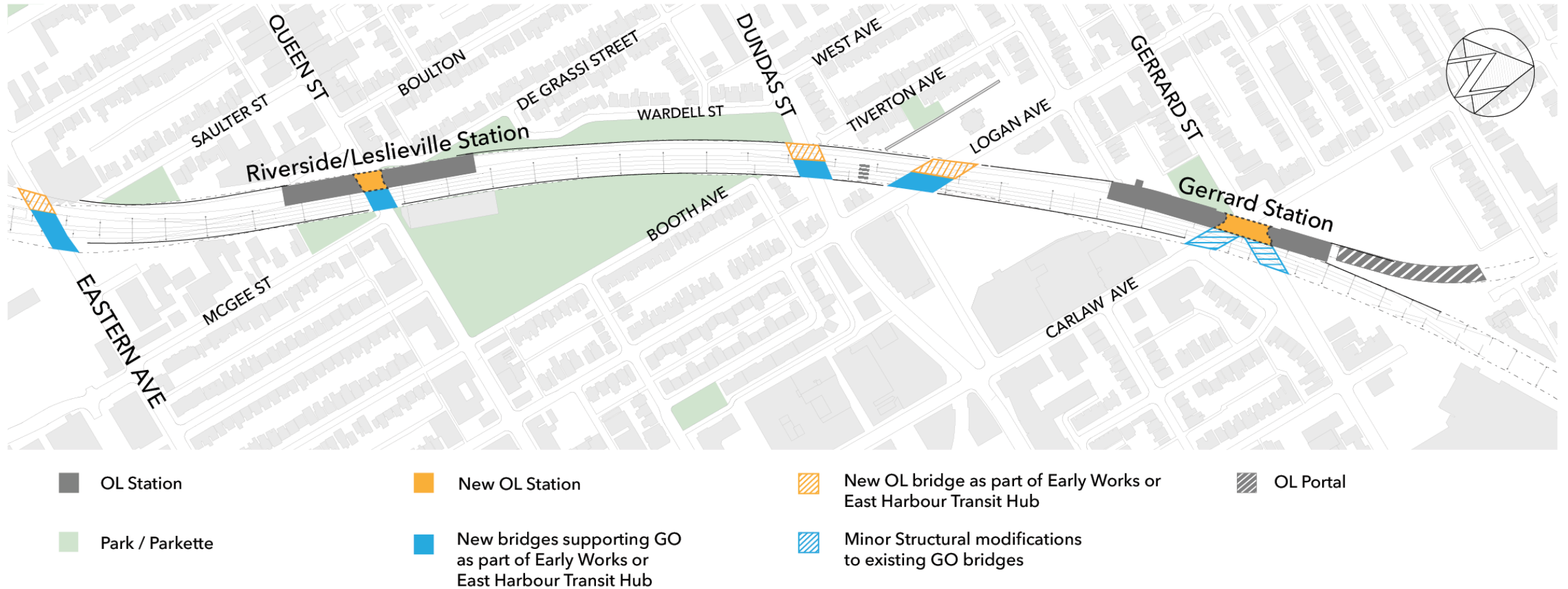
Opportunities for Design

Concrete Pattern
Screening with Vegetation
Trellis with Vines
Programming

Technical Roll Plot

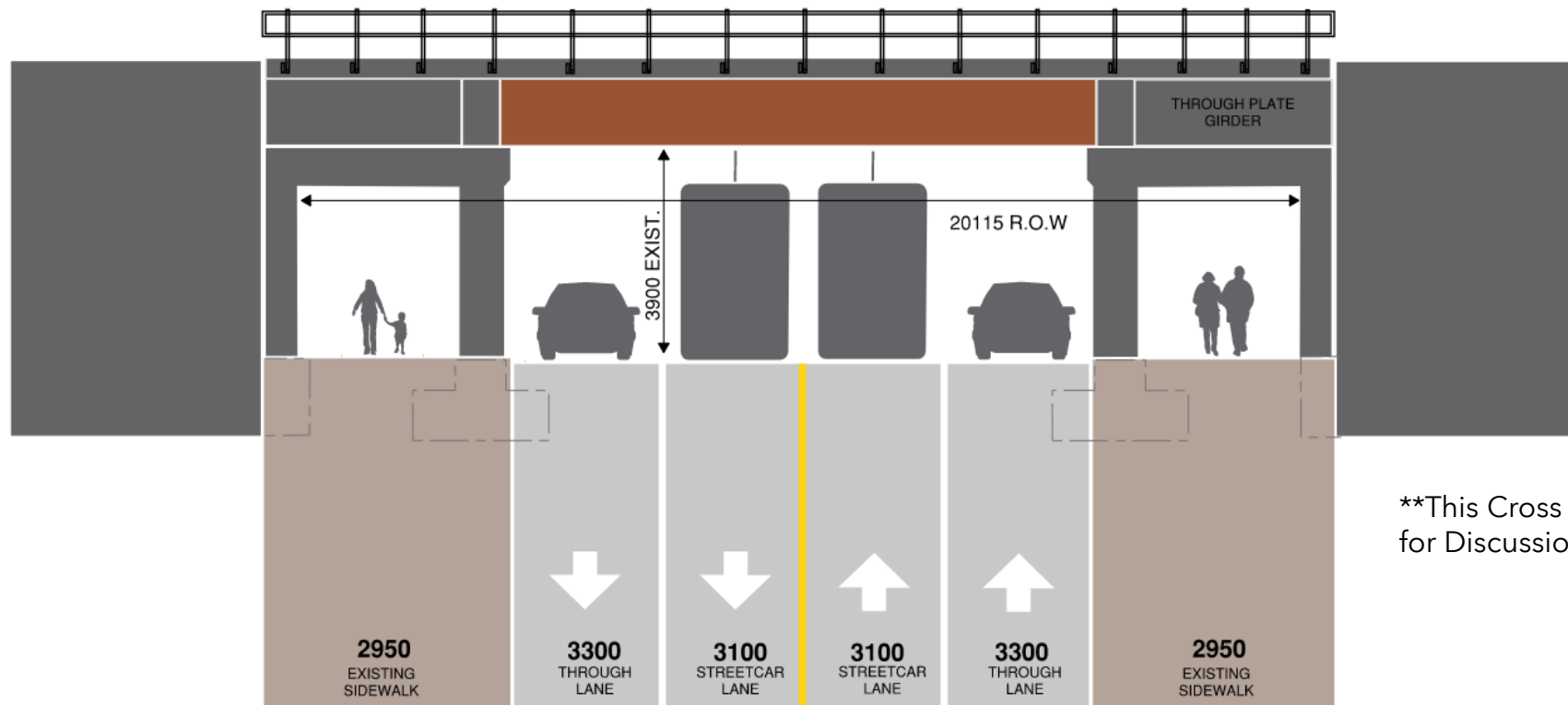


Lakeshore Corridor Bridges



Bridge Design | Existing Bridge Conditions - Queen St

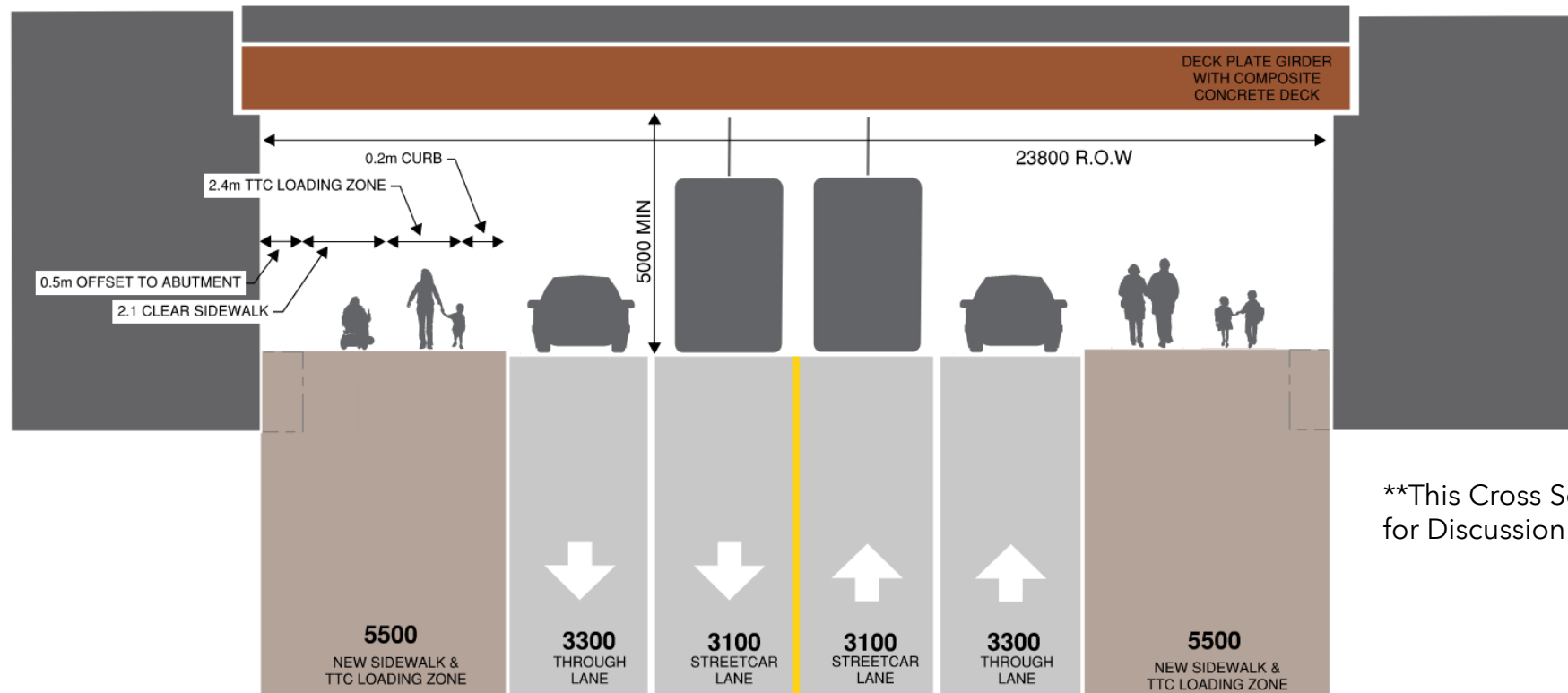
- ❶ Sub-standard vertical clearance (3.9m)
- ❷ Design does not meet CPTED standards (Crime prevention through environmental design)
- ❸ 3-span bridge (Piers adjacent to through lane)



**This Cross Section is Indicative for Discussion Purposes Only

Bridge Design | New Bridge Conditions – Queen St

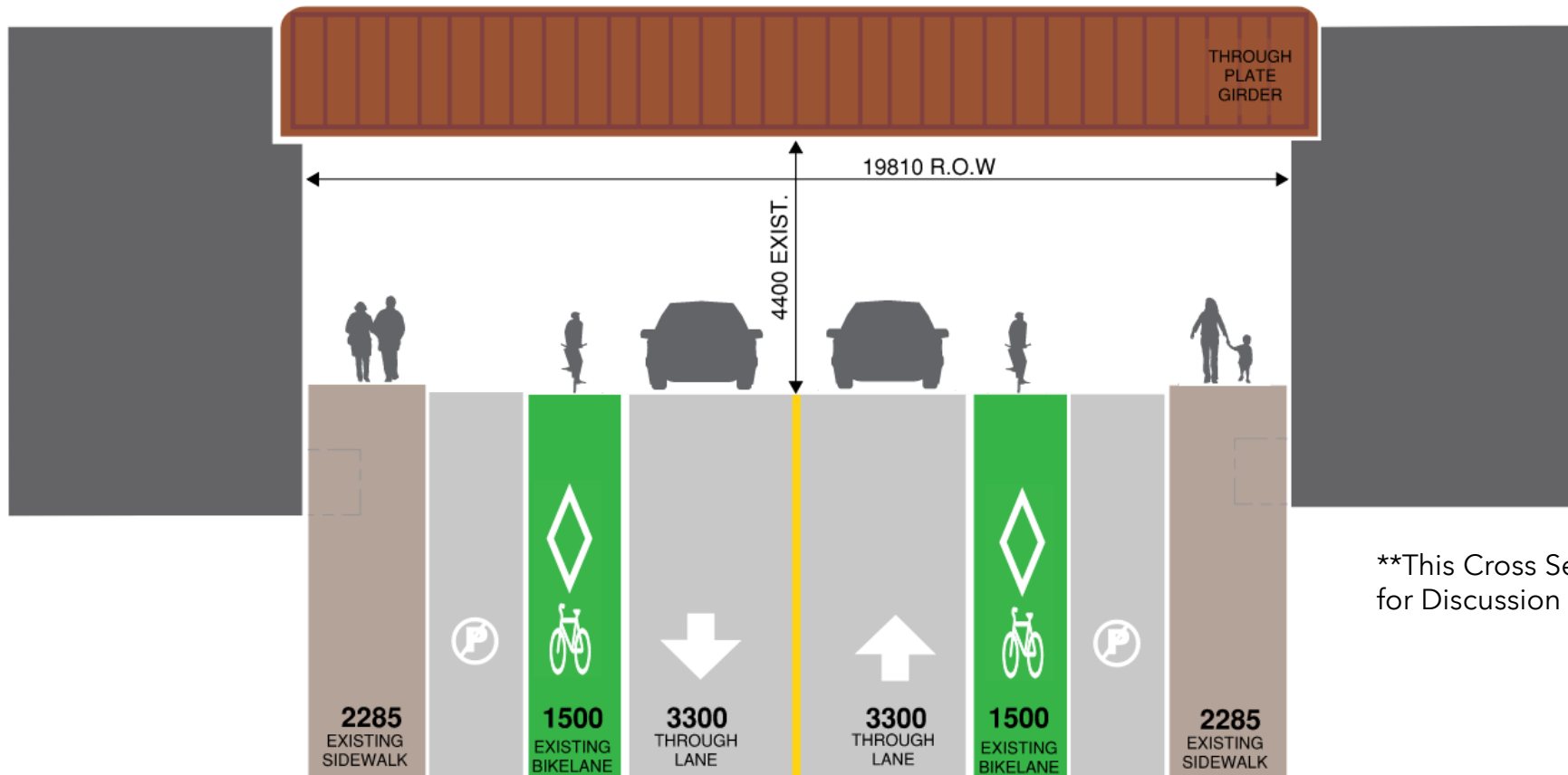
- 1 Improved vertical clearance (5.0m) reducing vehicle impacts and TTC dewirements
- 2 Opportunity for TTC transfers at the new OL Station while maintaining clear sidewalk
- 3 Reduced construction footprint (shorter construction durations and traffic impacts)
- 4 Clear span bridge (No Piers)
- 5 Design meets CPTED standards (Crime prevention through environmental design)
- 6 Opportunity for lighting improvements
- 7 Better sightlines, public realm, pedestrian experience, and safety
- 8 Narrow bridge footprint (no impacts to JSRC)



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Bridge Design | Existing Bridge Conditions - Logan Ave

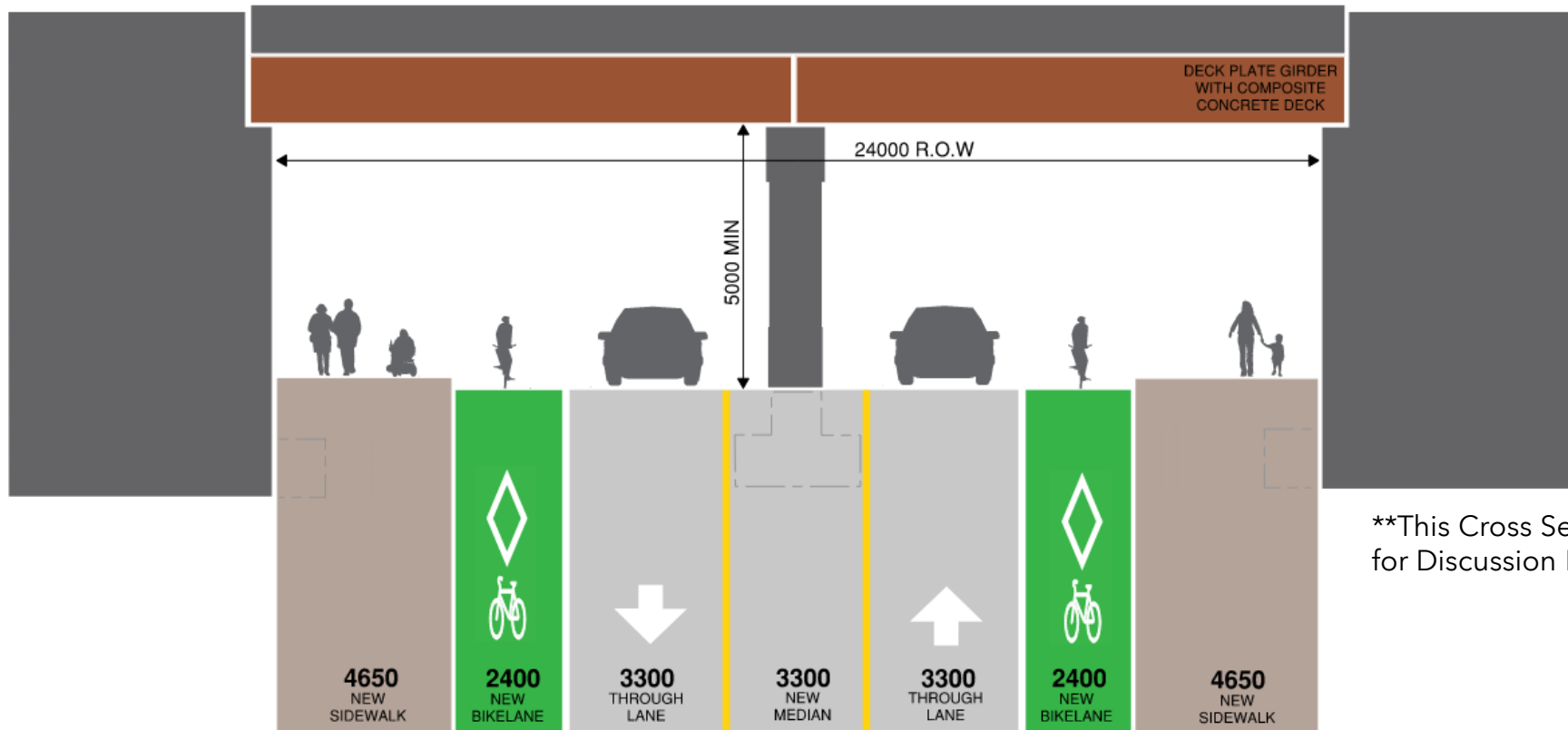
- ① Sub-standard vertical clearance (4.4m)
- ② Clear Span bridge



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Bridge Design | New Bridge Conditions – Logan Ave

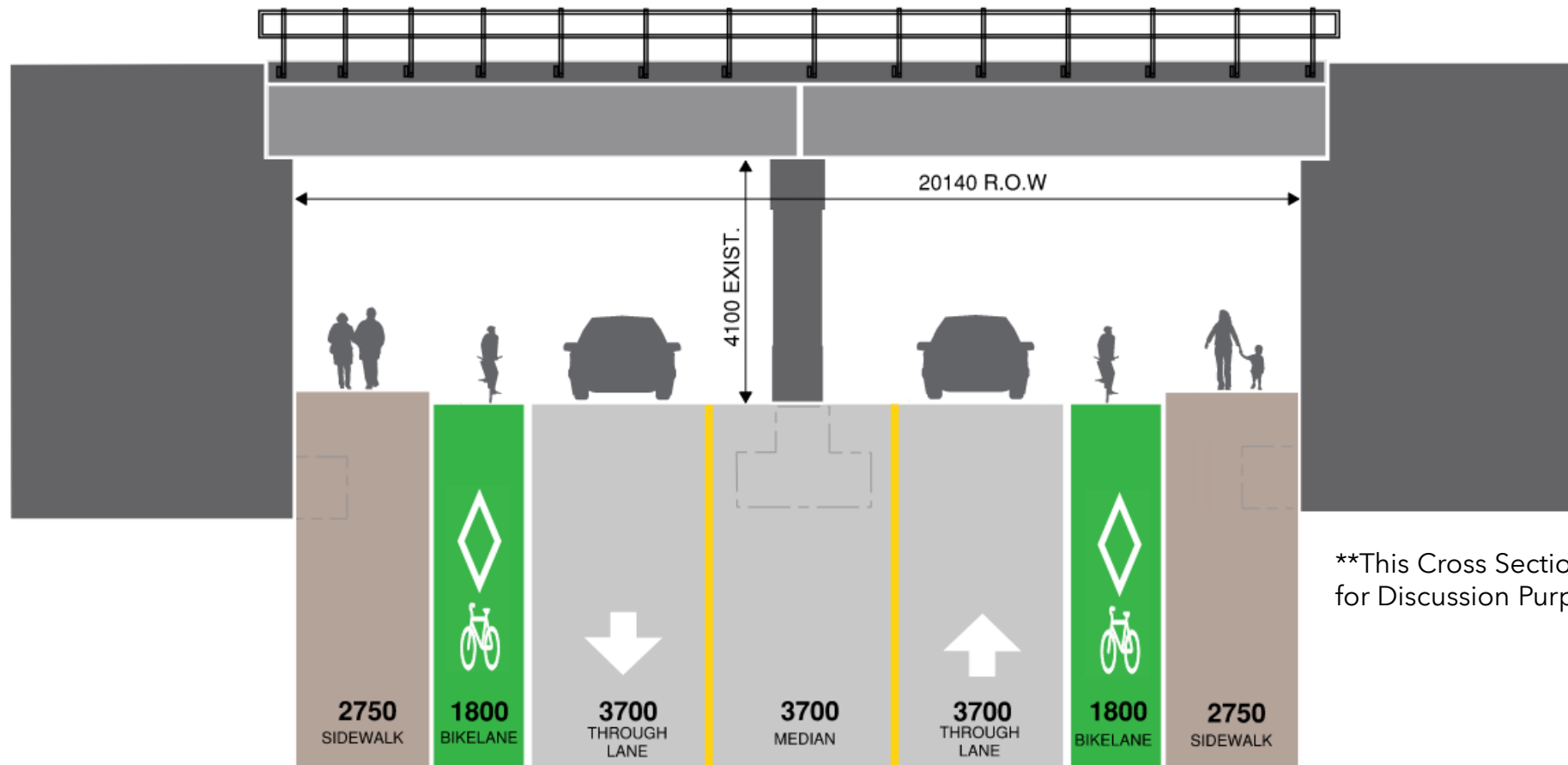
- ❶ Improved vertical clearance (5.0m) reducing vehicle impacts
- ❷ Design meets CPTED standards (Crime prevention through environmental design)
- ❸ Narrow bridge footprint (reduced property impacts)
- ❹ 2-Span bridge (Centre Pier)
- ❺ Opportunity for lighting improvements



**This Cross Section is Indicative for Discussion Purposes Only

Bridge Design | Existing Bridge Conditions - Dundas Street

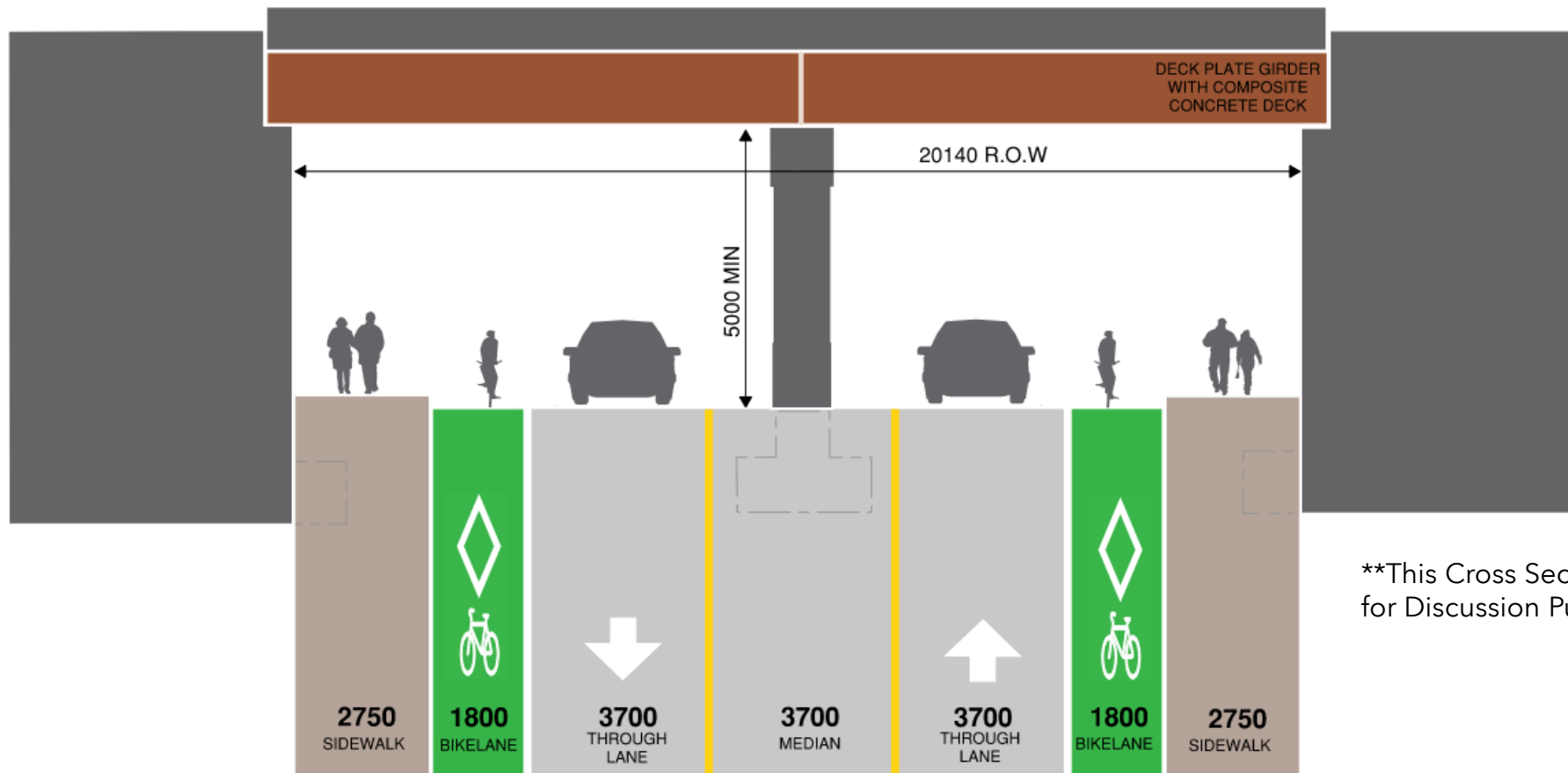
- ① Sub-standard vertical clearance (4.1m)
- ② 2-Span bridge (Centre Pier)



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Bridge Design | New Bridge Conditions – Dundas Street

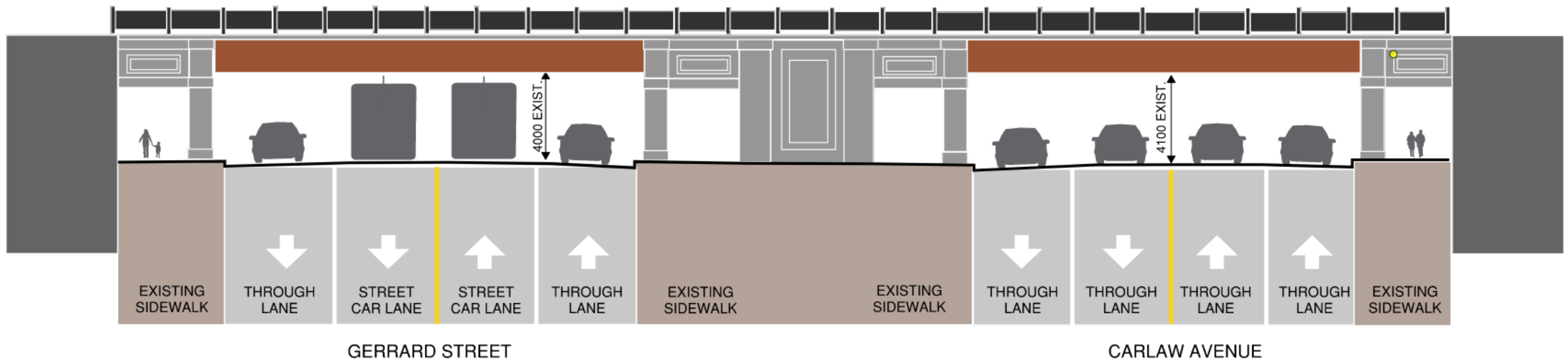
- ❶ Improved vertical clearance (5.0m) reducing vehicle impacts
- ❷ Design meets CPTED standards (Crime prevention through environmental design)
- ❸ Narrow bridge footprint (reduced property impacts)
- ❹ 2-Span bridge (Centre Pier)
- ❺ Opportunity for lighting improvements



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Bridge Design | Existing Bridge Conditions - Gerrard Street and Carlaw Ave

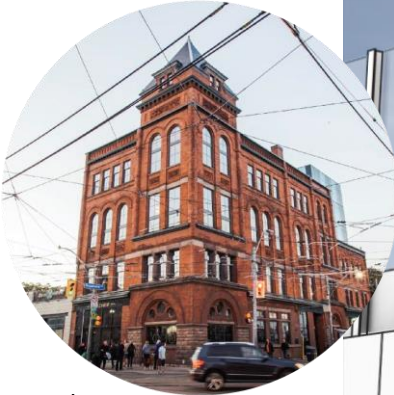
- The existing bridges supporting GO transit at both Gerrard St and Carlaw Ave are to remain
- The existing bridges will undergo minor structural modifications: the existing wingwalls on the north side of the existing bridges are to be removed to make space for Gerrard Station and the new bridge supporting the station adjacent to the existing bridges
- The new station bridge will achieve 5.0m of vertical clearance (minimum)



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Bridge Design | Concept Options

Neighbourhood Character



Broadview Hotel



Toronto Public Library



Former
Masonic Lodge



Design Potential



Weathering Steel



Murals



Lighting

Retaining Wall Heights



Joint Corridor Retaining Wall Heights

- < 3.0 m Retaining Wall
- 3.0-5.0 m Retaining Wall
- > 5.0 m Retaining Wall
- Heights not yet determined
- OL Station
- OL Portal
- Parks
- Buildings

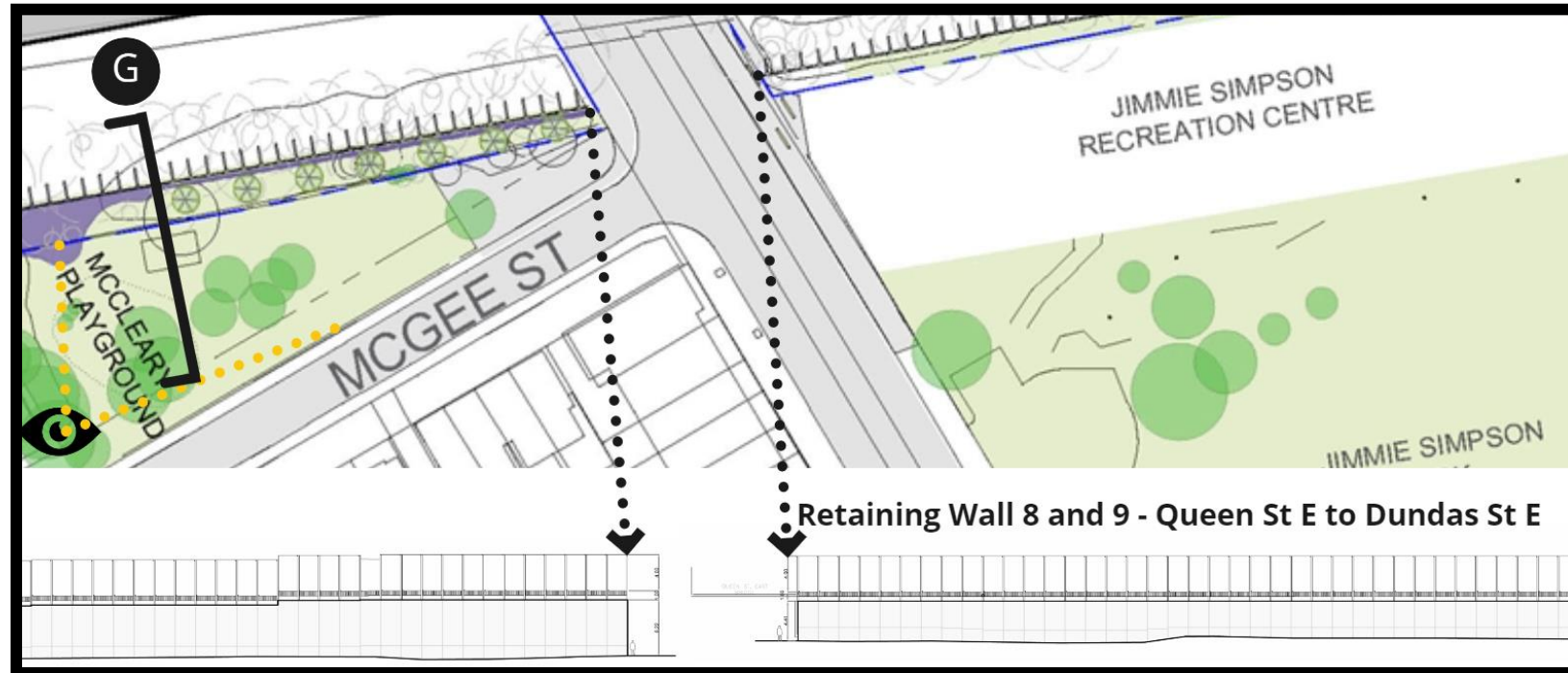
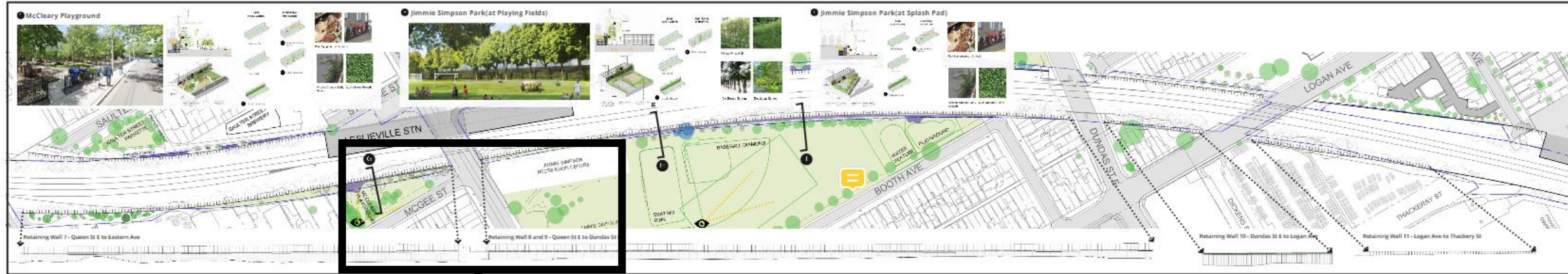
Noise Wall Heights



Joint Corridor Noise Barrier Heights

- | | | | |
|---------------------|--|------------|-----------|
| Noise Barrier (5 m) | Noise Barrier at Station (2.5 m) | OL Station | Parks |
| Noise Barrier (6 m) | Noise Barrier Integrated with Bridge (1 m) | OL Portal | Buildings |
| Noise Barrier (7 m) | Bridge Parapets for Noise Reduction | | |

Example Cross Sections and Elevations Roll Plan



Next Steps

1. Renderings Release
2. Future Meetings
 1. City Presentation – Park Impacts and Opportunities
 2. Noise Study (If Requested)

