

MIDDLE CITY PASSAGES TORONTO

Infrastructures of Continuity in the Horizontal Metropolis

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The multi-billion dollar investment in the expansion and improvement of Toronto's public transport system, including along portions of Eglinton, Finch, and Sheppard Avenues, provides an opportunity to combine a series of small, high-impact interventions with major infrastructure projects.

The Sheppard East Light Rail Transit (LRT) line is part of this investment and aligned with municipal plans that call for growth less dependent upon the automobile. New development is directed to areas well-served by public transit, efficiently using existing infrastructure, and, wherever possible, making transit, cycling, and walking more attractive alternatives.

The *Middle City Passages* Toronto competition is an opportunity to investigate how the new Sheppard East LRT line's infrastructure can interweave with existing local, small-scale pedestrian networks. It is also a chance to test how forging connections between local paths and to transit infrastructure can further support development and improve local living conditions. Can the design of new types of passages aid in producing a more urban condition in suburban Toronto?

The challenge of the *Middle City Passages* Toronto competition is to design the interaction between the Sheppard East LRT stops and local pedestrian routes, incorporating passages to improve urban life in the suburbs. The competition will focus on developing strategic design proposals for two test sites - Palmdale Drive and Agincourt Drive - that exemplify typical conditions.



Test sites and Sheppard Line (Map produced by Dr. Paul Hess).

Middle City Passages Toronto is a dual phased international competition - organized by Metrolinx and the University of Toronto's John H. Daniels Faculty of Architecture, Landscape, and Design, in partnership with the City and the French Institute of Toronto, within the IVM international programme "Passages, transitional spaces for the 21st century" - open to young professionals and emerging practices in architecture, urban design, landscape architecture, urban planning, and related disciplines.

- **March 6, 2015:** Launch event, registration opens
- **April 30, 2015:** Deadline for applications
- **13 May 2015:** Selection of 6 teams to participate in the Design Workshop in Toronto
- **2-9 July 2015:** Design Workshop in Toronto with selected teams
- **9 July 2015:** Public presentation, final jury and announcement of the winning team

1. WHAT IS A PASSAGE?

1.1 GENERAL DEFINITION

PASSAGE originates from the Latin words ‘passare’ (to cross) and ‘passus’ (step, march or trace of steps) and is mostly used to describe paths, channels, and ducts. Passages allow passing through, over, or along obstacles in order to reach a desired place. From the earliest days, passages have helped people to cross natural barriers such as rivers, streams, valleys, and gorges. Likewise, passages have always been part of our cities...think of the arcades, the shortcut, the alley, the bridge, or the tunnel.

But what does the passage of the 21st century look like? Is it like the escalator system of Hong Kong - with a length of 880 meters - that thousands of commuters use on a daily basis to quickly and comfortably travel between their homes and work? Or does it resemble the new chairlifts above the slums of Medellin, where stops are equipped with libraries and dentists? Regardless, what all these projects have in common is that they are ‘deliberate’: they are intentional strategic micro-interventions, adding a small piece of integrated infrastructure with a decisive impact on its surroundings and the city. With minimal means - a bridge, a tunnel, a shortcut - the passage reaches a maximum of spatial and social impact. Can these intelligent interventions succeed in times of crisis to contribute to a more enjoyable and sustainable environment? How can the passage become a proper gateway to a neighborhood? Can we give new impetus to old infrastructure by adding passages? Can passages help us to rewire the city and re-link isolated districts and equip the suburbs with urban qualities?

For more information on the typology of the passage, read **TRANSITIONAL SPACES FOR THE 21ST-CENTURY CITY**, by Marcel Smets

A. THE PASSAGE CROSSES A BARRIER

The passage is a piece of infrastructure or technology that allows to cross a barrier. The barrier can be a river (bridge), a mountain (tunnel), a slope (cable car), a vertical plane (lift)... or railways, BRT lanes, highways... elements that are meant to connect but often become a physical barrier.



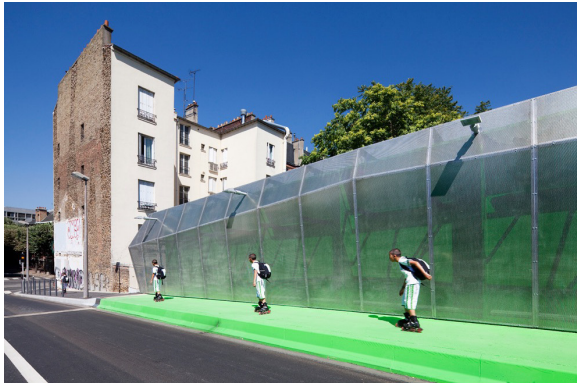
The Luchtsingel connects the north area of Rotterdam with the centre and brings new life to a forgotten part of the city, adding a bridge, a roof garden, and a park (Project by ZUS).



An outdoor elevator connects the mountainside neighbourhoods of the Spanish town of Errenteria, Spain, to those in the valley (Project by Vaum).

B. THE PASSAGE RE-CONNECTS TWO DISTRICTS

The passage connects two points that were separated by a barrier or rupture. The passage re-connects two cities or two countries, two neighbourhoods or two places.



Connecting the recently rehabilitated Port district to the town centre, the bridge is an essential element in guaranteeing the success of this new district which, until now, has been cut off from the city of Choisy-le-Roi, France (Project by Jacques Ferrier Architectures).



New ramp leading to the roof of the submarine basis at Saint-Nazaire, France, and the new outlook that becomes iconic for the district (Project by Manuel de Solà-Morales).



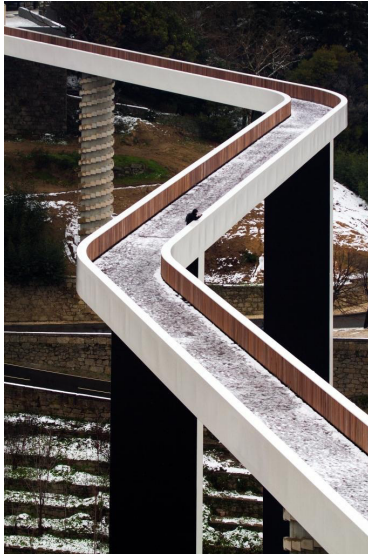
The footbridge in Villetaneuse, France, is an intrinsic junction of larger units of public uses and joins two groups of university buildings, turning the connection into a gathering place (Project by DVVD).



In order to revamp the negative and inhospitable perception, the Garscube Link has implemented a colourful and inviting transition point for cyclists and pedestrians, again linking northern Glasgow to the city centre (Project by 7N + RankinFraser).

C. THE PASSAGE FACILITATES TRAVEL

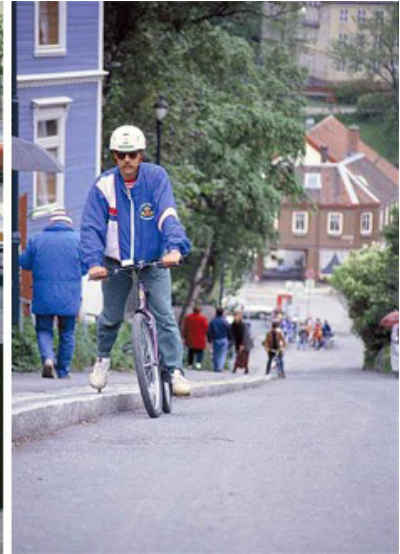
The passage makes a journey easier, shortens its length and/or its travel time, and improves the comfort of the traveller through a shortcut, an escalator, a boat tunnel, or bicycle fly-over. These strategic connections also become gathering places and act as connectors between two worlds.



Pedestrian bridge in Covilha, Portugal (Project by Carrilho da Graça arquitectos).



The Trampe Bicycle lift in Trondheim, Norway.



The urban lift connecting Ipanema beach to the nearby favelas leads to an amazing platform where the view is shared by different social classes.



Mechanical escalators connecting the poor housing district 31 to the city center of Medellin, Colombia.

D. THE PASSAGE PROTECTS THE PASSERBY FROM THE ENVIRONMENT AND THE ENVIRONMENT FROM THE PASSERBY

The passage can protect the traveller from a hostile or uncomfortable context. Think of the arcade protecting costumers from the rain, cold, or heat. The skywalks or the zebra protect pedestrians from traffic. On the other hand, constructions such as boardwalks or platforms can protect a vulnerable ecological environment from the presence of men.



The elevated bicycle roundabout safeguards bikers from the busy thoroughfare in Eindhoven, the Netherlands (Project by IPV Delft).



Protecting the natural environment from tourists visiting the Qunli Stormwater Wetland Park in Haerbin, China (Project by Turenscape).



The Ring Walk, an aerial walkway and outdoor exhibition space, twenty metres above the brick pit floor, gives a former brick pit a genuine urban connection and presence within Sydney's Olympic Park in Australia. The ring walk facilitates both access and interpretation to the brick pit, while fully recognizing its extremely fragile habitat. (Project by Durboch Block Architects)



The canopy covers 11,000 square feet of an easement in Battery Park, New York City. The canopy protects pedestrians from the rain as it becomes a 'social cathedral'. (Project by Preston Scott Cohen)

E. THE PASSAGE (RE) ACTIVATES ITS SURROUNDINGS

The archetype of the arcade and ‘Ponte Vecchio’ demonstrate how the passage can be animated with shops, boutiques, or cafes. The passage is augmented with additional program, uses, activities, or meanings. Several projects show how this capacity of activation can be used as an urban or architectural strategy to turn strategic connections into gathering places.



Mechanical stairs in Hong Kong, China, turn into a place of consumption and a residence.



The junction between the skytrain station and its surrounding shopping malls acts as a vestibule for customers in Bangkok.



This bridge also hosts a school in Fujian, China (Project by Atelier Li Xiaodong).



This footbridge acts as the gateway to the city and turns the urban void into a covered square in Ripoll, Spain (Project by RCR + Joan Puigcorbe).

F. THE PASSAGE BUNDLES INDIVIDUAL ROUTES

The passage brings different roads, users, and uses together in a particular place and improves its social life. The passage is a particular part of a larger trajectory, trip, or journey. Every route has its own history, its own intentions and destination. On the passage, those different routes and stories converge. The passage becomes a destination on its own, a proper public space.



The bridge becomes a programmable square in Bordeaux, France (Project by OMA).



Injecting the city with a longitudinal park and 320,000 sq ft of public space in Superkilen, Copenhagen, Denmark (Project by BIG).



Abundant birdlife and the silky surface of the river are able to be closely inspected as one walks the gentle arc linking an existing school, a playground, a major entertainment centre and a rowing club in Tasmania, Australia (Project by Room 11).



A footbridge with an urban elevator in Echavacoiz Norte, Pamplona, Spain, creates a clear marking figure in the urban panorama (Project by AH Asociados).

G. THE PASSAGE CREATES ROUTES

The passage can sort, select, and even separate the transport of goods and the movement of people. Passages separate the flux (what is moving) from the fixed (what is standing still). The passage manifests a threshold, a check point, or even forms of exclusion.



The elevated High-line separates pedestrians from car traffic without disconnecting both worlds, New York, USA (Project by Diller + Scofidio, Field Operations).



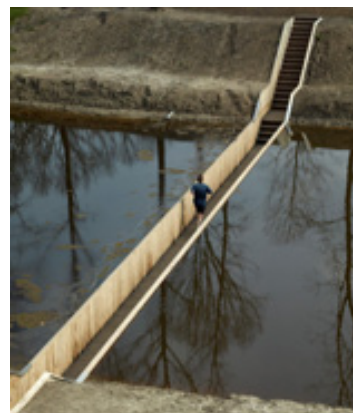
The ecoduct guarantees a safe passage for wildlife, high above car traffic on the A2 in the Netherlands.

H. THE PASSAGE IS AN EXPERIENCE

The passage can symbolize an important moment of transition between two phases, two worlds, two places. This intrinsic qualities of a passage turns it into a personal experience often integrated to a broader socio-cultural practice. When the passage becomes a destination, it turns into an ideal place for an intense urban experience. This experience affects the entire route of the traveller.



The 'm-blem' recreates a personal transport experience on the abandoned railtracks around Paris, France (Project by hehe).



The Mozes bridge in West-Brabant, the Netherlands (Project by RO&AD architecten)



The installation playfully transforms the security gallery of the Croix-Rousse road tunnel into a pedestrian passage and a public transport route in Lyon, France. (Project by Skertzo, Diasonic).



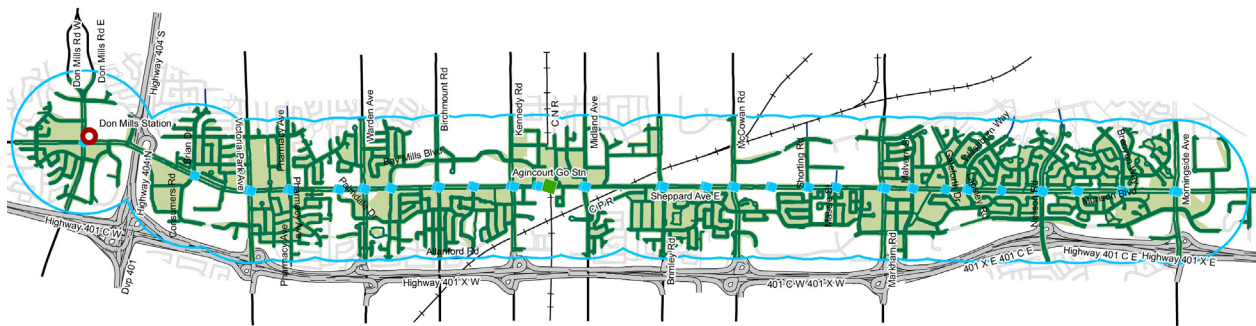
Tesco Homeplus subway's virtual store: utilitarian ornamentation of a subway station, in Korea.



The Passage 56 in Paris transformed a vacant lot into a collectively self-managed space. The plot was conceived as an ecological interstice hosting a collective garden, a small wooden building (with a green roof and powered by solar panels) compost toilets, rain water collector, cultivation patches, seed catchers, and wild birds' corridor. Different social and cultural activities and relationships between the users and the actors involved, turn this passage into a unique urban experience (Project by aaa).

1.2. THE MIDDLE CITY PASSAGES

Every trip starts and ends on foot. In suburban areas walking environments are often poor, including along Sheppard Avenue. Hess and Farrow (2010) demonstrate that pedestrians are often faced with discontinuous, indirect, and reduced pedestrian connections, especially along large suburban arterials like Sheppard Avenue. These connections, which may include informal passages that go through holes in fences or cut through the backs of strip-malls, are not amenable to the types of improvements that are typical in more central-city areas that are the focus of most pedestrian-oriented research and design. Identifying such conditions and developing strategies to improve them is vital for encouraging transit use, and supporting populations that have no other option than to walk. Construction of the Sheppard East LRT line is a rare opportunity to develop human-scale interventions that improve access to transportation for a diverse population living and working in and around these corridors.



Sheppard East LRT Corridor: Public Pedestrian Network, Pedestrian network within 800m walking distance from LRT platforms (Map produced by Dr. Paul Hess, Dr. André Sorensen and Asya Bidordinova).



Existing Passage (Photo: Katherine Childs and Paul Hess).



Current Streetscape (Photo: Katherine Childs and Paul Hess).

2. CHALLENGES OF THE COMPETITION

2.1 THE CONTEXT

A. ANALYSIS OF THE REGIONAL AND URBAN CONTEXT

Sheppard Avenue is an east-west principal arterial road that runs 32 kilometres through North York and Scarborough, exceedingly suburban segments of the City of Toronto. Sheppard is fast moving by virtue of wider than urban line widths, combined with fewer intersections and widely dispersed stop signals, producing an unwelcoming, intimidating, and bleak pedestrian environment.

Historically, the area was a village settlement that experienced considerable residential development post-war along the arterial, including development of arts and crafts houses on large lots with mature trees. There is little substantial mature landscaping remaining given street widening from two to four and now six lanes. Strip plazas, towers in the park, and back-lotted residential housing now mark Sheppard along the 13.6 kilometre LRT corridor from Don Mills Road in North York to Meadowvale Road in Scarborough. Sheppard lacks spatial definition and congested auto traffic produces a mundane, blasé, if not dangerous environment.



IVM Study Sites in Region ((Map produced by Dr. Paul Hess).

B. ANALYSIS OF MOBILITY AND INFRASTRUCTURE

In 2008 Metrolinx, the provincial government’s regional transportation planning agency for the Greater Toronto and Hamilton Area (GTHA), developed a Regional Transportation Plan (RTP) called The Big Move: Transforming Transportation in the Greater Toronto and Hamilton Area.

The Big Move sets a 25-year vision for transportation in the GTHA. The vision outlines objectives, such as decreased congestion, a greater modal share for public transit, and reduced emissions from transportation. Building a comprehensive regional rapid transit network, and establishing pedestrian, cycling and transit-supportive communities are primary “moves” or strategies detailed in the RTP. A priority has been placed on key regional projects that will result in substantial capacity increases along key corridors, bringing new rapid transit services to underserved areas throughout the region, and improving regional connectivity.

The RTP aligns with provincial growth plan, Places to Grow, and Toronto Official Plan objectives to direct growth and development to Intensification Corridors, providing new rapid transit service along several corridors, including Sheppard Avenue. These corridors have tremendous opportunity to accommodate growth and development, and achieve a transit-supportive density and urban form.



Current Streetscape (Photo: Katherine Childs and Paul Hess).

C. PLANS OF THE CITY OF TORONTO

The City of Toronto Official Plan identifies selected corridors along major transit routes as “Avenues”. The Avenues are intended to accommodate growth through transit supportive development, creating opportunities for new jobs and housing while improving local streetscapes, community facilities, infrastructure, and amenities.

Sheppard Avenue is designated as an Avenue and a portion of Sheppard Avenue East between the former Hydro Corridor lands and Bay Mills Boulevard / Aragon Avenue was the subject of an Avenue Study from 2009 to 2012, resulting in Official Plan and Zoning By-law amendments.

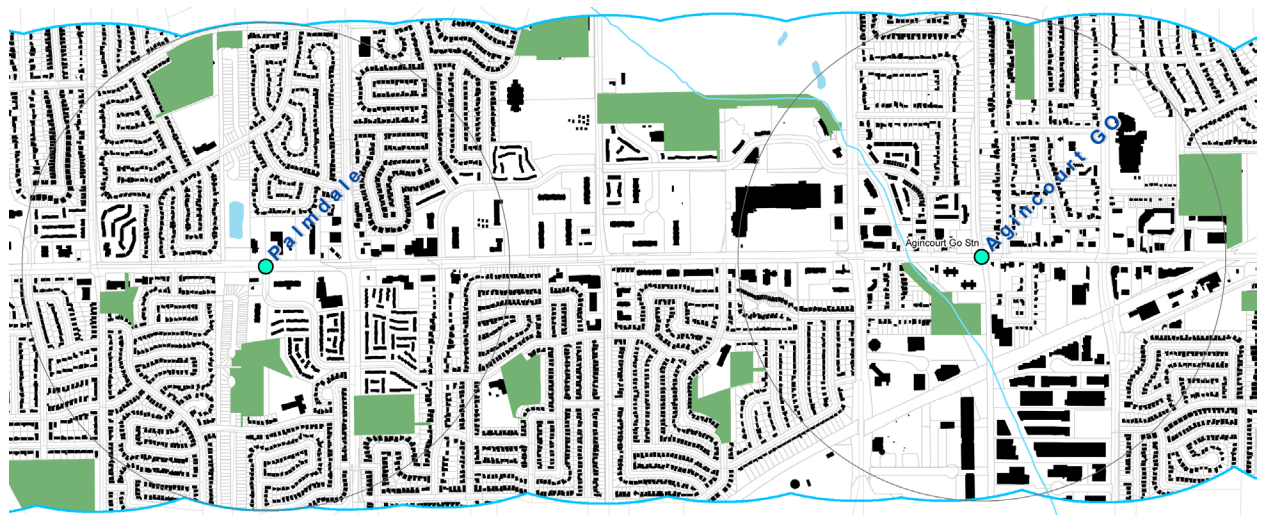
D. SITES OF THE DESIGN COMPETITION

PALMDALE DRIVE

Palmdale Drive is located on the east portion of the Sheppard East LRT line, running southwest towards Warden Avenue. Sheppard Avenue and Warden Avenue are busy arterial roads. The site presents a plethora of building types and building scales that range from single-family homes to towers and strip malls. The site also presents a wide variety of open spaces, including Vradenburg Park and a rare utility corridor. Running through these disparate elements are a series of informal passages and pedestrian routes, demarcated over time by the residents, which are heavily used to navigate the different landscapes and building sites. Examples of these are the walkways that run through the residential fabric, providing access to Vradenburg Park, as well as the utility corridor which is heavily used to cross the site from north to south.

AGINCOURT

The Agincourt Go Station is located at the northern end of a long and narrow site fronting Sheppard Avenue. The station is a future transfer point between the GO Souffville Line and the Sheppard LRT. It can be accessed on foot through a complex system of pedestrian passages that include elements like ramps, underpasses, bridges, and stairs. Similar to Palmdale, this site is surrounded by a wide variety of building types and scales, and is connected to its immediate surroundings – that is, a low-scale residential neighbourhood to the north and Sheppard Avenue to the south - through a series of passages that traverse parking lots, houses, open spaces and the rail corridor.



2.2. RESEARCH BY DESIGN: GOAL AND DELIVERABLES

The challenge of the Middle City Passages Toronto competition is to design the interaction between the Sheppard East LRT stops and local pedestrian routes, incorporating passages to improve urban life in the suburbs. The competition will focus on developing strategic design proposals for two test sites - Palmdale Drive and Agincourt Drive - that exemplify typical conditions.

The main questions to be addressed are:

- What kind of passage can be envisioned to better connect the adjacent neighborhoods to the new LRT stops? Likewise, how can these enhance accessibility between the neighborhoods on both sides of Sheppard Avenue and its (future) commercial and public facilities?
- How can the passage become a vibrant urban place while organizing the connections between fast and slow mobility and new programs?
- How can the passage improve walkability and connect the LRT infrastructure with the fine mesh of existing pedestrian routes?
- How can the passage stimulate intermodal connections and new developments?
- How can the investment in public transportation improve the public space and overall living conditions of middle city areas?

The goal of the competition is not to produce technically resolved plans or fully developed architectural proposals. Instead, Middle City Passages Toronto will focus on the design of strategic interventions and alternative tactics for the two test sites that investigate the following:

1. Integrating the LRT line and the surrounding built environments and landscapes
2. Improving access and the quality of public space
3. Interweaving different modes of mobility
4. Improving accessibility to/from/around the sites
5. Recognizing further areas for development
6. Proposing innovative solutions, new programs, public facilities and housing typologies

3. COMPETITION SUMMARY

1. Passages: As cities continue to grow, inhabitants increasingly travel long distances for different reasons and to a variety of destinations using a number of transport methods, speeds, modes and resources. The passage as a shortcut, a transitional space, a special route, is becoming a fundamental in facilitating access to the city’s offerings and happenings. Inhabitants want more attention paid to their individual needs, while also expecting travel to, from and within the city centre to be comfortable, quick and easy.

In certain cases, passages not only assist in delivering these objectives but also become fundamental instruments to overcome obstacles. Urban planning grounded in zoning and often separated land uses, privileging mono-functionality and the deployment of big infrastructure, has created often unsurmountable barriers. Structures designed originally as connections have become, paradoxically, obstacles for the free movement of individuals who are thus occasionally obliged to devise informal and often dangerous passages to get where they need to go.

Small-scale interventions like passages can have a significant impact and provide solutions to urgent problems that cannot be resolved through long-term planning processes or large-scale operations.

2. Middle City Passages Toronto competition is organized by Metrolinx and the University of Toronto’s John H. Daniels Faculty of Architecture, Landscape, and Design, in partnership with the City and the French Institute of Toronto, within the IVM international programme “Passages, transitional spaces for the 21st century.”

3. The competition is aimed for young professionals and emerging practices in the design disciplines of architecture, urban design, landscape architecture, urban planning, and urban design. Each team has to be multidisciplinary and should include, at least, one architect.

4. The call for candidacies is open, public, and international.

5. The competition will investigate how passages can be instrumental in pairing large-scale infrastructure projects (here, the Sheppard East LRT) with suburban walking patterns. Designers are encouraged to conceive possible integration strategies and connect supportive walking environments with transit stops at Palmdale Drive and Agincourt Drive on Sheppard Avenue. Passages should be envisioned as small but impactful interventions and micro-connections that can contribute, cheaply and quickly, to the quality of space and life.

6. The Daniels Faculty of Architecture, Landscape, and Design will host the website for the Middle City Passages Toronto competition (<https://www.daniels.utoronto.ca/middlecitypassages>). The site will contain all the relevant information for the competition, including the brief and additional information related to the sites and the project. The application to enter the first phase of the competition should be sent via email to passages@daniels.utoronto.ca

7. Middle City Passages Toronto is an international competition organized in two phases.

PHASE 1: TEAM SELECTION

Candidates should send an application file to passages@daniels.utoronto.ca, including a presentation of the multidisciplinary team with project references and a speculative reflection on the theme of passages. See "6-What to Submit" section for full details.

An Expert Commission with representatives from IVM International, Metrolinx and the John H. Daniels Faculty will evaluate the submissions and select six teams to participate in a Design Workshop held in Toronto.

PHASE 2: DESIGN WORKSHOP

The six selected teams will be invited to participate in a one week design workshop in Toronto to elaborate their ideas and produce strategic projects with the assistance of local and international coaches.

8. Each of the six selected teams will receive an honorarium of C\$1,000 for participating in the workshop and travelling expenses will be covered up to a value of C\$3,000. The organizers will provide lodging in Toronto.

9. The prize-winning team will be retained as a special advisor to Metrolinx's Senior Manager, Design Excellence to advance the design of walking and cycling access to transit stations and corridor rapid transit projects up to a value of CA\$25,000.

10. The results of the competition will be published in a book on Passages, edited by IVM, and will be internationally distributed. The winning project will be presented at an international exhibition and other public events that will travel around the world from 2015 through 2016. The results of the competition will also be published on the Daniels Faculty and IVM's websites.

4. CALENDAR

PHASE 1: SELECTION OF TEAMS

March 6, 2015: Launching of the competition and the competition's website.

April 3, 2015: FAQ on the website ; you can send you question to passages@daniels.utoronto.ca
The answers will be published on the competition website before April 10, 2015.

April 30, 2015: Deadline to submit applications.

May 13, 2015: Announcement of the 6 finalist teams

PHASE 2: DESIGN WORKSHOP IN TORONTO (for the selected teams only)

July 2-9, 2015:

July 2 Site visit and conversation with local actors, coaches, etc.

July 3, 4, 5, 6 Teams develop their projects

July 7 Teams present their strategy and project to the jury

Jury meets to review the ideas and give feedback to the teams

July 8 Teams finalize their projects

July 9 Public presentation by the teams of the final version of their project

FINAL PRESENTATION, JURY AND RESULTS

July 9, 2015: Final jury

Announcement of the winner

2016: Publication of the IVM catalogue, international exhibition and public event

5. JURY AND COACHES

5.1. INTERNATIONAL JURY

The jury is comprised of seven experts who will participate in the Design Workshop, giving feedback to the selected teams, evaluating the results of the workshop, and making recommendations to the President of the jury.

Henri Bava, founder of The Agence Ter landscape architecture firm, created in 1986 together with Michel Hoessler, and Olivier Philippe, all of whom were trained at the École Nationale Supérieure du Paysage in Versailles. Agence Ter works on the transformation of space, taking full account of the context in all its complexity. The intrinsic qualities of a location and the possibilities for applying a project, as well as the economic, social, and political conditions are always interpreted as part of a global concept, whatever the scale of the intervention. Agence Ter is among the foremost international firms regularly invited to participate in major public competitions and to answer the needs of different interests within the urban territory. Among Agence Ter's most important projects – outside that of the Parc des Cormailles at Ivry-sur-Seine, for which it was awarded the 2007 Grand Prix National du Paysage – are the following: the Aqua-Magica Park at Bad Oeynhausen, Germany; the Royal Canal Park, Dublin; König-Heinrich Square in Duisburg, Germany; the development of the 2008 Universal Exposition site in Saragossa, Spain; the Bois Habité quarter, Euralille 2; the master plan for the urban archipelago, Bahrain; the Green Metropolis cross-border master plan (Holland, Belgium, Germany); the master plan for North-East Paris; and the urban transformation of the former airport site of Casablanca.

Andres Borthagaray, Executive director of the Council for Strategic Planning in the City of Buenos Aires and Director of the Latin American program of the City on the Move Institute. His experience is mainly focused on the link between mobility systems and the daily life of the inhabitants in search for better life standards in cities. Architect UBA with an International Diploma in Public Administration, delivered by Ecole Nationale d'Administration, France (1991), with professional and academic experience in various public, private and NGO institutions. His professional field includes exercise and reflection on the governance of cities, particularly in urban mobility. Since 2006, Professor of “urban Technology II” at the National University of General Sarmiento and consulting professor in the graduate course on Intervention and City Management since 2009 and Professor of Urbanism I and II in the University of Palermo. He has been responsible for decentralization in the City of Buenos Aires, Strategic Planning (project chosen as best practice in local government by UNDP) and Transport and Traffic. He has edited the collective book “Winning Street, undivided share” and author of “Buenos Aires, Paris, London, the central question in perspective,” among other publications. He participated as jury member in several workshops and competitions and organised several seminars and conferences. In 2011, he was appointed guest Honor by the National University of La Plata.

Harold Madi is the Director of Urban Design for the City of Toronto, where his extensive urban planning and urban design background lends to the multi-disciplinary practice of this section of the City Planning Division. Harold joined the City in 2014 after over 18 years in the private sector. He is now charged with leading nearly 80 staff in Civic Design, Heritage, Graphics and Visualization and the four district Urban Design Development Review units that comprise the City of Toronto's Urban Design Section.

Prior to being appointed Director, Harold held a number of key positions in prominent Toronto-based firms, including Senior Associate at Brook McIlroy-PACE Architects, a founding Partner at Office for Urbanism, and Partner at The Planning Partnership. Harold is also a faculty member at the School of Urban and Regional Planning at Ryerson University, and he sits on the Design Review Panels for the City of Vaughan, City of Toronto, Waterfront Toronto and the Toronto Community Housing Corporation.

Marcel Smets, architect and urban planner, president of the Scientific and Orientation council of IVM. He was a professor of urbanism at the Katholieke Universiteit Leuven. He has written articles of architectural criticism for publications such as Archis, Topos, Lotus, and Casabella, and has served as a jury member for many competitions. He was a founder member of ILAUD and visiting professor at both the University of Thessalonika and Harvard University's GSD. He was the chief developer of the transformation of the area around Leuven station, and for town planning projects, which include Antwerp city center, Hoeilaart, Turnhout, Rouen, Genoa, and Conegliano. He was the Flemish Government architect. He is today in charge of the urban project of l'île de Nantes in France.

Richard Sommer is the Dean of the John H. Daniels Faculty of Architecture, Landscape, and Design, and an architect and urbanist with over twenty years experience as a practitioner, educator, and theorist. Sommer's design practice, research, and writing take the complex physical geography, culture, technology, politics, and historiography of the contemporary city as a starting point for creating a synthetic, cosmopolitan architecture. In addition to his focus on design in the context of broad trends in urbanization, Sommer has been engaged in a long-term, multi-faceted research project examining the transformation of monument making in societies aspiring towards democracy. His diverse professional and academic activity includes serving from 2005 to 2010 as the O'Hare Chair of Design and Development and as a Visiting American Scholar at the University of Ulster, Belfast. Before being appointed Dean at the University of Toronto in 2009, Sommer was the Director of Urban Design Programs and a member of the Design Faculty at Harvard's Graduate School of Design for a decade. He has held many other distinguished appointments, including serving as Scholar-in-Residence at the California College of the Arts from 1995-98 and as a Visiting Professor at Washington University in St. Louis from 1993-95.

Leslie Woo, an architect and urban planner by profession, has a unique background in public policy, planning and development, civic engagement and project delivery, Leslie is a capable executive management expert, able to effectively establish public policy, and prioritize resources in various economic climates and differing approval cycles.

Leslie has extensive executive experience in maintaining clear communication with a Board of Directors, providing advice for both detailed tactics and strategic outlook. She has been part of numerous executive teams responsible for corporate services. She has extensive experience in corporate change management and organization transformation.

At both the Province of Ontario and the City of Toronto she was a key negotiator with senior municipal and political officials for major redevelopment initiatives such as the Toronto Waterfront and the Portlands. Leslie also led the provincially legislated Growth Plan for the Greater Golden Horseshoe from discovery through delivery.

She is a 2011/12 Fellow of the International Women's Forum, a member of several professional organizations, including the Scientific and Strategy Council of the Institut pour la ville en mouvement; Council of Executive Women; co-Chair of the Urban Land Institute – Women's Leadership Initiative; the American Planning Association and a retired member of the Ontario Association of Architects. Leslie is also volunteer Vice Chair of board of the YMCA for the Greater Toronto Area and founder of shebuildscities.org.

Mirko Zardini, Curator and architect Mirko Zardini is the Director of the Canadian Centre for Architecture since 2005. Exhibitions by Zardini—or in collaboration with Giovanna Borasi, currently Chief Curator of the CCA—include *Asfalto: Il carattere della città* (2003), *out of the box: price rossi stirling + matta-clark* (2003), *Sense of the City* (2005), *1973: Sorry, Out of Gas* (2007), *Actions: What You Can Do with the City* (2008) *Other Space Odysseys: Greg Lynn, Michael Maltzan, Alessandro Poli* (2010), *Imperfect Health: The Medicalization of Architecture* (2011) and *Rooms You May Have Missed: Umberto Riva, Bijoy Jain* (2014). Zardini has taught design and theory at architecture schools in Europe and the United States, including Harvard University GSD, Princeton University SoA, Mendrisio Architecture Academy, Swiss Federal Polytechnic University (ETH) in Zurich, and the Federal Polytechnic in Lausanne (EPFL).

5.2. COACHES

Three coaches will support the selected teams during the Design Workshop in Toronto. They will provide assistance and information to the participants, supervise the progress of the competition, and report the jury.

Beth Kapusta is the Senior Manager, Design Excellence at Metrolinx. With a mandate to elevate the quality and customer focus of design across Metrolinx city-building projects, her work includes shaping design of the \$6-billion Eglinton Crosstown LRT. During her first two years at Metrolinx, she has introduced a new design review panel for all public-facing capital projects and created a new integrated art policy for the organization. She is spearheading a transit signage and way finding harmonization initiative to support seamless integration across the GTHA region.

Prior to joining Metrolinx in 2013, Beth worked as a strategic collaborator on numerous designs, including June Callwood Park, Sugar Beach, HTO park and Ivey School of Business. During her 20-year career as an architecture critic, she wrote for publications from the Huffington Post to The Globe and Mail. She began her writing career at Canadian Architect, later becoming a contributing editor for Azure magazine. She co-authored Yolles: A Canadian Engineering Legacy, and taught at the University of Waterloo School of Architecture, where she received her Bachelor of Architecture degree in 1991.

Mauricio Quirós Pacheco is Lecturer at the John H. Daniels Faculty of Architecture, Landscape, and Design. He holds a Master of Architecture in Urban Design with distinction from Harvard University (2010) and a Bachelor of Architecture from Universidad del Diseño (2004), Costa Rica. He was Researcher for the Office of the Director at the Canadian Centre for Architecture (CCA) (2010-14) and has practiced in America and Europe in offices including Stanley Saitowitz Office (2001) and Renzo Piano Building Workshop (2003-04). He has been guest critic and juror for various universities and institutions, including Architecture for Humanity's Crossing Borders competition and the International Open Competition for FUNDECOR Headquarters. He is Advisory Editor for Manifest Magazine - A Journal of American Architecture and Urbanism - and his writings have been published in journals such as Domus magazine and San Rocco.

Maarten Van Acker, engineer-architect and urban planner, member of the Scientific Council of IVM. He is a professor of urbanism at the Faculty of Design Sciences at the University of Antwerp, Belgium. His research focuses on the urban integration of infrastructure projects. He is a member of the Urban Studies Institute and the Research Group for Urban Development. He serves as a consultant to the editorial board of RUIMTE, the City Commission for Urban Planning of Antwerp and several architecture and urban planning offices. He holds a PhD for his research on the impact of infrastructure design on the urbanization of Belgium since the 19th century. At PARSONS -The New School for Design in New York Maarten conducted his post-doctoral research on urban infrastructures and taught in the Urban Ecologies design studio.

6. WHAT TO SUBMIT

PHASE 1

Deadline: April 30, 2015

All applicants should submit, via email (passages@daniels.utoronto.ca), the following documentation to be considered for selection to participate in the Design Workshop in Toronto.

A- Application file

A single multi-page document comprising the following:

1. **TEAM:** describe the composition of the multidisciplinary team, including a brief statement/introduction and the name, title, place of origin, and biography/CV of each member of the team.
2. **WORK SAMPLES:** present a selection of works and references of existing passages – your own work or by others – that you consider relevant to the theme of passages and that illustrate a point of view or an attitude that the team identifies with.
3. **REFLECTION:** develop a first speculative reflection – the use of both texts and images is encouraged - on Middle City Passages Toronto underpinning the particular approach and point of view of the team.

Format: multi-page single document
 Page Size: A3
 Pages: 6 pages maximum
 File Size: 35 MB maximum

B- Professional degrees

A single multi-page document containing a digital copy of the latest and highest professional degree of each member of the team

Format: multi-page single document
 Page Size: Same as original document
 File Size: 5 MB maximum

C- Photo ID

A single multi-page document containing digital copies of a valid ID (passport, personal ID, driver license, etc.) of each member of the team

Format: multi-page single document
 Page Size: Same as original document
 File Size: 5 MB maximum

PHASE 2: AT THE END OF THE WORKSHOP

For the final presentation to the jury, on July 9, 2015, the teams must submit the following:

1. Three A1 pannels
2. Multipage document with the project
3. Powerpoint presentation
4. Model (optional)

7. LIST OF DOWNLOADABLE DOCUMENTS

The following material can be downloaded from the University of Toronto's John H. Daniels Faculty of Architecture, Landscape, and Design website (<https://www.daniels.utoronto.ca/middlecitypassages>). For additional inquiries please email passages@daniels.utoronto.ca.

Folders and summary of contents:

1. INFORMATION ON THE SITES

1.1. SITES IN REGIONAL CONTEXT

Map showing the location of the sites, the Sheppard East LRT line, major transit systems, etc. at a regional scale

2. URBAN SCALE AIR PHOTOS

Aerial image showing the location of the sites in relation to the Sheppard East LRT line

1.3. SHEPPARD LINE CONTEXT

A series of maps analyzing land use, density, pedestrian networks, population, etc.

1.4. SHEPPARD LINE CAD AND GIS

A series of CAD and GIS files including buildings, footprints, land use, parcels, building heights, parks and streams, streets, topography, etc.

1.5. IVM SITES

Maps showing building footprints and land use around the sites

1.6. IVM SITES AIR PHOTOS

Aerial images of sites

1.7. IVM SITES PHOTOS

General photography of the sites and corresponding location maps

2. OFFICIAL DOCUMENTS OF THE COMPETITION

2.1. COMPETITION BRIEF

2.2. RULES

3. IVM TEXT OF REFERENCES OF THE PROGRAMME "PASSAGES"

3.1. THEMATIC TEXT BY MARCEL SMETS

3.2. BROCHURE OF THE PROGRAMME

All these documents are also available on the website www.passages-ivm.com

8. LAUNCH EVENT PROGRAM

A. INTERNATIONAL COMPETITION LAUNCH & PUBLIC INFORMATION SESSION

Location: John H. Daniels Faculty of Architecture, Landscape, and Design
Place: Room 103
Time: March 6, 2015 - 12:30 pm – 1:30 pm

12:30 pm Metrolinx Presentation, by Leslie Woo
12:45 pm Passages Overview, by Marcel Smets
1:00 pm IVM Presentation, by Maarten Van Acker
1:15 pm Remarks and Conclusion, by Richard Sommer

B. SYMPOSIUM

Location: John H. Daniels Faculty of Architecture, Landscape, and Design
Place: Room 103
Time: March 6, 2015 - 3:00pm – 7:30pm

3:00 pm Welcome, Richard Sommer
3:15 pm Passages, lecture by Marcel Smets
4:15 pm Break
4:30 pm Round Table - introduced by Paul Hess and moderated by Richard Sommer – with Pierre Alain Trévelo, Harold Madi, Marcel Smets, and Leslie Woo
6:15 pm Break
6:30 pm Keynote Speaker, Pierre Alain Trévelo
7:30 pm Conclusion, by Richard Sommer



MIDDLE CITY PASSAGES TORONTO is organized by **METROLINX** and the **UNIVERSITY OF TORONTO'S JOHN H. DANIELS FACULTY** of Architecture, Landscape, and Design, in partnership with the Municipality and the French Institute of Toronto, within the **IVM INTERNATIONAL** programme "Passages, transitional spaces for the 21st century"