

APPENDIX C

MINUTES OF TEAM PRESENTATIONS MARCH 16, 2006



Coordinated Street Furniture Program - Design Charrette

March 16, 2006, 12:30 p.m. – 5:30 p.m.
Design Exchange, 234 Bay Street

1.0 Registration

2.0 Participant Introductions

Samantha Sanella - President and CEO, Design Exchange

Samantha Sanella called the meeting to order at 1:25 p.m. She asked charrette participants to introduce themselves.

Samantha Sanella reminded that participants to incorporate ideas for people with disabilities, the elderly, and people who do not speak the language in their design ideas for the street furniture program. She also noted that street furniture provides an opportunity to make people smile, in addition to making good design.

3.0 Street Furniture Presentation

Robert Freedman

Robert Freedman provided background information on improving urban design and on street furniture in the City of Toronto:

- The City takes direction from the Official Plan, which contains language about enhancing the way the City looks.
- The Clean and Beautiful City Initiative was established to find ways to make the City of Toronto more beautiful.
- The Civic Improvement Program aims to enhance streetscapes. When Transportation Services rebuilds or does a major repair work on a City street, Urban Design staff may provide input into how to make the street look better.
- Streets are not just conduits for cars, buses, pedestrians and bicycles to get from A to B. Streets can be thought of as outdoor spaces and urban design should help create a sense of space within the street.
- The Avenues Initiative helps plan how arterial roads within the City will intensify, grow, or change over time. The transformation plan for the avenues includes bringing buildings up to the street, enhancements to the streetscape, enhancements to public transportation, an increase in trees growing, and denser streets.
- Various cities have inspiring examples of street furniture, including Chicago, New York, Paris, Vancouver, Los Angeles, and Dundee (Scotland).
- A wide array of furniture can be seen on the streets of Toronto. The current mix of street furniture in the City is a result of the operation of different divisions, jurisdictions.
- The City is looking to improve street furniture design, coordination, and placement. The Streetscape Manual contains general guidelines for furniture placement.

4.0 Review of Coordinated Street Furniture Program

Andy Koropeski - Director of Transportation Services, City of Toronto

Andy Koropeski provided details on the Coordinated Street Furniture Program (CSFP). His presentation included the following topics:

- Objectives of the CSFP
- The importance of having quality street furniture
- Street furniture elements that may be included or considered for including in the City's Request for Proposals (RFP)
- Public consultation lessons learned from other cities
- Design lessons learned from other cities
- Advertising lessons learned from other cities
- Guiding policies and guidelines to inform the RFP: Design and Policy document, Streetscape Manual
- Street furniture project structure and decision-making - the Design Advisory Committee, Project Steering Team, Works Committee, City Council, etc.
- Purpose of the public consultation process
- Key communication tools - Consultation guide, newsletter, self-directed surveys, public and stakeholder meetings, display panels, website, dedicated phone line
- Guiding Policies and documents - Design and Policy Document, the Streetscape Manual
- Street Furniture Request for Proposal (RFP) content
- Street Furniture RFP direction issues - contract structure, number of contracts, design principles, method of adjudication
- Timetable for Street Furniture RFP Process
- Potential evaluation framework for Street Furniture RFP

5.0 Presentation of Team “Challenges”

Andy Koropeski presented the design challenge for each team. The teams were encouraged to provide ideas or sketches to represent big picture design ideas and principles, as well as specific ideas about dimensions and modularity.

Charrette participants were asked to:

- Produce drawings or sketches, sections/elevations, and 3d perspective sketches, with detailed dimensions and arrangement scenarios
- Consider the issue of City-wide design: flexibility, adaptability, modularity of street furniture
- Describe the top five design principles

Teams were asked to either create a selection of furniture/ideas with reference to a particular site, or create street furniture design ideas without reference to any particular site.

Andy Koropeski reminded participants that a design charrette participant who becomes involved in a street furniture bid would gain no competitive advantage in the City's evaluation of bids.

Robert Freedman said work from the design charrette will help the City create design guidelines for the RFP.

6.0 Design Challenge

Participants spent two hours on the design challenge.

7.0 Open Discussion and Review

PRESENTATION OF DESIGN WORK

Table I

Key principles

1. Greatest concern is reducing clutter. Newspaper boxes are a major issue. Look into reducing the number because we do not need this many. Use multipurpose elements
2. Create an identity - visibility, public art, neighborhood, sense of place
3. Create standard (predictable) locations with modular components to promote ease of maintenance and interchangeability.
4. Emphasize safety and accessibility (universal design, texture, icons, seat heights, clearances)
5. Design for the future but retain or re-appropriate from present/past - re-clad light posts, acknowledge history of Toronto

General ideas/comments

- Fixed - furniture always in
- Create identity and a sense of place; customize furniture
- Ensure safety - safe for people at night, safe for cars, anti-corrosion, how street furniture relates to environment
- Ensure materials and design are durable
- Flexibility - interchangeable - pieces can be replaced - maintenance - lego system
- Variety of scales/dimensions
- Artists involvement - graffiti plan where graffiti permitted/encouraged and prohibited in others
- Clutter reduction
- Light poles - integrate them into the streetscape and into furniture - can the hydro poles become part of the identity?
- Bury the hydro poles
- TTC - open to ideas - branding of TTC on furniture - what is an intersection without stops
- Anchors - does a bus stop become an anchor? If transit is an anchor, what other pieces of furniture are necessary? Distinguish between primary and secondary families: essential pieces of furniture are primary; optional pieces are secondary.
- Street furniture elements: transit shelters, litter recycling, publication boxes, information pillars, telephone booths (obsolete?), bicycle racks, toilets (in specific locations), pedestrian railings, vendor kiosks, news stands, postering kiosks
- Newspaper boxes - by-law regulates boxes on streetscape. Option is to make the newspapers association buy the multiboxes. Multiboxes should be different sizes for different reader demands. By 2009: all boxes have to comply with a common height requirement.
- Boxes as ice sculpture
- Branding across the City - will the "suburban" areas accept the same branding across the City? Achieve branding using one common principle with a variable element, such as color, to allow neighborhoods to develop their own identity.

- Create a sense of continuity
- Consolidate the use of poles: lights, identifier, textured wrap at elbow height for visually disabled
- Bus shelters: used primarily in intersections
- Open bus shelters pointless - usually 2-4 people in shelter
- Bus shelter: 5" height, round-ish, positioned against curb, open on bottom
- Shelter: single units, to house single person, or to have more of them on busy streets here stops are used more
- Keep bus shelters transparent: no advertising
- Bus shelter: Rail to sit - 30" height
- Incorporate info pillars, bins, graffiti all into bus shelter
- One end of bus shelter should be clear of advertising
- Place ads on bus shelter's posting area (board, poles)
- Use electronic monitors to broadcast advertising, bus schedules or other information. Media centre/wall with monitor/projector for to display information and speaker which, helps to avoid vandalism. Media centre incorporated into shelter. Have a clear path is important
- Replace sidewalk with rubber material
- Specialized applications where sidewalks are not going to be any wider, furniture needs to be customized
- Three meters from corners for pedestrian visibility
- Customized location of furniture
- Turning ability for scooters: 0.8 meters - 1 meter
- Newspaper boxes part of bus shelter on end
- Subway station - stairs going down, with canopy, solid wall with newspaper at end of shelter
- Audio signals for crossing, near intersections
- Modular - block with newspaper, media, sort of lego blocks attached to end of shelter
- Try to combine various systems into one.

Family [<i>primary anchors</i>]	Benches Transit/litter Litter/transit Info - community, posters, publications Lighting - energy, signals
Cousins [<i>specialized applications, secondary swimmers</i>]	Bike racks Spec. railings Toilets Vendors kiosks Parking meters

Table 2

Approach

- Create a canvas
- Artists
- Community voice
- Multicultural
- System, adaptable
- Element that can be manipulated
- Range of identity - branding - not just one likely
- Not conventional branding
- Process
- The “logo” for Toronto - one unifying element
- Adjudication process - independent design review separate from financing review

Principles of design, accessibility, function

- Don't let ads subvert the design of the element
- Have a coordinated vocabulary/palette of materials + elements that allow customization. Coordination should be emphasized over homogeneity.
- Universally accessible
- Need to stand alone + compliment each other
- Flexible/Adaptable/Modular: elements must be customizable to different settings because elements in one part of the City may not be transferable to another part of the City. High quality/durable/longevity.
- Furniture must be coordinated and managed on a site-by-site basis: consider local character, scale of site, number of elements, character of the area, etc. Use a coordinating body such as a Design Review Committee/Panel
- High quality, durable, longevity
- Units must be well-designed - result of the design process must reflect the emerging importance and value of design in Toronto
- Preserve the ground plane. For example, use stacked newspaper boxes or two high perches instead of benches. Raise street furniture zone by four inches for drainage?
- Consider community participation options such as time-sharing of space for community art. For example, every fourth row in bus shelters could be used for the community.
- Avoid a giant mega-contract. Make the process adaptable - contract needs to have resilience and avoid having one person designing indefinitely

Principles of placement

- Minimum continuous clear pedestrian path of 1.7 meters
- Scale of elements such as bus shelters or garbage containers should be adjusted to scale of context
- Minimize use of ground plane
- Identify inventory of typical conditions, then establish design principles e.g. local v. arterial, transit v non-transit, vehicular v. pedestrian
- Consider environment - sun, shade, rain, snow, prevailing winds, etc

Principles of process

- Develop a coordinating group to make design decisions on a site-by-site basis
- Design review should be done independently of financing review
- Need a mechanism to allow design to modify, evolve over time
- There should be an Advertising Review Committee to oversee the design, placement, and content of the ads (to control the size, design, lighting, location)
- There should be an opportunity for community involvement

Location-specific design ideas: Birchmount

- Placement - disconnected
- Oriented to sidewalk
- Lack of continuity placement
- Concentration (clustering) for vast areas
- Implication of a grouping (think about a cluster)

General ideas/comments

- Two approaches: fully integrated system v. all separate pieces
- What is shelter? Shelter provides protection from wind, rain, sun. Consider the level of exposure.
- Have incremental sizes for shelter
- At all times, have a minimum 1.7 m continuous clear path. The City standard is 1.1 m while the Pedestrian Committee standard is 2.1 m. The path should be continuous with no zigzagging.
- On wide roads, shelter is required between road and sidewalk (i.e. street furniture zone, tree zone and bench zone separate the road and sidewalk).
- Line up shelters with the tree line
- Downtown, shelter must be near the curb (i.e. sidewalk is between the road and the street furniture zone, tree zone and bench zone)
- Ensure visibility with attention to transparency and height of certain elements. Elements that should be tall are: transit shelters, phone booths, information pillars, public toilets
- Improve public mapping - way-finding is important. Provide City maps, provide signature components for an area to create a visual identity and help people navigate.
- Disposition must be consistent - pieces can be customizable
- Advertising should not dominate. Design first, ads second. Where do we integrate advertising to make it neither invisible nor overpowering?
- Advertising Pillars are controlling and constraining
- Opportunities for communication important
- Limit size of advertising by increasing cost for ad per square meter
- Create an Advertising Review Committee. Look at the City's advertising process and the extent of the City's control. Advertising is probably necessary for this program but in all cases advertising should be designed with the unit in mind and not as the primary driver for the unit.
- Advertising as punctuation, not dominating every element
- Difficulty processing the advertising - return to "slow moving" (inundated by advertising) - hard to see
- Branding: create coordinated design vision that is unique to Toronto
- Little huts: transit shelter, news kiosk, toilet
- Combinations v. proximity relationship: Litter + benches, Seating + transit shelters

Table 3

Five key principles

1. Focus on consolidation and unity - build on the existing TTC shelter, expand the “modular canopy and panel” system to accommodate all the street furniture
2. Choose clean, contemporary, and timeless furniture to avoid a dated appearance
3. Seek user friendliness and comfort
4. Technology and environment
5. Ensure ease of maintenance (e.g. plan for an appropriate amount of space on the street and sidewalk under snow conditions)

Location-specific design ideas: Yonge and Finch

- Like many sites, this location is very disjointed because of the number of elements.
- A contemporary look is good for the bus shelter
- Bus schedule on pole is very low and hard to read; the schedule should be incorporated into the shelter to reduce redundancy and increase visibility.
- Electronic signage should be used to display the time and countdown signage should be included in the bus shelter
- Contained ads are ok; big billboard is bad
- Extend the bus shelter to the subway entrance to consolidate and unify entire area. Consolidate by extending the bench in the shelter to outside
- TTC sign can be integrated with the bus shelter
- Furniture first, ads second
- Consider wi-fi, GPS
- Newspaper boxes: provide seating, recycling, lighting. Boxes are dirty - should take them off the ground. Planters could be ok but one would go even further with a “reading area” between the trees
- Consider how people behave when considering whether to move the shelter back between the trees. People tend to congregate at the curb to be close to the bus
- Put street furniture elements between the trees
- Consider high-tech options such as sun-powered screen for newspaper boxes
- Using newspaper kiosks will also increase safety in the street
- Fire hydrant should be relocated or incorporated onto one of the zones since it is an obstacle to pedestrians
- Newspaper box could be raised with legs
- Site plan (1) pedestrian zone; (2) curbside zone; (3) building side zone, trees and seating

Location-specific design ideas: Bloor and Islington

- Not a pedestrian-friendly area
- City should be careful about spending a lot of money to beautify the area with street furniture because the site needs redevelopment. One option is to reclaim some space from TTC to create a buffer zone, to create some green space, and to create a linear feature along the streetscape. The shelter could be expanded and improved with repeating poles, panels, recycling bins, garbage receptacles, and a time ticker.
- Consider landscape behind the shelter and boxes
- A lot of space is wasted in this site - the building could be built on top of the bus terminal
- Provide a panel/wall with ads + art + glass panel + TTC vending machine panel
- Repeat the canopy idea
- Consider the installation of a public art piece
- Panels can be very flexible in terms of contents and material, and can be combined with the canopy system.

Table 4

Key Principles

1. Create an identity: macro (identity of the City), micro (identify of the neighborhood)
2. Modular, flexible, expandable to street conditions
3. Prioritize with a hierarchy of design elements
 - a. roof
 - b. walls/advertising/info services
 - c. waste/seating
 - d. seating/waste
 - e. lighting
 - f. vegetation
4. Materiality
 - a. Importance of durability/maintenance
 - b. Make it beautiful

Design principles

1. Create an identity
 - Macro: branded furniture should reflect the flavour of Toronto; the City needs to grasp what kind of image it wants to convey through its furniture
 - Micro: individual pieces should reflect the overall theme but also incorporate neighborhood-specific detailing
2. Modular/flexible/expandable
 - Modular: efficiency of production and aesthetic
 - Flexible: ability to use the parts repeatedly and according to site-specific conditions
 - Expandable: furniture may be expanded by adding modules, as dictated by the context (e.g. multiple elements may be used at busier intersections)

General Ideas/Comments

- Must develop a sense of clarity about what goes on the sidewalk
- Consider whether we even need newspapers to be sold on the sidewalk
- How do we define how much we need to put back in? Start with a clean slate and add requirements. Not every site needs all furniture components
- Do we still need mailboxes at all major corners and do we need them at all?
- Shelters should be designed for people first, and not for advertisers. Transparency is a concern.
- A modular shelter would have a kit of parts that can be adjusted to fit different sites and sidewalk widths
- Garbage bins can be added to the shelter
- Consider how to embrace future requirements. For instance, we do not need telephone booths in most areas
- Have public washrooms at major public places such as Dundas Square
- Furniture elements should be coordinated throughout the City but need not be identical
- Decorative paving can be used to designate furniture areas
- We need a macro-vision of how we see the City before we decide on the micro or detailed design
- Consider having shelters with photovoltaic cells (i.e. solar power)
- Break down shelter into components and plug-ins, from larger anchoring elements to smaller furniture elements: (1) roof (2) walls (3) seating (4) waste receptacle (5) lighting (6) vegetation.
- Bike posts: clustered in certain areas rather than equal spaced all along the street
- Newspaper boxes should be modular as well, so that expansions can be added depending on location and requirement
- Minimalist aesthetic preferred: only have what you need
- Consider how to respond to wheelchairs in design of furniture
- Buildings could potentially accommodate canopies, instead of having a stand-alone shelter
- Materials to use: polycarbonate, stainless steel, aluminum
- Design a “framework” shelter that generates all the street furniture - the shelter would include mapping and identify a distinct neighborhood, BIA, etc
- We can have two or more sizes of waste receptacles. A function wall can house information, media, waste, etc
- We should concentrate on burying utility lines as an important organizing element for street furniture

Table 5

Key Principles

1. Modularity

- Interchangeability of elements. Identify which elements are redundant and which are necessary. Use elements such (e.g. garbage, mailbox, phone, etc.) as required
- Ability to expand or contract as space provided
- Consistent framework

2. Sustainability

- Bio-mimicking - designing with change in mind and designing a structure that can adapt to different needs within the City
- Solar panels for power
- After contract is up, want option to lease furniture elements or recycle/reuse elements. Contract should allow the company or City to reclaim the structure and to create a closed loop cycle of production for the product.

3. Universal design

- Modularity allows for diversity while maintaining continuity
- Allow universal access via an open structure and system which is linear as opposed to vertical

General ideas/comments

- Risk and surprise theme: Importance of journey
- Products: drawing, system analysis, 5 principles
- Sustainability
- Highly public/neighborhood, density of environment “space”
- Trip type makes/changes need of pedestrian
- Population diversity also impacts size and type of elements
- Can you exclude traffic from the decision? No.
- Ads are about who sees them i.e. cars and pedestrians
- Easier to look at dense sites first because you can expand to bigger sites
- Incorporate amenities into future project as trade-off
- Design for change and resolve to be adaptable
- Unit that functions as multi-booth - lego approach
- Frequency of use could determine which elements belong together - gets facts before elements are placed
- Communicate with third parties about whether to have phones, mail boxes, etc.
- Focus on corner v the entire street experience. People travel more than one block.
- Use road hierarchy to determine criteria for where elements get placed
- Use walking distances/times when making placement decisions
- “Experience” = place friendly
- What determines a major intersection?
- Develop scales of activity
- Human interaction at intersection - bring bank newspaper stands; mini time-specific shops at peak periods
- Islands of stuff in a sea of sidewalk
- Move elements to curb for pedestrian protection

- Component could mix and match need to integrate the parts
- Entrance of shelter opening or bus door opening without forcing people into traffic
- Consider all users
- Prohibit elements that do not meet minimum needs criteria
- Furniture v. infrastructure
- Can road serve people when we need then and serve traffic at other times?
- Queue up in bus shelters rather than standing two-by-two allows us to make bus shelters thinner
- Narrow things up and use a roof to align
- Use transparent ads
- Dynamic advertising - digital location, time of day, location
- Safety alert v telephone
- Material quality and lifecycle
- Social infrastructure - real meeting places, especially in suburban areas
- Advertising makes sense in some areas (e.g. commercial areas) and not in others (e.g. residential areas)
- Have thin, multi-panel advertising displays
- Bus shelter as an urban bar with foot rest and a place to lean - enjoyable, allowing people to stand in a casual way
- Branding to help identify where you are in the City - variations on a theme
- Complete lifecycle - elements should be reusable/recyclable
- Be ready for “new” technology

Table 6

Key Principles

1. Stratification: see streetscape in terms of different zones:
 - a. Urban/city strata is the highest zone. It contains elements that operate at a large scale, such as streetlamps and trees. These elements have a more dominating effect.
 - b. Vehicular strata includes elements that occupy space are above eight feet from the ground. This area can become dense and create visual clutter.
 - c. Pedestrian strata
2. Subtraction: remove items that are unnecessary. For example, have less newspaper boxes (this will also lead to greater competition and a better price for more limited spaces)
3. Consolidation - Bus shelter is thought of as a place or pavilion where various elements are integrated, rather than just a room with a roof. In these places, people can post letters, make a phone call, dispose of garbage, etc. These shelters within the City establish framework within the City. Newspaper boxes not included in shelters because they are assertive in terms of taking up space.
4. Free agent: smaller more benign items e.g. benches, bike racks, light posts, trees
5. Understated/robust, minimalist, timeless

General ideas/comments

- In urban setting, integrate street [family] elements. In suburban setting, elements can become more separated/fragmented
- Use transit shelter or other street furnishing for branding to identify area
- Modularity: have a kit of parts. Determine the number of modules according to urban environment. Decide how many garbage modules to have by determining how much litter and garbage is picked up?

- Fitting a standard shelter in typical downtown sidewalk may be an issue because width not always there
- Foundation for street furniture can be an issue if underground foundations, depth, other existing services do not permit installation
- “De-style” to extend relevance of design. Keep furniture elements “visually quiet”
- Need to subtract from some elements that create visual clutter in order to gain more space for street furniture
- Control advertising to avoid visual clutter
- Establish a principles key rather than producing a design
- Does street furniture need to be sitting on the ground or elevated - establish zones where elements should be installed? Consider distinguishing interchangeable and permanent street furniture elements in relation with zone (urban/city strata, vehicular scale; pedestrian scale)
- Establish rules in determining what can be accommodated according to available sidewalk boulevard width
- Have permanent and changing elements
- Spaces between elements: how far apart should things/elements be placed? Should they be at the street edge? Maybe there should be limited elements at the street corner (e.g. just transit shelters).
- Level of industrial design needs improvement; family of street furniture elements requires higher quality design
- Need to focus on design first and set aside commercial component when designing street furniture
- Consolidate advertising and public messaging. Consider grouping advertising content and prioritizing for key locations. Goal is not an “advertising free” street furniture
- Consider orientation of advertising for viewing e.g. parallel to the street v. diagonal v. perpendicular
- Management of street furniture/elements: need coordination between various jurisdictions e.g. Bell, Hydro, etc
- Identity should be provided by buildings and landscaping rather than street furniture therefore design of street furniture should be simple.
- Limit number of newspaper dispensers in a grouping and let various dailies bid for space (e.g. 6 max)
- Integrate telephone with transit shelter
- Incorporate technology e.g. LCD advertising, internet access
- See bus shelters as the main component to which other elements in coordinating modules are added (e.g. bus shelter and mail box, phone, news stands, advertising, seating rails)
- Develop a street furniture master plan for management and monitoring

Table 7

Principles to consider

- Avoid ads facing the road or oncoming traffic
- Need space for localized information but the space must be directed. Is there a potential for an electronic website and the upload of information?
- Consider the opportunity for solar lighting
- Modularity, multi-function

Design principles

1. Creating and enhancing the site with human-scaled modules
2. Protection from elements while maintaining sightlines for security/safety reasons
3. Take advantage of opportunities for solar-powered lighting and green roofs. Make street furniture as sustainable as possible, with reference to the particular context (e.g. solar power is less of an option at darker urban intersections such as King and Yonge).
4. Encourage additional planting where space is available. Consider options such as green roofs. Ensure that greenery will be able to grow. Consider using shelter roofs as collection sources for green roof or surrounding vegetation.

Location-specific design ideas: King

- Challenges include the fact that site is tight, linear - address this by consolidating furniture elements
- Do not want to block sightlines
- Limit heights on more urban sites
- “Light intrusion” at King/Yonge v. “make a statement” Malvern
- Where possible, incorporate greenery

Location-specific design ideas: Malvern

- Open site which is open to elements, traffic, parking - how to make sense of enclosure? Potentially introduce new elements that can help define sense of enclosure which is not given by site and buildings
- Modules - is one shelter enough? Modules can be doubled up.
- Accessibility: current “modules” do not provide good access
- Challenge: over-exposure, lack of enclosure and sense of place
- Challenge: dealing with existing elements
- Challenge: dealing with weather implications: where is shelter accessed?
- Challenge: defining the plaza through the street furniture and co-ordination with existing elements
- Challenge: incorporation of community information
- Challenge: creating a clear path of travel
- Challenge: how can the components become specific to the space, while still being a unifier, or belonging to the city?
- Roof structures as protection and gathering device
- what do you need in a bus shelter - space to sit, to see, a protection from elements and enough room for 6-10 people
- Good examples of bus shelters: long, linear shelter at Bay and Bloor, VIVA shelters in suburban locations

- Modularity is key - have the ability to add and subtract
- Provide a canopy over subway exit and entrance and consolidate with bus shelter. Shelter to incorporate the other elements as well - umbrella for other elements
- Ability to have different design/scale at urban and suburban sites because of different scale, type and feel of streets
- Color can be a method OR should be a unification device
- Use canopy system module to fit into this large space. Various street elements can hang off the pole (seats, map, TTC map, bulletin board or electronic signage...).
- Waste bins placed partially underground to preserve above-ground space

Needs for both sites

- Shelter
- Newspaper boxes
- Garbage/recycling bins - can be scaled differently for each site (i.e. bigger for suburban)
- Garbage in bollard - like devices that go beneath surface
- Phone booth in suburban areas
- Kiosk for suburban site?

GENERAL DISCUSSION

<u>Question/Comment</u>	<u>Response/Comment</u>
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<p>Include some designers on the review committee and have a design review panel. The City should first come up with the initial cost and then seek out the best designer for the job. Instead of trying to get the cheapest design, the City should have a fixed price and choose the best designer.</p> <p>There should be a two-envelope system. The financial aspect of the proposal should not be considered until the candidate has passed the design component of the evaluation.</p> <p>There was little discussion about scooters and little vehicles that will proliferate in the City.</p> <p>Seating could take into consideration both the smaller and larger members of our population.</p> <p>If a consortium bids on this project, would we want a line asking for a Toronto-based or Ontario-based designer on the team?</p> <p>How will the City establish the pricing or budget? Will the project be priced per square foot, per shelter, etc? I don't know the answer.</p>	<p><i>Andy Koropeski</i> The City of Toronto has extensive experience with street furniture and therefore has cost information and statistics based on its experience and inventory. The City has also researched other cities.</p> <p>Two models are possible for this project. The first is to see street furniture as a city-funded public service.</p>
<p>Ensure the City has a mechanism for review once the contract is awarded. For example, maintenance provisions in the contract should be enforced.</p>	<p><i>Andy Koropeski</i> The City will have to look closely at the issue of managing the contract because this will be a massive undertaking. In the City's experience, the company currently providing transit shelters has been very responsive.</p>
<p>Will any street furniture go into parks? For example, information pillars with advertising are currently placed in parks.</p>	<p><i>Andy Koropeski</i> The information pillars have not been placed on the street, in order to avoid adding another element of advertising and street furniture in the street. Twenty-five information pillars have been installed in City parks. The information pillars installed on medians are technically not on the street, because street medians are under the jurisdiction of Parks.</p> <p>The information pillars have been criticized for looking like advertising. However, pillars on the street would be able to serve their orienting purpose. The project will not result in street furniture being installed in parks in the foreseeable future.</p>
<p>In the site-specific design challenge, the local conditions of the site stimulated discussion.</p>	<p><i>Robert Freedman</i> While it is important for the City to set up</p>

<p>The City needs control of the actual implementation of the street furniture. It is essential to have discussion and thought about specific implementation for each particular site. There should be some element of design review, location by location. Somebody should create a site-specific design. One option is for the proponent to create site-specific designs that are reviewed by City staff or a committee. Another option is for the proponent to provide building blocks and a City design team to do the site-by-site design.</p>	<p>basic rules or standards, each intersection has quirks that will demand rules with flexibility.</p>
<p>Will the RFP be seeking design proposals or design-build proposals? Will design-build proposals be preferred?</p>	<p><i>Andy Koropeski</i> The City is looking for the whole package: design-build-maintain-operate.</p>
<p>Not many people talked about art on the street today, including sculpture, art, and graffiti. There should be some conversation or debate about public art.</p>	
<p>Placement is an issue mostly around the intersections. We need to consider the interaction of elements and retail areas. It is very important to make sure we get the dimensions right.</p> <p>Also, the City needs to consider how various elements on the street may operate together to undermine by-law standards. For example, having street furniture and permitted uses such as patios together in one area may violate the minimum sidewalk width requirement.</p>	
<p>All of us are here because we care about the issue of street furniture in Toronto. We have to be advocates and engage our local politicians. Urban planning should receive significant funding to avoid having a small number of staff working on a huge problem.</p>	
<p>What are some of the companies that could make a successful design-build-manufacture-implement bid? Would these companies be international? Are some of the companies seen now potential bidders?</p>	<p><i>Andy Koropeski</i> The City cannot guess who will bid successfully. The City has a responsibility to state its requirements and set the parameters of what they are looking for.</p>

8.0 Next Steps and Closing

Robert Freedman thanked design charrette participants for their attendance and effort. He expressed the City's appreciation for their contributions.

Samantha Sannella thanked Design Exchange staff for their work. She said it is important that the City is undertaking this project. The City should take advantage of its bargaining power, and should also take advantage of the fact that Toronto has the third highest number

of artists per capita in the world. **Samantha Sannella** described upcoming Design Exchange activities.

The meeting ended at 5:30 p.m.