

APPENDIX D
TOP PRINCIPALS



Coordinated Street Furniture Program - Design Charrette

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

Condensed Minutes - Group Feedback

This document is an extract of the comprehensive March 16 minutes. The following is a summary of each table group's leading principles for the coordinated street furniture program.

1.0 Presentation of Team “Challenges”

Teams were asked 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.

Table 1

Team One

Geoff Eden, Accessibility Planner
Filiz Klassen, Assistant Professor
Ruedi Hofer, Landscape Architect
Emily Jane Alfred, Toronto Public Space
Adrian Piccolo, TTC
David Tonizzo, Designer
Facilitator, Kristina Reinders

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

Table 2

Team Two

Joe Lobko, Architect
Craig Nicol, Civil Technology
Scot Laughton, Industrial Design
Martin Wade, Landscape Architect
Jonathan Goldsbie, Student
Ragini Dayal, Urban Designer
Finn O'Donnell, Student Industrial Design
Facilitator, Allison Reid

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

Table 3

Team Three

Lars Henriksson
George Simionpoulos, Architect
Brian O'Neill, Deputy Chief Engineer of Design
Jo Kiss, Industrial Designer
Derek Weckers, Landscape Architect
Charlene White, Orientation and Mobility Instructor for the Blind
Corinna Porsia, Student Industrial Design
Rose De Rose
Facilitator, Xue Pei

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)

Table 4

Team Four

Astra Burka, Architect

Adam Berkowitz, Design and Development/Product Designer

Dan Taylor, Industrial Designer

Dean Wooley, Landscape Architect

John Kiru, Planner

Facilitator, John Richard

Key Principles

1. Create an identity: macro (identity of the City), micro (identity 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)

Table 5

Team Five

Ted Rosen, Architect, Professor
Adam Batstone, Design/Marketing
Claudia Apablaza, Industrial Designer
Joseph Clement, Landscape Architect
Hena Kabir, Planner
Elaine Darling, Designability Coordinator
Facilitator, Carolyn Humphreys

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

Table 6

Team Six

John Hillier, Landscape Architect
Glenn Johnston, Planner
Paul Cravit, Principal
Don Verbanac, Designer
Christina Pilz, Landscape Architect
Andrea Mordecai, Professional Organizer
Facilitator, Edna Cuvin

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

Table 7

Team Seven

Paul Ciaraldi, Designer

Viive Kittask, Landscape Architect

Matthew Blackett, Publisher of Spacing

Vivien Lee, Senior Landscape Architect

Sarah Pearce, Architect

Facilitator, Lisa Neidrauer

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.