

City of Toronto Coordinated Street Furniture Design Charrettes



Presented by



In Partnership with



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SUMMARY REPORT MARCH 2006
Submitted to City of Toronto

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Appendix A CityScapes Newsletter

Appendix B City Identified Sites for Design Challenges

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Appendix D Top Principals

EXECUTIVE SUMMARY

The Design Exchange in partnership with the City of Toronto convened two Coordinated Street Furniture Design Charrettes. The Coordinated Street Furniture Program calls for the harmonization of design, form, scale, materials and placement of street amenities in a functional and accessible manner, in an attempt to reduce clutter, beautify city streets and to give Toronto an identifiable streetscape. The charrettes invited stakeholders in the Toronto design community to set out new ideas and opportunities for leading sustainable, community-based and universally designed coordinated street furniture. The charrette series intended to provide an opportunity to further Toronto's Clean and Beautiful City Initiative and to inform the City's Design and Policies Guidelines document leading to a Request for Proposals later in 2006. The Coordinated Street Furniture initiative should be a symbol of a new Toronto with a solid international profile.

Leading design specialists, special stakeholder groups and representatives from the City of Toronto participated. Approximately 100 individuals took part. The charrettes included an overview of the project history and plan by Robert Freedman, Robert Millward and Andrew Koropeski of the City's project team. Eight teams on March 8th and seven teams on March 16th developed site scenarios over four-hour sessions. The latter part of the sessions consisted of team presentations and discussion. This final report gathers sketches and suggestions from the teams, which were intended to inform a Design and Policy Guidelines document which will in turn frame the upcoming RFP.

Appendix A provides an overview of the Coordinated Street Furniture Program documented in the City of Toronto newsletter, CityScapes.

Appendix B details the ten sites identified by the City of Toronto representing all 8 Wards, which were used for the design charrettes.

On March 8th, teams were given a design challenge of developing coordinated street furniture for one unique site within Toronto and asked to sketch solutions for the site conditions and develop a set of design criteria and principles from the exercise. Teams were consistently smaller (4-6 people) for this charrette.

On March 16th, larger teams (5-8 people) were given a design challenge that included two unique site conditions, one urban site, and one suburban site. They were to sketch solutions for both, and determine a series of principles and design criteria that would benefit both conditions. Additionally, two teams were provided unmarked site locations and encouraged to develop details about the design and positioning of coordinated street furniture. Extended notes with the team suggestions from the March 16th charrette are provided in Appendix C. Suggestions for the RFP review process were also elicited and documented in this summary. Appendix D provides a summary of Top Principles of each team group on March 16th for the Coordinated Street Furniture Program.

As part of the two charrettes, the Design Exchange asked all participants to identify the best ideas presented by the teams with red stickers. The top ten design ideas are identified in this report. These ideas refer back to the summaries of each team's priorities in sketch and text form, and include the list of team members.

TOP TEN IDEAS

TOP 10 DESIGN IDEAS

- 1) Design a **system** that is **modular** and **expandable**.
- 2) Design a system of parts: **Fixed, Flexible and Customizable**.
- 3) **Fixed** items (Garbage Boxes, Benches, Bicycle Kiosks) do NOT have advertising and are designed the same regardless of location. **Flexible** items (News Boxes, Transit Shelters) have panels that can be changed for advertising or promotion. These items may change according to location. **Customizable** items are special and are located in specific targeted locations. They have pieces or panels that can be customized for the neighborhood. The items may have add-on components that help identify a special locale.
- 4) Design for **Local Involvement**: The ability to involve the neighborhood in adding art, community promotions, and event announcements is important.
- 5) Design a **'Core and Canopy' System**: The **core** will contain modular linear panels that accommodate newspapers/magazines, waste, and communication/emergency systems. The **canopy** will be the shelter from wind, rain and snow.
- 6) Design for **Streetscape: Urban** strata, **Vehicular** strata (including bicycles, scooters, skateboards, etc) and **Pedestrian** strata.
- 7) Design for the **Future**: Solar power, new tracking technologies, and media screens.
- 8) Design with **Green Components**: shelters with green roofs and solar powered lighting.
- 9) Design with a sense of the **Contemporary**: use **Lightness and Transparency** and consider canopies that incorporate signage and lighting.
- 10) Design for **Visual Transparency**, but keep components to **protect pedestrians from wind, rain and splash**.
- 11) Design for the **Cold Weather and Snow**: Locate **News Boxes** in a single ganged style and consider hanging from a beam above the walkway for ease of snow removal.

INVITATION LETTERS TO PARTICIPANTS

INVITATION LETTER

Date: Wednesday, March 8, 2006
4:00 pm – 8:00 pm

or

Thursday, March 16, 2006
1:30 - 5:30 pm

Place: Design Exchange
234 Bay Street, Toronto



The Design Exchange in partnership with the City of Toronto invites you to attend a charrette on Toronto's Coordinated Street Furniture Program. The program aims to harmonize the design and placement of street amenities to achieve a number of objectives such as: improving the appearance, quality and functionality of street furniture, enhancing pedestrian circulation and safety, and giving Toronto beautiful and identifiable streetscapes.

The purpose of the charrette is to solicit the views of stakeholders from a range of design disciplines and explore the challenges and opportunities involved in integrating design into a Request for Proposals that will be issued by the City of Toronto later this year.

Who Should Attend

This charrette will gather opinions from Urban Planners, Landscape Architects, Graphic Designers, Architects and Community stakeholders. The charrettes will be held at Design Exchange and will compliment other public consultations being held across the City on the Coordinated Street Furniture initiative. Your participation as a stakeholder in Toronto's design community will be very valuable and appreciated.

Excellence by Design

The charrette will create new ideas and opportunities for leading, sustainable, community-based and universally designed Coordinated Street Furniture. The charrette will include an overview of the project history and plan. Participating designers will develop site scenarios over a four-hour session. The latter part of the session will be led by team presentations and discussion. A final report and recommendations will be developed for the Request for Proposals.

For further information and to reserve your place at the charrette on one of the two proposed dates, please contact Rosa Ricci, Membership Coordinator and Community Liaison:

Tel. (416) 216-2127 E-mail: rosa@dx.org

For project information see attached newsletter and/or visit www.toronto.ca/streetfurniture

DESIGN CRITERIA LETTER

Design Teams,

Each Design Team will be given a site for the charrette. Your team will be asked to create a selection of furniture/ideas specific to the site. During the charrette, we suggest that you consider creating quick sketches that represent a variety of ideas. Consider including plans, elevation, perspectives and details. During the open discussion and viewing we will be pinning these up for a critique and “priority” exercise.

Please consider the following categories for our design charrette.

Drawing materials such as trace paper and markers will be provided however you are welcome to bring your own supplies.

Criteria

1. Site Adaptability and Accessibility
 - scale, size and context
 - modularity
 - terrain adaptability
2. Universal Design
 - accommodation for those with disabilities
 - child & elderly friendly
 - visual literacy
 - legibility
3. Brand Identity & Aesthetic Quality
 - projected City image
 - sense of place and neighbourhood identity; legibility
 - role of public art
 - relationship between street furniture and overall streetscape
4. Sustainability & Consideration for Climate Conditions
 - regional materials
 - longevity
 - energy efficiency, lighting, heating provisions
 - protection from elements
 - new technologies
5. Communication
 - connection with other networks and technologies (TTC, public service, tourism, community info, etc)
 - multi-functioning
 - role of advertising and public messaging
 - location and site info

Sincerely,

Samantha Sannella, BFA, ID, M Arch
President & CEO

AGENDAS

AGENDAS

TORONTO COORDINATED STREET FURNITURE DESIGN CHARRETTE

AGENDA

Thursday, March 8, 2006

Design Exchange
234 Bay Street, Toronto (South of King Street)
4:00 – 8:00 pm

- | | |
|--------------------|---|
| 3:30 – 4:00 | Registration (light dinner will be provided) |
| 4:00 – 4:05 | Participant Introductions
Samantha Sannella, President and CEO, Design Exchange |
| 4:05 – 4:10 | Deputy Mayor Sandra Bussin
Chair, Roundtable on a Beautiful City
Introduction |
| 4:10 – 4:20 | Keynote Presentation
Robert Freedman, Director, Urban Design
City of Toronto |
| 4:20 – 4:45 | Review of “Coordinated Street Furniture”
Robert Millward
President, R.E Millward Associates Ltd. |
| 4:45 – 5:00 | Questions/discussion |
| 5:00 – 5:15 | Presentation of team “challenges”
City of Toronto |
| 5:15 - 6:45 | Design challenge |
| 6:45 – 7:45 | Open discussion and review |
| 7:45 – 8:00 | Next steps and closing |

TORONTO COORDINATED STREET FURNITURE
DESIGN CHARRETTE

AGENDA

Thursday, March 16, 2006

Design Exchange
234 Bay Street, Toronto (South of King Street)
12:30 – 5:30 pm

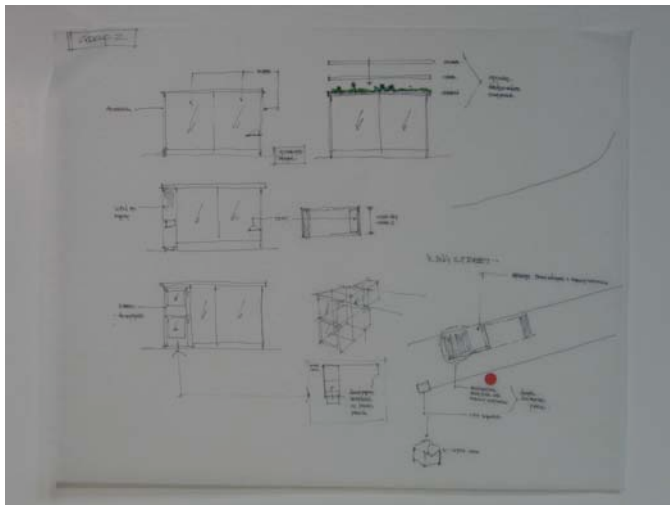
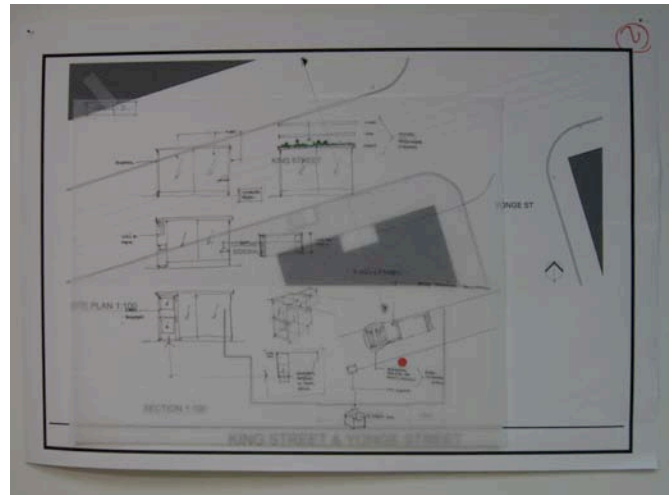
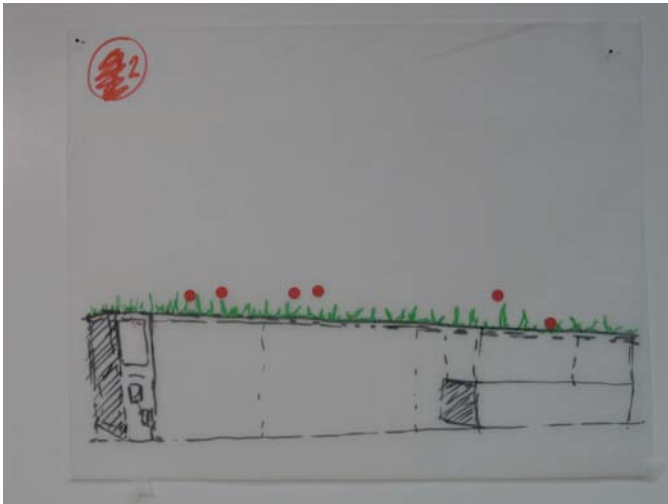
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|---------------------|---|
| 12:30 – 1:30 | Registration (light lunch will be provided) |
| 1:30 | Participant Introductions
Samantha Sannella, President and CEO, Design Exchange |
| 1:40 – 1:50 | Street Furniture Presentation
Robert Freedman |
| 1:50 – 2:00 | Review of “Coordinated Street Furniture”
Andy Koropeski
Director of Transportation Services
City of Toronto |
| 2:00 – 2:15 | Presentation of Team “Challenges”
Robert Freedman |
| 2:15 - 4:15 | Design Challenge |
| 4:15 – 5:15 | Open Discussion and Review |
| 5:15 – 5:30 | Next Steps and Closing |

TEAM CONSIDERATIONS

TEAM CONSIDERATIONS

TEAM #2 - KING STREET AND YONGE STREET

MARCH 8, 2006

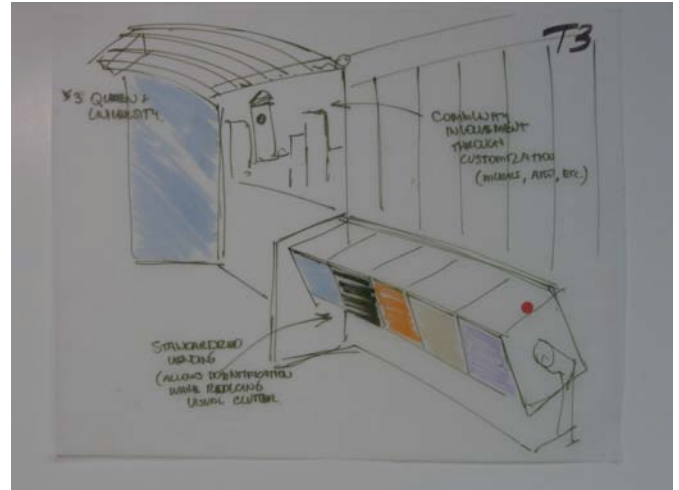
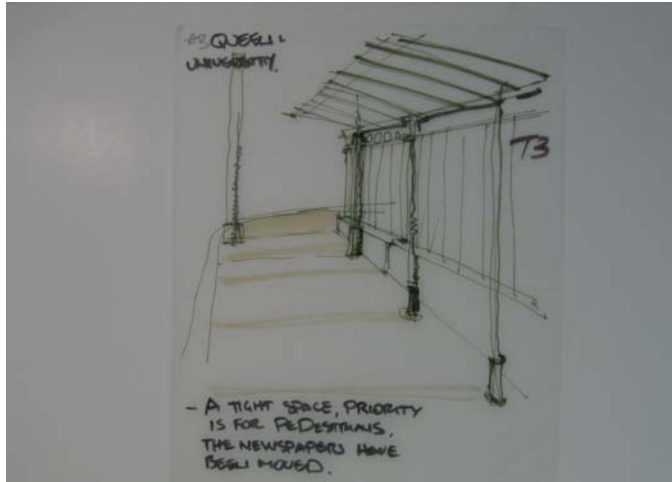


CONSIDERATIONS:

- Develop a news wall within bus shelter
- Coordinate access to maps and schedules
- Incorporate seats on the narrow side of the bus shelter
- Change ground surface to signify furniture unit
- Incorporate a green roof for unit

MARCH 8, 2006

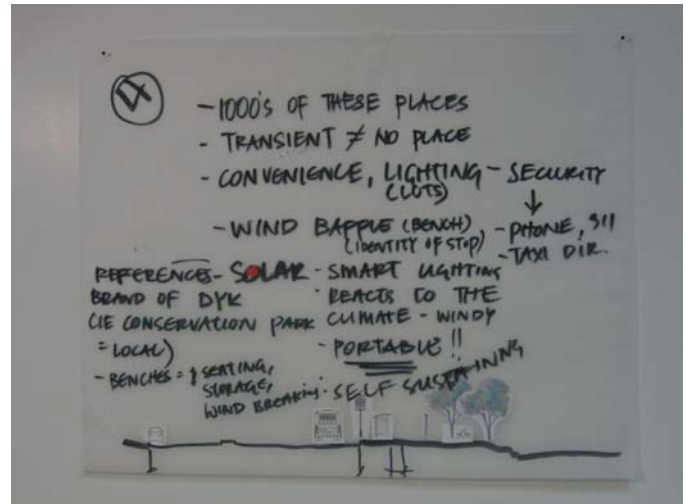
TEAM #3- QUEEN STREET AND UNIVERSITY AVENUE



CONSIDERATIONS

- Develop a strategy for designing furniture with elements falling within categories of: Fixed, Flexible, Customizable
- Design a canopy structure using stretched fabric that may be used for temporary advertising
- Develop light posts as part of the furniture unit

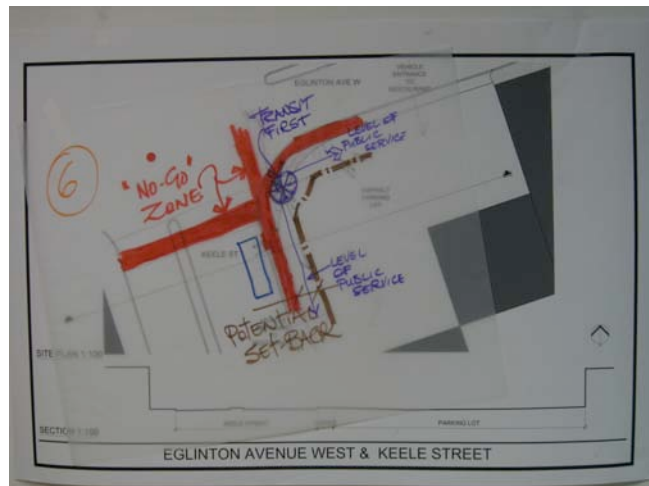
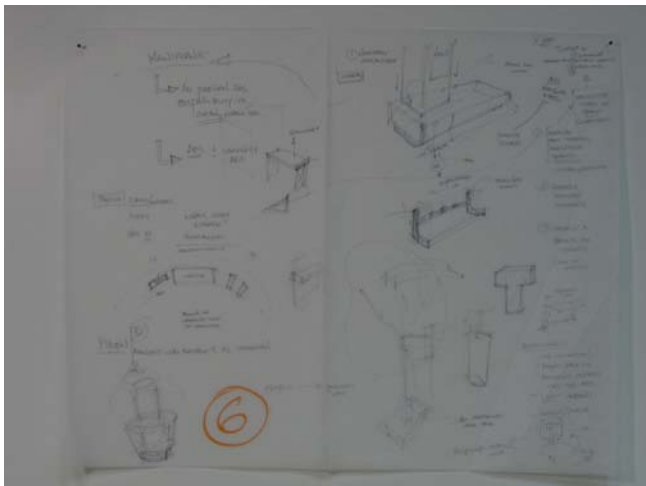
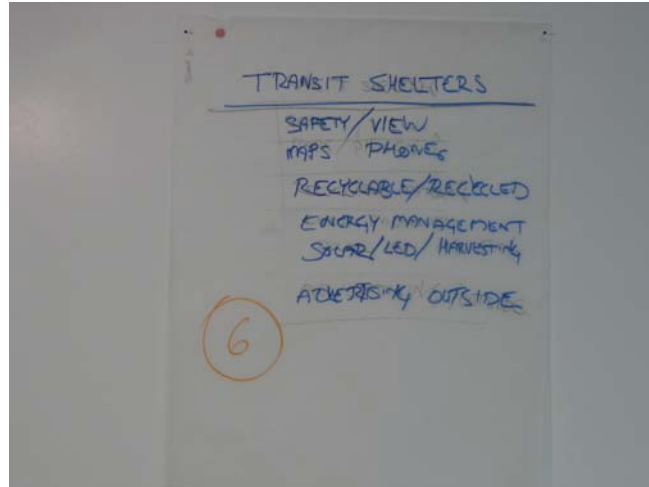
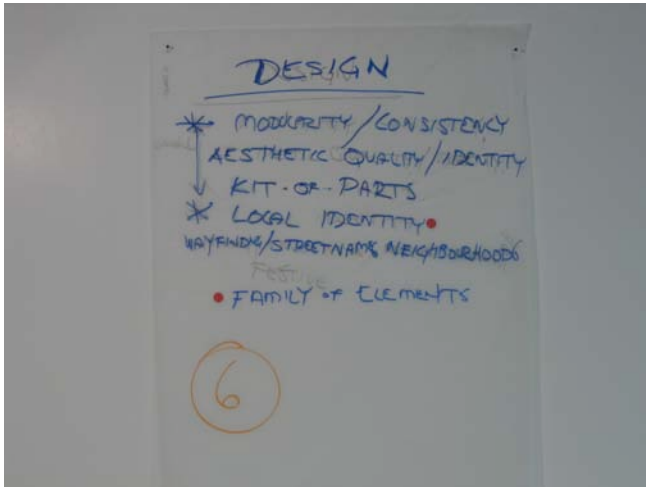
TEAM #4 - FINCH AVENUE WEST AND DUFFERIN



CONSIDERATIONS

- Promote a sense of place: “Do you know...”
- Identify local areas within unit
- Develop lighting for unit using portable solar panels
- Develop a wind battling system
- Design a bigger/scalable bus shelter
- Designate 2 shelter surfaces to advertising and one to public service announcements
- Make transit tickets available through unit

TEAM #6 - EGLINGTON AVENUE WEST & KEELE STREET MARCH 8, 2006

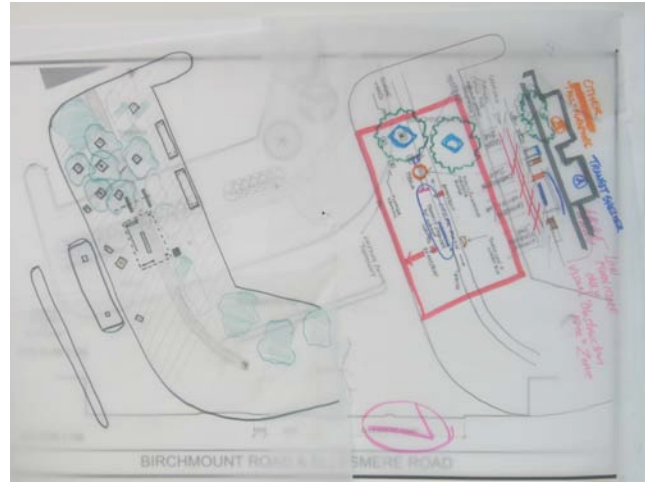
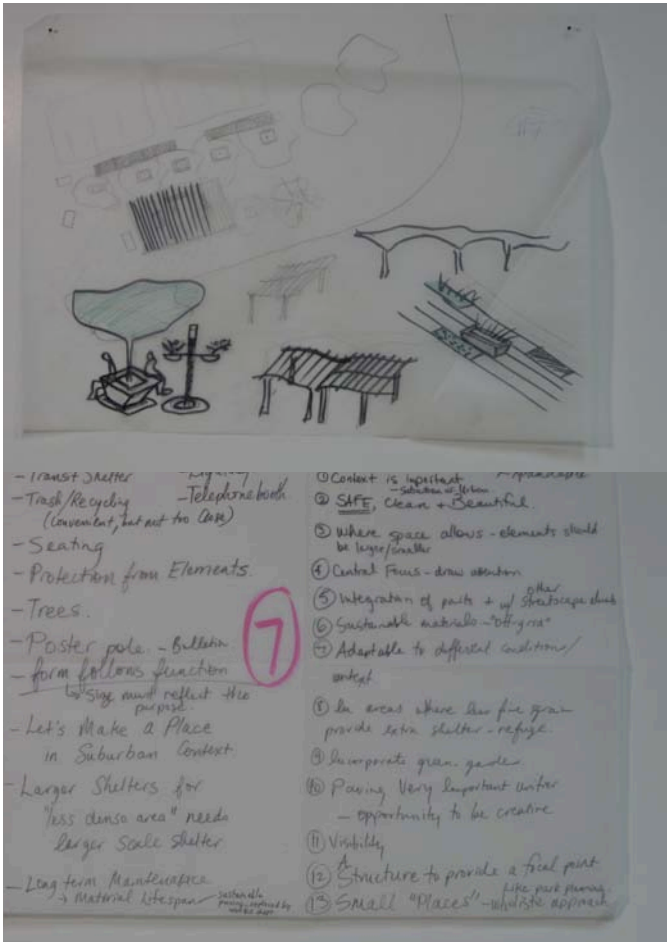


CONSIDERATIONS

- Map the street furniture site and develop a pathway or “no-zone” for commercial enterprises - The street corner should have the most public identity, such as transit needs
- Develop a strategy that encourages commercial enterprise to work within the set-back zones
- Develop a hierarchy of furniture:
- Transit (and all elements noted above) could include a safety audit, recycled materials, energy harvesting, placement of advertisements
- Identity should emerge from the design
- Develop a kit of parts
- Develop a local overlay to the units
- Family vs system of parts
- Transit – ads on the outside, public info on the inside of shelters
- No adds on seating or newspaper boxes
- No ads on trash bins
- Pylons – BIA maps and neighborhood identifiers

TEAM #7- BIRCHMOUNT ROAD AND ELLESMERE ROAD

MARCH 8, 2006



CONSIDERATIONS

Shelter should address pedestrian comfort

- Ear to quality
- Unit could be expandable
- Function should dictate size – form follows function
- Paving treatment could unify parts
- “make a place” – seating around trees, enclosed canopies vs. “open” parts
- “small park” thinking

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TEAM #8 - ISLINGTON AVENUE & LAKESHORE BLVD. WEST



CONSIDERATIONS

- Include “old-fashioned” elements
- Criteria should provide guidance for furniture placement and allow for exceptions
- Develop Principles on how to break the rules of the guidelines
- Avoid repetition by assessing areas
- Use set-back zones for benching

TEAM #9 - FINCH AVENUE AND YONGE STREET



CONSIDERATIONS

- Design one structure with civic presence – ie. A luminous canopy to announce place
- Linear organization
- Provide light above the canopy
- Include signage maps for transit
- Provide seats allowing view of buses arriving
- Develop elements that enhance the flow of traffic
- Develop with a minimal footprint = visual lightness
- Newspaper stands should float above ground

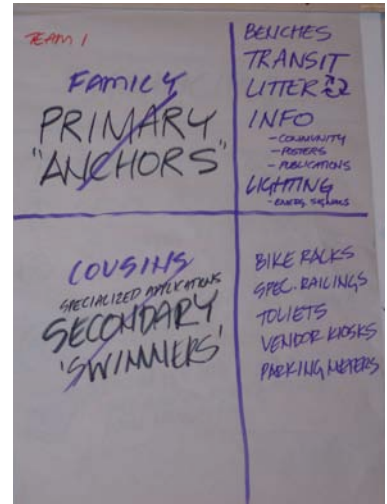
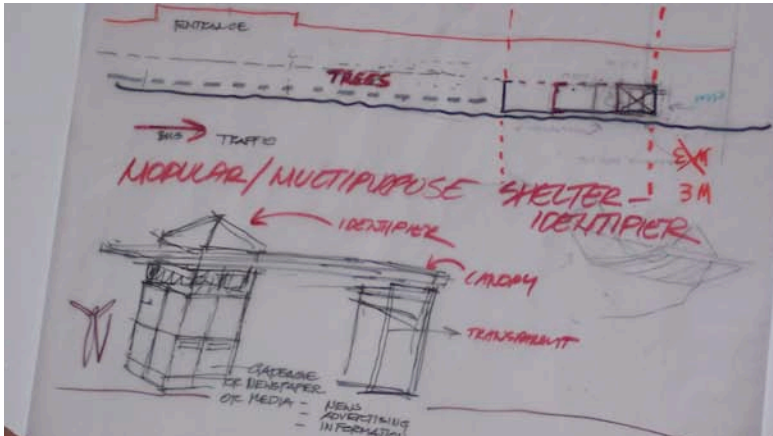
TEAM #10 - KINGSTON ROAD AND FALLINGBROOK ROAD



CONSIDERATIONS

- Include solar panels for lighting
- Include GPS tracking of buses for clients
- Green roof technologies to raise nature elements in tight spaces

TEAM #1 - QUEEN STREET WEST & UNIVERSITY AVENUE MARCH 16, 2006

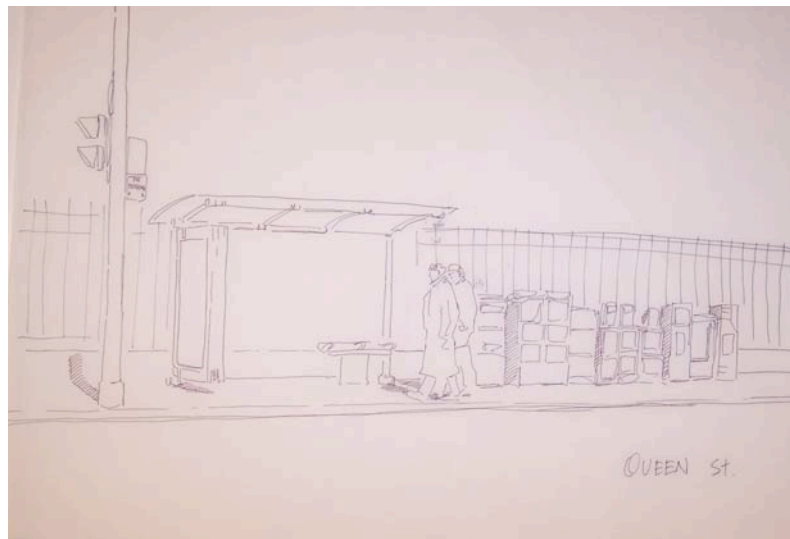


CONSIDERATIONS

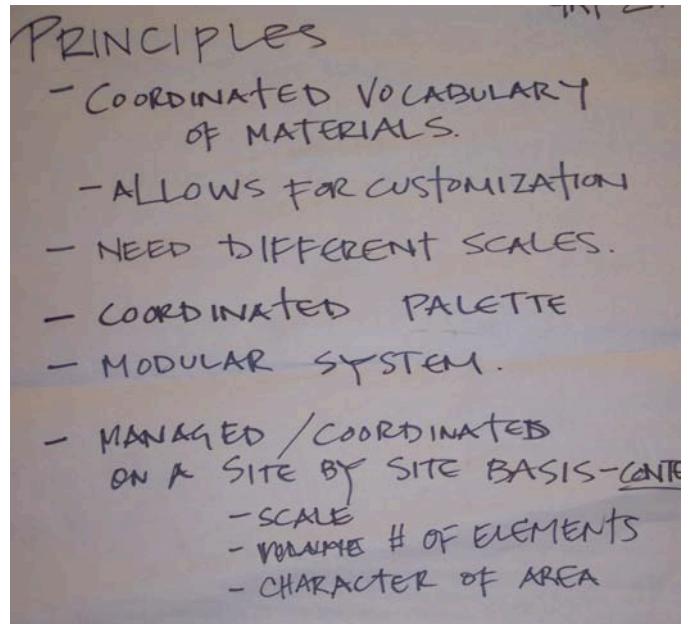
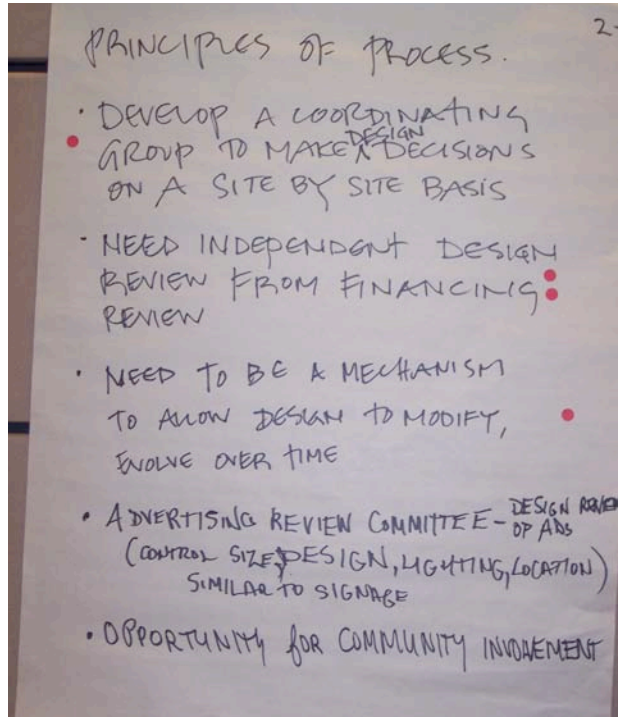
- Develop a “major family” of component
- Determine the “primary location” for street furniture
- Integrate components into a bus shelter (primary component)
- Asses screening information versus postering/ paid versus public
- Integrate lighting – solar power
- Develop “cousins” such as bike racks, parking meters, etc.
- Toilets should identify major units

Five Principles:

1. reduce clutter
2. create an identity
3. standardize locations
4. emphasize safety
5. design for future



TEAM #2



- Don't let advertising subvert design of the elements
- Coordinate a vocabulary of materials and elements
- Universally accessible
- Need to stand alone and compliment each other
- Flexible
- Adaptable/modular
- Customizable – local character/scale of site
- High quality – durable – longevity
- Result reflect Toronto
- Minimize ground plane

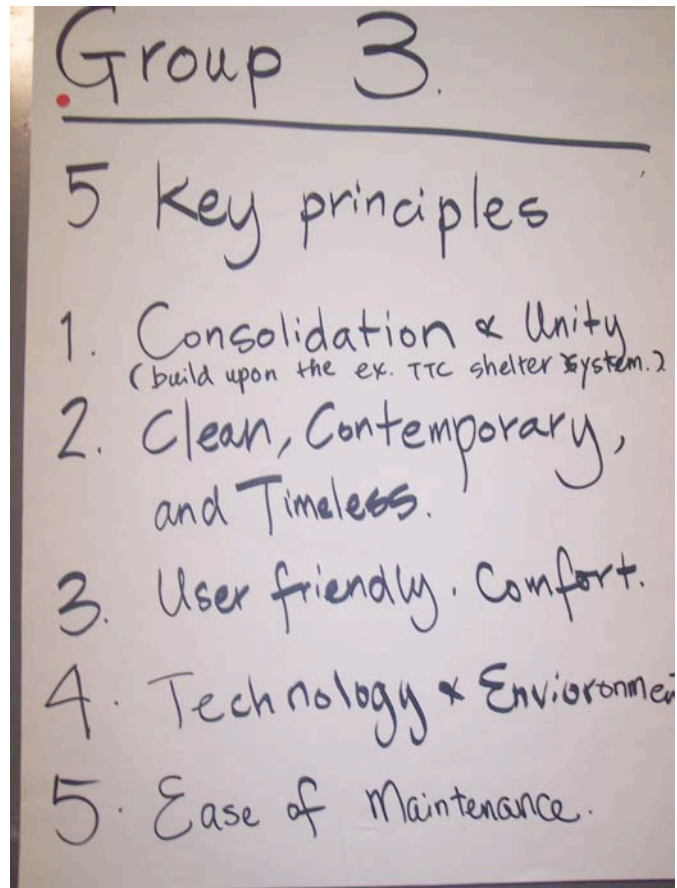
* NOTE principles of process for assessing design (right image)

MARCH 16, 2006

TEAM #3 - BLOOR STREET WEST & ISLINGTON



FINCH AVENUE & YONGE STREET



TEAM THREE CONSIDERATIONS (MARCH 16, 2006)

Five Principles:

1. Consolidation and unity – build upon the existing shelters
2. Clean, contemporary, timeless
3. User friendly – comfortable
4. Technology and environment considerations
5. Ease of maintenance
 - LED screens to deliver news and headlines for print boxes
 - Space navigation to respond to winter conditions
 - Extended canopies – “open” shelters – more benches
 - Free-flow access – well defined
 - Alternatives for planting details
 - Recycling containers strategically placed with garbage
 - Bus poles as part of the unit
 - GPS tracking for buses
 - Reclaim space for green – minimize area impact and create linear features/pathways
 - Integrate light fixtures

TEAM #4

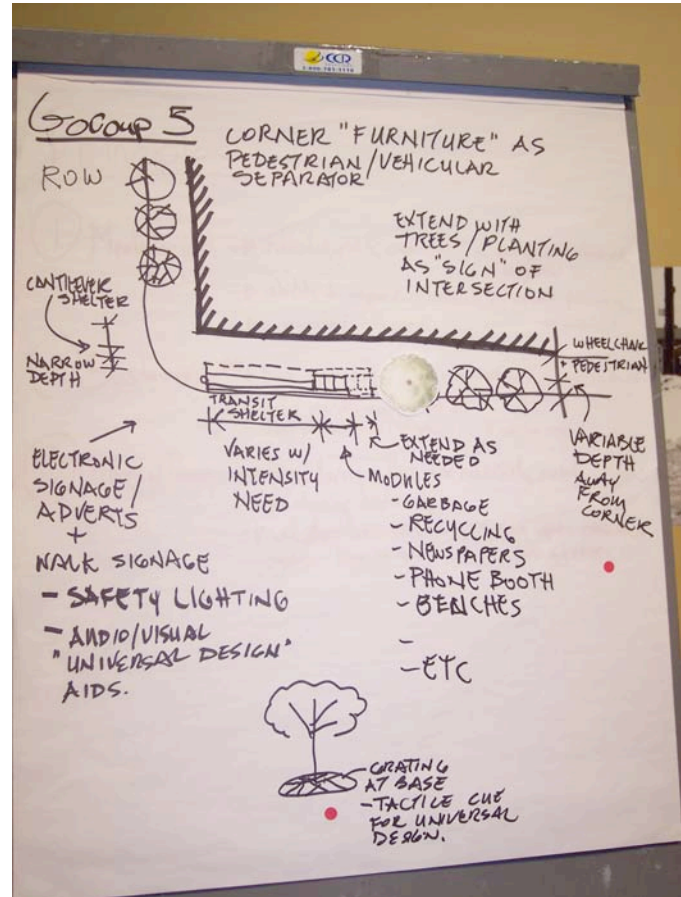


CONSIDERATIONS

Principles:

1. create an identity – micro/macro, brand Toronto in the materials
2. modular, flexible, expandable (i.e. walls)
3. develop a hierarchy of design elements:
 - roof
 - walls (ads/info services)
 - waste
 - seating
 - lighting
 - vegetation
4. focus on material durability
5. design a canopy structure
6. integrate a waste management wall
7. information board
8. “plug in” components

TEAM #5 - ISLINGTON AVENUE & LAKESHORE BLVD. WEST



CONSIDERATIONS

Principles:

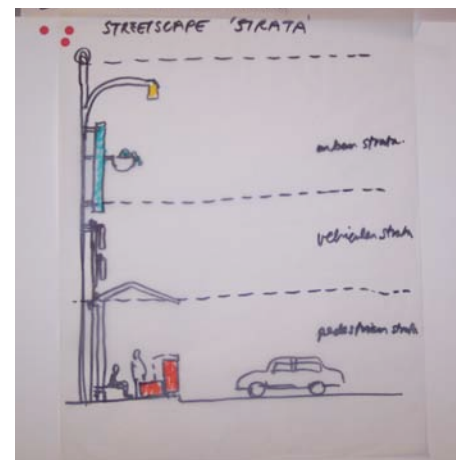
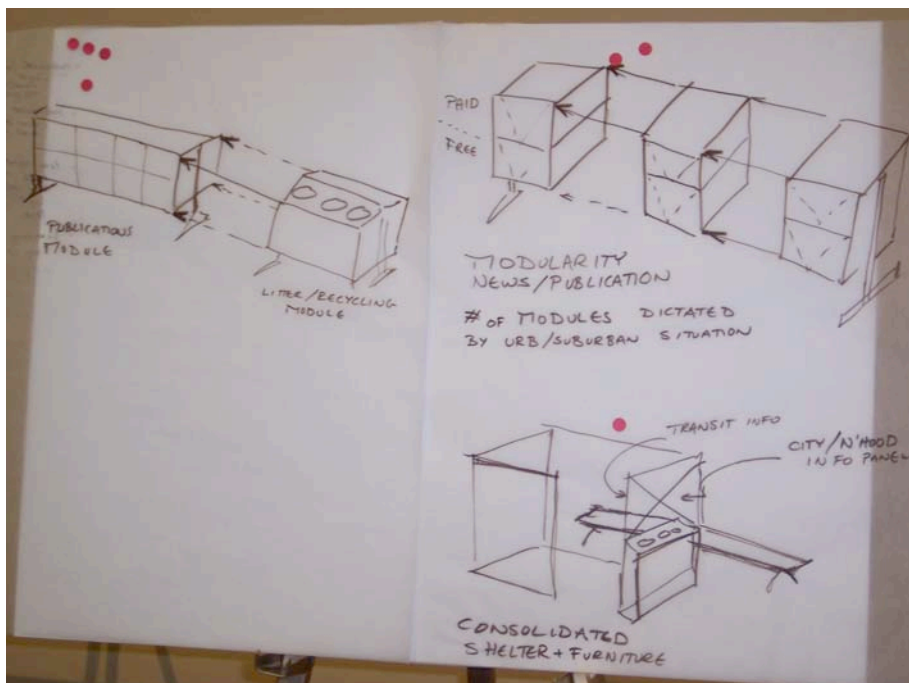
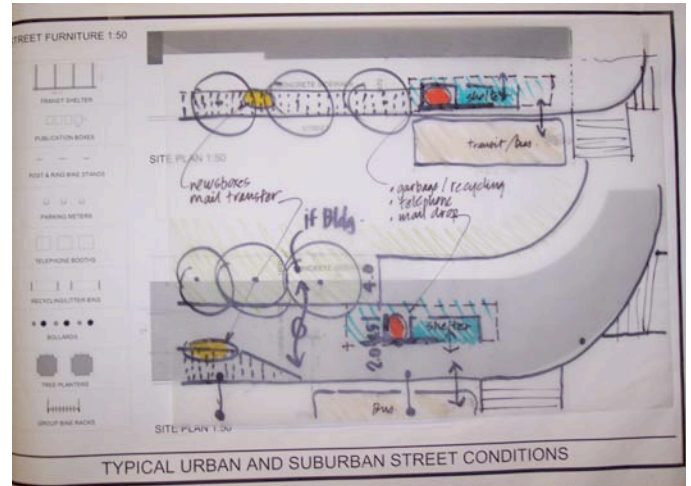
1. modularity – design a linear system, design for change
2. sustainable – consider biomimicry and sustainability for material choice; develop a lease agreement to reclaim the structure at the end of the cycle
3. universal
 - trees planted closer to units
 - consider grading
 - develop an “entrance” and “exit”
 - consider semi-transparent advertising features

TEAM #6 - TYPICAL URBAN AND SUBURBAN STREET CONDITIONS & KINGSTON ROAD AND FALLINGBROOK ROAD

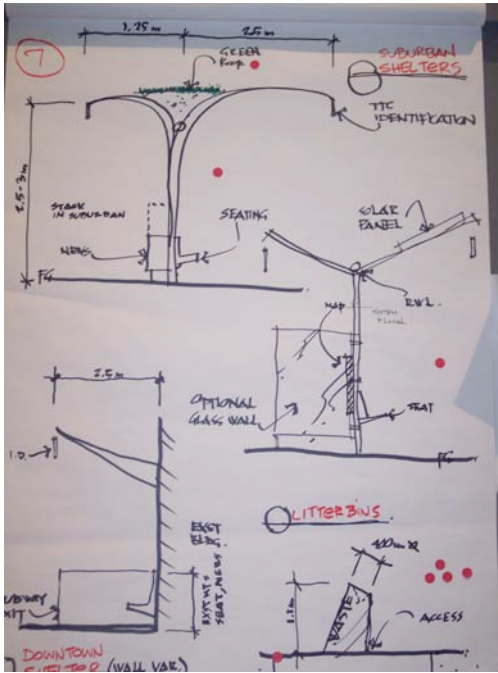
CONSIDERATIONS

Principles:

1. stratification – develop a conceptual framework for the larger city context, such as 3 layers or strata: urban strata (trees, lamps), vehicular strata (signs, visual clutter density), pedestrian strata
2. develop rules for subtraction
3. consolidation – make a place (rules of distance between things)
4. free agents – benches, bike racks, roads, trees, “benign things” (no ads)
5. timeless and robust
 - create news zones further back or down from the street
 - design longer, expandable shelters
 - position trees well
 - implement wi-fi technologies, etc. (hydro example)
 - strategize placement of community information (ie. back facing info versus front facing ads)



TEAM #7 - MALVERN TOWN CENTRE & NEILSON ROAD



CONSIDERATIONS

Principles:

1. Creating and enhancing the site with human scaled modules
2. Protection from elements while maintaining sight lines (address security and safety)
3. Create opportunities where feasible for solar powered lighting and green roofs
4. Encourage additional planting where space is available
 - Design a roof for gathering water
 - Design a canopy over subway entrances and extend it out for bus shelter
 - Develop modules 1.25 meters wide (double to 2.5 meters)
 - Design a post system by which elements such as seating and maps may hang off of ground
 - Develop underground waste management system

LIST OF PARTICIPANTS

LIST OF PARTICIPANTS MARCH 8, 2006

Paul Arato
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Arato Designs

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Gottschalk + Ash International

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Intern Architect
Public Space Committee

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Du Toit Allsop Hillier

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Array

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Industrial Designer
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Intern Architect

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Intern Architect
MOI MOI

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Furniture Designer
Andrew Jones Design

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Kramer Design

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OCAD

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APPENDIX A

CITYSCAPES NEWSLETTER

APPENDIX B

CITY IDENTIFIED SITES FOR DESIGN CHALLENGES