



**Coordinated Street Furniture Program  
Public Consultation Workshop #4  
March 7, 2006  
North York Civic Centre, 5100 Yonge Street  
7:00 – 9:50 p.m.**

**Project Staff**

- **Leo Desorcy**, Program Manager, Urban Design North York
- **Bob Millward**, Project Director, RE Millward and Associates
- **Andrew Koropeski**, Director of Transportation for Toronto and East York
- **Kyp Perikleous**, Supervisor Right of Way Management, Transportation Services, City of Toronto
- **Angie Antoniou**, Manager Right of Way Management, City of Toronto
- **David Nagler**, Public Consultation Unit, City of Toronto
- **Nancy Martins**, Public Consultation Unit, City of Toronto
- **Josie Giordano**, Public Consultation Unit, City of Toronto
- **Bob Davis**, Supervisor, Public Consultation Unit, City of Toronto

**1.0 Welcoming Remarks and Overview**

**David Nagler** opened the meeting at 7:00 p.m. and thanked everyone for attending. He noted that his job is to ensure that the public is well informed and able to comment on the coordinated street furniture program. He went over the evening's agenda and noted that tonight was the fourth and final public workshop. He advised everyone to visit the project website at [www.toronto.ca/streetfurniture](http://www.toronto.ca/streetfurniture) and also noted that there is a dedicated email address at [streetfurniture@toronto.ca](mailto:streetfurniture@toronto.ca).

**2.0 Presentation – Toronto Streetscapes**

***Leo Desorcy, Project Manager of Toronto Urban Design***

**Leo Desorcy** explained that his role is to talk about the policy background regarding streetscapes. He will also show pictures and examples of what they have done in Toronto so far. "Toronto: A city of beauty" – he noted that this was an aspiration rather than a reality. Urban design is part of the planning department including 25 professional architects, planners and urban designers. They work in the planning section and they write policy, review development and do civic improvements. The most important thing that has happened in terms of changes we speak about streetscapes is the city's new

official plan. He explained that Toronto now has a city wide policy framework that talks about the public realm, streets being part of that realm. The policy framework states that they have to balance various roles that street has, not only as a place for traffic movement and utilities, but also with respect to its role in green infrastructure and landscaping; it plays a very important civic and social role.

After the last election, the council brought forward the Clean and Beautiful City initiative, a roundtable was formed made up of leading citizens and they have been making recommendations to Urban Design about their work and how it is being accomplished. One of the recommendations was about the quality of streetscapes and so the changes that they hope to bring about and the work that they are doing here is partially as result of this Clean and Beautiful City initiative.

**Leo Desorcy** referred to a quote from Jane Jacobs, an urban design planning guru and resident of Toronto: *"If a city's streets look interesting, the city looks interesting; if they look dull, the city looks dull"*. He showed an 'unfortunate' example of streetscapes in the north district (Wilson Avenue, Don Mills). He noted that considering the city's broad aspirations, our streetscapes do not meet expectations.

He noted that in urban design and planning, they work together with engineering colleagues who are responsible for building the streets and maintaining them, leasing and allowing other private things to happen on streets. The Urban Design team used to play a larger role pre-amalgamation in designing the streets and coming to the table with budget money which was for enhanced pavements, enhanced lighting systems, additional street trees, banners, identity systems. During pre-amalgamation, cumulative budgets from the previous municipalities in good years was as much as \$6 million. In the current structure, they receive about \$1.2 million to give to streetscapes across Toronto. Thus, they are losing ground. As urban designers, they have always tried to take the other roles of the street (social, pedestrian, civic) in a serious way, while allowing engineer colleagues to consider technical issues of traffic and utilities. It is potentially a good balance.

One of two things that they do in civic improvement is that they have drafted a streetscape manual which has brought all of ways of planting street trees, making curbs, lighting systems etc., all into one place. They have tried to coordinate those elements based on a hierarchy in a different way than their engineering colleagues; the hierarchy is partially based on right of way and traffic flow but is also determined by a street's civic character. A street lined with hospitals and a street lined with theatres may have same right of way as street lined with houses but they play a different role in the city and have a different character.

### ***Streets as Public Space***

Fundamental to their approach is that sidewalks and boulevards represent our largest shared asset. This holds Torontonians together; we become Torontonians on the sidewalks, where we celebrate and talk, hold parades, close streets, gather with neighbours. It is important to think about what goes on in this area, the boulevard area,

between the curb and building space; what kinds of things are found there which will support civic life? (i.e. benches for sitting, is lighting unique, do trees provide shade, are there poles from which flowers can be hung?)

For urban designers, the street isn't inseparable from the buildings that line the street. The streets we like best are the ones where there are continuous shop fronts, interesting things going on in the windows, there is space at the edge of the walking area where flowers and plants can be put out to facilitate social uses and social life. The street isn't just a conduit for moving cars; it is a living room for Toronto. Thus, we must think of all the furniture that goes into our living room. The purpose of tonight's meeting is to coordinate that furniture. We need to determine what kinds of benches, trees, plants, and lights do we put on our boulevards to make them comfortable, safe and amendable.

### ***Avenues***

**Leo Desorcy** showed pictures of some linear transit oriented streets. These are places where the city can grow and absorb growth that comes to the region. There are many of them throughout the city. Some are downtown (i.e. King Street) or the Danforth and Bloor. They also have Sheppard, Finch, Yonge. There are big avenues in Toronto and some of them are not very interesting. The first avenue study they did in the north was at Finch and Weston Road. **Leo Desorcy** showed a picture of its current condition: not very pleasant, buildings are set back, not much landscaping. Then he showed a picture of the plan that was put forward: low scale, single use commercial buildings replaced by mixed use buildings, places to plant trees, add more cafes, expect more pedestrian activity, enhanced boulevards. The City has visions for the transformation of avenues. Street furniture and decisions about what is found in the public boulevard is an important part of how the City enhances under-developed pieces of Toronto and transforms them into more desirable places. Thus they must determine how to make a new kind of 'public living room' out of what is currently an arterial traffic corridor.

### ***Existing Conditions***

**Leo Desorcy** showed a slide of Don Mills and Lawrence at the Donway in the heart of what is supposed to be our most designed and planned communities in North York. We find a hodgepodge of benches, old transit shelters, a string of light standards and utility poles which one would expect in the Wild West, not in a busy metropolis. As part of the streetscape manual, City planning has made an inventory of the existing street furniture. Many of these examples are a residue or remnant of how the older municipalities proceeded to do their business and we are talking about the new way the City of Toronto will do its business.

### ***Other Cities***

**Leo Desorcy** noted that Toronto is not the only city to be considering street furniture; many cities in the United States, Europe and Australia have carried out successful coordinated street furniture projects. He showed a number of slides with examples of street furniture that highlighted the unique character of different cities' programs. In Chicago, the 'City of Broad Shoulders', a picture of State Street was presented,

demonstrating large scale, robust street furniture historically oriented as part of reconstruction, high quality materials (granite), very intense planting (planter boxes are redone three times a year). It is a remarkable streetscape. Unfortunately, in Chicago there is a focus on this kind of street primarily in the financial and tourist districts and we don't find these streetscapes outside of their downtown area. Toronto's focus is on improving street furniture across the entire City. Chicago has a very interesting way of coordinating their newspaper boxes in multi-rack fashion.

In Paris the coordinated street improvements made at the turn of the century inspired the world and there still exist remnants of that grand period. You can also see that there is contemporary furniture to meet contemporary needs.

Vienna is another grand capital city from Europe with remnants of historical streetscapes, some which are very beautiful but also include bold and contemporary ideas: new planting features which integrate seating, lighting, and advertising. They are not afraid to introduce contemporary ideas about design of street furniture, even in traditional settings, which is very exciting.

Vancouver, our sister city, has interesting ideas about how to deal with seating, garbage and cigarette butts (which is of interest to Torontonians since we are no longer allowed to smoke indoors). Many whimsical elements can be seen in streetscape elements in the west end.

Los Angeles is a city that we don't always associate with a high quality pedestrian realm but in some areas, in particular those associated with their new subway system, we see investment in high quality street furniture.

Finally, in Dundee, Scotland, city staff was particularly delighted with images of street furniture in the heart of the old city where streetscape elements were done by artists and designers. There is a whimsical and clever use of simple materials, which transforms something utilitarian into something quite memorable.

### ***Challenges***

We have inherited from previous municipalities certain ways of doing business which gave us certain kinds of streetscapes. You almost need to find your way through the maze of a sidewalk. The downtown in particular has very narrow right of ways, although in North York we do have broader boulevards so even if streets are busy, we have more room to organize bicycle parking, transit shelters and still have room for outdoor cafes.

### ***Ovations***

We have had, either through transit initiatives or street rebuilding programs, areas where investments - both under previous municipalities and since amalgamation- have given us some quite high quality streetscapes. For example, College Street was rebuilt with the streetcar and King Street was reorganized with pedestrian scale distinctive lighting, decorative paving, coordinated landscaping, especially where there are parked cars. The north district has also had success. Sheppard Avenue (after the subway was

completed ) was reorganized and sidewalks were fixed, the planted trees were finished last fall and the streetscape was thus enhanced.

### **3.0 Presentation – Coordinated Street Furniture Program** **Bob Millward, Project Director, RE Millward and Associates**

**Bob Millward** explained that coordinated street furniture calls for the harmonization of design, scale, form, materials, and placement of street amenities in a functional and accessible manner in an attempt to reduce clutter, beautify city streets and give Toronto an identifiable streetscape.

The goals of this project are:

- a) Achieving attractive streetscapes through a high standard of civic design and innovation.
- b) Enhancing public use of city streets.
- c) Accommodating the requirements of all users, including people with disabilities.
- d) Promoting a city identity to residents and visitors to Toronto.
- e) Providing functional, durable elements that are economically viable.

**Bob Millward** explained that the family of street furniture elements that may be included in the Request for Proposal (RFP) are: bus shelters, litter or recycling bins, benches, publication boxes, information pillars, telephone booths, bicycle racks, public toilets, pedestrian railings, vendor kiosks, news stands and poster kiosks. Street elements that have design links with the project but may not necessarily be included in the city RFP are: flower baskets, mailboxes, fire hydrants, street signs, banners, bollards (post in road to keep cars from driving into open space), maintenance covers, traffic signals, light standards, tree guards, markers and gateways to neighbourhoods. Many neighbourhoods and business improvement areas have requested an identifier as people walk through the area or approach it.

**Bob Millward** explained that the City has done research to learn from other city's experiences with street furniture. It is also extremely important to hear what is important to Torontonians as part of this program, which is why the public consultation process is in place. Clearly, meetings like this are an essential part of the process, since residents need to understand and give input into the process. The City gains a lot of useful information during the course of these workshops. In addition to area workshops which took place in Etobicoke, (Scarborough tonight) and are upcoming at Metro hall and the North York Civic Centre, staff has met with other groups including the Toronto Cycling Committee, Pedestrian Committee, and Disability Issues Committee, all of which have citizen representatives. The city is also meeting with the Toronto Association of Business Improvement Areas (TABIA) and will be meeting with industry representatives and design professionals in Toronto.

With respect to design, **Bob Millward** noted that the strongest message the City needs to put in practise as part of the program is that design and quality matters. Therefore, this project must pay great attention to detail in order to acquire high quality street furniture. Thus, they are getting advice on how to communicate that message to companies who will be asked to respond to the RFP. A clear, articulated message must be transmitted to those companies; such a message must include not only what the City is looking for but also how they will judge those proposals.

With respect to advertising, the City is seeking a balance between where it is appropriate to have advertising on street furniture and where it is clearly not. These decisions will be affected

by factors such as placement size and location. Some people feel that there is already too much advertising and others feel that it is appropriate if limited to certain pieces of street furniture (and is not overwhelming the street). The reality is that well designed and well maintained street furniture is currently paid for by advertising. Therefore, that must be acknowledged and dealt with and staff is learning from other cities who have dealt with that issue.

**Bob Millward** explained that the purpose of this process is to seek feedback from the public and all stakeholders. Their key communication tools are a newsletter, a self directed questionnaire, an operational website at [www.toronto.ca/streetfurniture](http://www.toronto.ca/streetfurniture) a dedicated email address – [streetfurniture@toronto.ca](mailto:streetfurniture@toronto.ca) and a dedicated phone line – 416-338-1066.

With respect to the RFP, two documents are needed to inform the process:

- a) **Design and Policy Document:** deals with major directions of the RFP, how it will be organized, and what policies govern it.
- b) **Streetscape Manual:** deals with more operational and technical requirements re: placement, sizing, location of certain kinds of furniture, quantification of amount of furniture they are looking for over time.

A contract would ultimately take many years to implement. These two documents will be the subject of a report that staff will write to City Council through the Works Committee in early May. They will also have to deal with the amalgamation of the separate municipalities into the new City of Toronto. The new City of Toronto is several years old now but they want to make sure they have a full inventory of the bylaws that affect street furniture and all operational management issues that must be addressed. They also need to pay attention to pilot projects that are underway (i.e. large scale litter bins). **Bob Millward** noted that Rob Richardson from Tourism is the City official who oversaw that project which is now in place in 24 locations on a demonstration basis. Projects such as that one are currently being assessed and evaluated so one needs to have a regard for them.

After the two documents go to council, the final step would be to issue a request for an RFP, including: call for financial proposals, details of quality and nature of design, type of material used, family of furniture being proposed, provisions for advertising and public service advertisements.

### **Current Issues**

The City is seeking input on issues which have not yet been decided on; ultimately, City Council will decide.

- a) **Structure of Contract:** Will it exist as one contract or multiple contracts? One contract would be easier to administer but multiple contracts are a possibility since Toronto is a big city and these are large contracts. If they choose multiple contracts, how do you split the contract? By function or by geography? Currently, they feel that it may make more sense to have one contract but bidders can consist of consortiums of different companies who specialize in certain aspects.
- b) **Design Matters:** These are key to how the City goes forward with the project. With the help of these meetings and the design community, they hope to articulate a set of design principles that would be incorporated into the RFP. They need to make sure they have an appropriate way to adjudicate the designs when they are submitted.

**Timing**

Public consultation is scheduled to run through to the end of March and they are also working on policy documents and guidelines during that same timeframe. Therefore, Steps 2 and 3 are proceeding now. Step 4 will be a report to Council about how far they have gotten and what they have learned through this process. This is scheduled to get to the City Works Committee in early May, after which it ultimately goes to City Council. After this report is processed and approved, they would proceed with an RFP (Step 5) in the summer of this year. That RFP would involve several months of review, analysis and response from the companies and would come back to City Hall for decision by new council early in 2007.

RFP Response Criteria includes:

- Superior quality design and functionality of street furniture that reflects Toronto’s character (but not necessarily made in Toronto).
- Use of high quality, durable materials.
- Realistic operation and maintenance plan.
- Companies that embrace a wide range of diverse design, construction and maintenance experience, including Canadian and Toronto experience.
- Capacity to implement and manage large scale projects.
- Realistic compensation plan that stresses ‘guaranteed’ over ‘projected’ financial compensation to the City.
- Importance of design solutions as well as analysis of financial proposal.
  - They are exploring techniques that would isolate the design submission for review prior to a review of the financial submissions that companies make.
  - Could be a panel that would ensure that all articulated criteria regarding design, functionality and quality are addressed before one moves on to assessing financial implications.

**4.0 Facilitated Question and Answer Period**

David Nagler introduced the following people:

- **Councillor Howard Moscoe**, Ward 15 Eglinton-Lawrence
- **Andrew Koropeski**, Director of Transportation for Toronto East York
- **Geoff Rathbone**, Director of Solid Waste Management - Policy and Planning
- **Kyp Perikleous**, Supervisor Right of Way Management, Transportation Services, City of Toronto
- **Angie Antoniou**, Manager Right of Way Management, City of Toronto

Question	Response
Will the slides from the presentation be on the website?	<b>David Nagler</b> replied a presentation (with more details) is on the website.
3 or 4 years ago the City of Toronto had a manual developed for accessible guidelines	<b>Bob Millward</b> replied that they do have this manual and they will integrate it into their

<p>re: city properties. Is that manual being used in developing the current City manuals?</p>	<p>streetscape manual documents. When they presented at the Disability Issues Committee in February the chair highlighted this document.</p>
<p>In the list of items that are not considered street furniture, there are some omissions, including gas meters and parking regulators in public walking spaces. There are also problems with the Hydro utility poles.</p>	<p><b>Bob Millward</b> apologized for not mentioning them; they are indeed aware of those items and have certainly heard concerns about them. They will deal with it in the RFP in a clear way. They understand that a number of pedestrians have reacted to that so they will get some guidance on those issues. They are trying to do a coordinated street furniture program and they understand that some of the furniture they are coordinating is controlled by others so that is a challenge for staff to ensure that hydro and utility companies are adhering to placement standards.</p>
<p>The coordination between street furniture and permitted use of street space by merchants is an issue, since patios come out so far that they create a zig zag pattern for pedestrians.</p>	<p>Comment noted.</p>
<p>Resident noted that an example of how not to plan street furniture is at Bayview between Eglinton and Davisville on both sides.</p>	<p>Comment noted.</p>
<p>Could you give us a bit more information about the multi-publication box pilot?</p>	<p><b>Andy Koropeski</b> replied that they have been working with publishers for almost 2 years. City council enacted a new bylaw in December relating to publication boxes and that piece of legislation is one of the elements that points in the direction of where they are going with this project. Before the bylaw was enacted there were a whole series of regulations, some as little as one paragraph and some fairly lengthy. They have started to specify in this new bylaw regarding not having publication boxes at intersections, they must be aligned properly; there are specific setback requirements to allow clear sidewalk space. That bylaw was just enacted and they are setting up a staff team to enforce it. Council recently increased fees on boxes, so the team will go city wide for enforcement. With respect to the multibox pilot, they accomplished a feat which hasn't been done before: there are 28 licensees for publication boxes currently and they are all fierce competitors; they have agreed to test the pilot at 3 locations. One enclosure would be used for all publications. There are many logistic issues to consider such as who will collect payment. The original design proposal was not acceptable to the City. A new design</p>

	is being prepared and we expect to go forward with the pilot in the coming months.
What did you mean by city compensation?	<b>Andy Koropeski</b> noted that the City has several contracts with suppliers of street furniture (shelters, litter bins) and at the moment these companies are responsible for designing, manufacturing, and cleaning of that furniture. In addition, the City also receives revenue for permitting advertising rights on some furniture.
Does that mean that the street furniture program will be carried out the same way?	<p><b>Andy Koropeski</b> said that staff will have to report to City Council on this issue. Advertising companies are competing against each other. There is a need to coordinate these elements so the city can secure high quality designed and functional street furniture that does not function as a billboard.</p> <p>There is also the reality that the City doesn't currently pay for furniture items such as transit shelters, and there would be high costs associated with them.</p> <p>If council were to say no advertising should appear on furniture, they would have to fit that funding decision into all city priorities. In light of their financial situation that could be difficult.</p>
What are the costs involved?	<b>Andy Koropeski</b> referred to the existing city transit shelter contract authorized in 2000. The company provided 1000 new glass shelters and the cost per shelter for the manufacturer to supply, construct, and install is \$20 000. Similarly, the stainless steel garbage recycling bins cost \$1500 apiece and there are 4000 of them in Toronto. So over a long-term contract it is anticipated that what is out there today would face a life cycle. Currently, there are 4000 transit shelters, 4000 litter bins, plus new elements, so the costs are massive.
When you are talking about the RFP and quotations and guarantees etc, does that mean the whole thing or just for certain things?	<b>Andy Koropeski</b> said that the goal of the program is not to increase advertising. In fact, if coordinated street furniture is carried out properly, there will be a reduction. For example, if transit shelters are dealt with in a coordinated way, then you don't need to have advertisements on every element and the emphasis can be on design and functionality.
In the presentation there was a question about using single vs multiple contracts in the RFP. Is the idea of a multiple contract still on the	<b>Andy Koropeski</b> said yes, it is still on the table and it is one of the issues that they will

table?	have to make a recommendation on to City Council.
According to the timeline, the next opportunity for public input as at the report to council. Is that correct?	<b>Bob Millward</b> noted that the report will go to the Works Committee on May 3 <sup>rd</sup> and it is quite likely that Works Committee will send the report to other committees of council for public input and deputation. So there will be an opportunity for public input on the advice they are giving to council. The report will be released and posted online at <a href="http://www.toronto.ca/streetfurniture">www.toronto.ca/streetfurniture</a> prior to the Works Committee meeting.
So the report will be available to the public one week to 10 days before May 3 <sup>rd</sup> ?	<b>Bob Millward</b> replied yes that is the planned time frame.
<b>Councillor Moscoe</b> noted that this project is designed for the public realm. What authority will they have over furniture placed outside of the public realm, like on private property? Newspapers can stack boxes against buildings on private property. Do we have control over this?	<b>Andy Koropeski</b> said that this is a big issue and there were a series of items that they talked about earlier in the evening that would be included in an RFP but there were other items that must be looked at with respect to design linkages, like fire hydrants. Their intent is to create a coordinated, continuous design mechanism.  The private property portion consists of a whole different set of regulations i.e. zoning bylaws and it entails a massive undertaking. This is probably a good first step but we cannot address all these issues in this project.
<b>Councillor Moscoe</b> asked if they could talk to the legal department about the authority of the new city over the private realm. Secondly, clothing drop boxes were mentioned. Council has determined that these must be licensed because half of them are phony charities and they are located without permission or authorization all over the city. They are not permitted to locate them on City property but nobody enforces it, so they do locate them there, or they move them 2 feet back onto private property where they are not questioned or known about. In terms of licensing, you have to prove your charity to locate a drop box, clean up around it, remove graffiti and you must have written permission from the property owner. In light of this, is there some narrative considering a standard design for clothing drop boxes that will not clash with the city streetscape?	<b>Andy Koropeski</b> replied that the City's position is that these drop boxes should not be on the city street allowance at all.
If Companies drop boxes off, what will the	<b>Andy Koropeski</b> said that overall

<p>City do? And what if the newspaper people don't do what the City wants them to do?</p>	<p>management of the street allowance is an issue that they will try to tackle. Right now there are many different departments involved in different areas (i.e. kiosks, garbage bins) so they must seriously consider how to coordinate not only the furniture on the street but also the administration. The news vending box bylaw is a good one because up until council approved the amalgamated bylaw in December, a lot of the by-laws didn't have provisions. Staff will be going across the city to organize newsboxes and license them. Boxes must be located properly or they will be taken off the street. The City removed approximately 300 boxes from the streets last year. This is a serious challenge because there are approximately 20,000 boxes in the right of way. It is a business that changes nightly, as individuals move boxes around quickly. The City has an inventory system that they are developing to give them a benchmark.</p>
<p><b>Councillor Moscoe</b> said that a year ago, council passed a bylaw that severely regulated mobile signs that crop up on all major arterial roads. Enforcement turned out to be a nightmare. Every day he emails the bylaw enforcement department with his list of signs and they never seem to disappear. There are also strict regulations with A-frames but if nobody is doing enforcement on those big mobile signs how do you expect enforcement on newspaper boxes?</p>	<p><b>Andy Koropeski</b> said that one of the things that council did do with the publication box bylaw was to increase fees substantially and they also authorized his department to hire resources and set up a team to go through and do the organization and be a focal point for enforcement.</p>
<p><b>Councillor Moscoe</b> responded that they need to develop a coordinated enforcement effort that works. The City tends to go to generalised inspectors who can inspect everything but tend to enforce little because they are generalists and are too busy.</p>	<p>Comment noted.</p>
<p>All of the examples that were mentioned in the presentation were outside of Ontario. In terms of street furniture, there are 2 studies in York County that the City may not have looked at. The first is the EA for Yonge Street and the rapid transit corridor that is on York Region website and the second is Thornhill Yonge street study which is on the Vaughan side and covered design standards and street furniture. Both reports are well worth looking at. The company that did the latter one is called Urban Strategies. Websites to consult are: <a href="http://vaughan.ca">vaughan.ca</a> and <a href="http://york.ca">york.ca</a></p>	<p>Comment noted.</p>

<p>Resident and Planner noted that he hopes that as staff works to coordinate elements, you're still allowing for distinctiveness. There are legacies of former municipalities that shouldn't be lost sight of; we don't want Toronto to look too uniform. Secondly, he is concerned about the proposal for public washrooms. If you check the history, every 40 years there is interest in public washrooms, three or four get built but are then closed down because they are not used and are costly. I wrote a report to close washrooms down when I worked for City Planning. Washrooms would be a waste of resources.</p>	<p><b>Bob Millward</b> noted that the goal of the program is to have coordinated but not identical street furniture. For example, it has been noted that the BIAs in particular should retain their own character.</p> <p>Public washrooms have been articulated as something that the city should explore. They are looking at self contained, clean, safe units like the ones they've seen in Paris. They are currently just exploring that idea, and if it goes ahead, there probably wouldn't be too many locations (of placement of washrooms) in the city.</p> <p><b>Leo Desorcy</b> added that when the streetscape manual is made public, you will see that they have inventoried the best of the traditions and distinctive areas, so by no means has the City made an attempt to create uniform streetscapes.</p>
<p>Resident noted he is especially concerned about the street trees and has been told that the City only has about one quarter of the necessary resources to look after 10 times the area they used to. It is easy to put the blame on whoever is organizing these inspections, but way at the beginning, money for inspections has been cut by council. That's why we have this mess, because Council is not spending money for maintenance of trees and greenery. .</p>	<p>Comment noted.</p>
<p><b>Councillor Moscoe</b> noted that the City doesn't have enough money but perhaps the legal team could look at methods to enforce bylaws. We use due process to the 'ninth' degree, bylaw officers go out and warn the offenders, give them infraction notices. Overall, it takes 2 or 3 months of work to get rid of an A-frame sign whereas other cities just pull them out. The street furniture project should get legal advice on how to shorten due process to make enforcement viable.</p>	<p>Comment noted.</p>
<p>With respect to street furniture as a whole, the meat and potatoes of the project are the transit shelters ads and that is universal throughout Canada. How will you decide who gets what and how?</p>	<p><b>Andy Koropeski</b> noted that this really refers to the formulation of the contract and that is one of the issues that they have been dealing with (one contract, vs. multiple suppliers who are harder to coordinate). One message they have heard is that some people don't want any ads and that the city should provide the</p>

	program as a public service. If there are ads, it wouldn't be permitted on everything. That is one of the things they are still formulating.
Do you want one company to supply, clean, and maintain garbage cans, newspaper boxes and other street furniture items, and have some advertising pay for the program?	<b>Andy Koropeski</b> agreed that this is one scenario but they have not decided yet. Again, the supplier would be responsible for all elements that they supply whether they have advertisements or not.
Resident noted it would be hard to be the guy who picks up the garbage.	<b>Andy Koropeski</b> noted that the City picks up the garbage but cleaning and maintenance of the bins is currently done by the contractor.
To quote from city documents, you say the program provides: "an opportunity to reduce the total amount of advertising while simultaneously increasing the overall revenue of the city". How is this possible? Are we increasing ad rates?	<b>Andy Koropeski</b> explained that the argument is not necessarily making the pie bigger, they would just be slicing it differently. In essence, if there is only one ad panel, the value of that panel will be more.
So we are cutting down ads and increasing rates?	<b>Andy Koropeski</b> Yes, that is certainly the logic, but no final decision has been made.
What kind of audit process do we have to tell us how many billboards we have now and how many we'll have later?	<b>Andy Koropeski</b> noted that they are currently compiling inventories.
Will these be made available?	Yes.
Have you looked at safety and security issues, such as sharp edges, slats closing together and night time lighting to prevent violence?	<b>Andy Koropeski</b> replied that this is an important aspect the city is evaluating and one which has been raised at the public forums. All parts of design are being considered, not just the aesthetics, but safety issues, security, functionality, placement of furniture, etc.
With respect to the eventual proposal, will this be available to the public or will it just be dealt with by council?	<b>Andy Koropeski</b> replied that typically in the procurement process, actual proposals made by companies are proprietary but the recommended bid can be scrutinized by the public.
Why?	<b>Andy Koropeski</b> answered that it was a legal issue.

### **5.0 Facilitated Breakout Groups**

Members of the public worked in groups to provide feedback on the Coordinated Street Furniture Program. One facilitator and at least one City of Toronto staff member worked with each group. Feedback was based on the following four questions:

- What do you like about street furniture in the City?
- What don't you like about street furniture in the City?
- What would you do to improve street furniture as part of this program?
- What new street furniture items would you like added?

### **6.0 Facilitated Breakout Groups - Report Back**

The following is a summary of the comments submitted by participants during the breakout groups.

### **What do you like about street furniture in the City?**

#### **New Bus Shelters**

- New style glass bus shelters
  - Nice, clean design

#### **Greenery**

- Raised planter boxes
- Use of natural elements like rocks
  - i.e. Sheppard and Bayview on TTC portion of the land and Cumberland

#### **Bike Rings**

- Post & Ring bike racks are a good design.

#### **BIA Furniture and Light Standards**

- BIA areas
  - Unique signage
  - Unique street lighting
  - Changes throughout the city
- Street lights on Palmerston are distinctive
  - Cast iron casings on lighting poles

#### **Other Comments**

- Some street furniture elements encourage interaction
  - Promote a community feel
- Telephone booths with doors
- Any street furniture that is out of the way
- Information pillars are attractive and well designed
- Street signs
  - Have their own design particular to neighbourhood
  - Branding of areas i.e. Greek town
- Parking meter poles
  - Low footprint
  - Don't interfere with traffic on sidewalk
  - No advertising
  - Publicly owned
- Want uniqueness of city streetscape maintained in the RFP process
- Metal grates around tree bases
- Good to have some street furniture rather than no street furniture at all
- Art sculpture at Sheppard and Yonge
- Eucan bins are accessible, better than the MegaBins
- Most street furniture is placed where there is a need

## **What don't you like about street furniture in the City?**

### **Newspaper Boxes**

- Publication boxes
  - Chains and clutter

### **Advertising**

- Bus shelters with ads
  - The placement can block bus drivers' view of the stop as well as riders' view of oncoming bus.
- Other than bus shelters, don't feel street furniture should have advertisements on them
- Some lights in ad panels are too bright.
- Current state of advertising in city is overwhelming
- Plastic benches with advertisements in North York are built for ads first and function second (poor use of space)
- Advertisements on benches are unattractive
- Conflict of positioning of furniture: advertisements seem to drive placement of items

### **Safety and Accessibility**

#### **Placement Concerns**

- Many street furniture elements act as a roadblock on the sidewalk
  - Makes it difficult for families with strollers and people with disabilities to pass each other
  - Emergency evacuation from subway stops can be hazardous because of the excess furniture located on the sidewalk
- Difficult for visually impaired to find bus stop pole because it is usually surrounded by furniture or it is not located close to the bus shelter.
- Older phone booths are not accessible, especially for people with disabilities
  - Safety concerns when enclosed
- Blocked sidewalks

### **Maintenance**

- The current street furniture is poorly maintained
  - Dents
  - Graffiti
  - Benches without backs
  - Litter bins/newspaper box doors left open
  - Broken lights in ad panels
  - Parking meters are covered in posters

### **Function**

- Uncomfortable and poorly designed benches (e.g. plastic and concrete benches)
  - Poor placement – angled toward vehicular traffic
- Benches in shelters
  - They are made of metal and are cold

- Need to be designed for Canadian weather
- Stainless steel garbage bins are designed for advertising, not function
  - Have to put your hand on the gateway to push garbage in Eucan bin
- Garbage bins not user friendly
- Side loading recycling bins
- Megabins are too large
  - Don't function well
  - Safety hazard
  - interfere with bike traffic when found open
  - Br
- Grouping of street furniture does not meet the needs of the public.

**Other Comments indicating what participants do not like about street furniture:**

- Too much street furniture.
- There doesn't appear to be any coordination regarding the placement.
- Too much furniture at bus stops
  - There isn't enough room for transit passengers.
- There isn't a proper balance between greenery and metal/plastic street furniture items.
- Bollards
- Huge overuse of concrete and metal for street furniture
- Information pillars tend to face traffic
  - The area with information on it is small
- Clutter, no uniformity of furniture
- Overhead wiring in transformers

**What would you do to improve street furniture as part of this program?**

**Design**

**Beauty and Aesthetics**

- Integrate greenery/living items with plastic/metal street furniture
  - Strike a balance between person-made vs. natural environment
  - Strike a balance between pleasurable and functional design
  - Reconnect with natural world
  - Incorporate greenery and environmental and sustainable products
- Use a design principles that standardize but allow for flexibility
  - There should be consistency in design, but allow flavour of neighborhoods to come through.
- Street furniture that reflects the human condition
- Texture on materials to make it more interesting
- Use more durable material
- Balance between design of street furniture and streetscape design (i.e. sidewalks)

- Design of street furniture should be daring or different
- Could invite different artists to design elements
- Drinking fountains, water fountains as focal points

### **Function**

- Make sure all street furniture items are cane detectible.
  - Do not mount street furniture items on poles (e.g. public telephones, information pillars).
  - Each street furniture structure should go to the ground, if possible, so that it's easily detected by a cane.
    - The distance from the ground to the base of a structure should be no more than 680 mm. This should be the maximum, not the norm.
- Should make sure that the size of the furniture is appropriate for all users (e.g. children, elderly, people with disabilities)

### **Maintenance**

- Better maintenance
- Concern with current state of maintenance for trees, lamps, banners
- Maintaining roads and not interfering with pedestrians
  - Fact that water can splash on pedestrians is not good
- Maintain pedestrian surfaces so that they are safe
- Street furniture should not trap litter.

### **Advertising**

- No flashing scrolls
- No ads on benches
- Plastic benches with advertisements in North York are built for ads first and function second (poor use of space)
- Other than bus shelters, don't feel street furniture should have advertisements on them
- No opaque advertising on Transit shelters – can block views
- Mega bins have too much advertising

### **Safety**

- Furniture should not be scattered all over sidewalk
  - Should be a clear, straight pathway along the sidewalk
  - Placement should be predictable and consistent throughout the city
  - Should be a clear distinction between walkway area and furniture area
- Use the principle of ergonomics
  - smooth corners,
  - ensuring safety

### **Coordination and Standards**

- Street furniture should reflect the diverse neighbourhoods of Toronto with respect to design, artistic element and colour.
- Concern with potential change of municipal government and councillors
  - Scope of the RFP cannot be open to subversion to street furniture outside of the RFP
- Quality of anything added must be to same standards as set out in RFP and follow the same guidelines
- Coordinating street furniture but maintain themes i.e. BIAS, areas of historical significance
- Standardize newspaper boxes with branding so they look neater
- Placement of items should be determined by functionality and accessibility
  - City should set out guidelines

### **Other Comments**

- Incorporate music into some street furniture
  - Should be reflective of neighbourhood it's located within (e.g. Little Italy)
- Incorporate meeting points in the city
- Subtle lighting in evenings
- Contrast with sidewalk and street furniture
- All street furniture should add interest in street
  - Encourage walking
- Incorporating sidewalks, curb designs and medians as part of street furniture
- Funding should tap into other sources i.e. developers, builders, individual contributions, i.e. commemorative program was used as an example for street benches
- Encouraging citizen volunteers to take care of greenery
- Set up a Street Tree Committee to coordinate street trees and maintenance.

### **What new street furniture items would you like added?**

#### **Greenery**

- Greenery that is well maintained
- More tree planters
- Hanging flower pots/baskets

#### **Kiosks**

- More publication kiosks or multi publication newspaper boxes

#### **Public Toilets**

Public toilets – if self cleaning and accessible

#### **Other Comments:**

- Cigarette butt and bubble gum receptacles

- Similar banners promoting City events
- Coordinating and connecting furniture in Parks and on sidewalks/boulevards
- Benches
  - More of them
  - Benches where you can lean but not sleep (arm rests)
- Community notice board
  - Must be appropriately located in area where they will be used
  - i.e University of Toronto area
- Don't include any structures that are purposefully built for advertising
- Redesign TTC street entrance ways
  - Perhaps covered
  - Better use of signage
- Artists involved in street design process to make it more creative and unique
- LED lights at transit stops to signal when next the bus is coming
- Heated sidewalks like in Scandinavia
- Street car islands
  - Incorporate seating and resting areas
- Pedestrian railing within medians for safety reasons
- Include gateways as part of program
- Create sense of 'mah' (space beyond the gateway)

## **7.0 Closing Remarks and Next Steps**

**Councillor Moscoe** noted that most people this evening seemed to be operating from what they know and aren't thinking much out of the box. Public Art done on Spadina Avenue is unique and people should start thinking about that. Paris also has a distinctive look to their subways. We tend to accept the fact that our subway entrances are dirty and yet in Paris, the art deco subway is a key feature of the city. In Montreal, gateways tell you that you're entering China town which is a great idea. **Councillor Moscoe** noted that some people suggested the use of artists. Metro had to be convinced to incorporate an artist into the design of some of its public work, most notably the bridge at the mouth of the Humber River. By the end, it was the proudest thing they ever did. What council is working towards is an artist on the design team of every public structure being built. We are working on more than just a streetscape, we're trying to develop a certain look and feel; we want to make things more distinctive and beautiful. In contrast, many engineers would want to impose design standards on the TTC because they're worried about getting the trains there on time, which is understandable, but as a result, a less distinctive look is coming out of this approach. It is my hope that those coordinating this project will tend to soar above the everyday stuff and secure designs that are creative.

**David Nagler** thanked everyone for attending the evening and providing input on everything from issues of aesthetics to accessibility and safety. He noted that all comments from this meeting and the other three workshops will be posted on the website at [www.toronto.ca/streetfurniture](http://www.toronto.ca/streetfurniture). If you would like to add additional comments, please email [streetfurniture@toronto.ca](mailto:streetfurniture@toronto.ca).

On May 3, the Works Committee will be considering the design and policy guidelines and hearing depositions. If you need more details, contact: [clerks@toronto.ca](mailto:clerks@toronto.ca) for times and location information. The design guidelines will be posted on the project website one week prior to the Works Committee meeting for review.

The meeting was adjourned at 9:45 p.m.