



## **Approval of Public Art Concepts for the Bay, Castle Frank, Christie, Donlands and Lansdowne Stations**

**Date:** April 11, 2024  
**To:** TTC Board  
**From:** Chief Capital Officer

### **Summary**

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Art is an important piece of any major station upgrade. It enhances a station's appearance and spirit, and punctuates a city's culture and vibrancy.

In accordance with the TTC's Art in Public Transit Facilities Policy (Appendix A), public art is being provided at five stations as part of the Easier Access Phase III (EAIII) and Second Exit (SE) projects, and is being administered in groups in co-ordination with the project construction schedules.

The following five stations are included in this group are: Bay, Castle Frank, Christie, Donlands, and Lansdowne. An open call for artist prequalification was held, and a jury selected three artists per station to provide art concepts. Artists and art concepts for the five stations were selected by juries consisting of artists, art educators and art administrators, including a local representative, and the TTC Senior Project Engineering Co-ordinator, and were facilitated by the TTC's art consultant. The concepts will be presented to the community at a public open house by the end of 2024.

### **Recommendations**

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It is recommended that the TTC Board:

1. Approve the public art concepts for the following projects:
  - Bay Station Easier Access: "Confluence" by Francisco-Fernando Granados;
  - Castle Frank Station Easier Access: "Earth Runs Wild" by Vivian Rosas;
  - Christie Station Easier Access: "Rise Together" by Sanaz Mazinani;
  - Donlands Station Second Exit and Easier Access: "Field" by April Hickox;
  - Lansdowne Station Easier Access: "Shifting Beauty" by Steven Beckly.

## Implementation Points

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Following the Board’s approval, TTC staff will notify the artists of the award for the respective art projects. This will allow the artists to start designing and fabricating the art piece(s), including any site-related reviews.

The onsite commencement of each art project will be co-ordinated with the completion of the Easier Access construction project in the pertinent station to ensure there are no conflicts.

## Financial Summary

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Funds for these expenditures are included in the TTC’s 2024-2033 Capital Budget and Plan under Program 3.9, Building and Structures – Easier Access III project, which was approved by the TTC Board on December 20, 2023 and by City Council on February 14, 2024.

The total project cost of the Easier Access III (EAIII) program is approximately \$1.17 billion, of which \$656 million has been spent to the end of 2023. It should be noted that this life-to-date spending includes \$115.15 million that was incurred in 2023. During the 2024 Budget process, the projected 2023 yearend was estimated to be underspent and carry forward funding of \$8.93 million was included in the 2024-2033 Capital Budget and Plan. In fact, the 2023 Approved Capital Budget for this program was exceeded by \$2.27 million as a result of efforts to accelerate all work in this capital program.

As a result, adjustments will be included in the City of Toronto Period 12 2023 Capital Variance Report and 2024 Capital Budget Adjustments for Incremental Carry Forward Funding and Future Year Commitments Report that will be subject to City Council approval, to account for the variance in projected spending, adjusting the approved funding in the 2024-2033 Capital Budget and Plan to \$513.8 million as shown in Table 1 below:

**Table 1: Easier Access III – 2024-2033 Capital Budget and Plan**

2024-2033 Capital Budget and Plan (000's)	2023 LTD	2024 Budget	2025	2026	2027	2028	2029-2033	10-Year Total	Total Project Cost
Approved Capital Plan	655,975	114,927	152,436	121,807	101,448	34,454	-	525,071	1,181,045
Carryforward Adjustment	-	(11,229)	-	-	-	-	-	(11,229)	(11,229)
Revised Capital Plan	655,975	103,698	152,436	121,807	101,448	34,454	-	513,842	1,169,817

In accordance with the TTC’s Art in Public Transit Facilities Policy, outlined in Appendix A, the public art budget is set at approximately 1% of the construction budget for the public areas of these projects, and funds are included in the overall approved project cost for the EAIII program.

Once approved by the TTC Board, contracts will be awarded to the artists as follows:

- \$180,000 for Bay Station;
- \$180,000 for Castle Frank Station;
- \$180,000 for Christie Station;
- \$200,000 for Donlands Station; and
- \$180,000 for Lansdowne Station.

The Chief Financial Officer has reviewed this report and agrees with the financial impact information.

## **Equity/Accessibility Matters**

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A cornerstone of the TTC's current Corporate Plan is accessibility, and as a proud leader in providing accessible public transit to the residents in the city of Toronto and surrounding municipalities, the TTC is committed to ensuring reliable, safe, accessible, and inclusive transit services for all its customers.

This is supported by this art initiative, which improves the customer experience in each station by creating welcoming and inspiring environments for commuters.

The TTC continues to seek ways to improve its approach and work towards building and strengthening partnerships in the community. The TTC's commitment to equity and accessibility is reflected in the diverse representation of jury members and finalists in the selection and evaluation process.

## **Decision History**

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In December 2015, public art concepts were approved for Coxwell, Wellesley, Royal York, Ossington and St Clair West stations under the EAIII and Subway Second Exits projects.

[Approval of Art Concepts for Coxwell, Wellesley, Royal York, Ossington and St Clair West Stations – December 16, 2015](#)

In July 2017, public art concepts were approved for Chester, King, Runnymede, Sherbourne, St. Patrick, Wilson and Woodbine Stations under the EAIII and Subway Second Exits projects.

[Approval of Art Concepts for Chester, King, Runnymede, Sherbourne, St. Patrick, Wilson and Woodbine Stations](#)

## **Issue Background**

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Consistent with the TTC's Art in Public Transit Facilities Policy, the provision of public art has been incorporated into and funded within Easier Access and Second Exit projects.

The process followed to procure the public art for the EAIII and SE projects is consistent with the City of Toronto's process. The juries are selected and guided by an art consultant and consist of five member juries with at least one local (to the station) representative.

Each art concept was evaluated against three main criteria: artistic merit; relationship to the public; and relationship to the site. The technical feasibility of each art concept was also reviewed by the TTC's Chief Architect and Senior Project Engineering Co-ordinator for the projects as well as by the jury.

The art concepts are reviewed by staff from a technical and maintenance perspective, and feedback is provided concerning cleaning, maintenance, damage and theft. These issues will be addressed during the detailed design stage to ensure the art is well-secured, durable, and properly maintained in the subway environment. At this stage, a final internal review will be conducted to resolve any areas of potential interference with the operations and maintenance of the station, including: accessibility, existing fixtures, finishes, wayfinding elements, and advertising requirements.

Potential areas of interference, such as obstructing the cameras or signs, will be addressed during the technical review process as the art designs are developed. The contract with the artist will permit the TTC to relocate the artwork, if required to address a future conflict.

To date, as part of the EAIII and SE projects, art has been installed at the following stations: Chester, Coxwell, Dufferin, Dupont, Ossington, Runnymede, Sherbourne, St Clair West, Wilson and Woodbine.

In addition, artwork is being planned and co-ordinated with Easier Access and Second Exit construction at several other stations under this initiative.

Public art will continue to be commissioned similarly for upcoming Easier Access and Second Exit projects in co-ordination with the project construction schedules.

## **Comments**

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A Pre-Qualification for Artists was released on April 1, 2021. There were 130 respondents from which three artists were selected for each location to provide art concepts for the artist's preferred station.

A Request for Proposal (RFP) for each station was issued from June 22, 2023, to September 22, 2023 for the short-listed artists to submit art concepts for the stations with the final closing date of December 1, 2023.

The TTC reviewed the art concepts for general compliance with TTC design standards and technical specifications. The artists presented their art concepts to the juries between December 5, 2023, and January 16, 2024.

The juries assessed the art concepts based on selection criteria to ensure the art would inspire commuters, symbolize the character of the surrounding neighbourhood and represent the TTC's dedication to excellence of service.

The selected artists will be notified following the Board's approval and a Public Open House will be held to present art concepts, including briefings with local Councillors. The following is a description of the art concepts selected at each station. Refer to Appendix B for renderings of each concept:

### Bay Station

- Francisco-Fernando Granados: *confluence*
- *confluence* is a site-specific translation of one of Granados's abstract digital drawings. The proposed mosaic work spans the walls and ceiling.
- Inspired by the artist's experience as a refugee coming to Canada from Guatemala and his move to Toronto in 2010 to attend graduate school, the artwork draws on themes of inclusion and the making of home in Toronto.
- This artwork proposes a richly coloured design that brightens the Cumberland entrance, hoping to strike a sense of harmony between the feeling of energy in movement that characterizes Toronto and the sense of peace needed to coexist among so many others.
- The colours in the composition allude to and honour the history of our city as a meeting place.

### Castle Frank Station

- Vivian Rosas: *Earth Runs Wild*
- *Earth Runs Wild* is a three-dimensional wall art installation, spanning three connecting walls. Laser-cut, powder-coated aluminum pieces stand off the walls, creating a 3D low-relief effect that brings the art to life, seemingly reaching out to the viewer.
- The serene beauty of the area inspired homage to the existing flora and fauna, encouraging a sense of community responsibility and stewardship in preserving and nurturing these gifts.
- The main figure represents Mother Nature, or Pachamama, as she is known by the Quechua people in Peru, the artist's ancestral roots.
- The palette is reminiscent of the seasonal colours of the Don Valley Park and River.

### Christie Station

- Sanaz Mazinani: *Rise Together*
- *Rise Together* is composed of eight artworks with vibrant colours and energetic forms to bring joy, history, and a sense of wonder to the station.
- To assist with wayfinding, the works leading to the eastbound platform are created with warm colours; the works leading to the westbound platform are in cool colours.
- Each piece is composed of patterns by the artist; Korean patterns and items from collaborating artist, Myung-Sun Kim; natural imagery, including references to local nature; and objects and ephemera from the TTC Archives.

- The artwork as a whole comes together to invite viewers to spend time with the work, searching for symbols that speak to the neighbourhood, the landscape and the TTC's history.

### Donlands Station

- April Hickox: *Field*
- *Field* is a photographic collage comprised of flora, meadow flowers, indigenous plants, and trees from the Toronto Islands.
- The artwork was submitted with two possible executions; one, a large plane spread over a flat wall, and the other a four-sided treatment around a pillar. The flat plane will be used unless this location proves unsuitable or becomes unavailable.
- The piece questions what is 'wild' and the evolution of humanity's relationship with our environment.
- Final images for the work will include plants sourced from Withrow Park, located in Toronto's Riverdale neighbourhood.

### Lansdowne Station

- Steven Beckly: *Shifting Beauty*
- *Shifting Beauty* is comprised of five images from the Dovercourt-Wallace Emerson-Junction neighbourhood, and transparent glass panels showcasing poetry written by the community.
- As part of the creation of the piece, the artist will offer free poetry-writing workshops to the local community, where participants will compose in response to the imagery and themes of the project. These poems will be used in the final artwork, and contributors will be acknowledged in a separate panel.
- The artwork will shift and change as the sun changes position throughout the day and year, creating a dynamic environment that reflects the ever-changing nature of the space and community.

## **Contact**

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## **Signature**

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Gary Downie  
Chief Capital Officer

## **Attachments**

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Appendix A – TTC Policy 2.1.0 Art in Public Transit Facilities  
Appendix B – Presentation of the selected Art Concepts



# Toronto Transit Commission

## 2.1.0 Art in Public Transit Facilities

### 1.0 RESPONSIBILITY

Chief Capital Officer

### 2.0 PURPOSE

The purpose of this policy is to ensure that art is an integral component of the design for public areas of transit facilities, wherever possible, and that the artwork selected is suitable for its intended location.

### 3.0 DEFINITIONS

3.1 Public art is that which exists in the public space of TTC station facilities and includes all works that are commissioned, purchased, or donated. Art may be fully integrated or stand-alone.

3.2 Temporary displays are for periods of five years or less.

3.3 Integrated art is art which replaces or is integrated into standard facility finishes or fixtures.

3.4 Stand-alone art is that which is not integrated as station finishes, which is movable, and which may require a designated area or permanent display case for its' protection and mounting. All art which is located externally to a station will be considered stand-alone art.

3.5 Public areas are defined as those areas to which the general public has access, and for the purpose of associated cost (see 5.1) includes all new structure, services, and finish required to form the space as an entity.

### 4.0 APPROVAL PROCESS

4.1 The Board will approve the proposed work and its location for the installation of any artwork or artefact in a public transit facility.

4.2 Prior to Board approval, each proposed artwork or artefact will be reviewed for conformance with the technical specifications and general requirements of the TTC design standards.

- 4.3 Prior to Board approval:
- 4.3.1 Artists of permanent installations shall be selected using an open competition process and in conjunction with the City of Toronto's Art Committee for Public Places.
  - 4.3.2 Temporary displays of artwork or artefacts shall not compromise safety and operational standards in public areas.
  - 4.3.3 Donated artwork or artefacts will be reviewed for approval by the City of Toronto's Art Committee for Public Places.
  - 4.3.4 The City of Toronto's Art Committee for Public Places will be involved from the outset with regard to new projects that will involve the integration of art in public transit facilities.
- 4.4 Art selection juries, when convened, will include one member representing the TTC. The subject matter of the artwork or artefacts selected shall be non-offensive and in accordance with general community standards. The artist of each approved artwork must enter into an agreement with the TTC to provide the finished installation, including maintenance manuals.

## 5.0 INSTALLATION

- 5.1 The standard allowance for public art shall be at least 1% of the overall cost of the public areas of the facility.
- 5.2 The installation of stand-alone art will be in response to gifts, grants, or sponsorship and shall be processed in accordance with Toronto Urban Planning's Percent for Public Art Program.
- 5.3 It is TTC policy to integrate an artist into the design team at the outset of new TTC projects in public transit facilities.

## 6.0 OWNERSHIP AND INSURANCE

- 6.1 Ownership and the responsibility for insurance, inspection and maintenance of completed stand-alone art (except routine cleaning of station surfaces and display cases) shall be transferred to the City.
- 6.2 Ownership and responsibility for integrated art shall remain with the TTC.

## 7.0 REMOVAL

Artwork or artefacts may be removed with the Board's approval at any time on the recommendation of staff, subject to consultation with the artist and the Board.



## 8.0 COST

- 8.1 The cost of stand-alone artwork or artefacts, including display cases, installation, inspection, maintenance (except routine cleaning of station surfaces and display cases) and removal costs, as well as associated staff time, will not be borne by the TTC, except as noted in 8.2, unless such cost is approved by the Board.
- 8.2 The cost of integrated art is included in the project budgets of the Capital Program, which is approved by the City. When stand-alone installations are included in new facility construction, any required display cases or structural supports will be incorporated into the facility design and included in the integrated art budget for the project.
- 8.3 For artwork or artefact costs not covered by the City, funding may be canvassed through grants or from private sources or a combination of public and private funds.
- 8.4 Where art is installed that will likely require future maintenance or conservation which is beyond the expectation of normal operating maintenance, an amount not less than 10% of the art budget shall be included in the project budget, and shall be deposited with the City for that purpose.

## 9.0 TEMPORARY DISPLAYS - COMMUNITY GROUPS AND SCHOOLS

- 9.1 Temporary display of artwork in permanent display cases included at existing subway stations or any future subway station installations, will be the responsibility of the Head of Customer Communications – Customer Communications Department.
- 9.2 Temporary displays of community art shall be for short periods of time, not exceeding five years in duration.
- 9.3 Community art is not subject to approval by the City of Toronto's Art Committee for Public Places, unless recommended by staff. All such art shall be approved by the Chief Customer Officer.

## 10.0 REFERENCE SOURCES

- Toronto Urban Design – Percent for Public Art Program Guidelines
- TTC Design Manual

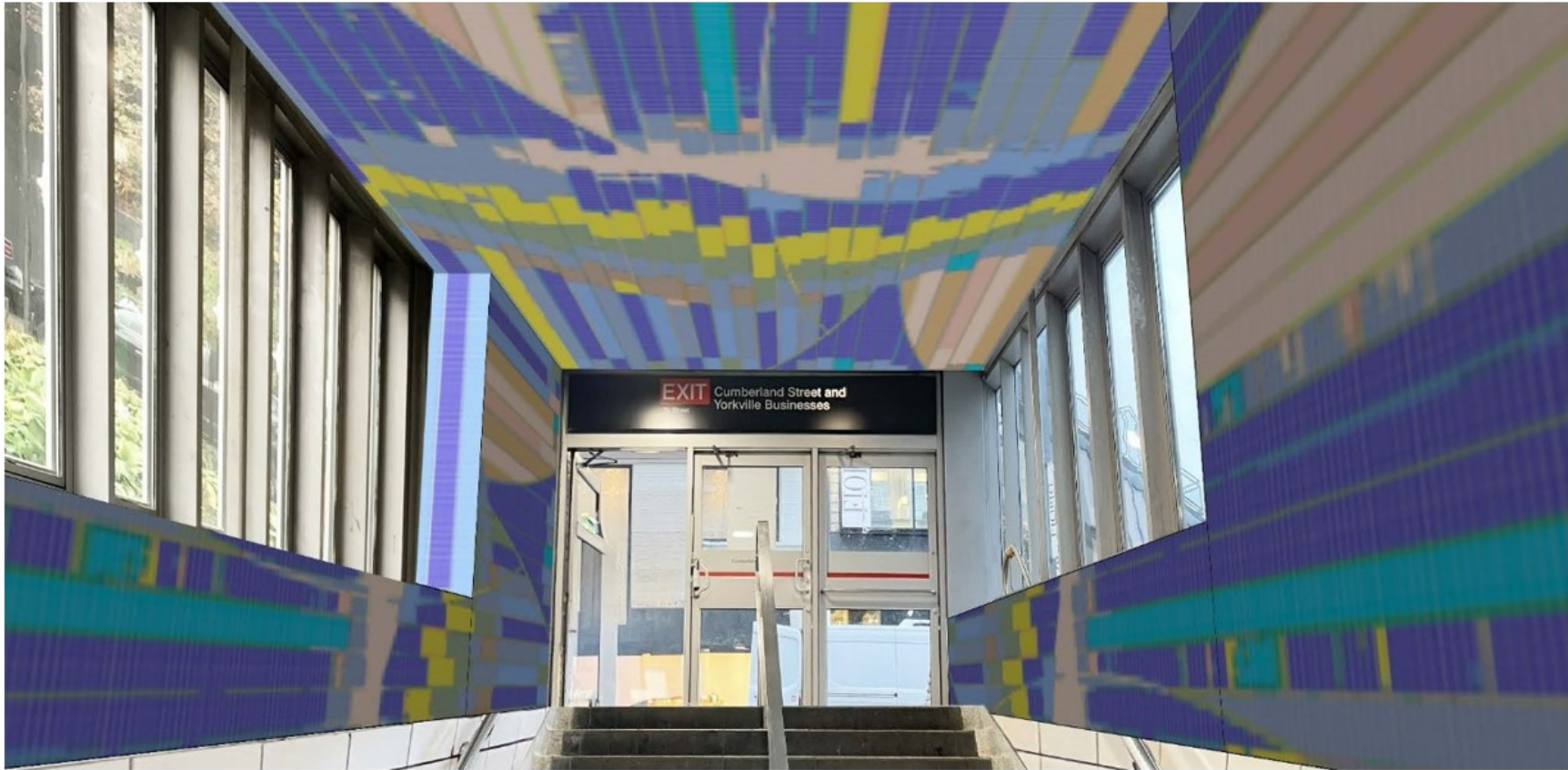
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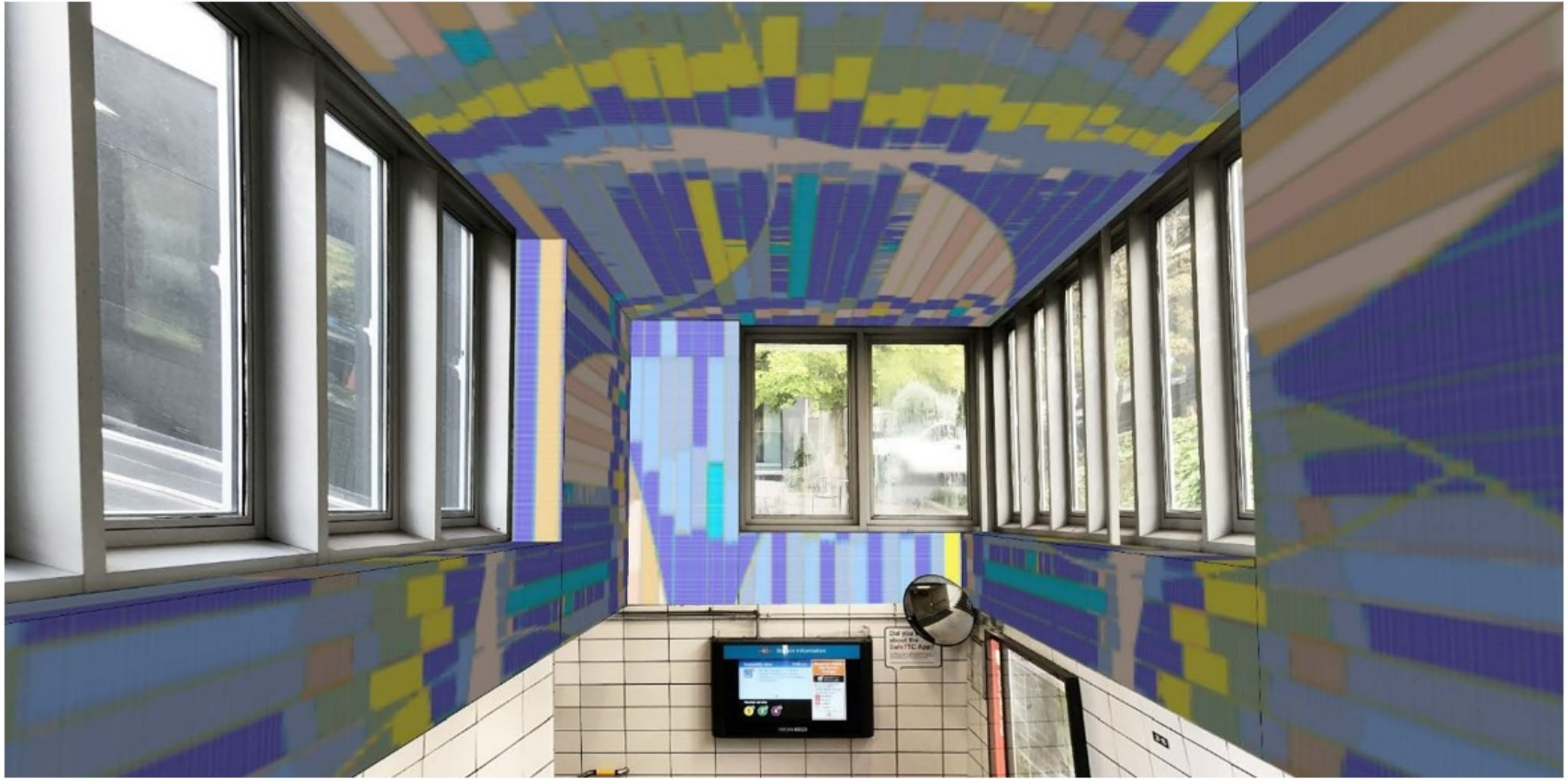
## Appendix B

Approval of Public Art Concepts for the Bay,  
Castle Frank, Christie, Donlands and  
Lansdowne Stations

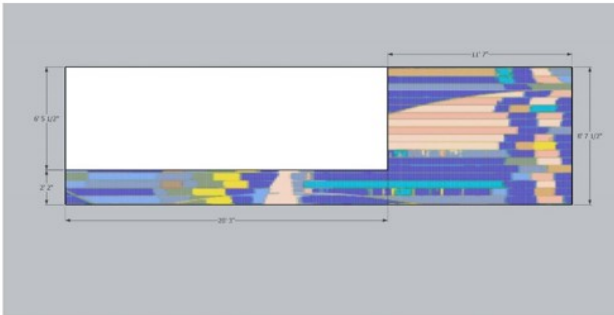
# Bay Station



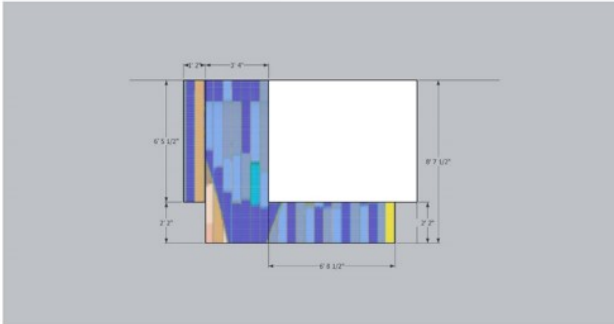
# Bay Station



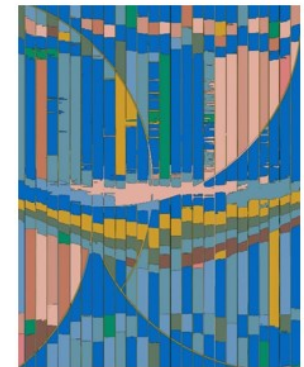
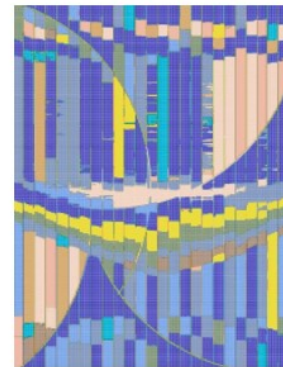
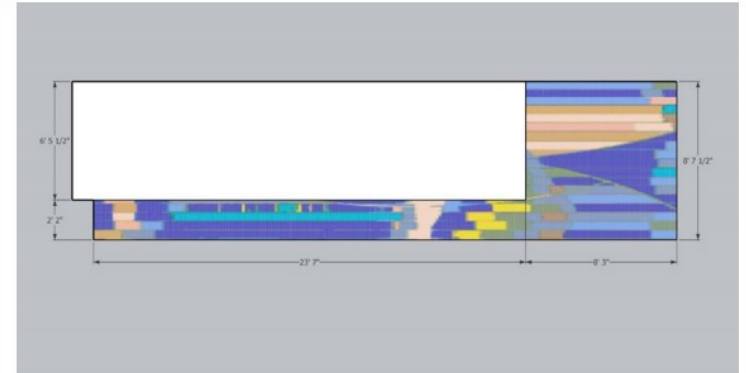
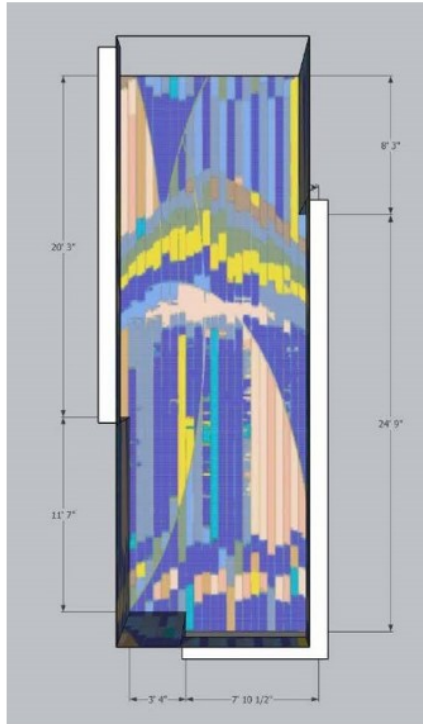
# Bay Station



Interior elevation looking east.



Interior elevation looking south.



# | Castle Frank Station

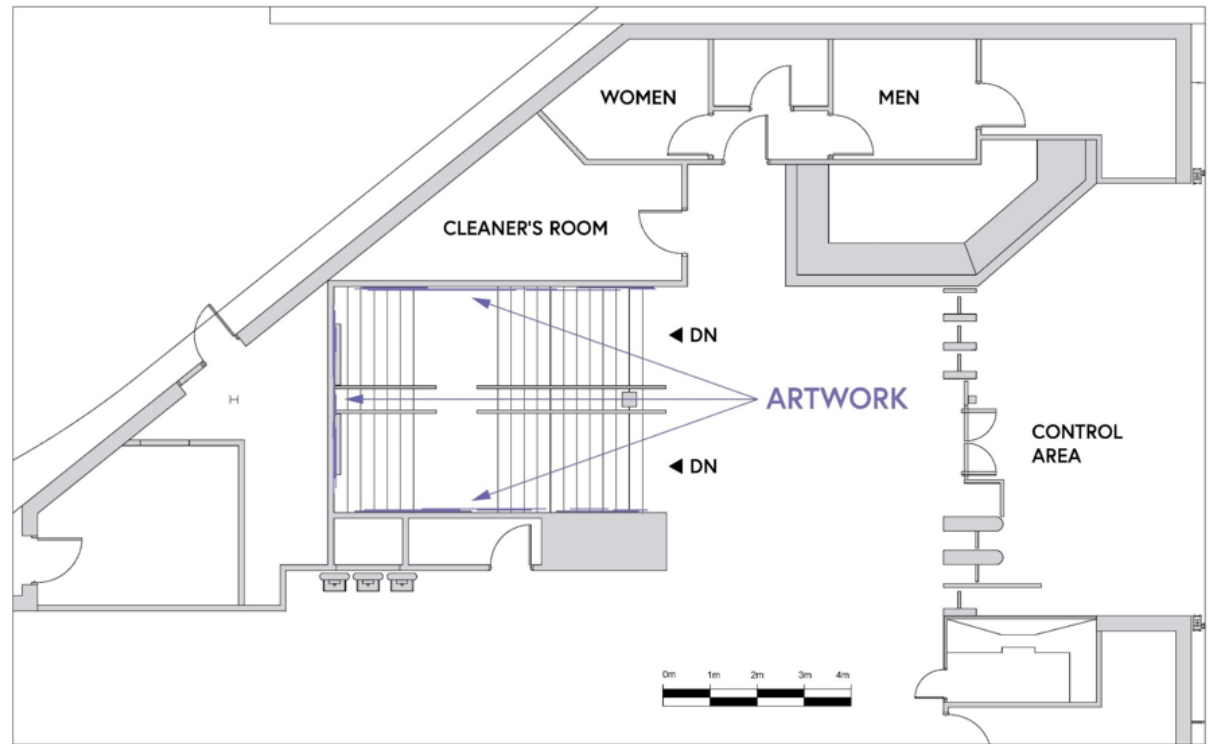
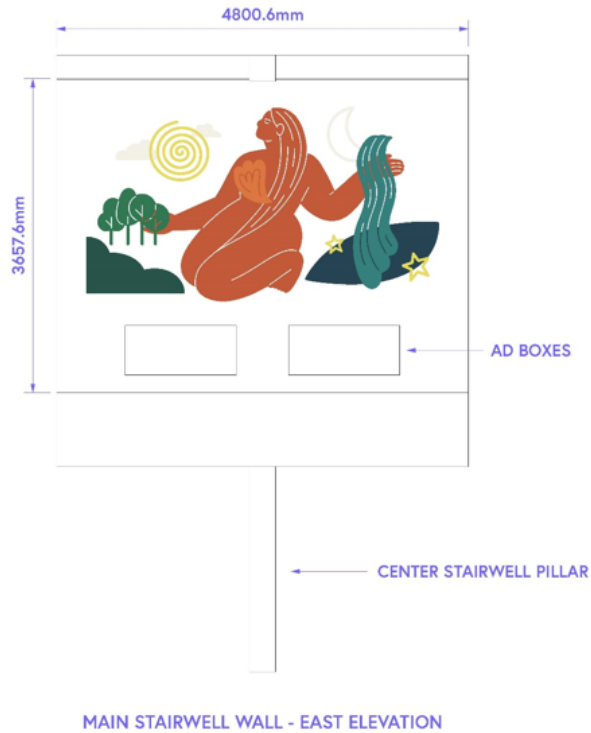


# Castle Frank Station



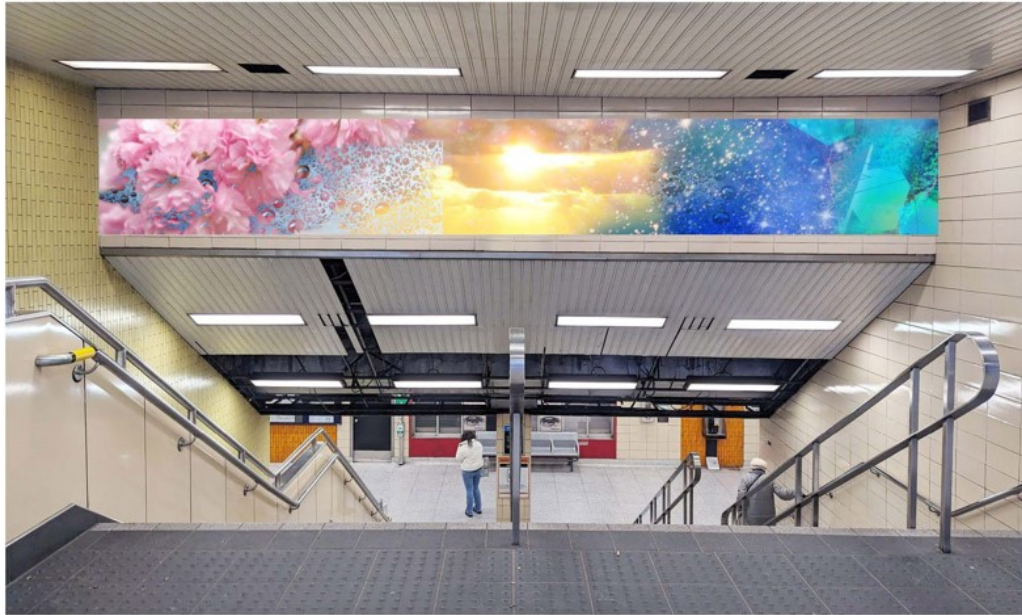
ALL THREE ELEVATIONS

# Castle Frank Station

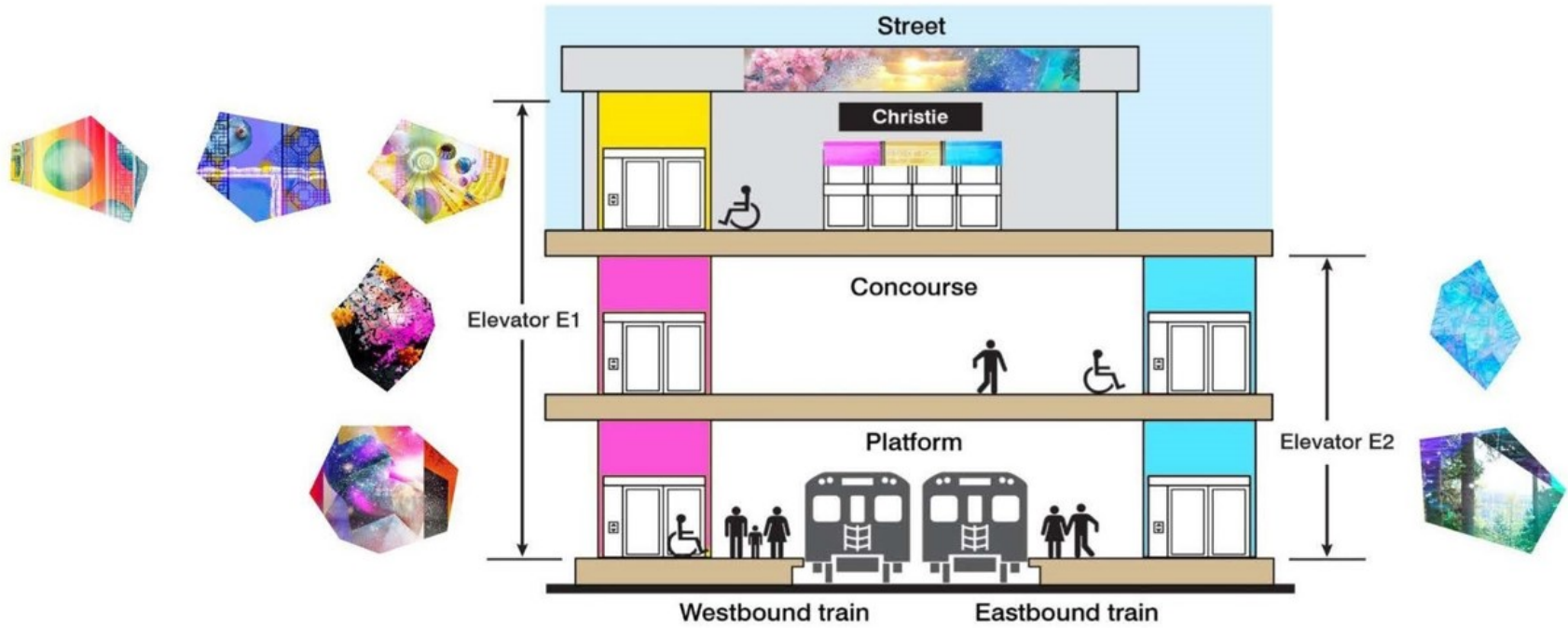




# Christie Station

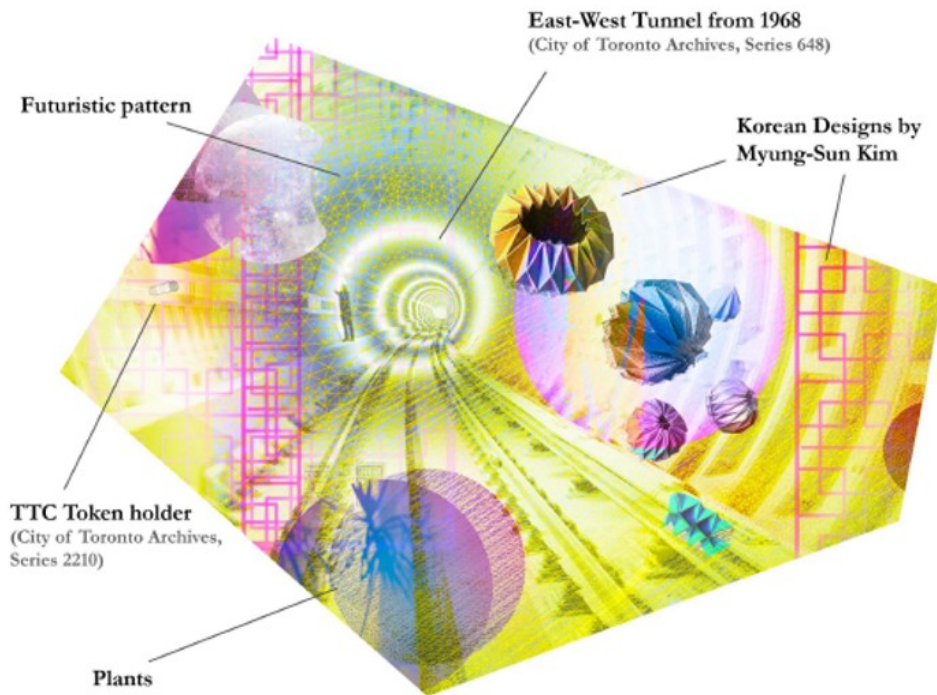


# Christie Station

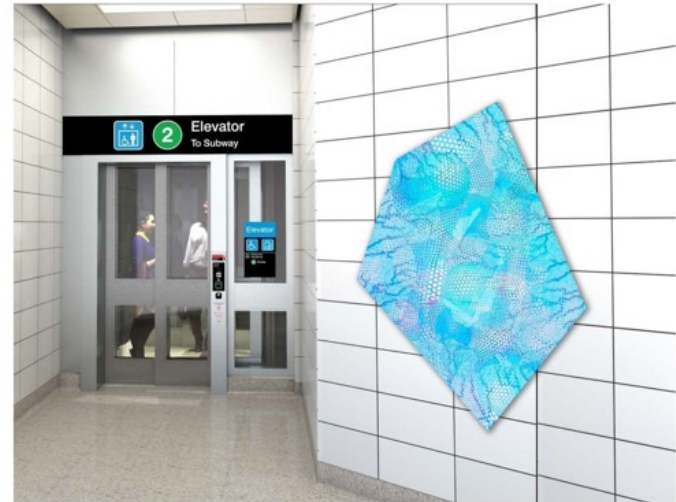


Christie Station elevator cross section image

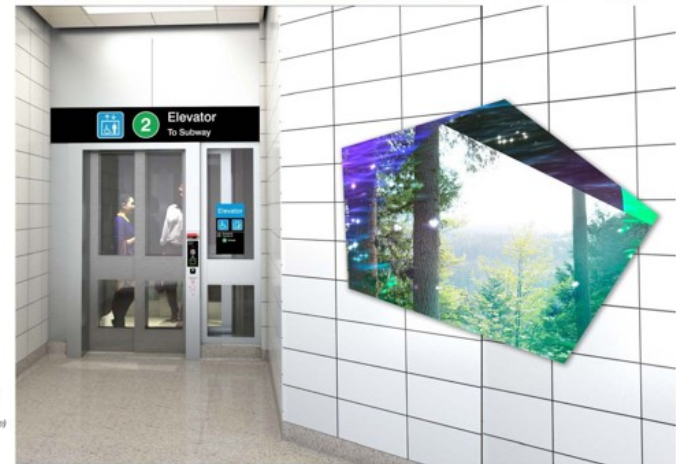
# Christie Station



Concourse Level Elevator 2  
(Eastbound Side)



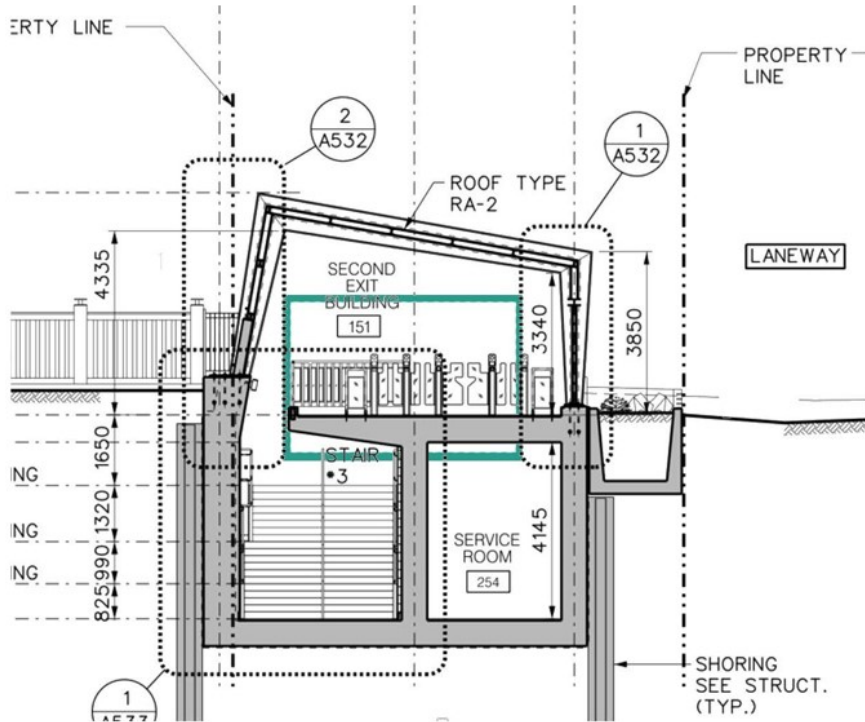
Platform Level  
Elevator 2  
(Eastbound Side)



# Donlands Station



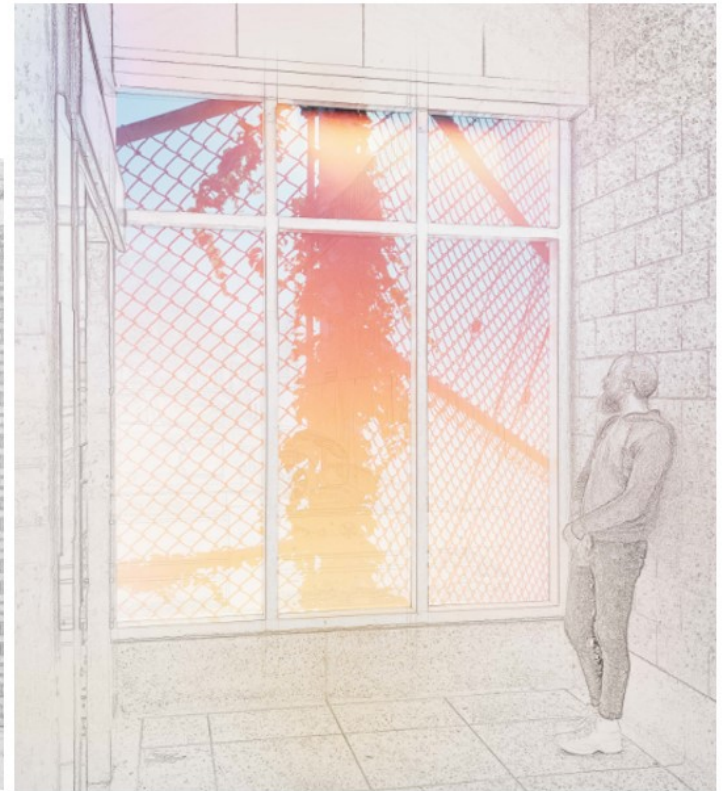
# Donlands Station



# Lansdowne Station



# Lansdowne Station



# Lansdowne Station

