

**Metro Place Public Art Plan
1060 & 1070 Sheppard Ave. W. and 1 & 55 De Boers Dr.**

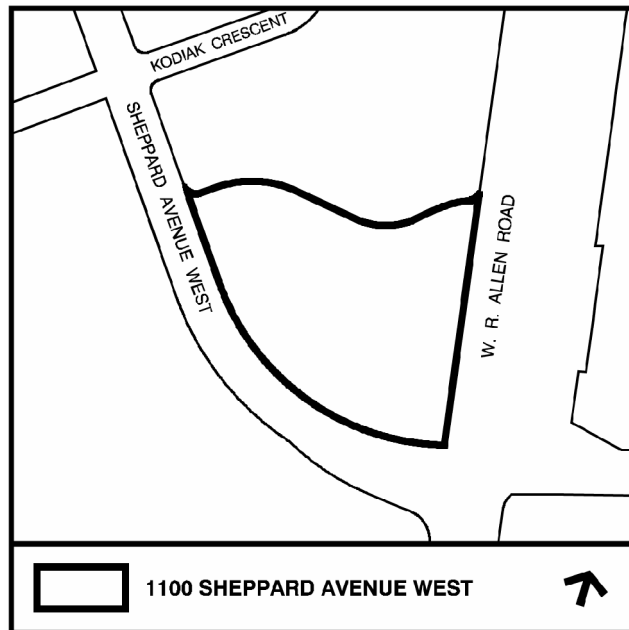
Date:	August 5, 2008
To:	North York Community Council
From:	Director, Urban Design, City Planning Division
Wards:	Ward No. 8 – York West
Reference Number:	99 036260 NNY 08 SA/ny080047

SUMMARY

The purpose of this staff report is to seek City Council approval of the Metro Place Public Art Plan. The plan has been prepared by the Public Art Consultant and Owner in compliance with the development approval provisions. The plan, which is Attachment 1, outlines the method by which the Owner will commission public art in the privately owned, publicly accessible areas of the development.

The Owner will commence the art program once the plan is approved. The resulting art installation will be owned and maintained by the Owners of 1060 Sheppard Ave. W., 1070 Sheppard Ave. W., 1 De Boers Drive and 55 De Boers Drive.

The plan meets the objectives of the City Planning Percent for Public Art Program and is supported by the Toronto Public Art Commission.



RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council approve the attached Metro Place Public Art Plan (1060 Sheppard Avenue West, 1070 Sheppard Avenue West, 1 De Boers Drive and 55 DeBoers Drive)

Financial Impact

The recommendations in this report have no financial impact.

DECISION HISTORY

The lands at the northwest corner of Sheppard Avenue West and Allen Road were the subject of applications to amend the Zoning By-law and approve a Draft Plan of Subdivision to permit a mixed commercial residential development and to establish a public road and a centrally located park.

On January 22, 2007 an appeal was filed at the Ontario Municipal Board citing Council's failure to make a decision on the requested applications within 120 days of their submission pursuant to Section 34(11) of the Planning Act. A hearing was held on July 16, 2007 and Ontario Municipal Board Decision/Order No. 2277 dated August 15, 2007 approved the Zoning By-law Amendment and Draft Plan of Subdivision subject to conditions.

A Site Plan Control application was submitted on September 4, 2007 for Phase 1 that comprises two buildings with a total of 461 units. These buildings are nearing approval. The Site Plan Control application for Phase 2 was submitted on April 25, 2008 for 545 units in the remaining two buildings.

ISSUE BACKGROUND

Meetings were held with the developer team and City Planning staff to discuss the public art process and public art site potentials. The owner worked with City Planning and, using its comment and input, prepared the draft Metro Place Public Art Plan.

Based on preliminary estimates of gross construction costs provided by the developer, the percent for public art contribution for this site was estimated to be approximately \$900,000. In May 2008 City Council approved a motion to limit the public art monies to be used for on-site art for this development to \$500,000 with the balance of the attributable public art monies to be directed towards a pooled fund for public art within Ward 8. The Owner and Public Art Consultant prepared a revised public art plan based on the reduced on-site public art budget.

The Toronto Public Art Commission (TPAC) reviewed a draft of the revised plan on July 9, 2008, provided comments and subsequently, recommended approval subject to some modifications to the plan.

COMMENTS

The Metro Place Public Art Plan provides a project overview, curatorial vision, and description of the development proposal. Public art locations have been determined by selection criteria that favour high levels of public exposure and distinctive public realm opportunities. Accordingly, the plan proposes to focus artistic expression within the publicly accessible open space- park complex central to the development site and fronting onto a new public street, DeBoers Drive. This location reinforces the City's Official Plan Policies and Urban Design objectives to maximize public accessibility and visibility of artwork.

The art selection process will be conducted through a juried invitational competition. The art budget and its component breakdown are included in the plan.

The Metro Place Public Art Plan meets the City's objectives for the provision of public art in private development, is in accordance with the City Planning Percent for Public Art Program, and is supported by the Toronto Public Art Commission.

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SIGNATURE

Robert Freedman, Director, Urban Design
City Planning Division

ATTACHMENTS

Attachment 1: Metro Place Public Art Plan (1060 Sheppard Avenue W. 1070 Sheppard Avenue W. 1 DeBoers Drive and 55 DeBoers Drive)

Attachment No. 1
Public Art Plan
Metro Place Development (1609830 Ontario Inc.)
1060 Sheppard Ave. W., 1070 Sheppard Ave. W., 1 De Boers Drive,
& 55 De Boers Drive.

Presented to the Toronto Public Art Commission
July 9, 2008
by Rina Greer and Catherine Williams, public art consultants

Also in attendance: Marco Filice, Liberty Development Corporation and
Paul Nodwell, Schollen & Company Inc.

1. Introduction to the Metro Place Condos Neighbourhood & Vicinity

The Metro Place development site, bounded by Sheppard Avenue West to the south and west, the W.R. Allen Road to the east, and a proposed new public road (named De Boers Drive) to the north, is the first major step in the renaissance of the Sheppard-Allen area, and provides an opportunity to establish quality public art in the area and on the site.

The land uses in the vicinity of the site include:

- (a) South-east corner of Allen Road and Sheppard Avenue West: the current terminus of the TTC's Spadina Subway line at Downsview Station and the beginning of the future extension of the Spadina Subway north to the City of Vaughan, established residential neighbourhoods;
- (b) South-west corner of Allen Road and Sheppard Avenue West: Parc Downsview Park, the Department of National Defence and the former deHavilland, now Bombardier aircraft manufacturing facility;
- (c) North and west of the site: many grade related office and retail businesses bordering an industrial subdivision, and
- (d) North-east corner of Allen Road and Sheppard Avenue West: an established residential neighbourhood with both private and municipal infrastructure components, such as public schools and parks.

The existing neighbouring areas have been developed with both residential and retail/office/commercial uses, with an emphasis on residential uses.

The Metro Place development comprises an area of approximately 4.4 acres. See M-plan attached.

The overall design and configuration of the site have been influenced by the surrounding conditions. The heavy traffic on both Sheppard Avenue West and the Allen Road have resulted in a layout that shields the inner portion of the site from impacts of traffic noise. The development also creates a more pedestrian-friendly environment along Sheppard Avenue West.

2. Description of the Proposed Development

The site is proposed to be developed to include the following:

- i. a new public road curving across the north boundary of the site;
- ii. a new public park abutting the north boundary of the site, south of the new public road;

- iii. four residential apartment buildings, including grade related office/retail/commercial uses on the Sheppard Avenue West and Allen Road frontages.

The four residential buildings will range in height from 14 to 16 stories in a U-shaped configuration that will encircle a large park-publicly accessible open space of about 1.29 acres. This space is comprised of a .23 acre public park and 1.06 acres of privately owned land that is intended to be developed together as a seamless open space that will be publicly accessible.

The buildings' curved layout frames the Sheppard Avenue West and Allan Road streetscapes and enhances the emerging pedestrian environment through provision of attractive design features and active ground floor uses. The ground floor levels of the two easternmost buildings will contain retail uses and will be accessible by separate entrances from Sheppard Avenue West and Allan Road. Residential units at ground level will face the public streets with individual landscaped entries.

The U-shaped configuration of the proposed development provides for several unique viewing opportunities, namely:

- from Sheppard Avenue West and the Allen Road, between and through the proposed buildings looking into the proposed park/open space areas;
- from the new public road (DeBoers Drive) looking into the proposed park areas and
- vice-versa towards the skyline of the City of Toronto to the south.

Parts of the building and site are designed to create gateways and direct views to focal points within the proposed public park /open space areas, particularly where the proposed De Boers Drive meets the Allen Road and Sheppard Avenue West.

Based on the recent activity at Council, the budget for the on-site public art contribution is set at \$500,000. The balance of the 1% for public art is now to go to a pooled fund for public art on public lands within the ward. The preliminary estimate for the total public art contribution is nearly \$900,000. Upon issuance of all building permits, a final project cost figure (based on the actual Gross Construction Cost information) will be used by the City to determine the full amount of the public art contribution and the developer's responsibilities.

3. Recommended Art Sites

On the Metro Place development, three public art sites were considered.

Public Art Site, Option One. The first potential space was the north-east corner of the site being at the south-west corner of the proposed De Boers Drive and Allen Road where the south-bound traffic along the Allen Road must stop at a new stoplight, and where many drivers will turn to proceed along the new road westward. This corner is one of the primary vehicular entrances to the development. The proposed building will be stepped back and set at an angle to draw attention to the development and to the turn at the proposed De Boers Drive. The constraints here include the lack of generous space for a stand alone sculptural object(s). Additionally, public art integrated into the entrance may not add to the already unique architectural details from the proposed building and landscape at this gateway to Metro Place.

Public Art Site, Option Two. The second potential space was a major glass bridge, above the first floor of one of the buildings, which spans over a focal point entrance into the development along the Allen Road south of the proposed De Boers Drive. The bridge would be visible to pedestrians and users of the ground floor retail spaces along the Allen Road as well as to residents of the development who would walk, protected, inside the covered bridge. As art on glass tends to be hard to read at a distance and this second floor location would be seen by few, this location was declined.

Public Art Site, Option Three. The art site that has been selected is the large park/open space area encircled by the U-shaped layout of the residential development, south of proposed De Boers Drive. With its central location, it will be a visual and social focal point for the neighbourhood and community, and therefore, an ideal location for public art. This site is the most universally accessible of the three options. It will “have the most eyes” drawn to it whether they be drivers or pedestrians along De Boers Drive, residents of the condominium or passers-by who will see the park through the openings at the perimeter along Sheppard Avenue and the Allen Road. There are several key focal points within the landscape design where public art would be the highly visible and meaningful. The architect, landscape architect, the developer, City staff and the local Councillor have been consulted and have agreed to the park/open space as the best site for public art.

The conceptual design and theme of the open space is not prescribed, however much of its present geometry is set by views into and out of the site as well as the sloping topography. The space slopes almost 3.5 metres from the south-west to the north-east. One of the goals of the design is to ensure a relatively large level open space. As a result, the park/open space’s edges are proposed to be terraced and stepped. There is also a proposed pavilion on axis with the centre line of the proposed De Boers Drive.

Attached to this document are a Master Plan with proposed public art sites and an eye level perspective of the proposed open space, also marked with the proposed public art sites.

Given that the development of the four buildings will proceed in stages, the public art will be installed with the completion of the park/open space areas.

The imagery for the public art on this site could be inspired by local history. The site was originally part of the Queen’s home for military housing. It is also near the former site of De Havilland Aircraft of Canada, now Bombardier, where the famous Gypsy and Tiger Moth airplanes were developed. The public art could also relate to the building architecture. The architect has used some elements reminiscent of the Art Deco period in his building designs.

4. Art Site Requirements

The following requirements will be listed in the Terms of Reference for the competing artists:

To complement the setting, the central core of this development should feel enclosed and quiet, with a restful ambience. The park is not envisioned either by the City or the developer as an active recreation space though a small ‘playground area’ may be required somewhere on these lands. The park/open space site is seen primarily as a place to gather for community events, or to enjoy quiet, peace and contemplation.

Artists will work from City approved landscape plans and propose work that will then be placed within this design. Artists will not modify the landscape design; they will only make adaptations in the design to accommodate such elements as foundations, lighting and drainage, etc.

In order for viewers to be engaged continually as they move throughout the park/open space, the art experience requires several related elements to be spaced throughout the site. Therefore, artists will be asked to address one principal site and at least two of the three proposed secondary sites. The art sites are marked on the attached master plan of the park/open space as A1, A2, A3 and A4 and described as follows:

- A1. The principal art site that must be addressed is in the northwest quadrant of the public park/open space.

Artists will be asked to address at least two of the following secondary sites:

- A2. Steps/seating ledge framing the edges of the park/open space.
- A3. Pedestrian mall between M1 and M2, Phase 1.
- A4. The end of the axis viewable from the Allen Road through the development, under the glass bridge deep into the park/open space.

The attached images illustrate the importance of views to the selection of public art sites.

All art works must be resistant to environmental conditions and have low maintenance requirements.

All art works must be safe for the public: not climbable, no sharp edges and no protruding elements at eye level.

5. Selection Process and Jury

The developer has elected to run an invitational competition among three artists/teams, each of whom will be paid to develop proposals for public art within the U-shaped park/open spaces as noted in Section 4. The artists/teams will receive a copy of a complete Terms of Reference and drawings showing the building architecture and structures, as well as the proposed landscape plan and site grades.

The proposals shall produce all required schematics showing the design direction, images, preliminary materials, a statement about the concepts and preliminary budget projections to enable the developer to complete obligations regarding provision of on-site public art.

After a review of artists/teams with the client, three artists/teams were selected:

- a. Stephen Cruise
- b. Rose-Marie Goulet
- c. Susan Schelle and Mark Gomes

The artists will be briefed by the public art consultant, developer and landscape architect at one meeting to be held at the offices of the developer.

The jury will consist of two representatives of the developer, Fred Darvish principal of Liberty Development and Paul Nodwell, landscape architect and three art experts, Joyce Zemans, Director, Arts and Media Administration Program, Schulich School of Business, York University, Kim Kozzi, artist and Betty Ann Jordan, art writer and lecturer.

The selected artist(s) will work with landscape architect Paul Nodwell of Schollen & Company Inc. to maximize the extent to which the public artworks and their setting are cohesive. The public art consultants will continue to be involved in the process through the awarding of the winning proposal to its completed installation.

6. Preliminary Budget

A budget of \$500,000 has been allocated for public art on the Metro Lands development site and will be apportioned as follows:

Administration of competition, travel for the out of town artist, art consultants' fees and \$1,000 towards publicizing the completed art to the community,(i.e. an "opening", desktop published flyers or mini brochures).

10% **\$50,000**

Maintenance
These funds will be held in trust for and on behalf of one of the condominium corporations

10% **\$50,000**

Art, including all materials, fabrication, design fee, installation, footings, insurance, legal fee, design development, testing, consulting / engineering fees, contingency

80% **\$400,000**

Total:

100% **\$500,000**

Within the public art budget, a contingency fund will be set aside amounting to 10% of the approximately \$400,000 art costs. This contingency is intended to cover change orders, increase in material costs and other unforeseen issues. Up to 10% or \$4,000 of the contingency fund can be applied to cover the minor modifications to the landscape design.

Once the budget is implemented, the developer will document all invoices and cheques issued so that a complete record exists when, at the completion of the project, the City is required to review all expenditures.

The park/open space budget and public art budget will be kept separate. The public art budget is additional to the park budget (subdivision) and open space budget (site plan) secured for these lands.

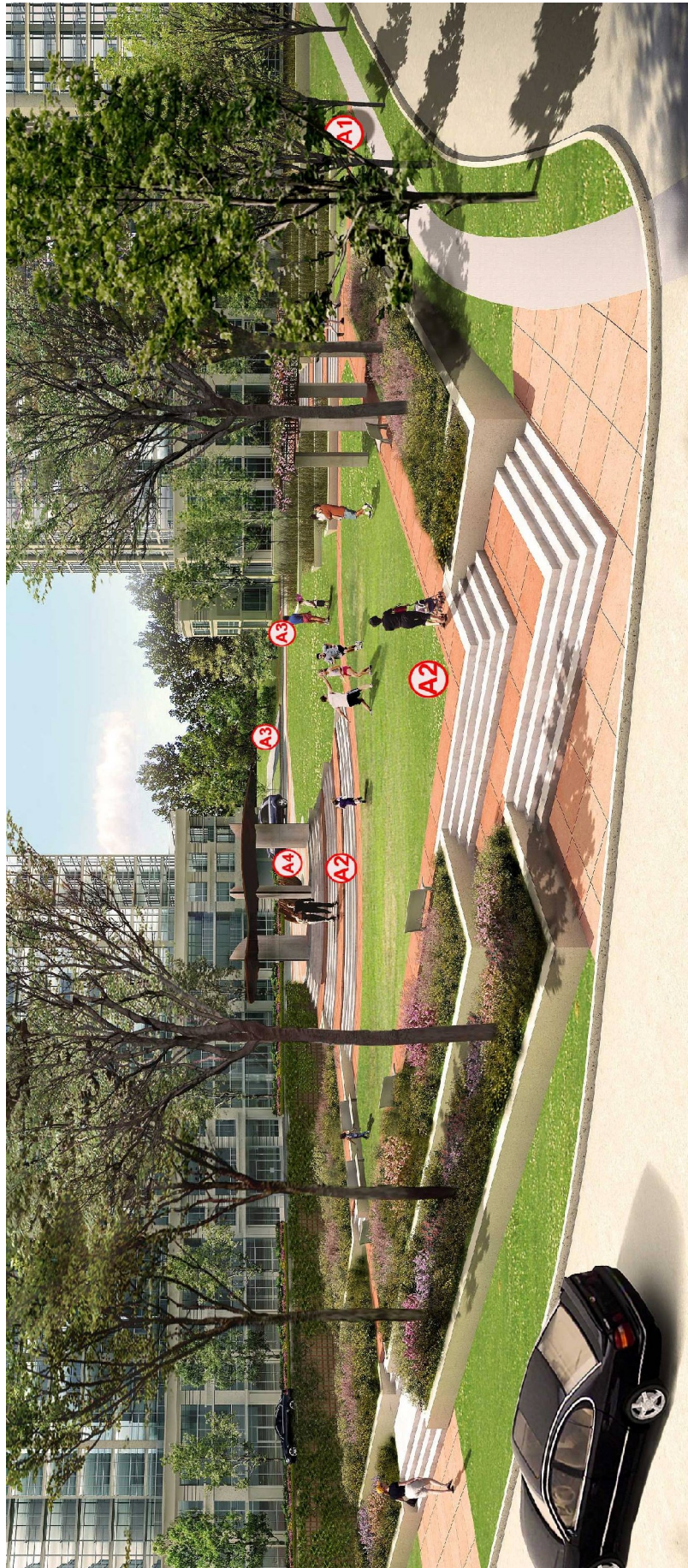
7. Preliminary Schedule

Brief Sent to Artists/teams	November 2008
Artists' Presentations to Jury	March 2009
Contract/ Final Drawings	April – August 2009
Fabrication	Summer 2009 – Summer 2012
Installation	September 2012
Occupancy	September 2012



1100 SHEPPARD AVENUE WEST
Master Plan - Proposed Public Art Sites

Page and Steele Architects and Planners
 PD3 Planning + Design Solutions
 Stone MacGuire Vogt
 Urban Strategies



EYE LEVEL VIEW WITH PROPOSED ART SITES

