

# TORONTO TRANSIT COMMISSION REPORT NO.

**MEETING DATE:** November 26, 2008

**SUBJECT:** STATION MODERNIZATION PROGRAM  
DESIGN CONCEPT FOR DUFFERIN STATION  
CONTRACT B3-11

## **ACTION ITEM**

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### **RECOMMENDATION**

It is recommended that the Commission approve the Conceptual Design for the Station Modernization Program at Dufferin Station as presented at a Public Information Centre (PIC) on October 22, 2008.

### **FUNDING**

Sufficient funds for the Dufferin Station Modernization conceptual design have been included in the following projects of the TTC 2009-2013 Capital Program as approved by the Commission on August 27, 2008:

- Project 3.1 Finishes, under Station Modernization as set out on pages 599 to 601 of the Improvement Category;
- Project 3.9 Buildings and Structures, under Easier Access Phase III as set out on pages 803 and 811 of the Legislative Category;
- Project 3.9 Buildings and Structures, under Fire Ventilation – Second Exit for Subway Stations as set out on pages 781 to 792 of the State of Good Repair/Safety Category;
- Project 2.3 Communication Systems Rehabilitation Program, under Subway Station Fire Alarm Modifications as set out on pages 351 to 354 of the State of Good Repair/Safety Category;
- Project 3.2 Equipment under Subway Pump Replacement Program as set out on pages 609 to 612 of the State of Good Repair/Safety Category.

## **BACKGROUND**

A number of existing station facilities on the Bloor-Danforth Subway have not had any significant finish material upgrades since they opened for revenue service in 1966. These facilities are now over 40 years old and are showing signs of wear and age. The Station Modernization Program aims to upgrade and modernize both indoor and outdoor public spaces on the Bloor-Danforth Subway to provide station facilities that are:

- In a state of good repair, maintainable and safe;
- More easily navigated with excellent wayfinding assists at all levels;
- Visually modern and more identifiable as a TTC transit facility;
- More easily located and identifiable in the urban context.

In the interests of maximising efficiencies of the implementation of multi-program initiatives over an extended period and in the interests of minimising the impact on the travelling public during construction, the Station Modernization construction contract will also include the scope for:

- Barrier-free design and elevators for the Easier Access Project Phase III;
- A Second Exit under the Fire Ventilation Upgrade Project;
- Fire Alarm upgrades from the Fire Alarm Modifications Program;
- Renewal of surface level buildings on the west side of Dufferin Street including new roofing areas and lighting upgrades;
- Provision of indoor waiting areas at the west entrance;
- Provision of canopies on both sides of Dufferin Street;
- Provision of a new station sump pump and associated services.

The project will also incorporate a Green Roof or Cool Roof as appropriate.

An integrated art component to meet the intent of TTC Policy/Instruction 3.1.3, Art in Public Transit Facilities will be incorporated into the modified station facility at the west entrance, and platform levels. The integrated art concept and finishes for Dufferin Station will be further developed and brought to a future Commission Meeting.

A public consultation and design process has been undertaken as shown on Exhibit 1.P1.

## **DISCUSSION**

The recommended design responds to the Station Modernization Program objective of urban design improvements at grade, increasing the presence of a transit facility within the context of the local neighbourhood and upgrading the existing station finishes and roofing.

### **PUBLIC REVIEW**

The Dufferin Station design concept under the Station Modernization Program has been reviewed as follows:

- Advisory Committee on Accessible Transportation (ACAT) (including members appointed by Commission) on September 25, 2008;
- Bloordale Business Improvement Area (BIA) on October 15, 2008;
- Bloorcourt Business Improvement Area (BIA) on October 17, 2008;
- Public Information Centre (PIC) on October 22, 2008.

The station layout was presented and received at the ACAT meeting on September 25, 2008 without any significant concerns. The following items were raised and discussed:

- Direct elevator access between street level and the platforms is desirable but is not possible because the fare line is at concourse level;
- Easy access to the street level elevator is protected in the design by the provision of a recessed waiting area and by having the west station entrance located to the north. This will help to minimize interference with access to the street level elevator;
- To deal with situations when elevators are out of service, signage will be posted at each elevator to advise alternative accessible routes available (where feasible depending on the level) from that location. Real time elevator status is not currently provided in the system.

As part of the public review process (Exhibit 1.P1), meetings were held with both the Bloordale and Bloorcourt BIA Chairs on October 15 and 17, 2008 respectively. The Chairs were supportive of the project in general, with discussion on the following design considerations:

- An underground pedestrian tunnel under Bloor Street, south of the station, on the west side of Dufferin Street, would be considered a useful addition to accommodate passenger/pedestrian flows south of the station to/from the Dufferin Mall and area schools. This is not included in the current design concept due to budget constraints, but could be considered as part of a future development proposal;
- The retail area currently located at concourse level will be moved to street level;
- Seating/benches in the landscaped areas around the perimeter of the expanded station should be given further consideration for safety and security reasons;

- Extension of the west canopy farther to the south would be desirable, but cannot be extended due to City clearance and permit restrictions and the need to maintain visibility to the main entrance of Dovercourt Baptist Church;

The October 22, 2008 PIC was held to exhibit the proposed station layout. There were 62 attendees resulting in the receipt of 21 written comments. In general, the comments were supportive of the project. There were 6 comments requesting a pedestrian underpass under Bloor Street south of the station. Two comments expressed concern regarding the second exits existing on to Russett Avenue in regard to safety and security issues (other options will be explored by TTC). Some interest was expressed in using green technology, such as solar panels, and retaining as much landscaping as possible.

The next PIC to be held in the spring 2009 will present the integrated artwork, station finishes, and detailed design updates.

## **STATION FEATURES**

### Exterior (Exhibit 1.P2-P6)

New canopy structures will be installed on both west and east sides of Dufferin Street to enhance bus passenger waiting and transfer areas. New signage meeting TTC standards will be installed to improve TTC's presence and station identification at street level and provide improved wayfinding measures. The station façade will include a red band to enhance the station presence. New landscaping will be installed where possible to improve and enhance the aesthetics of the new station structure. Bicycle parking facilities will be provided at the new west entrance. The laneway will be realigned to accommodate a new set of stairs in the expanded waiting area. The bus standby lanes on the east and west sides will be modified to accommodate space for a second bus.

Two new second exit structures will be constructed at street level on the east and west sides of Russett Avenue and directly connected to the two subway platforms below to provide improved passenger egress capabilities. The existing church parking lot (on leased City land) will be reduced from 24 to 12 parking spots to accommodate the second exit on the east side of Russett and the increased station waiting area. However, in consideration of the public concerns regarding the location of the second exits located on Russett Avenue, TTC is currently reviewing other options that may better address the expressed concerns. Any resulting changes to the second exit structure configurations will be presented at the next PIC and included in a subsequent Commission report that will also include finishes and artwork.

The new west entrance roof will vary from 4.0 to 5.5 metres in height to allow natural lighting in accordance with the City's Green Development Standards.

Interior – General (Exhibit 1.P7-P10)

The concept design provides for the following finishes: new wall finishes installed with integrated artwork where possible; repaired and refurbished terrazzo floors; new signage; new lighting; new and refinished ceilings; station furniture. The upgraded finishes will be durable and will require minimal maintenance. The station finishes and artwork will be further developed as part of the detailed design and will be presented at the next PIC and included in a subsequent Commission report that will also include finishes and artwork.

Street Level (Exhibit 1.P7-P9)

The enclosed waiting area in the west entrance will be expanded to improve passenger handling and flow capabilities. Light fixtures, signage and station furniture will be replaced incorporating TTC's current standards. New sliding doors and an elevator to/from the concourse will be installed to provide a barrier-free route to all levels. The existing retail space currently at the concourse will be relocated within the west entrance at street level. Existing stairs connecting the west street level entrance with the concourse will be replaced by new wider stairs on the north side of the expanded station which will incorporate tactile tiles.

The stairways will also incorporate bicycle channels.

Concourse Level (Exhibit 1.P10)

The fare line on the concourse level will be modified by consolidating the two existing collector booths on either side of the concourse into one central collector's booth with cashier windows on either side for improved passenger flow and handling. Three elevators will service this level as follows: 1) E1 connecting street level to concourse; 2) E2 connecting concourse to the eastbound platform; 3) E3 connecting concourse to the westbound platform. The new set of stairs to/from street level will terminate at the concourse level.

Platform Level (Exhibit 1.P11)

The subway platform level will be served by a new elevator on each platform and a second exit at the west end of each platform leading to Russett Avenue. Existing stairs to the concourse will be repaired and tactile tiles will be added at the top landing. Janitor rooms and mechanical facilities will also be updated.

## **PROJECT IMPACTS**

The project will result in the following impacts during and following construction:

- All 24 parking spots for the Dovercourt Baptist Church on the west side of Dufferin Street will be lost during construction and 12 spots will be lost permanently to accommodate the expanded station facility;
- The east end of the existing laneway to the north of the main station entrance, will be relocated approximately 2 metres farther north onto Bell Canada property to accommodate the expanded station facility;
- An area of City right-of-way is required on the east and west sides of Russett Avenue to accommodate the new second exit structures;
- Hoarding protection will be required over the east and west sides of Dufferin Street sidewalks for canopy construction;
- Existing trees and landscaping within the project limits will be removed to accommodate the new structures;
- The station will remain open and fully operational during construction.

To mitigate the above impacts, the following steps will be undertaken during design development:

- Investigate opportunities to accommodate church parking temporarily through the construction period;
- Alternate options will be investigated to address concerns raised at the PIC and to minimize loss of permanent church parking;
- Accommodate landscape design, where feasible, around the perimeter of the new station and second exit structures.

## **COST AND SCHEDULE**

The preliminary estimate of the Dufferin Station Modernization is \$33.9M itemized into the following integrated program components: a) Station Modernization: \$10.0M; b) Easier Access: \$14.5M; c) Second Exit: \$9.0M; d) Miscellaneous: \$0.4M.

The current schedule reflects completion of design by July 2009 with completion of construction in Q4 2011.

## **NEXT STEPS**

The next PIC presentation will be held in April 2009. A report will be submitted to the Commission in May 2009 seeking approval for finishes and artwork. Following the tender period, a report will be submitted for contract award approval in November 2009, authorizing the start of construction.

**JUSTIFICATION**

The proposed concept will modernize the station and provide accessibility and second exit facilities.

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November 12, 2008

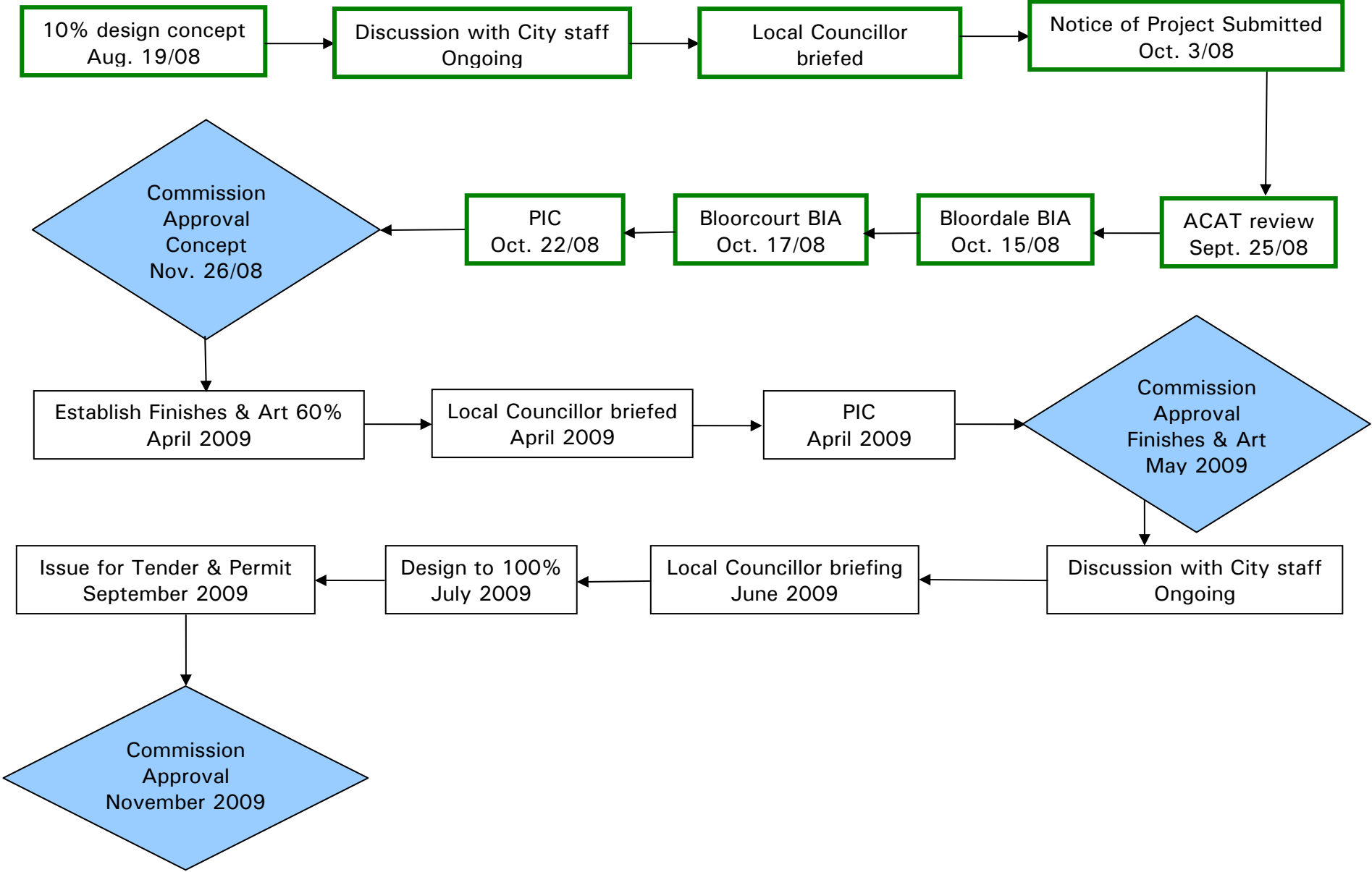
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Attachment: Exhibit 1

# Dufferin Station Modernization B3-11 Design/Consulting Process

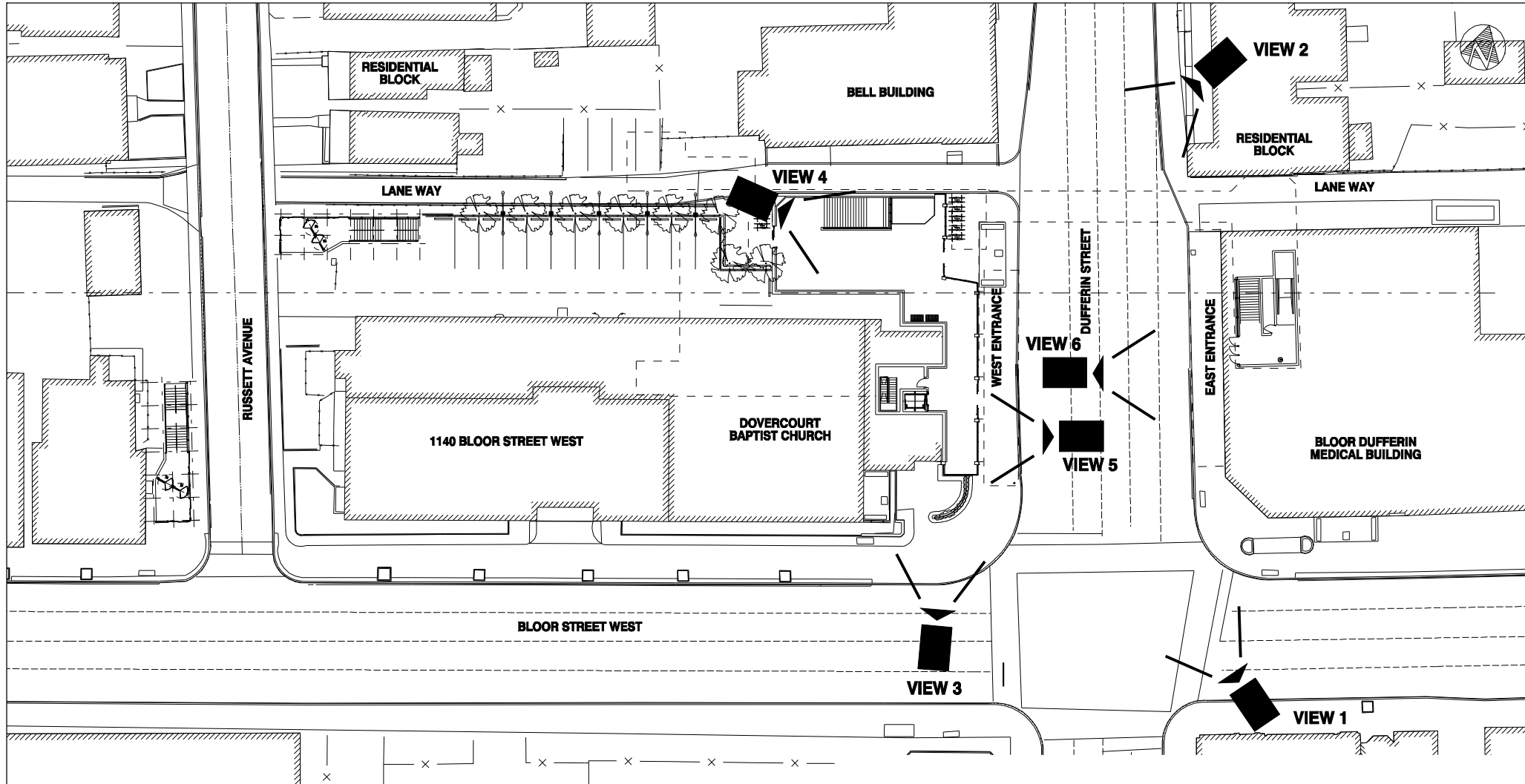
Exhibit 1. P1





# DUFFERIN STATION

## KEY PLAN



# DUFFERIN STATION



EXISTING AERIAL VIEW - DUFFERIN STREET

VIEW 1- ARIAL VIEW DUFFERIN STREET

# DUFFERIN STATION



**VIEW 2 - PROPOSED WEST ENTRANCE**



**EXISTING WEST ENTRANCE**

# DUFFERIN STATION



VIEW 3- PROPOSED WEST ENTRANCE



EXISTING WEST ENTRANCE

# DUFFERIN STATION


 STATION  
MODERNIZATION

Exhibit 1. P6



**VIEW 5 - EAST ELEVATION**



**VIEW 6 - WEST ELEVATION**

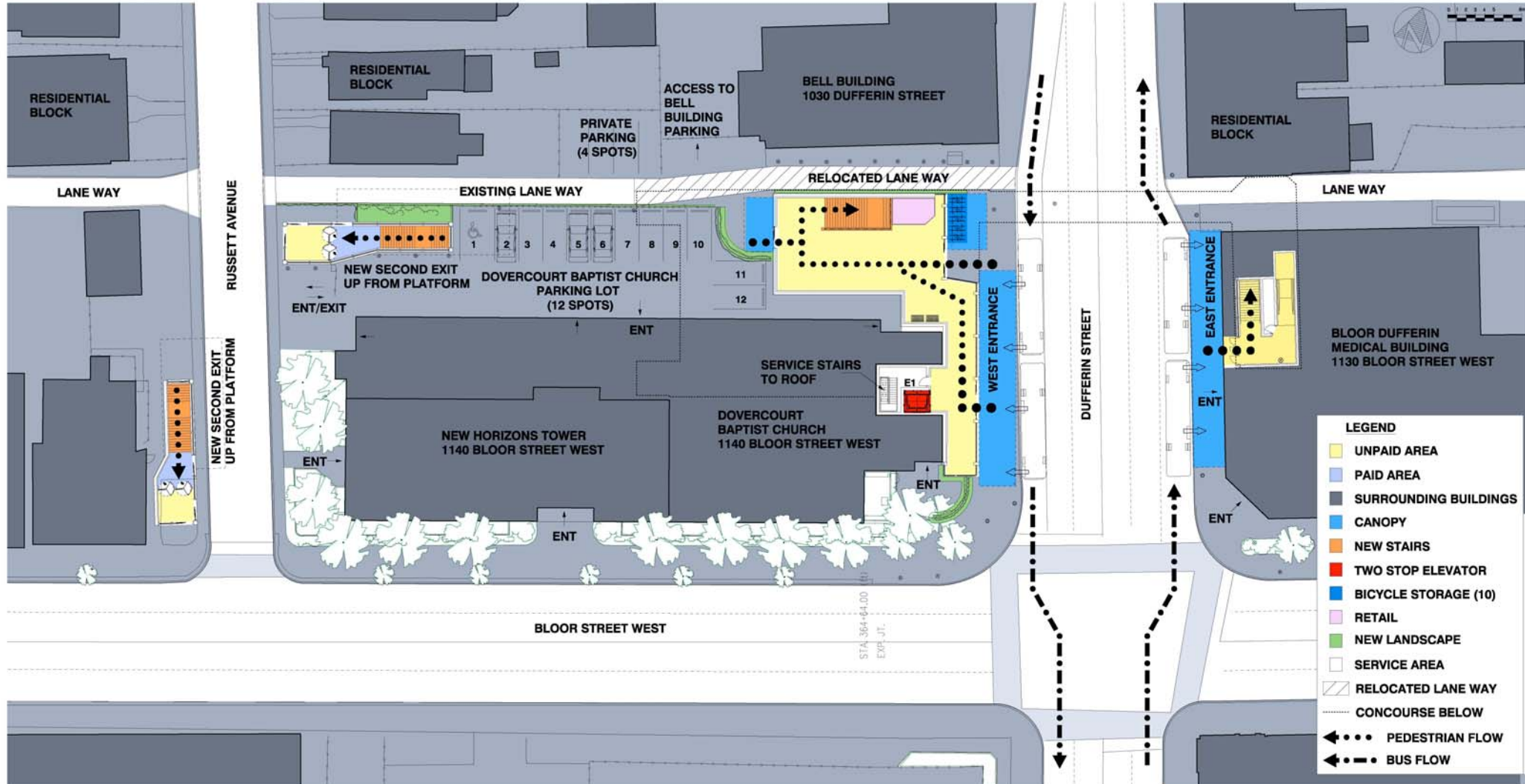
# DUFFERIN STATION

## EXISTING STREET LEVEL PLAN



# DUFFERIN STATION

## PROPOSED STREET LEVEL PLAN



# DUFFERIN STATION

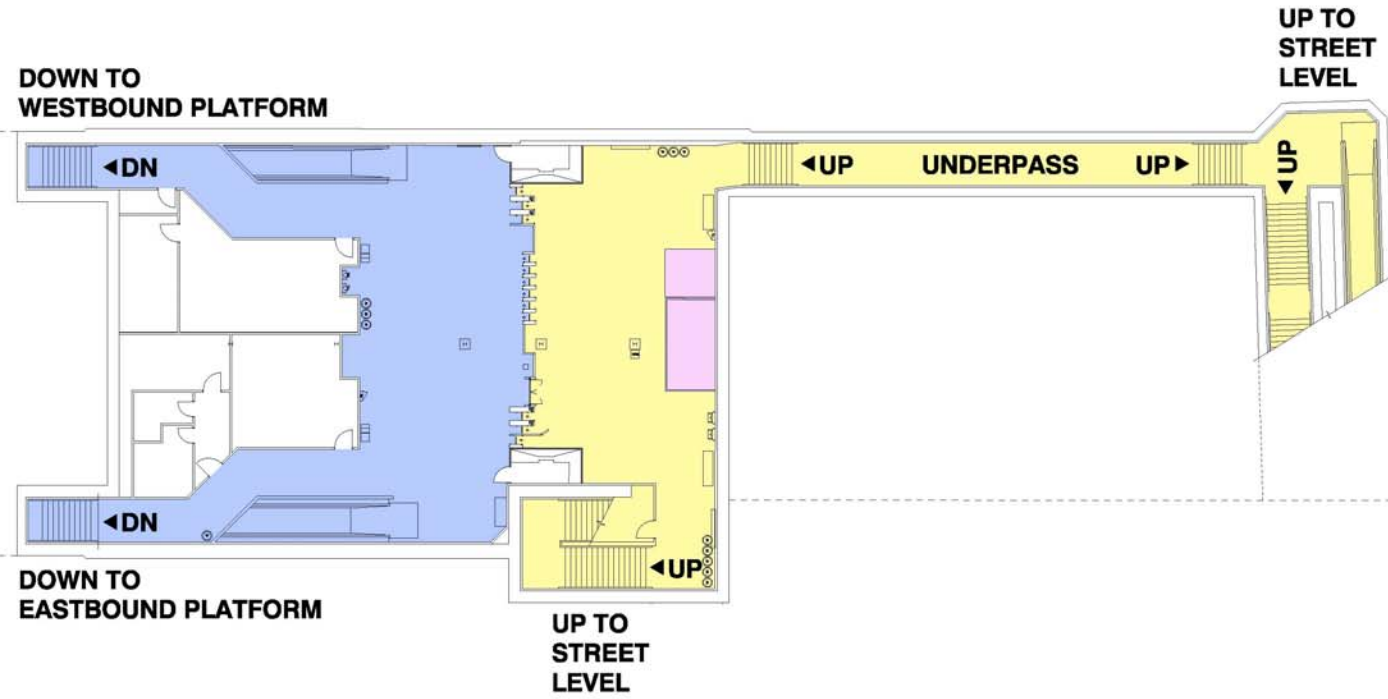


VIEW 4 - INTERIOR PERSPECTIVE

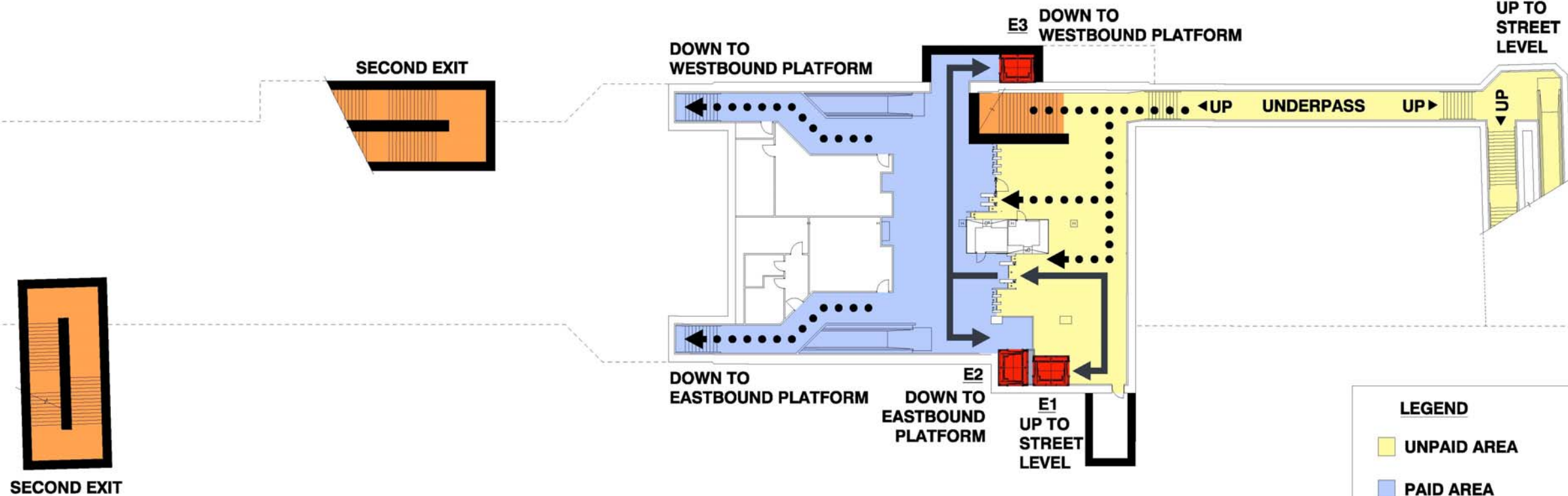


# DUFFERIN STATION

**EXISTING CONCOURSE LEVEL PLAN**

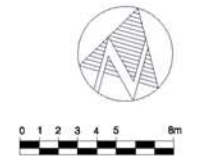


**PROPOSED CONCOURSE LEVEL PLAN**

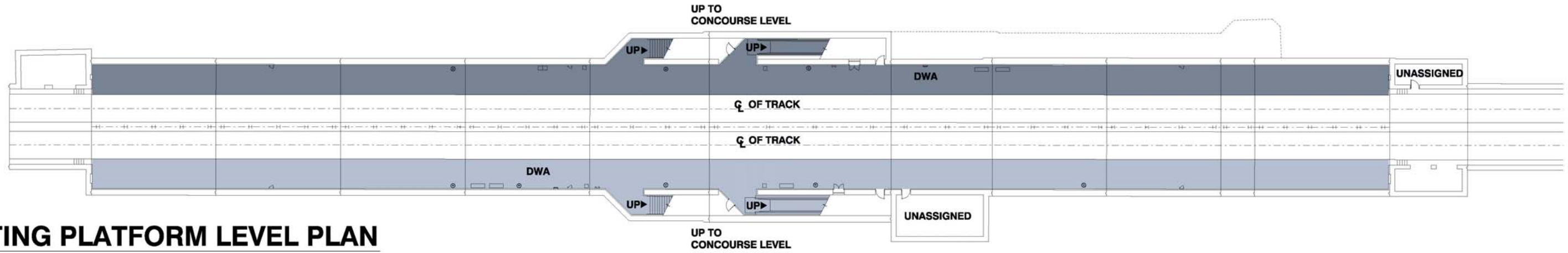


**LEGEND**

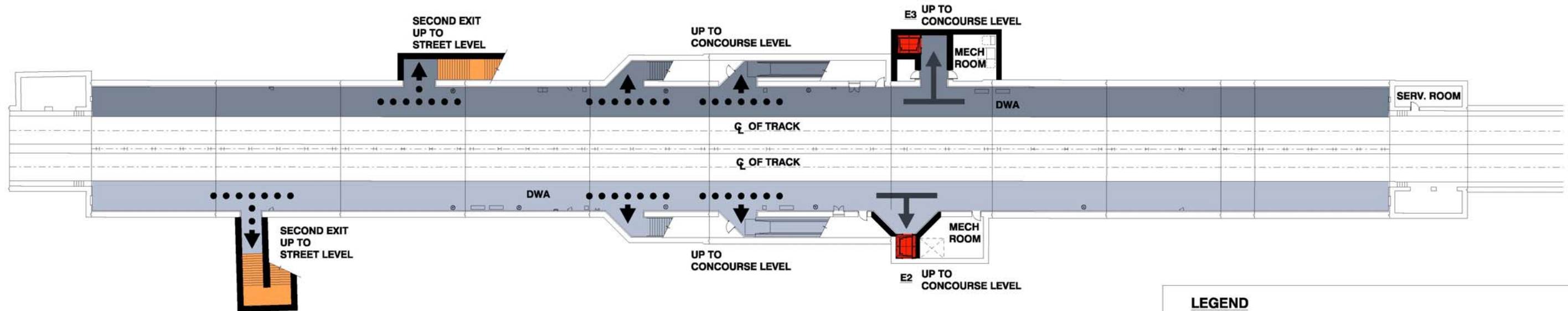
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<span style="display:inline-block; width:15px; height:15px; background-color:orange; border:1px solid black;"></span> NEW STAIRS	<span style="display:inline-block; width:15px; border-bottom:1px dashed black;"></span> PLATFORM BELOW
<span style="display:inline-block; width:15px; height:15px; background-color:red; border:1px solid black;"></span> TWO STOP ELEVATORS	<span style="display:inline-block; width:15px; border-bottom:1px dotted black;"></span> PEDESTRIAN FLOW
<span style="display:inline-block; width:15px; height:15px; background-color:white; border:1px solid black;"></span> SERVICE AREA	<span style="display:inline-block; width:15px; border-bottom:1px solid black;"></span> BARRIER FREE FLOW



# DUFFERIN STATION



**EXISTING PLATFORM LEVEL PLAN**



**PROPOSED PLATFORM LEVEL PLAN**

**LEGEND**

	WESTBOUND PLATFORM		NEW STRUCTURE
	EASTBOUND PLATFORM		PEDESTRIAN FLOW
	NEW STAIRS		BARRIER FREE FLOW
	TWO STOP ELEVATORS		

