

TORONTO TRANSIT COMMISSION REPORT NO.

MEETING DATE: July 9, 2009

SUBJECT: STATION MODERNIZATION PROGRAM
DUFFERIN STATION
APPROVAL OF FINISHES AND ARTWORK
CONTRACT B3-11

ACTION ITEM

RECOMMENDATION

It is recommended that the Commission approve the finishes and artwork for the Station Modernization Program at Dufferin Station, which were presented through a public consultation process on May 11, 2009.

FUNDING

Funding for the Dufferin Station Modernization Project is included in the TTC's 2009-2013 Capital Program which was approved by City Council on December 10, 2008 under the following projects:

- 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, and
- 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.

During design development from 10% to 30%, the Dufferin Station Project costs increased from \$33.9M to \$41.6M, representing an increase of \$7.7M. These costs can be attributed to additional scope at the main entrance, changes in structure to suit design development and existing conditions, addition of janitor rooms in the second exits, updates required to elevator machine rooms, fire alarm upgrades for code compliance, change to wet sump pumps, provisions for property development associated with impacts to adjacent facilities and escalation of estimated construction costs.

Staff will continue to monitor each of the projects identified above through the design process to refine the estimated cost impacts, and will report back in late fall 2009 in conjunction with the contract award to address the approval requirements for this work. This supported scope for Dufferin Station will also be incorporated into the 2010-2014 Capital Program budgets.

BACKGROUND

The design for the Dufferin Station project including modernization, easier access and second exit components was approved by the Commission on November 26, 2008.

The design of the project was confirmed through the submission of 30% scope review documents. The project has been reviewed by the stakeholders, and is proceeding to final design incorporating comments received from the staff review process and the Public Open House on May 11, 2009.

This report presents a description of the final design development and final decisions on station finishes and artwork.

DISCUSSION

DESIGN

The main station layout on the west side of Dufferin Street (see Exhibits 1 through 3) addresses the required elements of modernization, easier access, second exits, upgrades to fire alarm systems and lighting, and includes the provision of canopies on both sides of Dufferin between the station entrances and the bus loading curbs to create sheltered waiting areas. The main entrance has also been reconfigured to increase internal waiting areas with a clear view of street traffic.

The Dufferin Station Modernization Project incorporates the following environmental initiatives:

- A cool roof for both canopies, the west half of the main entrance building and second exits,
- A green roof for the west entrance building over the main waiting area,
- Replacement of existing lighting for improved energy efficiency,
- Increased daylight levels to reduce electric lighting power usage,
- LED lighting in illuminated wayfinding signage to reduce power consumption,
- Reduced storm water runoff into the municipal drainage system by utilizing green roof landscaping and soft landscaping areas adjacent to other building runoff areas,
- Bicycle racks, and
- Landscape with native and drought tolerant species provided.

The new public stairs within the main station entrance on the west side of Dufferin Street and existing stairs to platform will be equipped with bicycle guides.

The new art proposed for the station has been reviewed by an Art Design Review Committee assembled specifically for Dufferin Station, which includes a community representative selected with the concurrence of the local Councillor's office, and representatives from City of Toronto Culture, TTC Engineering and TTC Construction.

PUBLIC REVIEW

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

- Advisory Committee on Accessible Transportation on September 27, 2007,
- Bloordale BIA on October 15, 2008,
- Bloorcourt BIA on October 17, 2008,
- Public Open House on October 22, 2008, and
- Public Open House on May 11, 2009.

The May 11, 2009 Open House was held specifically to exhibit finishes and artwork. There were 70 attendees with 63 written comment forms submitted. In general, the comments received were supportive of the proposed finishes and colours. The art concept for the interior of the station (see Exhibits 4 to 5) was also well received.

COMMENTS FROM DOVERCOURT BAPTIST CHURCH AND NEW HORIZONS TOWER

The planned construction period is in excess of two years and will have some impact on traffic and residents in the area. During construction, the New Horizons Tower (NHT) and Dovercourt Baptist Church (DBC) will be required to close all existing parking spaces on land leased from the City at 1140 Bloor Street to accommodate construction of the main entrance expansion one of the second exits and to provide for a construction staging area. The main areas of concern were the loss of temporary and permanent parking, and the potential for noise and dust through the construction period.

A petition with 77 signatures was received on May 25, 2009 petitioning "the proposed TTC plans for Dufferin Subway Station further development..." until TTC has "...further frank and open discussion and agreement to our needs and demands."

In addition to regular discussions and correspondence regarding the scope of work, concerns and potential mitigation options, staff have had several meetings with the NHT/DBC administration on: September 23, 2008; December 4, 2008; January 30, 2009; February 13, 2009; February 26, 2009; and April 17, 2009.

In response to correspondence received at the May 28, 2009 Commission Meeting (C-2,

Report No. 14 of the minutes), staff have contacted the Church and requested a meeting to review the issues raised in the received correspondence. The Church has agreed to meet staff following a meeting with their Councillor to be held early to mid-July, 2009.

Temporary parking has been arranged to offset the loss of parking for the duration of the construction period. Staff have proposed the following temporary parking arrangements for further consideration:

- Five weekday parking spots at St. Wenceslaus Church,
- Ten parking spots at Dufferin mall, and
- Metropasses as required.

Once construction is completed, a maximum of twelve parking spots will be permanently lost from the NHT/DBC site due to the westbound second exit structure and main entrance expansion. Discussions regarding mitigation measures for the lost parking are underway.

STATION FINISHES

The design addresses the upgrading of station finishes through the replacement of existing ceilings, refurbishing of floors, application of new wall finishes, signage, furnishings, and lighting as follows:

Street Level

The existing entrance on the east side of Dufferin Street (see Exhibits 4 and 5) will be upgraded with new doors and station identification signage. The entrance will be accentuated with a glass canopy to enhance the ingress of natural light into the entrance. All finishes in the station connection leading from this entrance will be upgraded.

The existing main station entrance on the west side of Dufferin Street is being replaced with a new building which will be glazed with a curtain wall system to maximize transparency and ambient daylight. The curtain wall will incorporate the TTC corporate identification red band which has been identified as a prime identification element through public focus groups. External solid walls will be comprised of a light coloured architectural smooth-faced concrete finish with anti-graffiti finish.

The new entrance building on the west side of Dufferin Street will be a 5m high space. The focus of the space will be the back wall, which will feature the main components of the art concept and provide a vibrant impact on the visual appearance of the transit facility at street level. Stairs to the concourse will be refinished with granite tiles in a dark grey colour contrasting with non-slip tread edges in a light grey colour to aid visual differentiation. Tactile tiles will be added at the top landings as per TTC standards. The stair balustrade will be glass and stainless steel framing to maximize views through to destinations. The new street level facility will have an exposed architectural concrete waffle slab as a ceiling. The floor in this

area will be finished to match existing terrazzo on the facility. New sliding doors and an elevator will be installed to provide a barrier-free route through to all levels.

Two second exit buildings will be constructed to the west end of the station structure and are designed to match the station architecture. The buildings will be finished in the same materials as the main entrance; and will provide direct egress from each platform to the street and will be for exit only.

Concourse

At concourse level the walls will have a new glazed block finish with integrated artwork, including the walls leading down to the platform. The existing ceiling will be removed and replaced with an articulated, perforated aluminium panel system. Existing terrazzo floors will be repaired or replaced with new terrazzo to match existing. Lighting and PA systems will be renewed.

The two existing collector's booths will be replaced with two new central booths and a new accessible fare control barrier. New signage and station furniture will be installed. Stairs to the platforms will be refinished with granite tiles in a dark grey colour contrasting with non-slip tread edges in a light grey colour to aid visual differentiation. Tactile tiles will be added at the top landings as per TTC standards. Existing glazed-block parapet walls enclosing the stairs will be replaced with TTC standard glass and stainless steel balustrades with terrazzo curbs.

Platform

Each subway platform will be served by a new elevator and a second exit at the west end. The second exits will connect directly to Russett Avenue to provide secondary means of egress off the platforms to street level. The facilities will be finished as public spaces to match the rest of the station, with the stairs finished in granite.

Existing terrazzo floors will be ground and sealed to restore the existing light grey coloured terrazzo. Any damaged sections will be repaired or replaced in local sections to match the existing finish. New areas of the floor associated with the elevators and second exits will be installed in a colour to match the existing terrazzo.

Walls will have a new glazed block finish similar to existing finishes incorporating a contrasting band for station identification along the top. The art concept will be continued at the platform level including at the openings to the stairs and escalators leading to the concourse. The existing concrete ceiling will be repaired and painted. In addition, new signage and station furniture will be installed at platform level. Station identification signage at platform level will retain the appearance of the existing, using the TTC heritage font.

Artwork

Artists Eduardo Aquino and Karen Shanski have developed an art concept called "Something Happens Here" that has been reviewed and approved by the City Art Design Review Committee. The artwork comprises a number of memorial pixels which are incorporated throughout the station and integrated into largely pixelated images based on a series of photographs taken at the existing station and its surrounding environment. The photographs have then been edited through a range of digital manipulations to produce a series of images from the photograph itself to the abstract and incorporated into the colour of the glazed block modular appearance.

Artwork is integrated into architectural finishes throughout the station in a collaborative effort by the artists and the architect. A brief description of the art concept in the artists' words will be placed on a number of plaques throughout the station.

Landscaping

The main entrance building will incorporate a green roof. In addition, hard landscaping in the form of interlocking paving will be provided along the pedestrian walk-through, rear building entrance from the laneway, and in front of the church entrance to the south of the station. Soft landscaping will be provided south of the building in front of the church entrance and along the pedestrian walk-through at the rear of the station. Soft landscaping will be generally hardy and low maintenance for durability in the Canadian environment.

Street Furniture

Street furniture will be integrated along with the provision of bicycle lock posts at the main entrance and at the rear building entrance. Newspaper units will be replaced by a single coordinated unit and waste disposal units will be the new City standard.

The City has donated two compass rose inlays which will be installed in the public sidewalk at the doorways of both entrances on the east and west sides of Dufferin Street.

Public Laneway

The existing laneway located on the north side of the main station on the west side of Dufferin will be reconfigured. This includes closing the east portion of the lane as a public vehicular access from Dufferin Street due to the main station expansion to the north. This closed section of the laneway will be reassigned for combined use of TTC and Bell only. Ownership and maintenance discussions are underway.

JUSTIFICATION

Upgrades to existing station finishes and new artwork at Dufferin Station will provide an enhanced station environment for passengers using the station and the local community.

June 26, 2009
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Attachments: Exhibits 1, 2, 3, 4 and 5



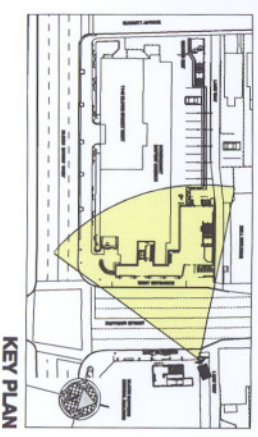
DUFFERIN STATION

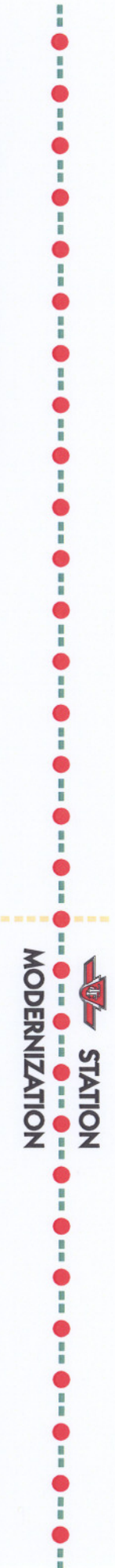


WEST ENTRANCE BUILDING

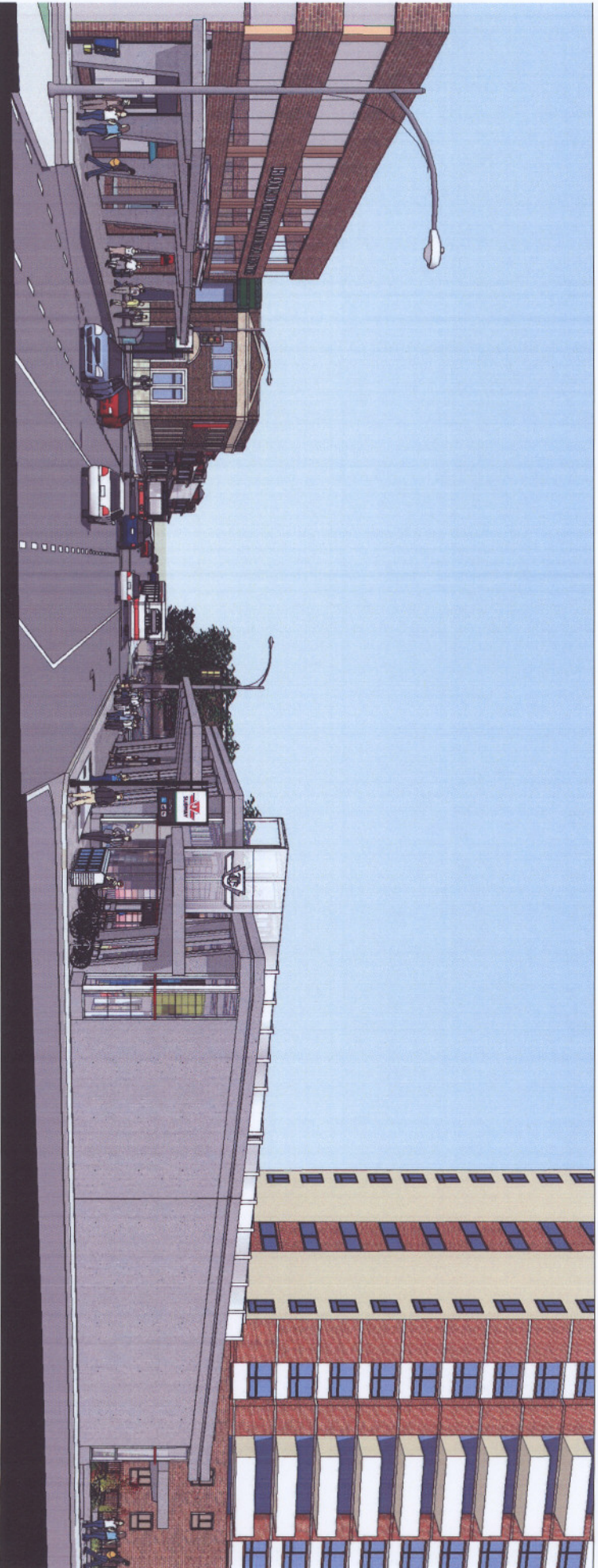


EXISTING WEST ENTRANCE BUILDING

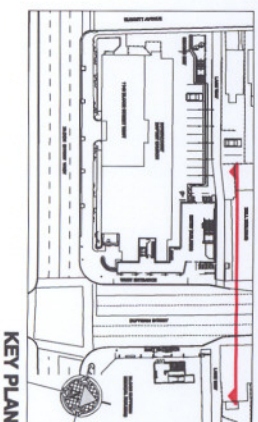




DUFFERIN STATION



SECTION THROUGH DUFFERIN STREET LOOKING SOUTH



KEY PLAN

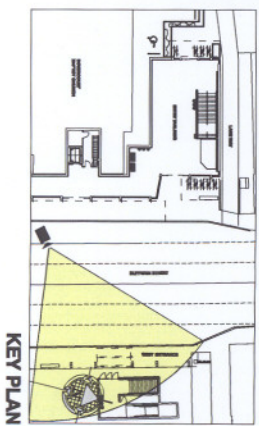
DUFFERIN STATION



EAST ENTRANCE



EXISTING EAST ENTRANCE

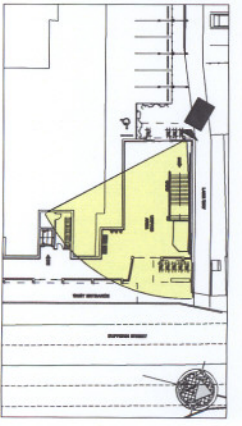




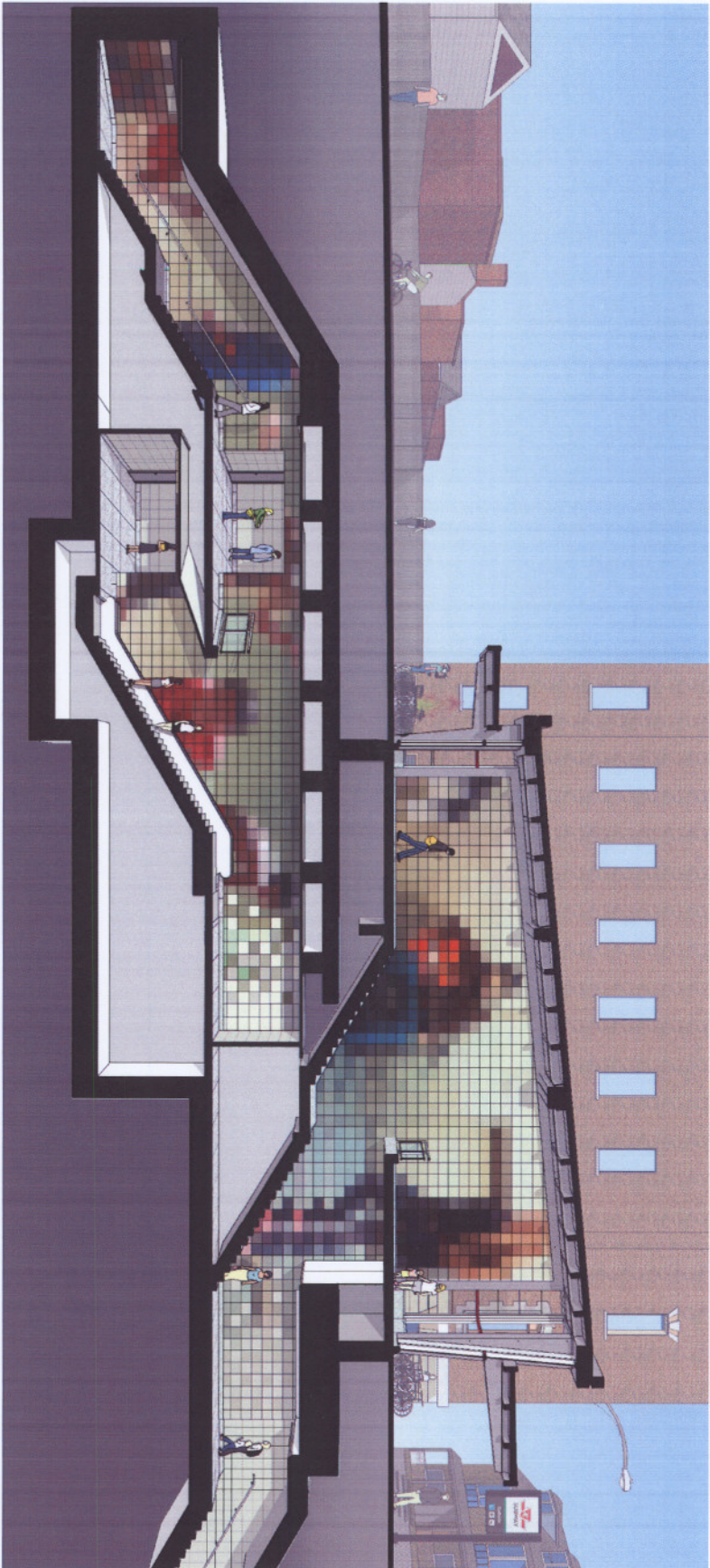
DUFFERIN STATION



INTERIOR STREET LEVEL



DUFFERIN STATION



LONGITUDINAL SECTION THROUGH WEST ENTRANCE BUILDING

