

TORONTO TRANSIT COMMISSION REPORT NO.

MEETING DATE: May 21, 2008

SUBJECT: ISLINGTON STATION IMPROVEMENTS PROJECT - FINISHES

ACTION ITEM: X **INFORMATION ITEM:**

RECOMMENDATION

It is recommended that the Commission approve:

1. The finishes for Islington Station Improvements Project, which were presented through a public consultation process as shown in Exhibit 1; and
2. Forwarding this report to the City Budget Committee for information.

FUNDING

Funds have been included in the TTC 2008-2012 Capital Program in 3.9 Buildings and Structures, under Islington Station Improvement, pages 867 to 869 in Category – Improvement; and Easier Access Phase III, pages 807 to 815 in Category – Legislative, as approved by City Council on December 11, 2007. However, these funds are insufficient to cover the full scope requirements for the Islington Station Improvements Project by \$1.1 M. These additional funds will be included in the proposed 2009-2013 TTC Capital Program.

Part of the funding contemplated for the Islington Station Improvements Project is to be received from the sale of surplus lands at this location, which is still to be negotiated.

BACKGROUND

Islington Station, which was constructed in 1968, includes a bus terminal (shared by TTC and Mississauga Transit), entrances, station concourse and platform, Passenger Pick-Up and Drop-Off (PPUDO) and taxi stand. The existing slotted bus terminal does not lend itself to efficient conversion to a fully accessible facility.

In order to facilitate the redevelopment of the Bloor/Islington lands (located at the north-west quadrant of Bloor and Islington), the existing Islington Station slotted bay bus terminal will be demolished. Mississauga Transit buses, which currently use the Islington Station bus terminal, will be relocated to the new inter-regional bus terminal at Kipling Station (to be completed by GO Transit in 2010). A replacement TTC bus terminal and Passenger Pick-Up and Drop-Off will be constructed in the hydro lands, immediately north of Islington Station. The Project scope also includes the provision of new elevators to provide barrier-free access to the station.

The preliminary design was presented to the public at an Open House held on November 7, 2007 and was approved by the Commission at its meeting of December 6, 2007. At that meeting, the Commission carried a motion that staff consult with representatives of the taxi industry on the appropriate locations for taxi stands.

DISCUSSION

STATION CONCEPT:

The existing site and concourse level plans are shown in Exhibits 2 and 3.

The proposed site plan (see Exhibit 4) for Islington Station includes the following:

1. **TTC Bus Terminal** - A new fully-accessible TTC bus terminal, with 6 bus bays (2 for articulated buses, 3 for standard 12 metre buses and 1 for Wheel-Trans buses) with a dedicated, signalized driveway to Islington Avenue (aligned with Aberfoyle Crescent).
2. **New East Entrance** - In order to accommodate an elevator, the new bus driveway and the addition of a channelized right turn lane at the west side of Islington Avenue, the existing entrance on the west side of Islington Avenue will be demolished and replaced with a new entrance located north of the new bus terminal driveway.
3. **Passenger Pick-Up and Drop-Off, Taxi Stand and West Entrance** - The existing PPUDO and taxi stand facility at Islington Station is located north of the existing bus terminal. Vehicle access to the PPUDO is currently available from southbound on Islington Avenue only with egress provided to Bloor Street (westbound only). The proposed 20-vehicle PPUDO and 6-vehicle taxi stand will be accessed from Bloor Street West and the Green Lanes extension at a signalized intersection. In accordance with the Commission's directive, industry representatives were invited to comment on the taxi stand layout. In response to industry comments, the layout of the stand has been revised to provide for a 6-taxi queue layout with 3 additional spaces for surges in taxi volumes (see Exhibit 4). Passengers will access the PPUDO and taxi stand via the new west entrance, which will be located immediately east of the facility.
4. **Sun Life Financial Centre Entrance** - The existing access on the east side of Islington Avenue via stairs/escalators to the concourse level will be retained.

The fare line at the concourse level (see Exhibit 5) will be reconfigured to provide a fare-paid connection to the relocated bus terminal and will include a new barrier-free turnstile. Provisions have also been made at concourse level to protect for connections into future buildings to be developed to the south on the Bloor/Islington lands.

A new elevator will be installed between the concourse level and the existing platform in order to provide new barrier-free access to the existing centre platform.

STATION FINISHES:

New modern finish materials which complement the existing station concourse will be installed in the new bus terminal and the new tunnel connection to the existing concourse and the new east entrance (on the west side of Islington Avenue).

The design also addresses the upgrading of station finishes at concourse level through the removal of existing concourse ceilings, refinishing existing concourse floors and new lighting in the concourse level.

Bus Terminal and Tunnel to Station Concourse (Exhibits 6, 7 and 8):

The new bus terminal will feature a V-shaped “cool” roof. The built-up, multi-ply roof system will be flood-coated white and covered in white gravel to protect the roof material and to cool the surface, resulting in reduced heat absorption. The roof fascia will consist of a green aluminum metal panel.

The enclosure of the indoor waiting area of the bus terminal will consist of glazing (clear safety glass), which will provide natural lighting and a clear view of all bus platforms. Clear anodized aluminum metal mullions, spaced at 1800 cm intervals, will provide structural rigidity to the glass wall. Transom wall panels above the glazing will be continuous clear anodized aluminum metal panels, framed by the window mullions to add continuity to the exterior wall aesthetically and structurally. The exterior soffit overhead will consist of cream-coloured metal panels that are a visual extension of the interior ceiling panels. Glass sliding doors to provide access to the bus bays, will include aluminum mid-rails. Each set of doors will be highlighted by a concrete surround, framing the opening to enhance the entry points.

Within the bus terminal, the ceiling will consist of continuous cream-coloured aluminum metal panels and 300 x 1200 mm fluorescent light fixtures. The bus terminal and tunnel walls will be finished with 100 x 100 mm, warm white porcelain tiles with dark green and black striped horizontal accents. The floors will consist of grey terrazzo with black accent flecks (matching the existing concourse level floors). The tunnel concrete ceiling will be finished with grey paint and beige acoustic steel ceiling panels in a regular rectangular pattern at right angles to the interior walls.

East Entrance (Exhibit 9):

The new east entrance interior finish materials and colours will match the bus terminal and tunnel (as described above).

The entrance building will also feature a V-shaped “cool” roof to reduce heat absorption. A red accent band on the beige roof fascia will highlight the location of the station entrance.

The exterior walls facing the bus terminal will feature red clay brick while the walls facing Islington Avenue will consist of clear glazing (clear safety glass) with mullions spaced at 1-metre intervals to provide structural rigidity. The exterior soffit overhead will consist of cream-coloured metal panels that are a visual extension of the interior ceiling panels (described below). The sliding glass entrance doors will be surrounded by grey metal panels to emphasize the location of the entry doors.

The plaza between the new east entrance and the new bus terminal will consist of a square pattern of textured, poured-in-place concrete paving with saw cut joints. The seat wall/planter will be constructed using poured-in-place concrete with a sand-blasted finish. The plant material within the plaza will be a mix of deciduous trees (Eastern Redbud), evergreen shrubs (Bearberry and Creeping Juniper), ground cover (Virginia Creeper) and ornamental grasses (Maiden Grass and Switch Grass). Virginia Creeper vines will cover the textured concrete retaining wall (located between the plaza and bus terminal).

West Entrance and Passenger Pick-Up and Drop-Off (PPUDO) Shelter (Exhibit 10):

The new west entrance will be highlighted by a red aluminum metal surround framing the opening to enhance the entry point. The doors have mid-level grey aluminum dividers for safety.

The covered walkway connecting the west entrance to the PPUDO shelter will be a pre-fabricated structure with grey aluminum framing and bronze tinted glass roof and glass northern wind break to the north side.

The PPUDO shelter will feature a solar reflective steel roof, with tempered clear glass walls accented with red metal panels.

Concourse Level (Exhibit 11):

The new concourse ceiling will be installed in checkerboard pattern, which will consist of beige steel acoustic panels alternating with new fluorescent light fixtures. The exposed sections of ceiling surrounding the lights will be painted grey. The existing light grey terrazzo floors will be repaired and refurbished and the existing rectangular, white wall tiles will be retained.

Platform Level:

There will be no changes to the existing finishes (including floors, trainway walls and ceiling) at platform level.

An Open House to show proposed finishes, and the construction staging plans was held on April 22, 2008 at the paid fare concourse level of the Islington Station. Staff were on hand to assist with the public’s understanding of the proposed design and to answer their questions. It is estimated that over 400 members of the public stopped to review the presentation materials and the comments received were, in general, very positive. The Project was also presented to the Advisory Committee on Accessible Transportation at their meeting on August 1, 2007.

The design is scheduled for completion in June 2008. Construction will commence in Fall 2008 and is scheduled for completion in 2011 (Exhibit 12).

PUBLIC ART:

Public art will be provided and will consist of either art applied to the retaining wall located between the east entrance plaza and the bus terminal or a free standing installation within the plaza. The plaza was chosen as the preferred location for public art at Islington Station in order to address the City’s Design Review Panel recommendation to provide an enhanced public space at the new east entrance. The TTC and City of Toronto will be selecting an artist in Spring 2008.

A follow-up report will be submitted to the Commission for approval when the art concept is developed by the selected artist.

JUSTIFICATION

The new finishes and new artwork at the Islington Station will provide an enhanced station environment for passengers using the station and the local community.

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Attachments: Exhibits 1 – 12

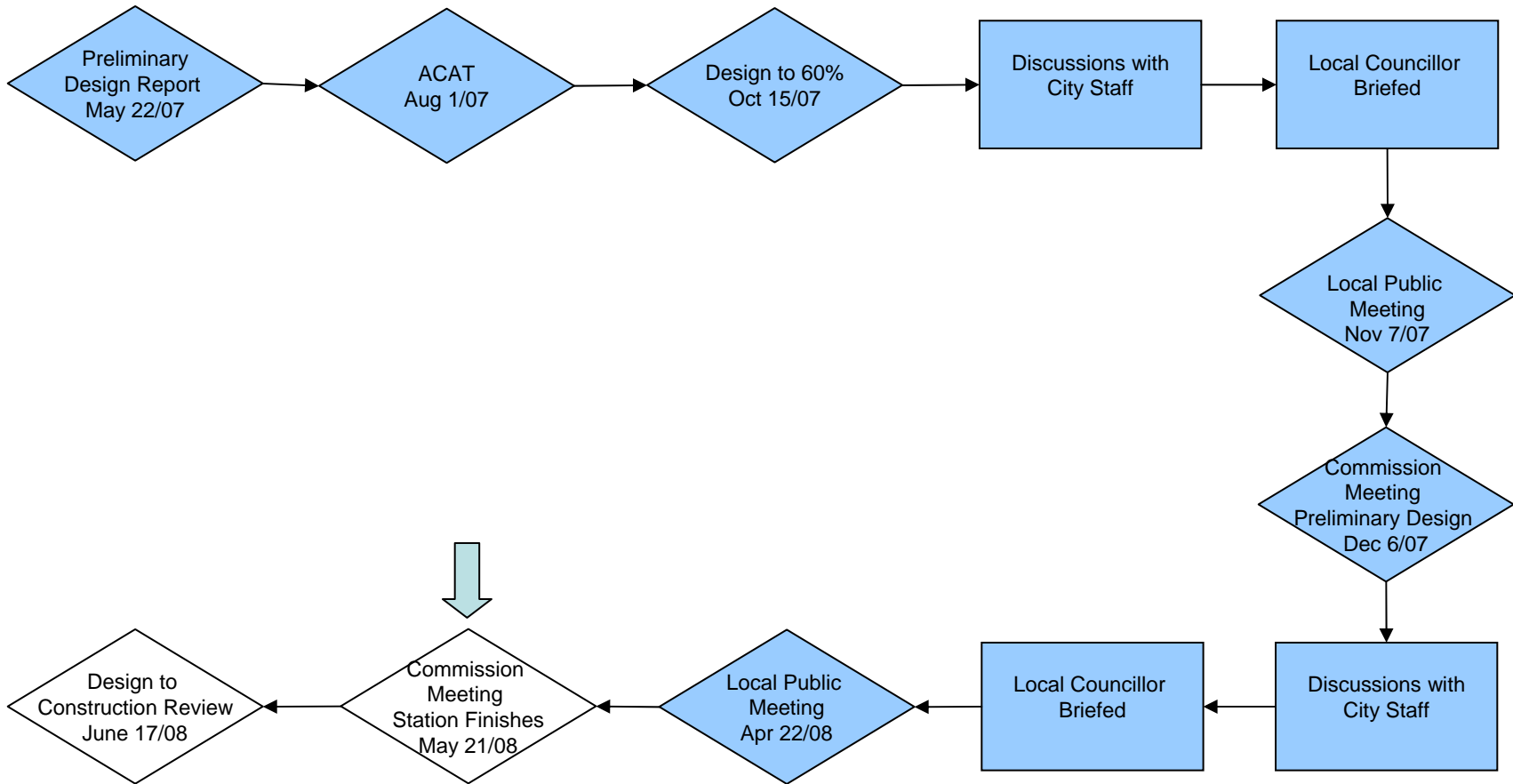


Exhibit 1 – Consultative Process

Legend

- E Entrance
- Escalator
- Stairs
- Bus Movement
- Pedestrian Movement
- Auto Movement
- TTC Building
- Parking
- Passenger Pick-Up and Drop-Off
- Bus Driveway

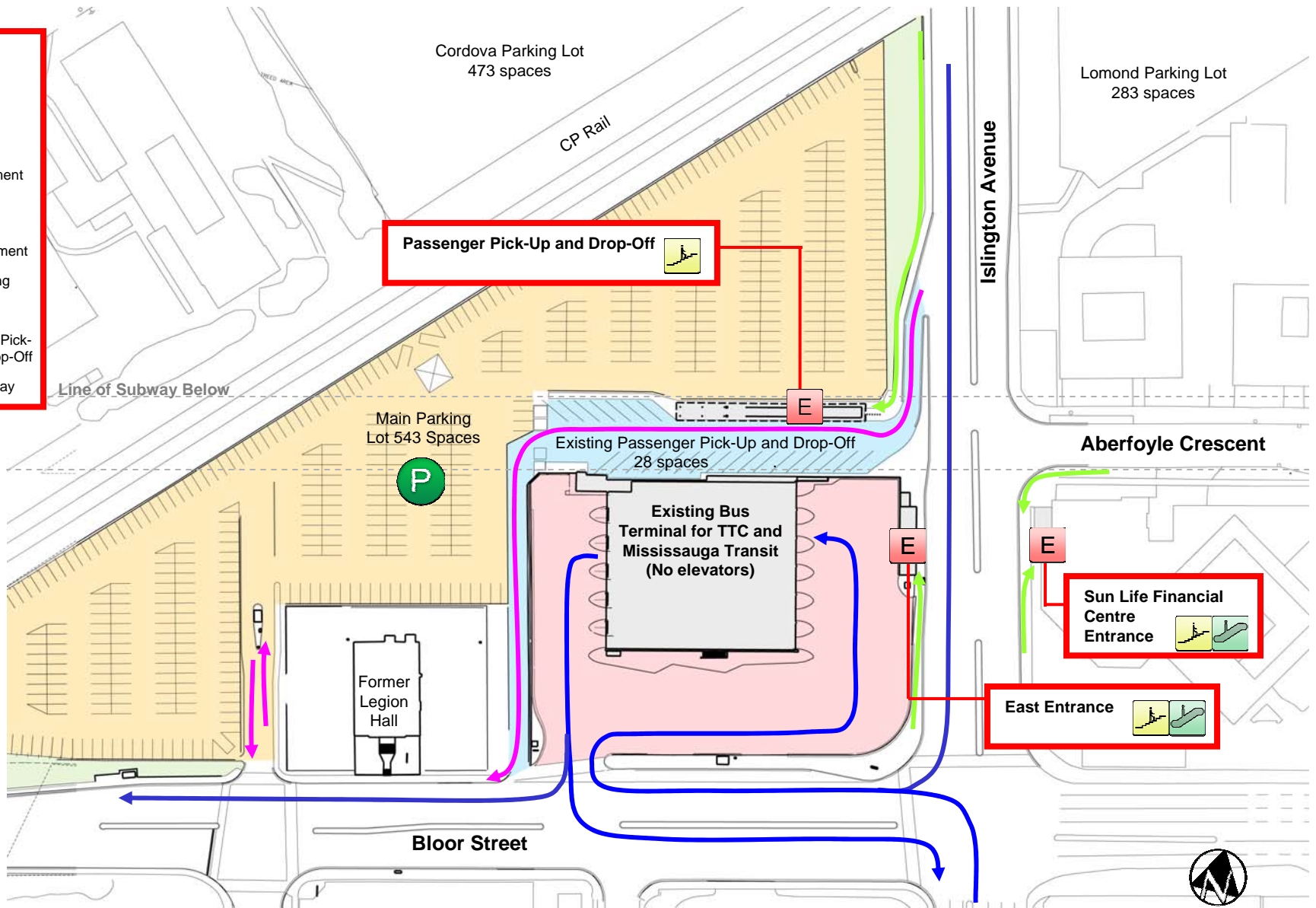


Exhibit 2 - Existing Site Plan

Legend

- Paid Zone
- Unpaid Zone
- Non-public Spaces
- Retail Areas
- E Entrance
- E Elevator
- E Escalator
- E Stairs
- E Pedestrian Movement

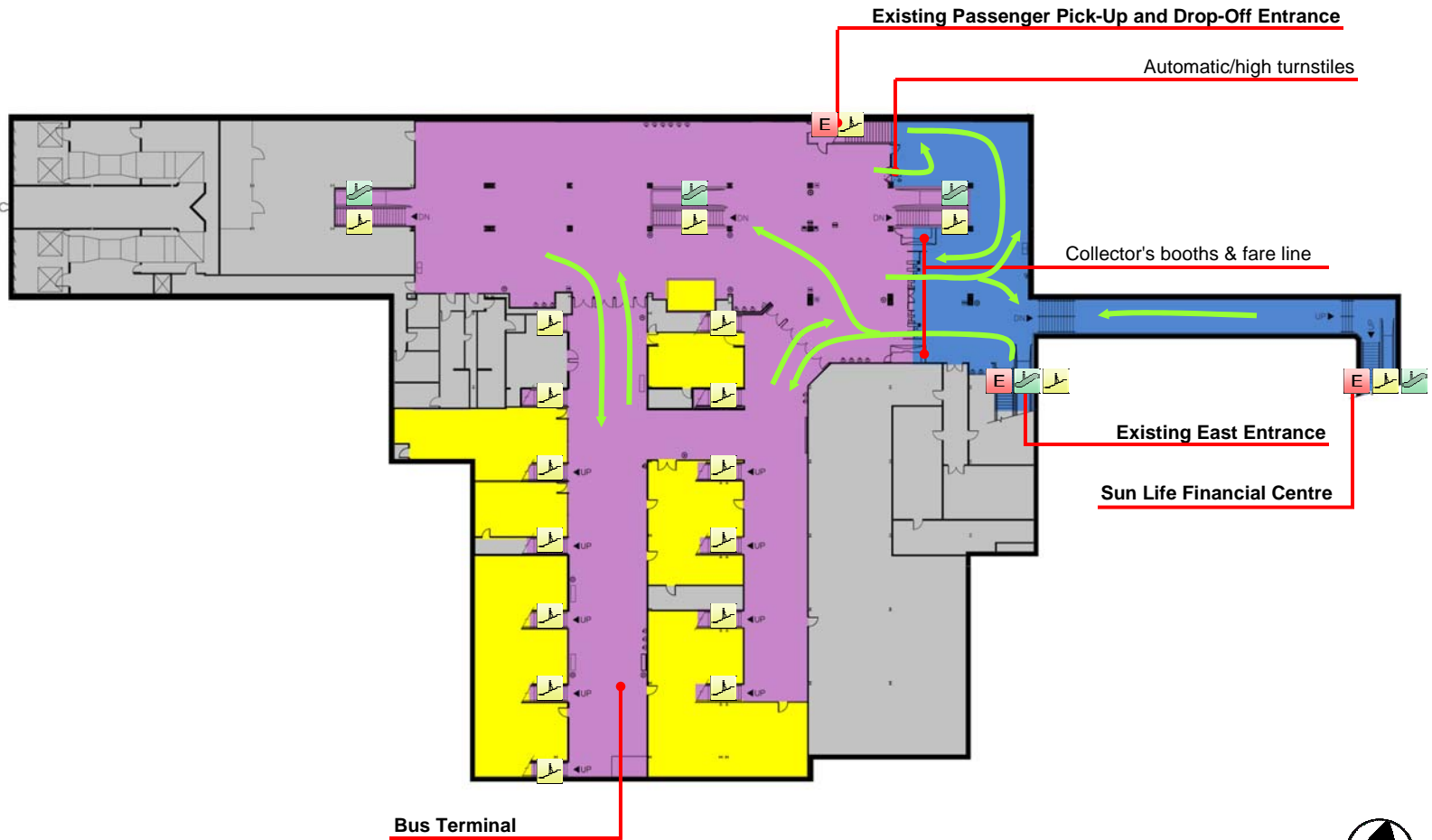


Exhibit 3 - Existing Concourse Level Plan

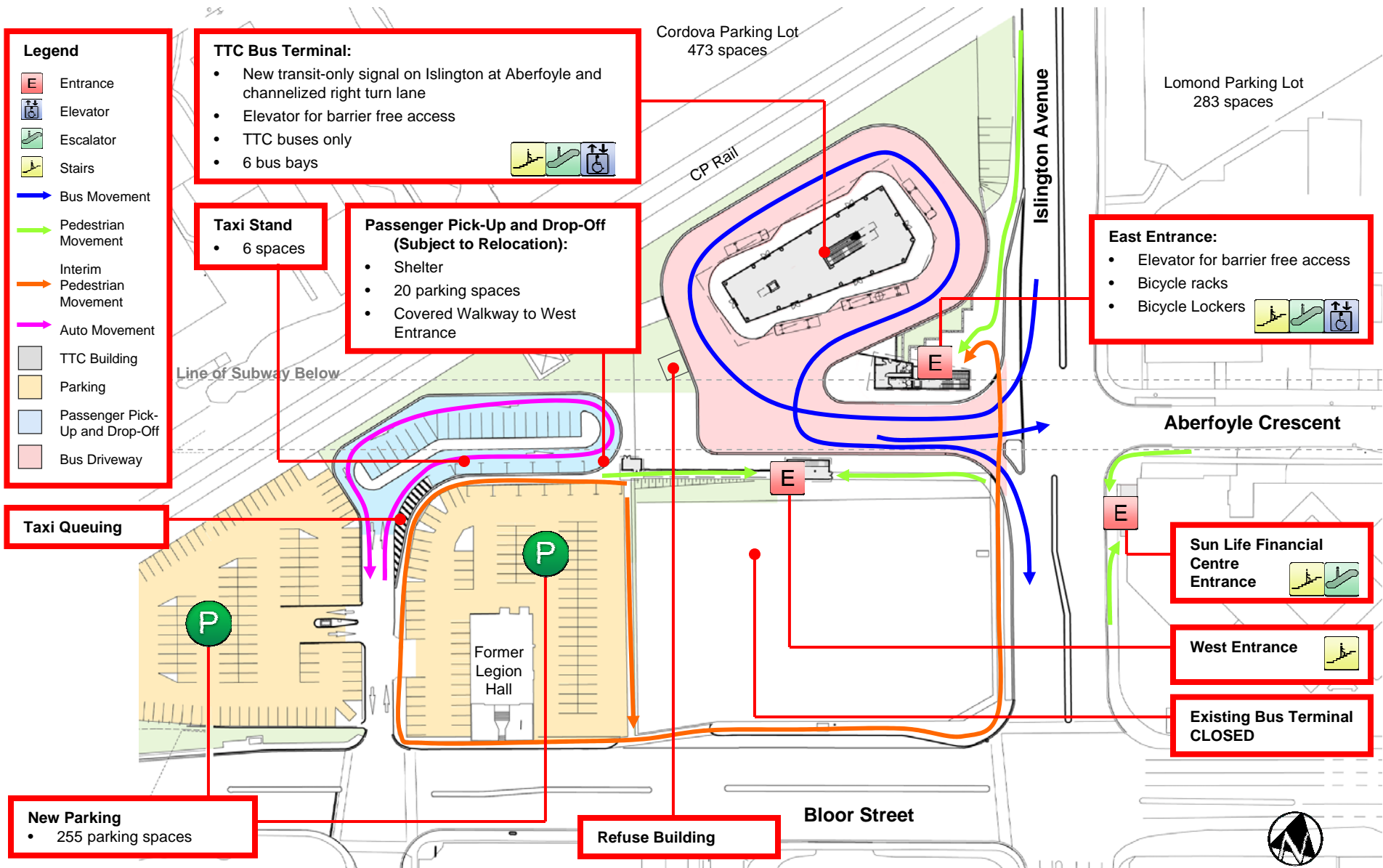


Exhibit 4 - Proposed Site Plan

Legend

- Paid Zone
- Unpaid Zone
- Non-public Spaces
- Retail Areas
- E Entrance
- E Elevator
- E Escalator
- E Stairs
- Pedestrian Movement

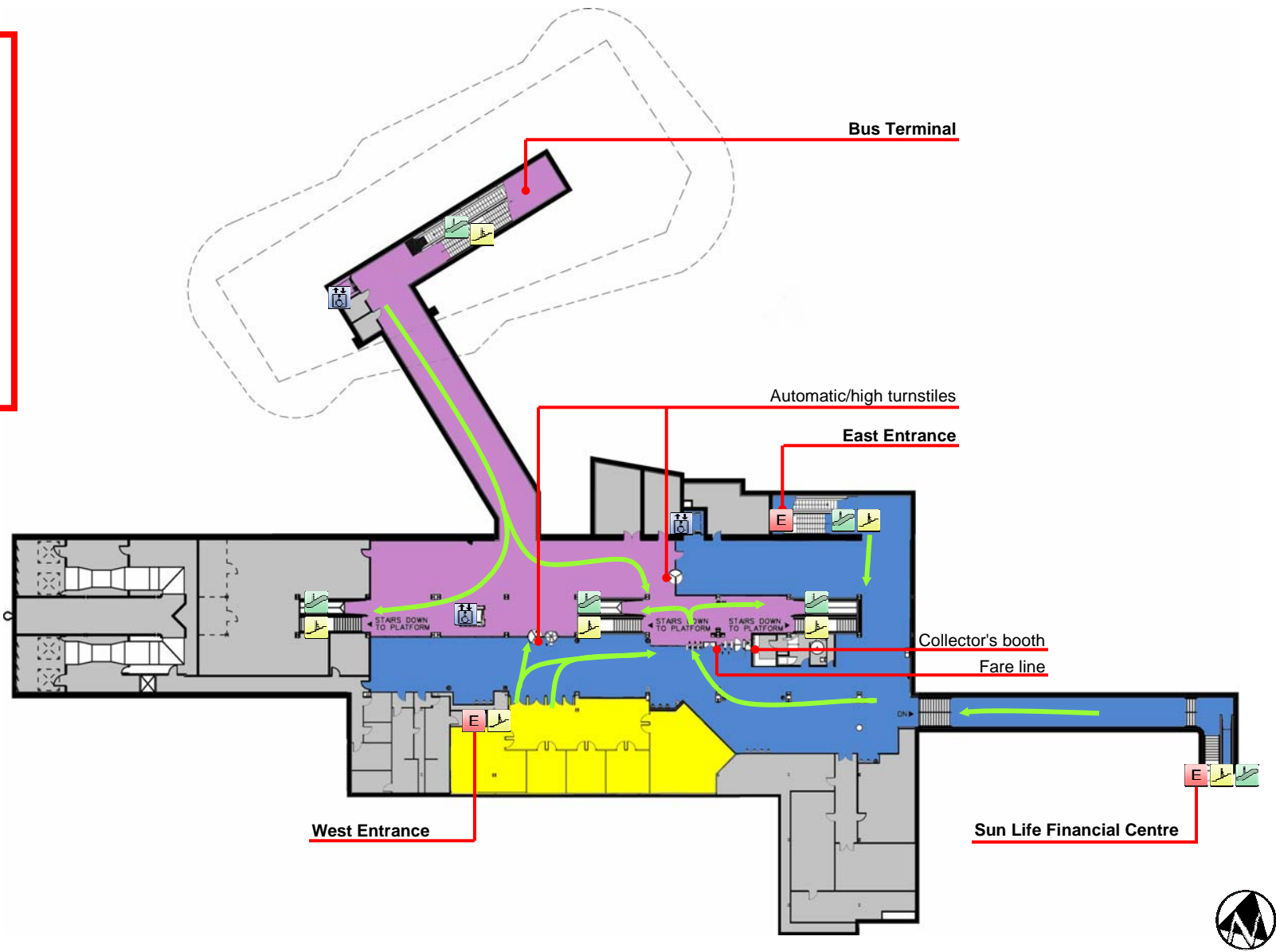


Exhibit 5 - Proposed Concourse Level Plan

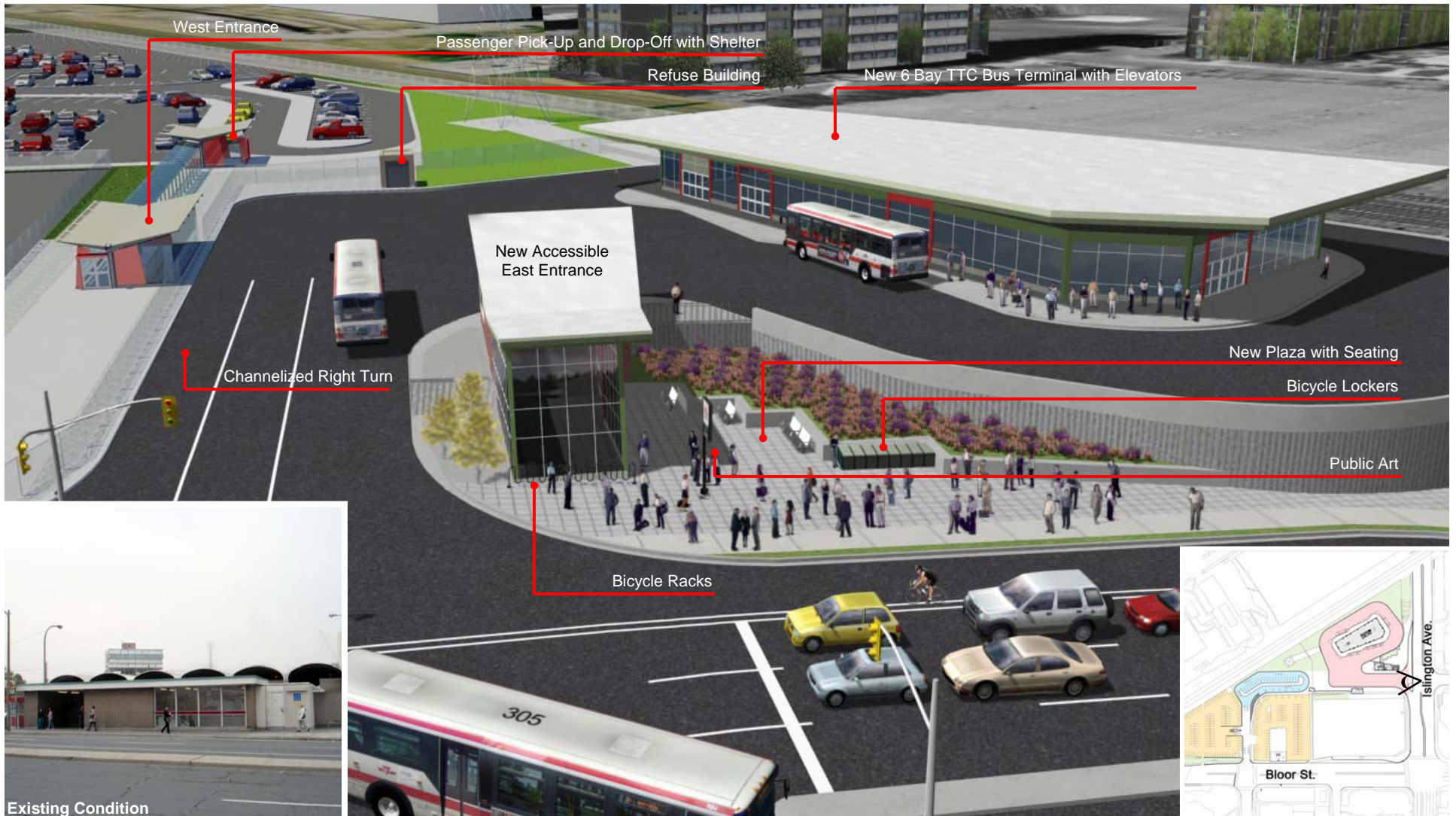


Exhibit 6 - Bus Terminal, East Entrance and Plaza



Exhibit 7 - Bus Terminal Interior



Exhibit 8 - Stairs to Bus Terminal and Tunnel to Concourse

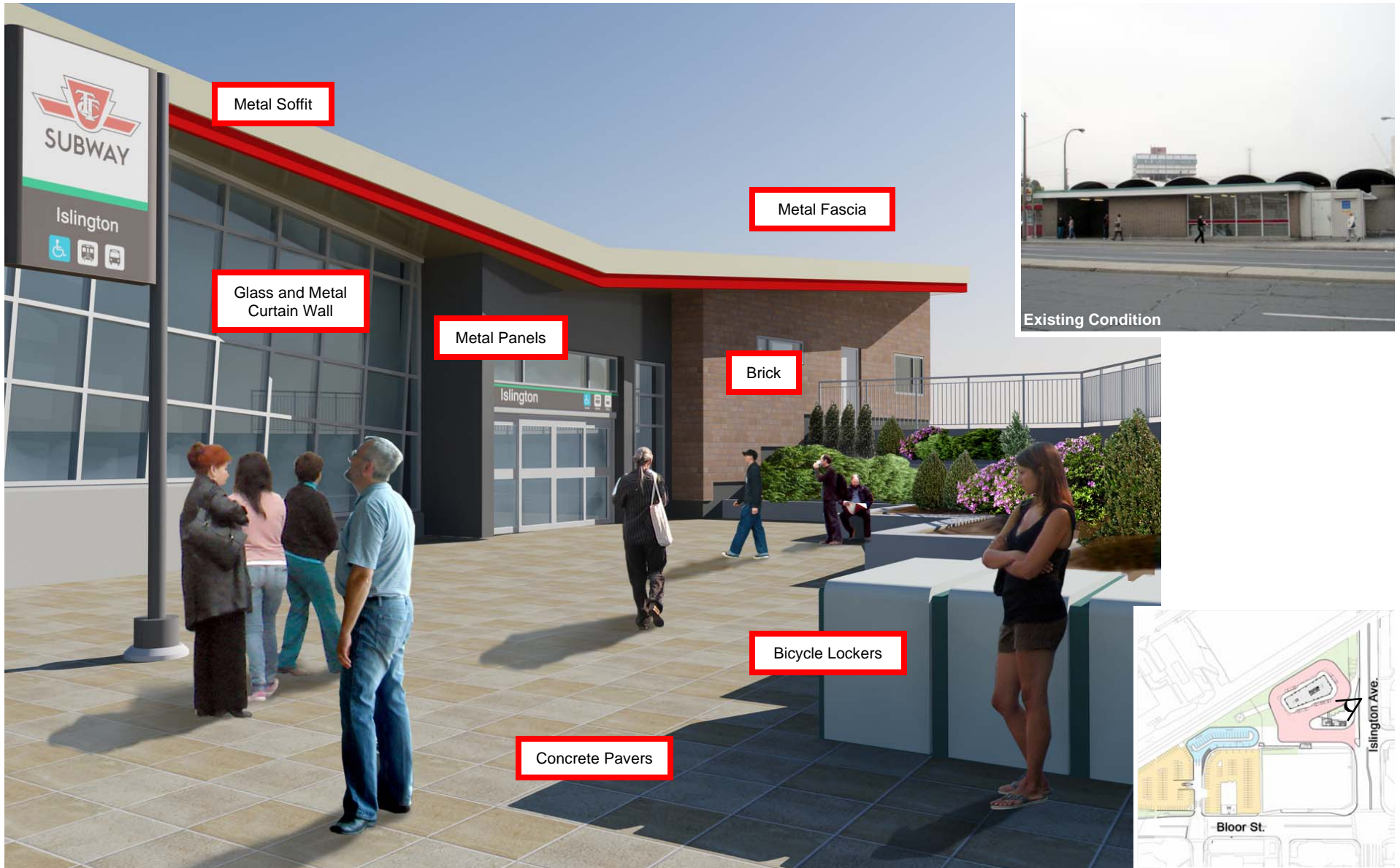
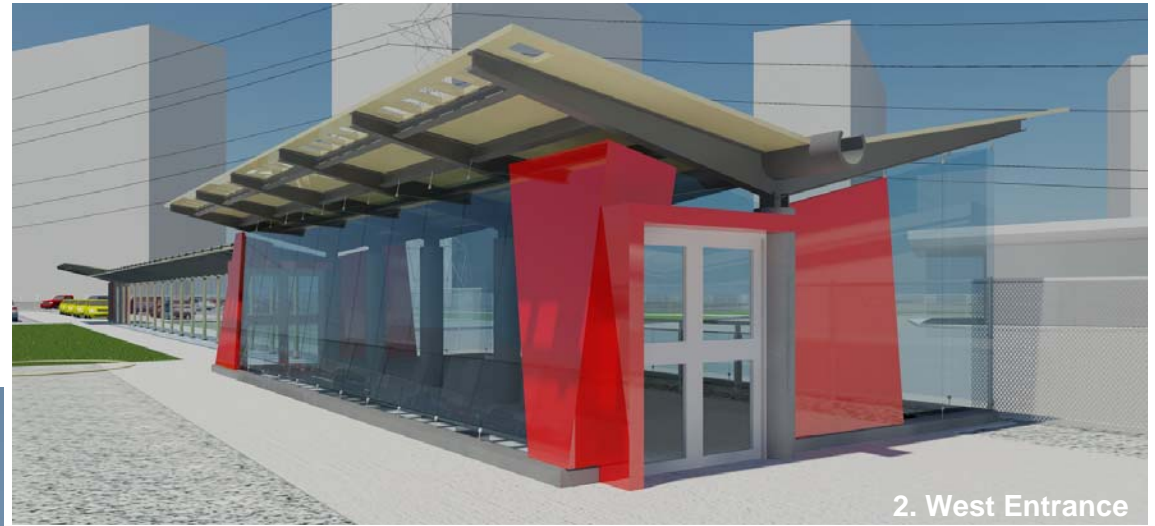
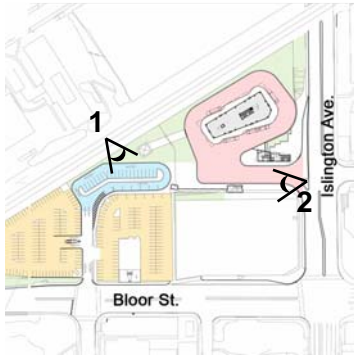


Exhibit 9 - East Entrance and Public Plaza



2. West Entrance



1. Shelter

Exhibit 10 - West Entrance and Passenger Pick-Up and Drop-Off

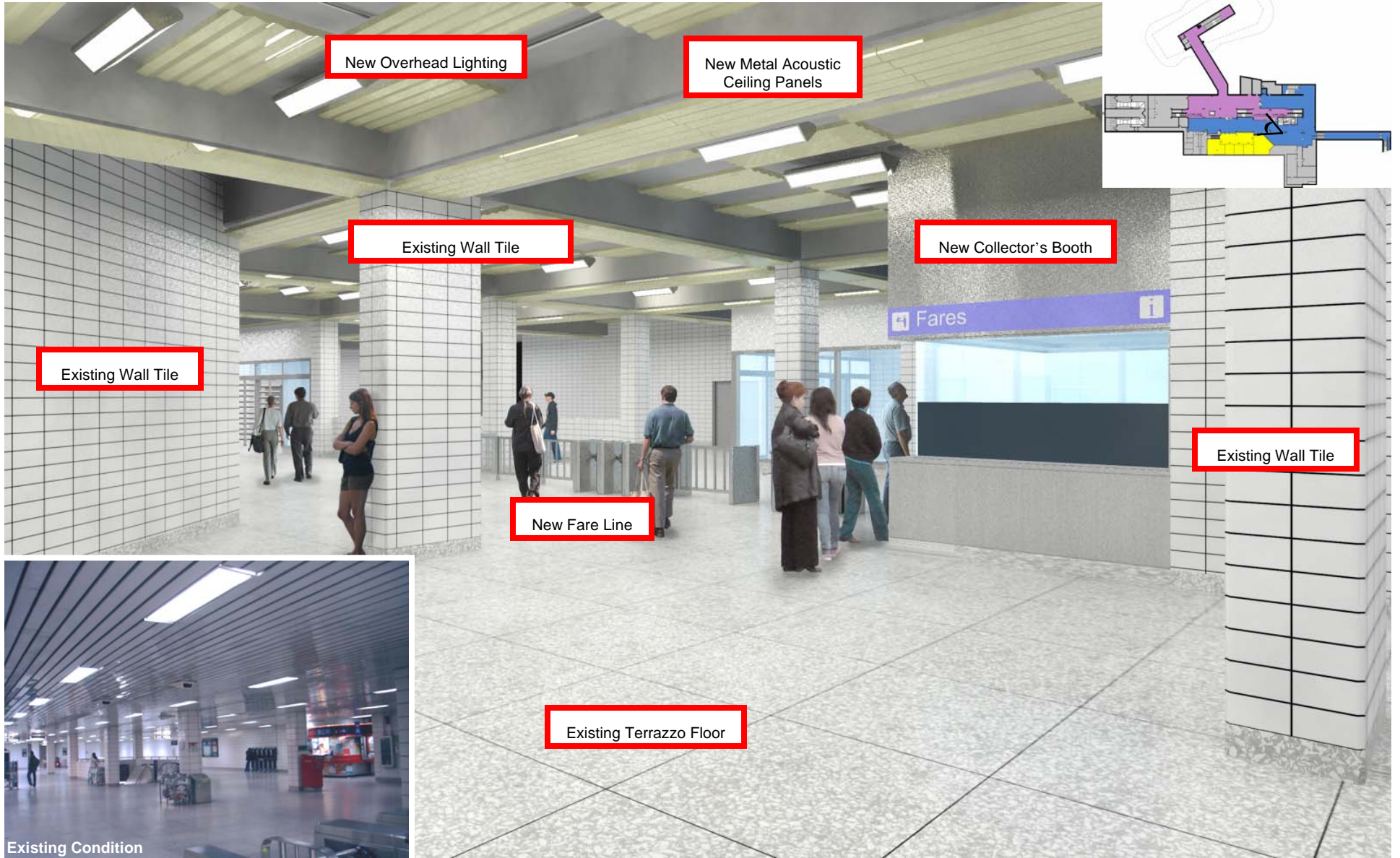


Exhibit 11 - Concourse Level

	2006	2007	2008	2009	2010	2011
NOTICE TO PROCEED						
PRELIM. DESIGN REPORT						
DETAILED DESIGN						
PROCUREMENT						
CONTRACT AWARD						
CONSTRUCTION						




PROGRESS TO DATE 
 DESIGN 
 CONSTRUCTION 

Exhibit 12 - Project Schedule