

## TORONTO TRANSIT COMMISSION REPORT NO.

**MEETING DATE:** August 27, 2008

**SUBJECT:** KIPLING STATION  
APPROVAL OF FINISHES FOR NEW EAST ENTRANCE

### **ACTION ITEM**

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#### **RECOMMENDATION**

It is recommended that the Commission approve:

1. The finishes for the Kipling Station east entrance, which were presented through a public consultation process as shown in Exhibit 1;
2. Additional funds in the amount of \$0.8 million to be included in the 2009-2013 TTC Capital Program; and
3. Forwarding this report to the City of Toronto, GO Transit and Mississauga Transit for information.

#### **FUNDING**

Funds for the Kipling Station east entrance and Auckland Road commuter parking lot have been provided under Project 3.9, Buildings and Structures, Kipling Station Improvements as set out on pages 863 to 865 – Category Improvement, of the TTC 2008-2012 Capital Program, as approved by City Council on December 11, 2007. However, these funds are insufficient to cover the full scope requirements for the east entrance by \$2.6 million.

Additional funds in the amount of \$1.8 million have been included in the proposed 2009-2013 TTC Capital Program. A further cost estimate increase of \$0.8 million has occurred at the 100% design stage. Therefore, a further amount of \$0.8 million is requested as an amendment to the proposed 2009-2013 TTC Capital Program.

The Kipling Station Improvements Project, excluding the east entrance and the Auckland Road commuter parking lot, was handed over to GO Transit in December 2007. The Memorandum of Understanding (MOU) between GO Transit, Mississauga Transit, the City of Toronto and TTC is currently being finalized and will be executed in September 2008. Therefore, funding for the \$2.6 million in additional costs will be sought from GO Transit.

**BACKGROUND**

The Kipling Station East Entrance and Auckland Road Commuter Parking Lot Projects are two of several inter-related projects being implemented at Kipling and Islington Stations. The inter-related projects are a joint TTC, City, GO Transit and Mississauga Transit initiative with the following objectives:

1. Redevelop Kipling Station as a major transit hub by constructing a new 14 bay inter-regional bus terminal for the joint use of Mississauga Transit and GO Transit.
2. Relocate Mississauga Transit bus operations from Islington Station to the new Kipling Station inter-regional bus terminal in order to free up certain Bloor\Islington lands for development. TTC bus operations at Islington Station will be moved to a new TTC-only bus terminal under a separate TTC project (as presented to the Commission at its May 21, 2008 meeting).
3. Replace commuter parking spaces by reconfiguring the existing lots and constructing new commuter parking lots.
4. Provide convenient access to the proposed redevelopment of the Westwood Theatre lands as a mixed-use, transit oriented development (east of Kipling Station).
5. Expand the existing TTC bus terminal at Kipling Station to accommodate increased bus volumes.

In accordance with the draft Memorandum of Understanding, GO Transit and TTC have split responsibilities for implementation of the specific projects to achieve these requirements.

GO Transit has assumed the responsibility for project management, design and construction for the Kipling Station inter-regional bus terminal, the realigned commuter facilities on the west side of Kipling Station (including the north entrance, west entrance, west passenger pick-up and drop-off (PPUDO) and reconfigured north, west and Subway Crescent commuter parking lots) and the new 915 Kipling Avenue and Humberview commuter parking lots.

At Kipling Station, TTC will retain responsibility (i.e. project management, design and construction) for the east entrance, east PPUDO and taxi stand, TTC bus terminal modifications and the Auckland Road commuter parking lot.

The preliminary design for Kipling Station, including the east entrance and east PPUDO, 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 the following motions, which are addressed in this report:

1. For the Auckland Road parking lots, the Memorandum of Understanding include a commitment from GO Transit to a public consultation process similar to that outlined in the City of Toronto's Site Plan control process (under assumption that GO Transit would be responsible for the implementation of the Auckland Road Commuter Parking Lot project); and
2. Staff consult with representatives of the taxi industry on the appropriate locations and facilities for taxi stands.

## **DISCUSSION**

### **Auckland Road Commuter Parking Lot:**

TTC is now responsible for the design and construction of the proposed permanent and temporary lots at Auckland Road in the hydro corridor. Because TTC projects are subject to the City's site plan control process, TTC will submit a formal site plan application and will conduct public consultation during the design of the Auckland Road commuter parking lot.

The conceptual design is anticipated to be submitted to the Commission at its September 18, 2008 meeting.

### **East Entrance Overview of Site Plan:**

The proposed east entrance is located east of the existing TTC bus terminal on the south side of St. Albans Road, directly under the existing Kipling Avenue bridge. The existing and proposed site plans are shown in Exhibits 2 and 3 and include the following:

1. **East Entrance Building and Bridge** – The proposed east entrance building is a fully-accessible secondary automatic entrance. The east entrance building will have two entrance/exit doors: one on the east side and the other on the north side of the building. The fare control line will consist of two entry and two exit full turnstiles, a crash door and an Easier Access portal unit. The building connects to the pedestrian bridge at the west end. The bridge is a fully enclosed and elevated walkway, approximately 74 metres in length and serves as the connection between the east entrance building (at street level) and the Kipling Station bus terminal level, which is approximately 4 metres above the street level (St. Albans Road). The enclosed pedestrian walkway consists of a series of ramps and a bridge. The maximum gradient of the ramps is a 1:12 slope (8%) which meets the accessibility requirements of the Ontario Building Code.

2. **East Passenger Pick-up and Drop-off and Taxi Stand** – The proposed 29-vehicle east PPUDO and 4-vehicle taxi stand will be accessed from St. Albans Road. In accordance with the Commission’s directive, taxi cab industry representatives were invited to comment on requirements for taxi stands on the east side of the Station. In response to the industry comments, the provision for a 4-vehicle slotted taxi stand has been included in the design. The space required to accommodate a queued layout for taxis, which is preferred by taxi industry representatives, is not available at the east PPUDO due to space constraints.
3. **TTC Bus Terminal Modifications** – The proposed modifications to the existing bus terminal include a new articulated bus bay, modification of the existing bus bay #9 to a standard saw-tooth configuration and an expansion of the bus lay-by area.

**East Entrance Finishes (Exhibits 4-6):**

The new east entrance building and pedestrian bridge finish materials and colours will match or complement the existing Kipling Station finishes.

The east entrance building will include a “TTC Red” accent band on the roof fascia and will draw attention to and identify the entrance building as a TTC station. The entrance building will have a built-up asphalt roof.

Exterior walls facing St. Albans Road (north) and the PPUDO (east) will feature clear glazing (safety glass) to provide natural surveillance and transparency from public areas. Structural concrete columns on both sides of the openings will emphasize the sliding glass entrance doors. The remaining exterior walls will be clad with clay brick, in a soft salmon colour selected to coordinate with split-face concrete blocks within the existing station.

Due to height restrictions under the Kipling Avenue bridge, the height from the interior floor to the underside of the ceiling is 2.4 metres. Strongly patterned terrazzo is intended to attract attention to the floor. The pattern will consist of medium grey bands set in a light grey background with bold terracotta-coloured accents. The interior walls will be finished with off-white porcelain tile to brighten the space. The ceiling will be exposed finished concrete. This ceiling finish has been amended from acoustical panels (as presented to the public at the June 19, 2008 Open House).

There will be a combination of soft and hard landscaping at the north-west corner of the entrance building. Plantings will consist of ground cover, low and medium-sized shrubs and ornamental grass. Much of the plant material will be evergreen to provide year-round interest. Landscaping along the St. Albans frontage at the PPUDO will signify the location of the facility with oak trees under-planted with ornamental grass.

**East Entrance Bridge Finishes (Exhibit 7):**

The steel pedestrian bridge, which connects the east entrance to the existing TTC bus terminal, will be treated as a sculptural element, exposed on the interior and accentuated with a finish colour matching the teal-coloured accent colour used elsewhere in the existing station. The walkway floor material has been amended from light grey porcelain tiles (as presented to the public at the June 19, 2008 Open House) to dark grey coloured concrete in order to ensure adequate slip resistance. The ceiling finish will consist of light grey coloured panels, set between the structural members.

The north facade will have clear glazing (safety glass), permitting natural surveillance from the bus driveway and the south (track-side) wall of the bridge which will have clear glazing at the ramp landings. Most of the south wall will be clad in insulated silver, anodized metal panels. Continuous strips of louvers at the top of the wall will provide natural ventilation. The walkway will be topped with a light-reflective and insulated built-up asphalt roof.

**TTC Bus Terminal Finishes (Exhibits 8 and 9):**

A new glass-roofed bus shelter will be provided for the new bus bay added beyond the existing TTC bus terminal platform. Its clear safety glass walls and roof will be supported by clear anodised aluminium framing members.

Finishes in the new waiting area will make the transition between new and existing finishes by matching or complementing them. The new quarry floor tile will match the colour and size of the existing tile and will be laid in the same pattern. A band of terrazzo will separate the two floorings. The wall tile is off-white, to coordinate with the terrazzo and with the new non-slip floor tile in the pedestrian walkway. It is a light, neutral colour that will brighten and visually enlarge the narrow space. Stainless steel cove lights will replicate the material and profile of existing fixtures. Selected areas of existing concrete roof slab will be exposed, to match the pre-cast concrete barrel vaults in the existing waiting area.

**Public Art:**

GO Transit will be responsible for the incorporation of public art at Kipling Station, in accordance with TTC Policy/Instruction 3.1.3 – Art in Public Transit Facilities under its Kipling Station Inter-Regional Bus Terminal Project.

**Schedule:**

Upon Commission approval of finishes (described in this report) and receipt of Site Plan Approval, the construction contract for the Kipling east entrance will be issued for tender. Construction is scheduled to commence in Fall 2008 and is scheduled for completion in late 2009 (Exhibit 10).

**Costs:**

The cost estimate at the 30% design milestone for this project was at \$8.2 million. At the 60% design milestone, the estimated cost of the project increased to \$10.0 million. The \$1.8 million increase was due to:

1. Addition of a new glazed waiting area in the expanded TTC bus terminal;
2. Refinements to the mechanical and electrical scope based on design development;
3. Change in contracting approach from an all-inclusive contract for the full scope of Kipling Station improvements (including both the inter-regional bus terminal and the east entrance) to a stand-alone contract for the east entrance); and
4. Price escalation in construction costs.

At the 100% design milestone, the cost estimate increased by a further \$1.4 million to a total of \$11.4 million. These additional costs were due to:

1. Requirement for the east entrance bridge design to comply with Ontario Building Code fire rating requirements;
2. Additional landscaping, lighting and sidewalk improvements along St. Albans Road requested by the City of Toronto during the site plan review process;
3. Changes to the entrance building foundation design based on additional geotechnical site investigations; and
4. Further price escalation in construction costs.

Staff considered the following changes in scope in order to achieve cost savings:

1. East Entrance - Eliminate one set of sliding doors;
2. East Entrance Bridge - Convert the enclosed bridge to an open walkway (roof but open at sides);
3. TTC Bus Terminal:
  - a. Eliminate the glazed waiting area for the new bus bay;
  - b. Eliminate the bus lay-by; and
  - c. Delete the replacement service rooms at the east end of the terminal.

However, it was determined that all of these items would produce only moderate cost savings but would greatly reduce the functionality of the current design. Therefore, these scope changes are not recommended for implementation.

Further review of engineering costs and construction staging was conducted and resulted in a cost savings of \$0.6 million without affecting the functions of the east entrance and PPUDO. The resulting overall project estimate is now \$10.8 million.

**JUSTIFICATION**

The proposed finishes for the new Kipling Station east entrance will provide an enhanced station environment for passengers using the station and the local community.

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August 19, 2008

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Attachments: Exhibits 1 – 10





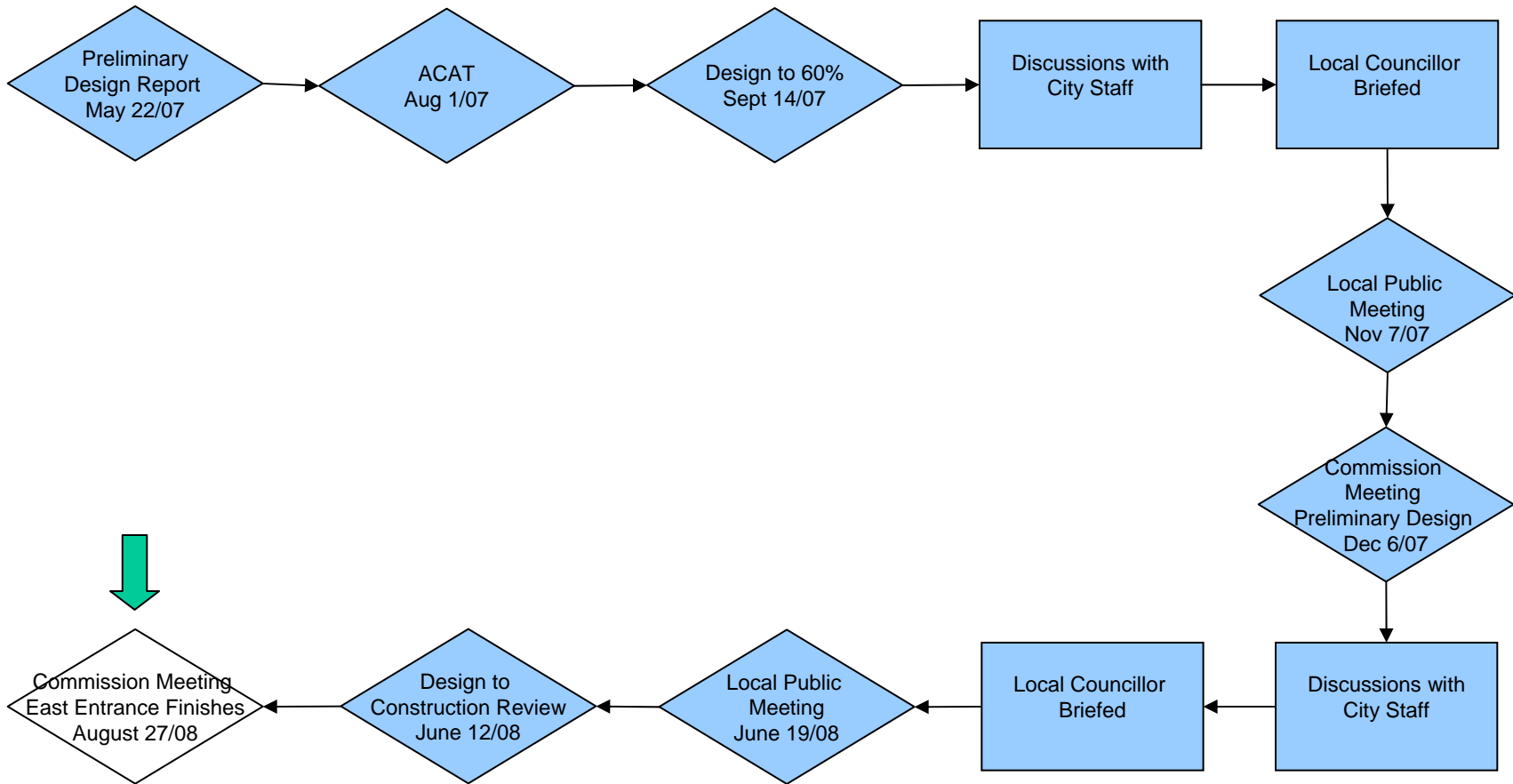


Exhibit 1 – Consultative Process

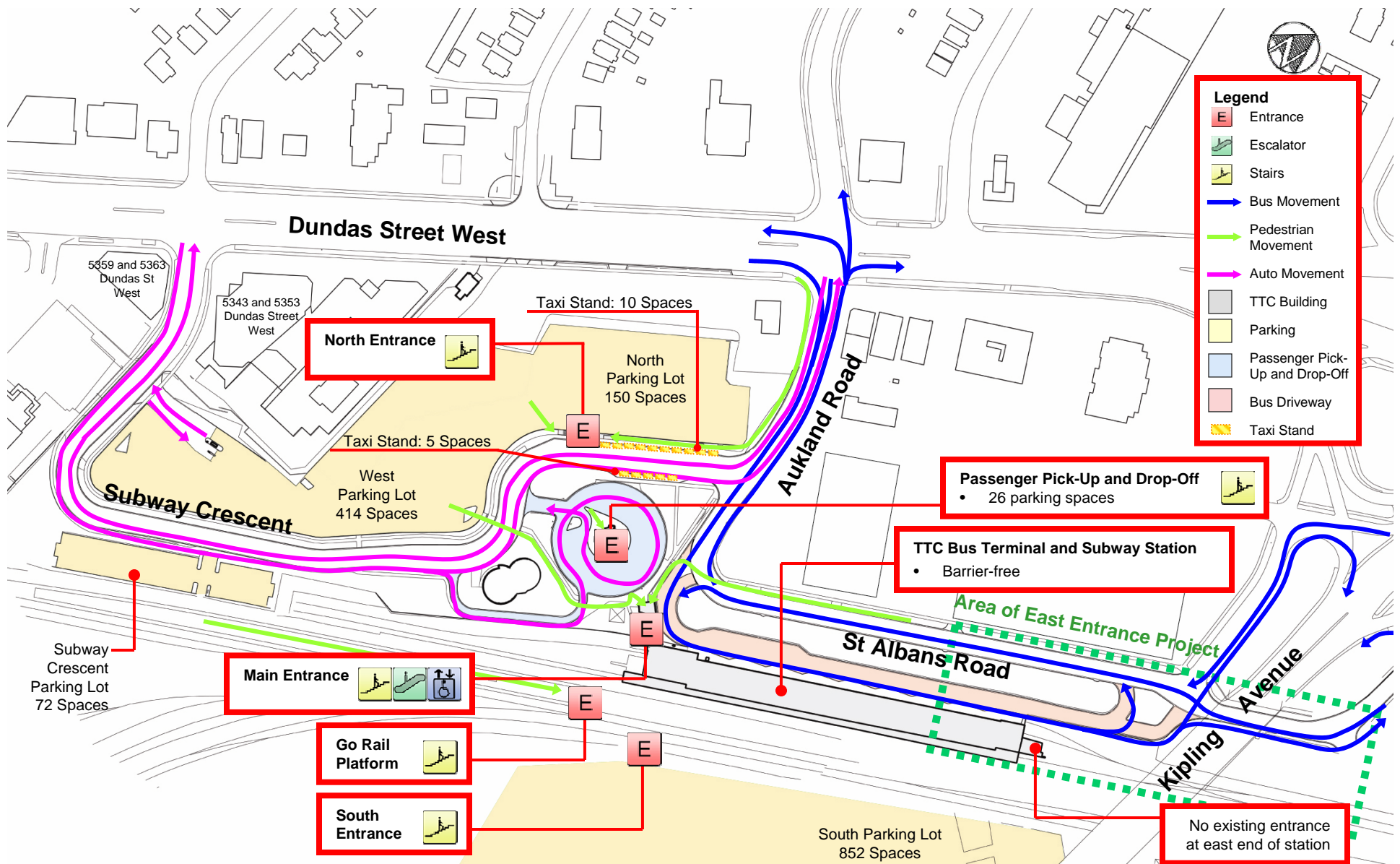


Exhibit 2 – Existing Site Plan – Kipling Station

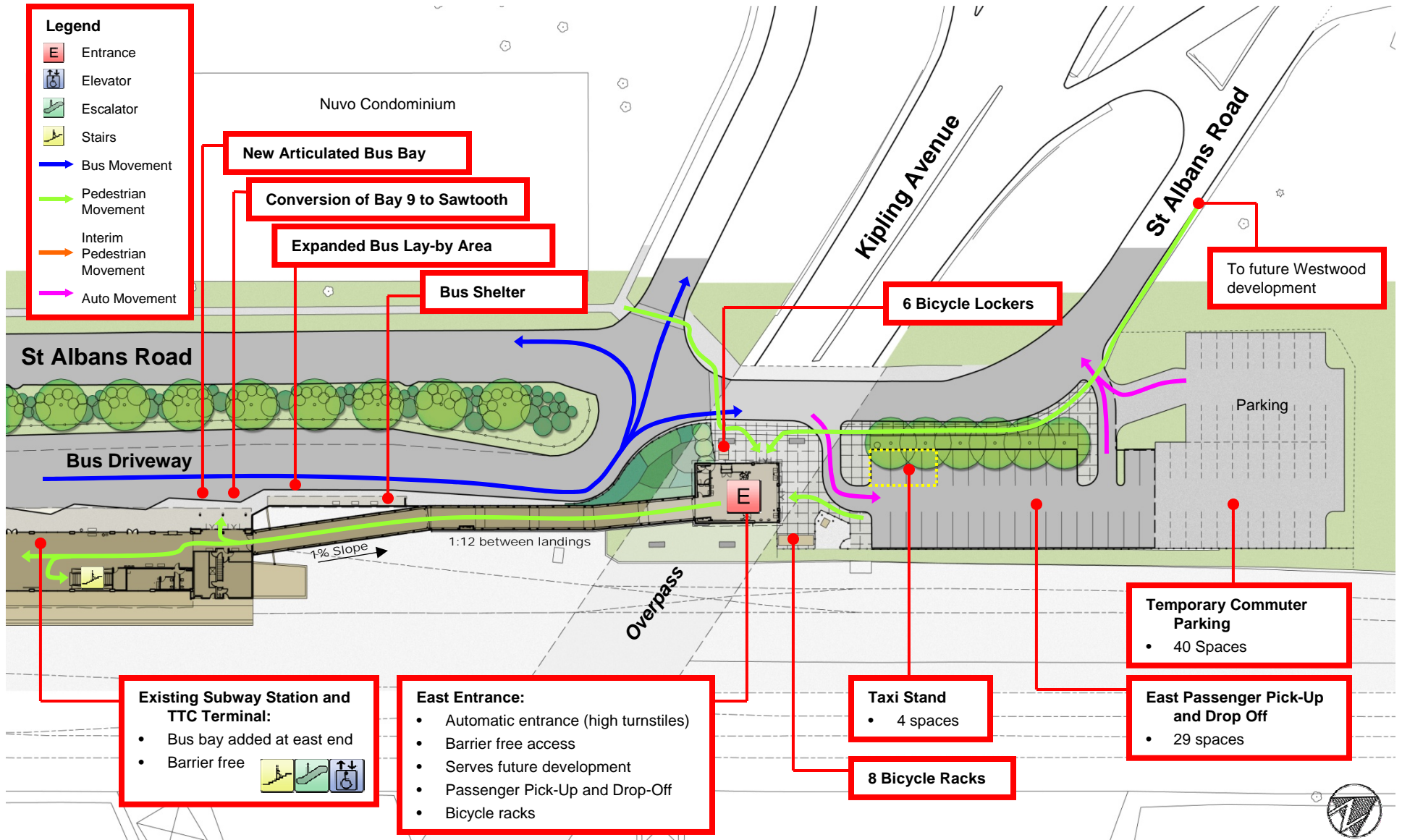


Exhibit 3 – Proposed Site Plan – East Entrance

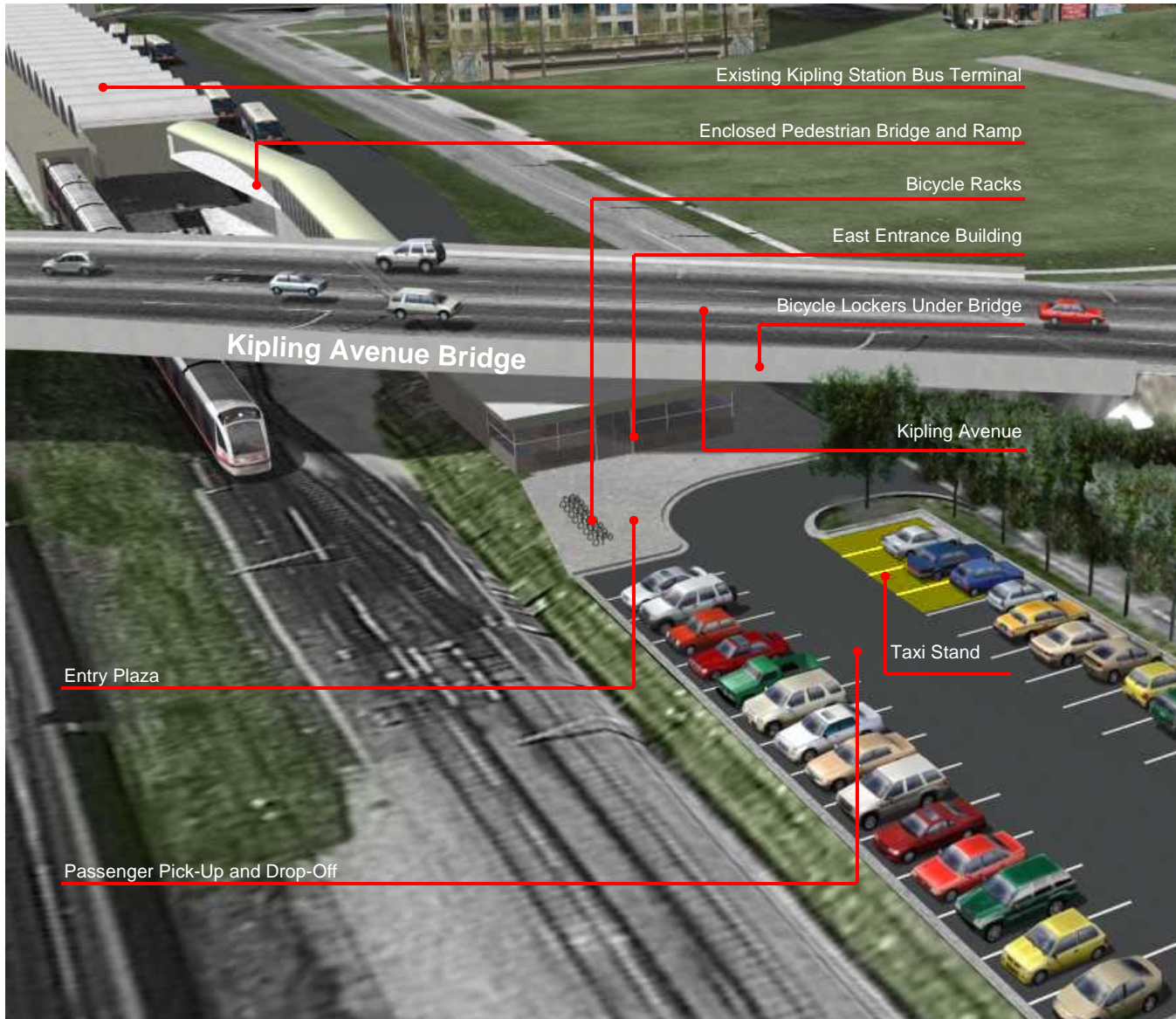


Exhibit 4 – East Entrance & Passenger Pick-up and Drop-off

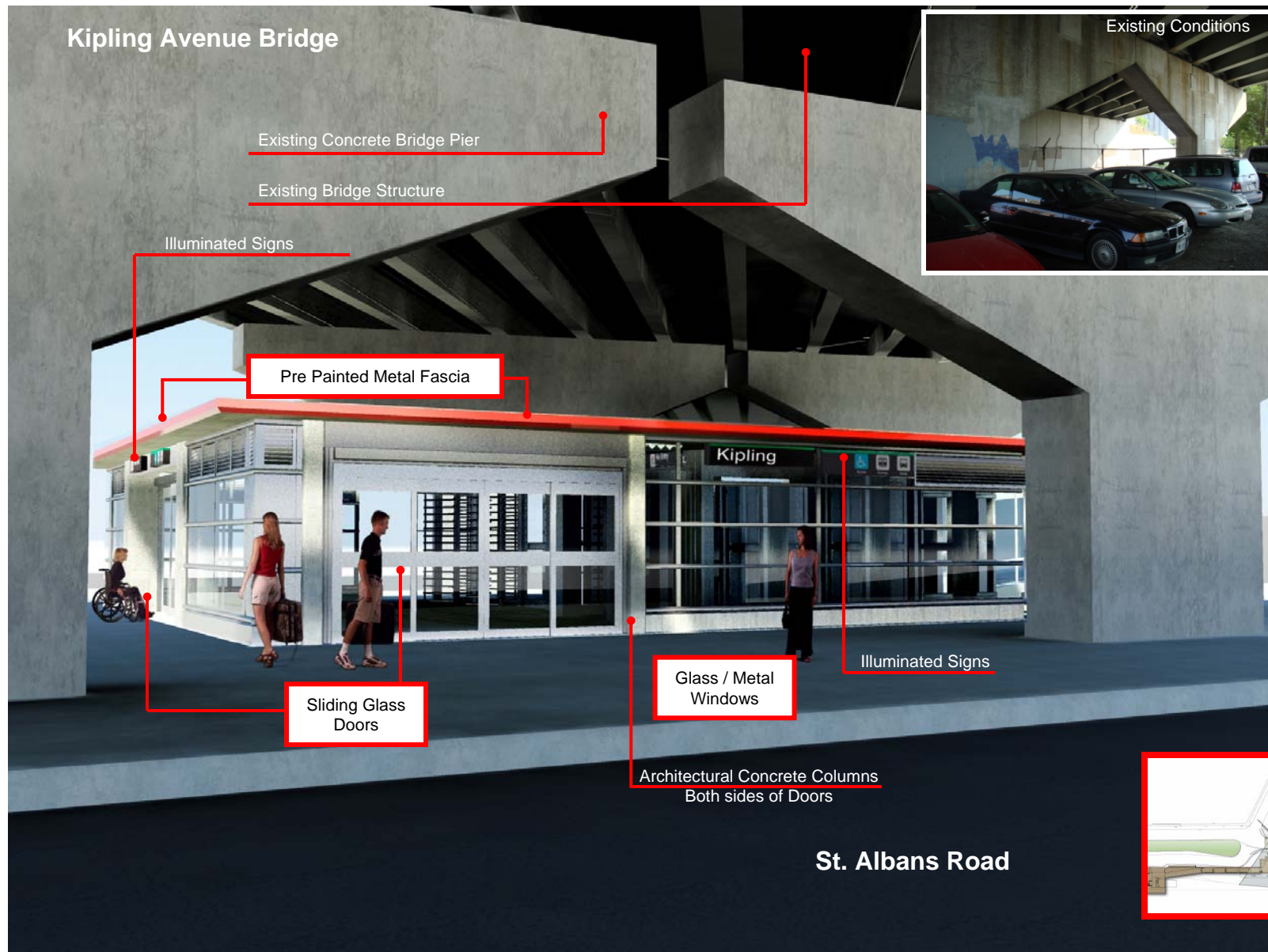


Exhibit 5 – East Entrance Building Exterior

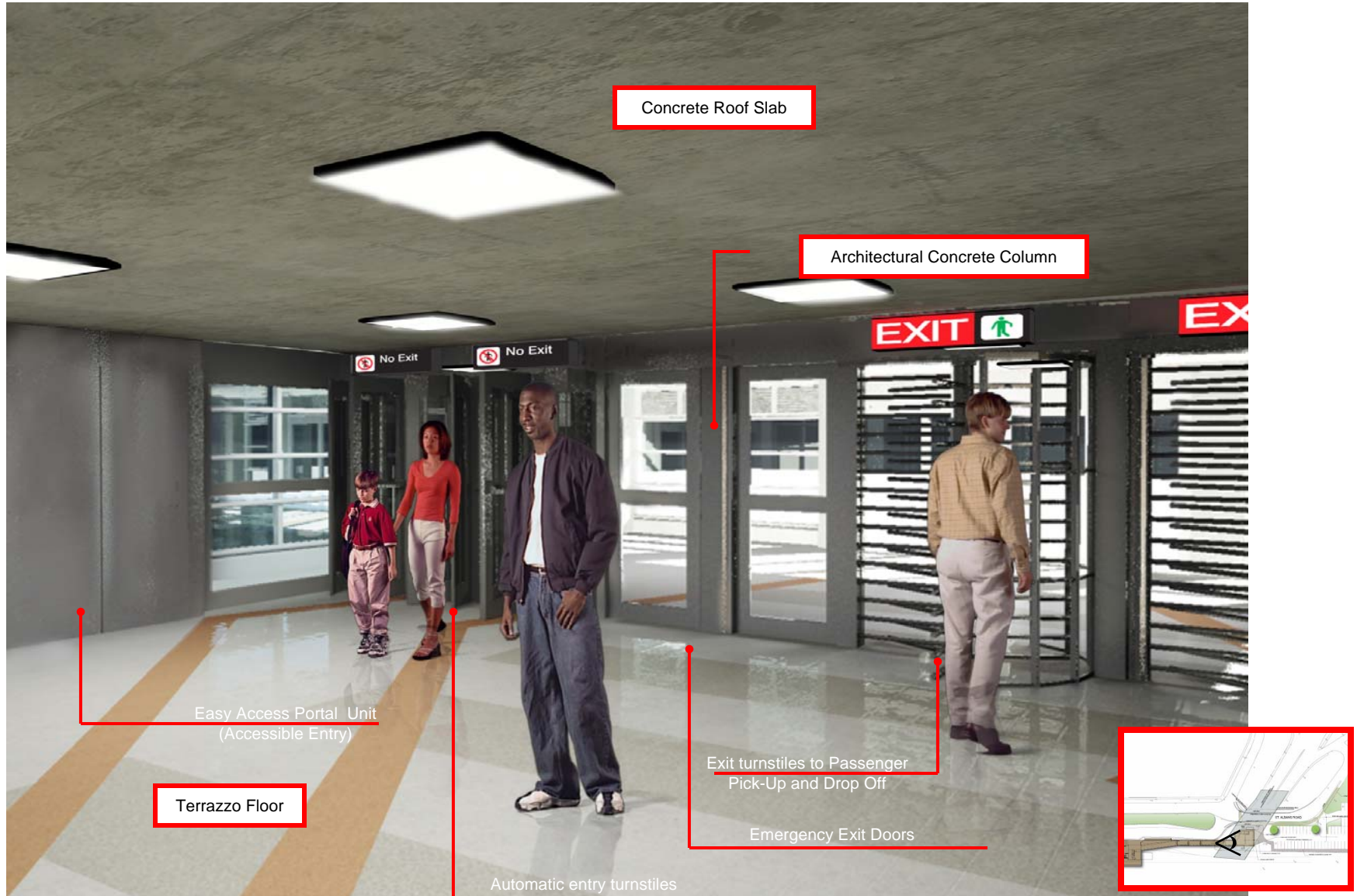


Exhibit 6 – East Entrance Building Interior

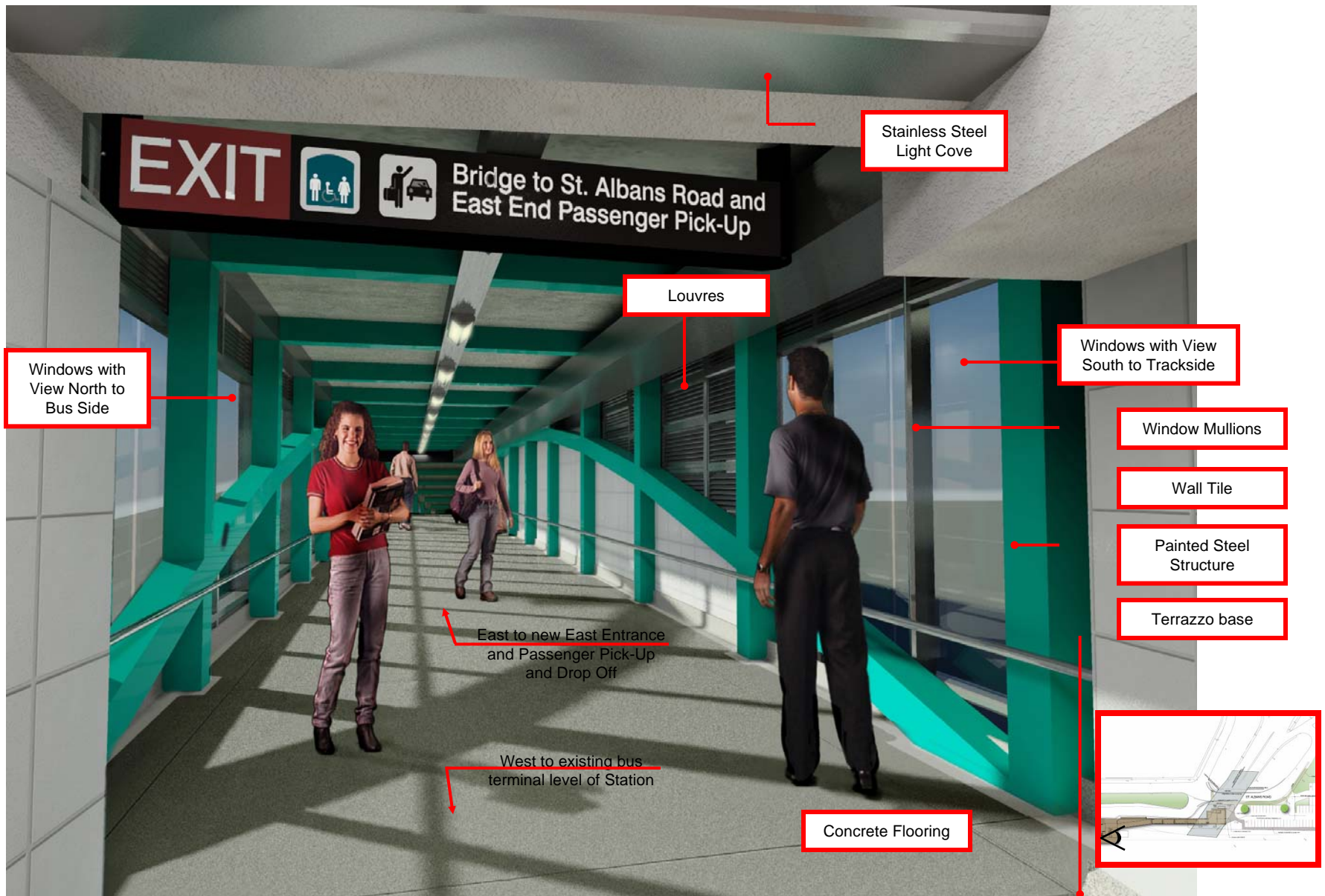


Exhibit 7 – East Entrance Bridge Interior

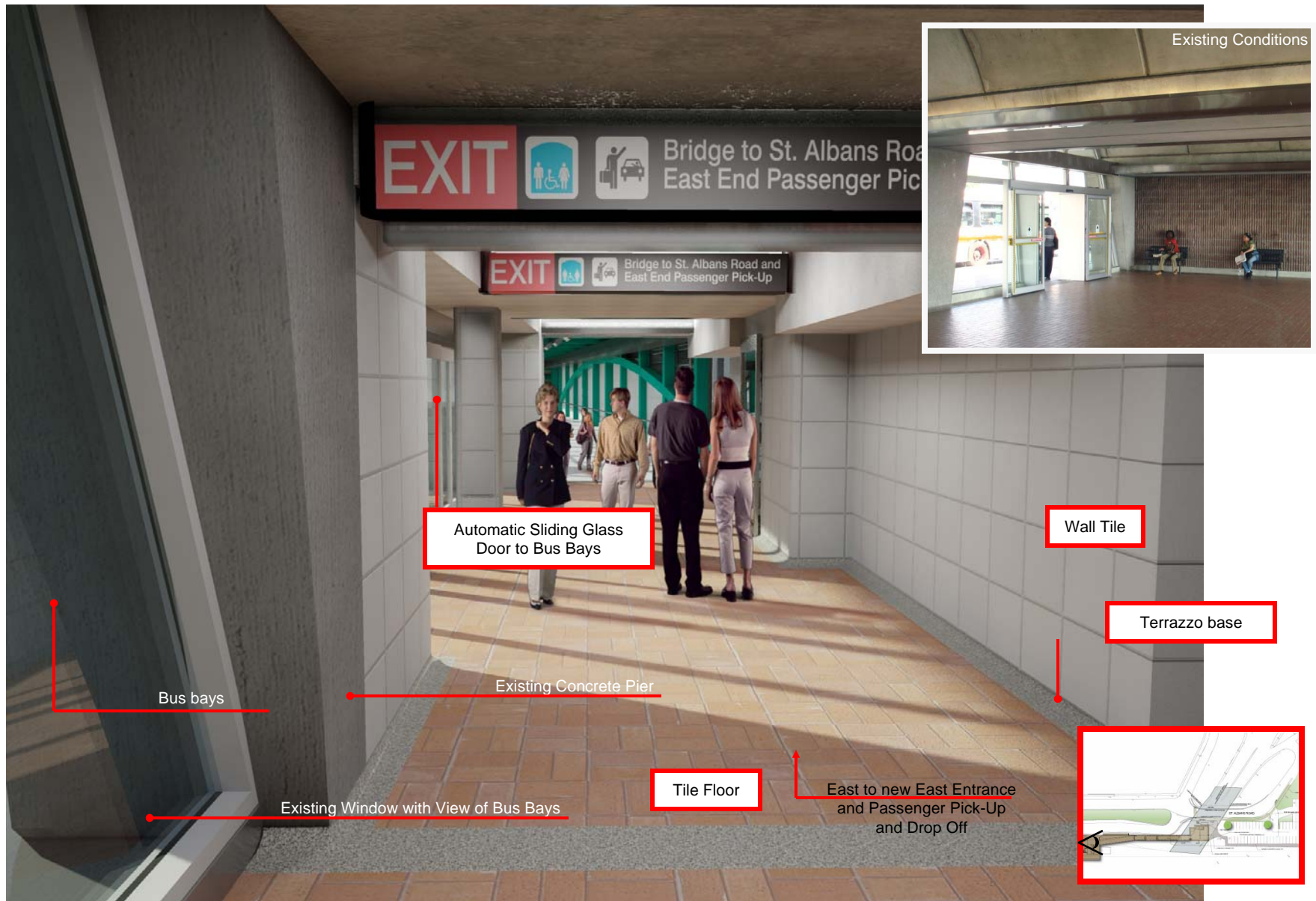


Exhibit 8 – Bus Terminal Expansion Interior



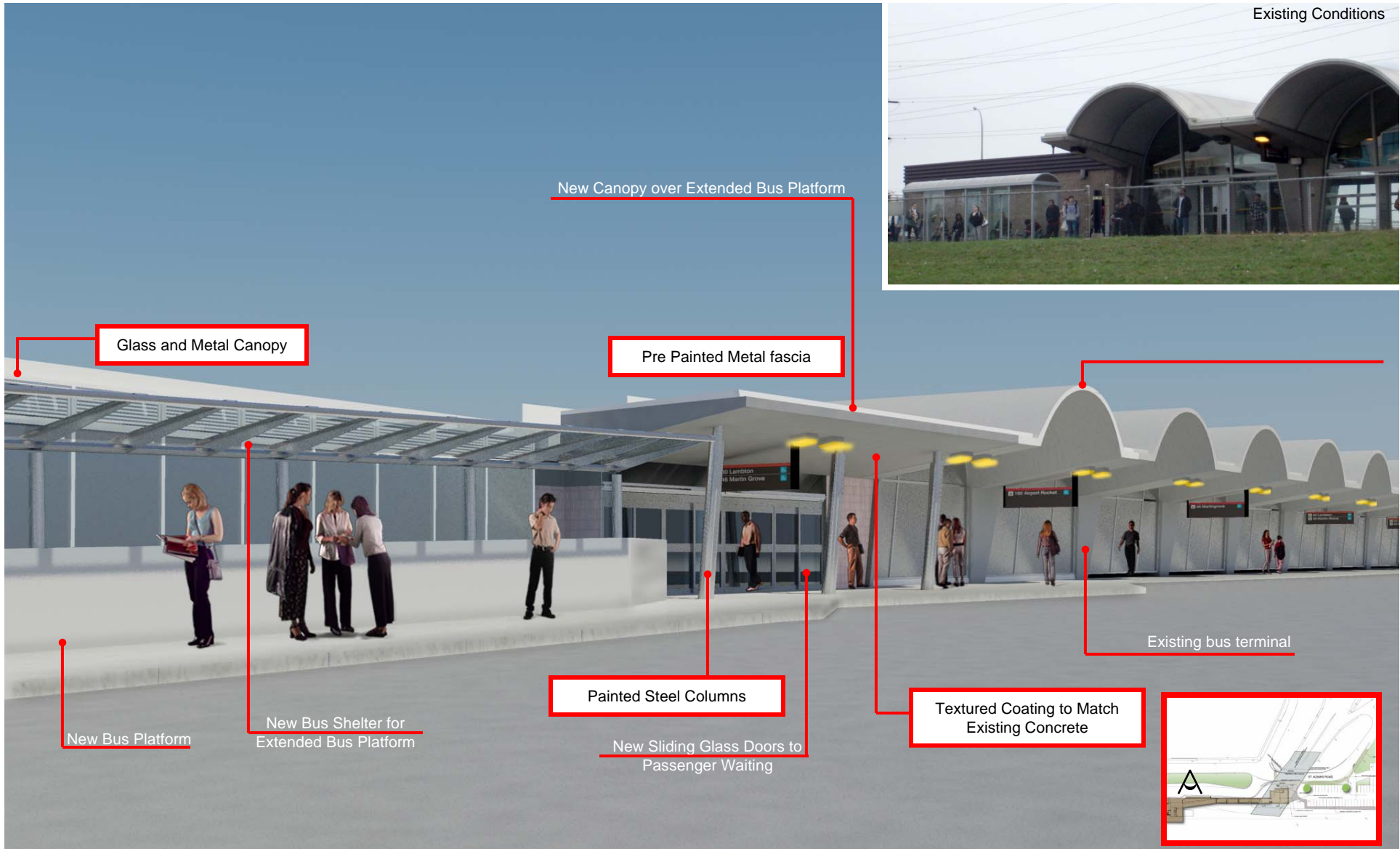


Exhibit 9 – Bus Terminal Exterior

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




PROGRESS TO DATE   
 DESIGN   
 CONSTRUCTION 

Exhibit 10 - Project Schedule - Kipling East Entrance