



STAFF REPORT ACTION REQUIRED

4050 Yonge Street - Entrance Connection to York Mills Station

Date:	December 20, 2016
To:	TTC Board
From:	Chief Executive Officer

Summary

This report requests the Board's approval of the demolition of the existing stand-alone TTC entrance building to York Mills subway station located at the northwest corner of Yonge Street and Wilson Avenue. This report also seeks authority for staff to enter into an entrance connection agreement and related agreements required to facilitate the TTC street entrance and accessible entrance connection to be constructed within the development located at 4050 Yonge Street to York Mills subway station. This request for approval follows the Final Report on the Official Plan Amendment and Rezoning endorsed by City Council dated October 5, 2016.

Recommendations

It is recommended

1. That the Board approve the demolition of the existing stand-alone TTC entrance building located at the northwest corner of Yonge Street and Wilson Avenue.
2. That the Board approve in principle, the proposed configuration of the TTC entrance off Yonge Street and the accessible entrance connection to York Mills subway station as illustrated in Attachment 1.
3. That the Board authorize the execution of a new entrance connection agreement, and any other agreements arising as a result of the development, all on terms and conditions acceptable to the TTC's General Counsel.

Implementation Points

In accordance with Corporate Policy 8.3.0 Entrance Connections, any entrance connection or amendment to an existing entrance connection requires the prior approval of the Board. Entrance connection refers to a physical, weather-protected or fully-enclosed structure between a development and a transit station including but not limited

to, tunnel structure, bridge, enclosed walkway, stairs, elevator, escalator and covered walkway. This report seeks approval of the conceptual plan for the 4050 Yonge Street entrance connection to York Mills subway station as shown in Attachment 1.

The protection of TTC’s interests during construction will be captured in a construction agreement between the TTC and the owner once a technical review of the development proposal is complete. The entrance connection agreement and any other agreements that will set out ownership, maintenance, and operating provisions of the TTC entrance off Yonge Street and the entrance connection between the development and York Mills subway station will be finalized prior to the opening of the entrance connection.

Financial Impact

The demolition of the existing stand-alone TTC entrance building and construction of the entrance connection and associated facilities, including but not limited to the new accessible elevators, sliding doors, finishes and signage will be at the owner’s sole cost and expense. The owner also retains ownership and will be responsible for the maintenance, liability, and security of the entrance connection from the street level to the P2 level where it connects to the tunnel beneath Yonge Street.

As a result of the demolition of the stand-alone entrance building and the construction of the entrance connection, there will be a reduction in TTC’s financial obligations. In addition, TTC will no longer be responsible for the maintenance of the entrance building and related equipment, and any subsequent liability matters that may be associated with entrance building.

TTC will also receive revenue from the owner for the benefit of having a direct entrance to the subway station. In accordance with TTC’s Entrance Connection Policy, the owner is required to pay an entrance connection fee to the TTC in the approximate amount of \$240,324 plus applicable taxes. The fee will be paid by the owner prior to the opening of the entrance connection which is expected to be complete by the end of 2019. The fee is negotiated in accordance with the policy.

Floor Space Index (FSI)	Rate per m ²	Gross Floor Area (GFA) m ²	Total
5.6	\$5.38	44,670	\$240,324

The Chief Financial & Administration Officer has reviewed this report and agrees with the financial impact information.

Decision History

At its meeting of April 22, 2009 City Council endorsed the Principles of the Real Estate Strategy and declared a number of properties surplus, including 4050 Yonge Street.

<http://www.toronto.ca/legdocs/mmis/2009/ex/bgrd/backgroundfile-20629.pdf>

At its meeting of August 25, 2010 City Council granted authority to enter into an agreement to transfer the property municipally known as 4050 Yonge Street to Build Toronto.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2010.GM33.20>
<http://www.toronto.ca/legdocs/mmis/2010/gm/bgrd/backgroundfile-32972.pdf>

At its meeting of October 19, 2011 the Board approved the “Declare Surplus- York Mills (4050 Yonge)” report. This report approved the method of disposal of 4050 Yonge Street to Build Toronto for a nominal consideration in accordance with TTC’s By-law #2 and the City’s policy Principles of Real Estate Strategy and Declaration of Surplus for Sale/Transfer or Turnover to Build Toronto. This report also approved the transfer and assignment of a lease and pedestrian entrance connection agreement with Cadillac Fairview for the tunnel connection to York Mills station to Build Toronto.

https://www.ttc.ca/About_the_TTC/Commission_reports_and_information/Commission_meetings/2011/October_19_2011/Reports/DECLARE_SURPLUS_YORK.pdf

Issue Background

4050 Yonge Street is a former TTC commuter parking lot (site currently operating as parking lot by the developer until construction commences) that was declared surplus to TTC’s operational needs in 2009, and in 2011 was transferred to Build Toronto for redevelopment purposes. The transfer to Build Toronto was complete on April 17, 2012.

The stand-alone station entrance building was not declared surplus. The 2011 Board Report referenced above suggests the entrance is to remain until a development proposal of the former commuter lot incorporates the existing entrance to York Mills subway station as part of the development, is approved. The development would also have to make design provisions for appropriate subway ventilation.

The development proposal is a nine storey mixed-use development which includes a hotel, office, retail space, and 4 levels of underground parking. The development also includes two entrances off Yonge Street, one entrance is for the hotel/office lobby and the other is a TTC entrance connection. The TTC entrance connection will have doors along Yonge Street, two elevators and a set of stairs that will provide access to York Mills subway station. The entrance connection will be connected to the York Mills subway station at the P2 level of the development. The P2 level will also have a connection to the York Mills Corporate Centre (YCC).

A portion of the tunnel that connects YCC to the York Mills subway station is located under 4050 Yonge Street, and as a result, YCC’s entrance to the York Mills subway station will be diverted through the development at the P2 level (See Attachment 1). The existing agreement that permits YCC to have a connection with York Mills subway station will cease once the demolition of the existing stand-alone station entrance

building commences. YCC and the owners of 4050 Yonge Street will have to enter into an agreement to capture the new arrangement at the appropriate time.

The TTC entrance within the development will be open during all operating hours of the subway; access to and from Yonge Street to the subway station will be maintained even if the direct entrance between the TTC vestibule and the hotel/office lobby is locked. The owner will be responsible for the ownership and maintenance of the TTC vestibule, including, but not limited to the elevator, stairs, finishes and doors. TTC will be responsible for locking the set of doors to the existing corridor beneath the Yonge Street right-of-way that provides access to the subway station. The corridor continues to the existing fare line and collector's booth at the concourse level of the subway station which will not be affected as a result of this development. The details relating to ownership and maintenance obligations will be captured in the entrance connection agreement.

Accessibility/Equity Matters

The new entrance connection design was presented to the Advisory Committee on Accessible Transit (ACAT) on May 11, 2016. ACAT requested clarifications with respect to signage, and ownership of the elevator, and made some design suggestions. The owner and their design consultant provided the clarifications requested, and advised they would take the comments made at the meeting and work to address them in their design. On this basis, ACAT is supportive of the demolition of the existing stand-alone building and having an accessible TTC entrance off Yonge Street that is incorporated as part of the development.

Comments

The new TTC entrance to York Mills station will be an improvement to the existing entrance condition because it will be accessible from street level to the concourse level of the subway station by two elevators in a glass enclosed vestibule that will foster natural light. The two elevators will also serve the parking garage of the development; therefore TTC customers can use the parking within the development and have a direct accessible connection from the parking garage to the subway station.

Contact

Pamela Kraft
Head of Property, Planning and Development Department
Tel: (416) 590-6108, Fax: (416) 338-0211, Email: Pamela.kraft@ttc.ca

#03078-31-261

Attachments

Appendix A – Entrance Connection Conceptual Layout

Entrance Connection Conceptual Layout

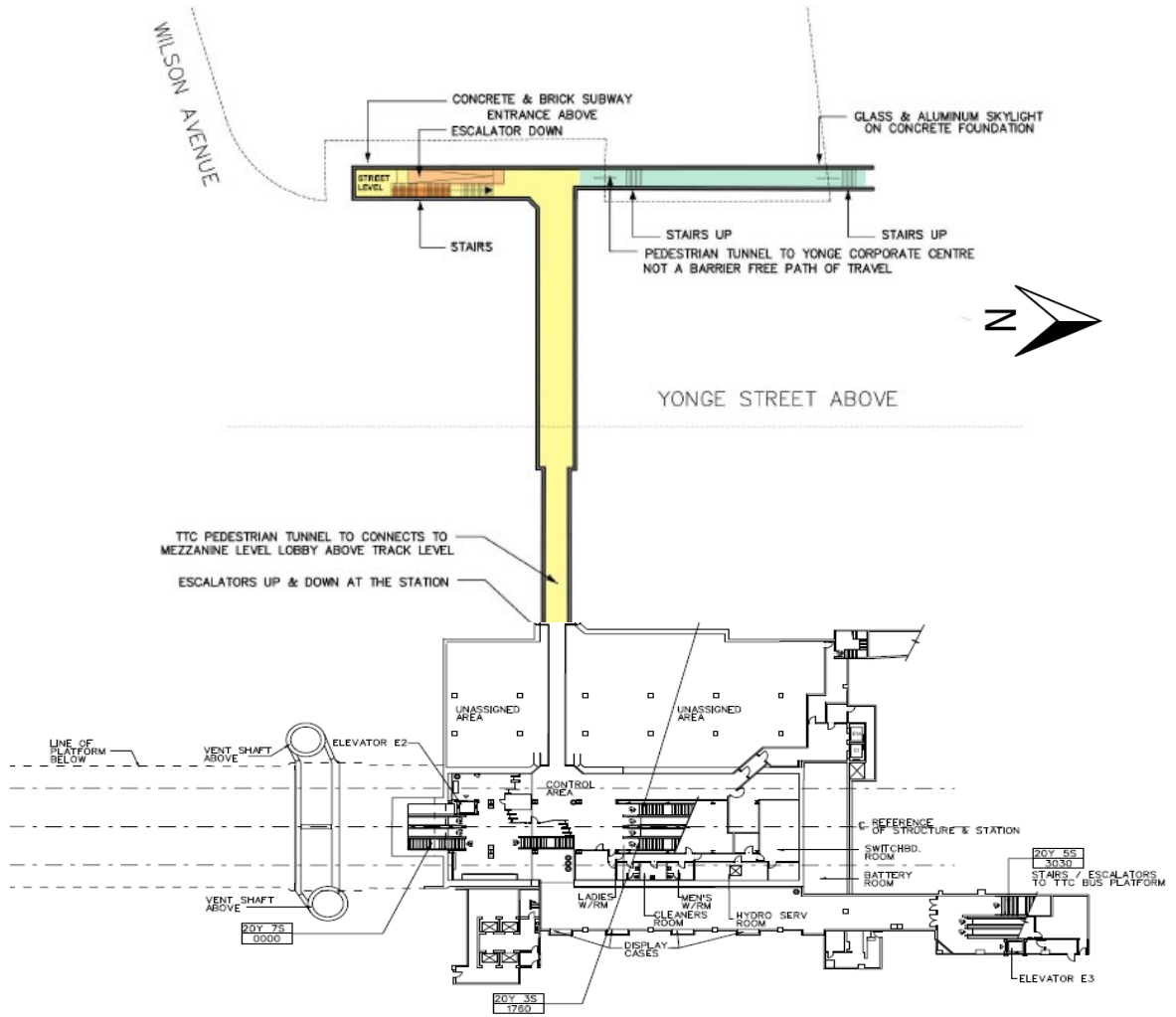
Yonge Park Plaza Existing Site

Existing underground pedestrian tunnel to Yonge Corporate Centre.
Non-barrier free path to travel

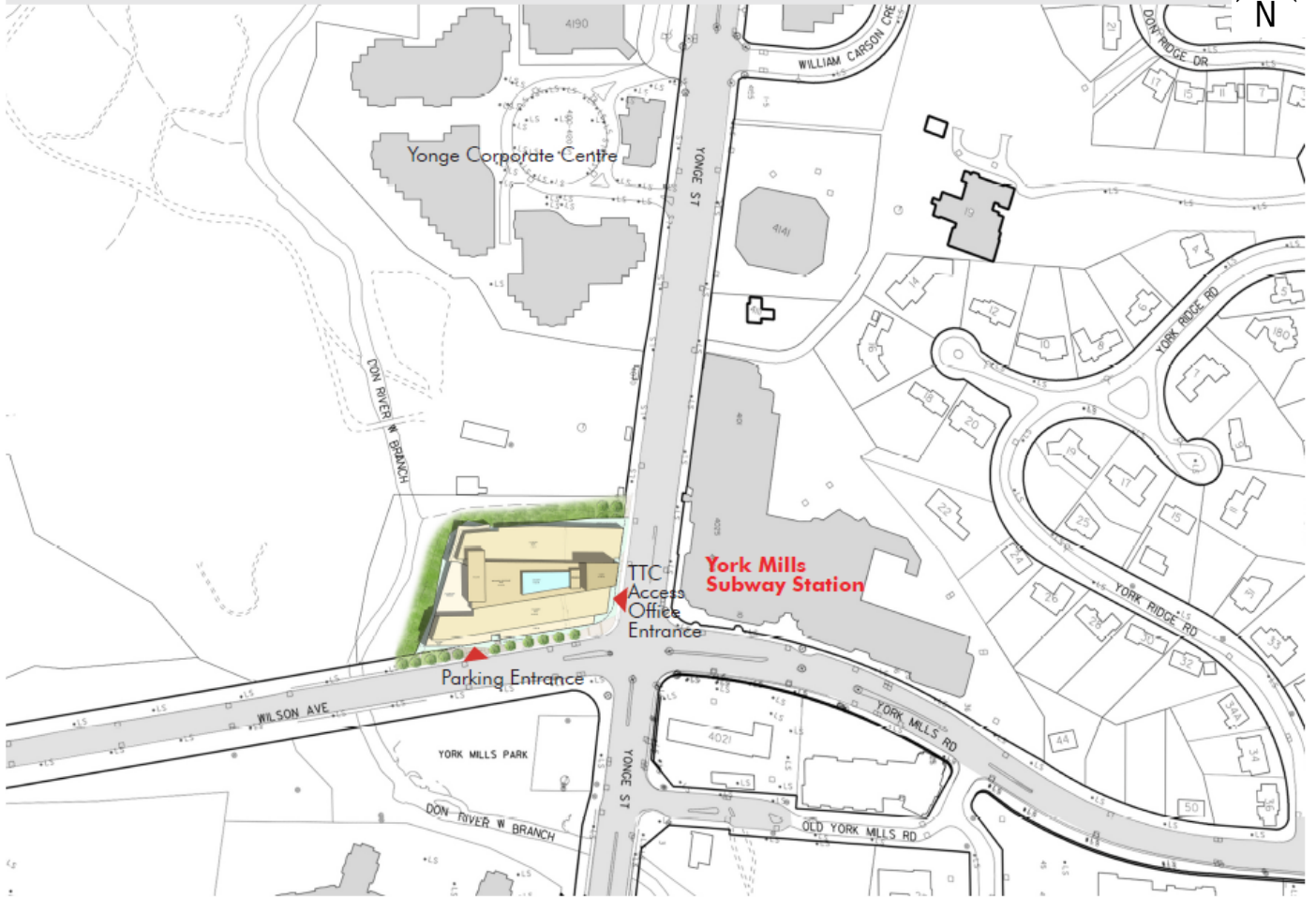


Existing entrance pavilion to TTC tunnel
Non-barrier free path of travel
Existing escalator down only

TTC Underground Pedestrian Tunnel Existing Conditions

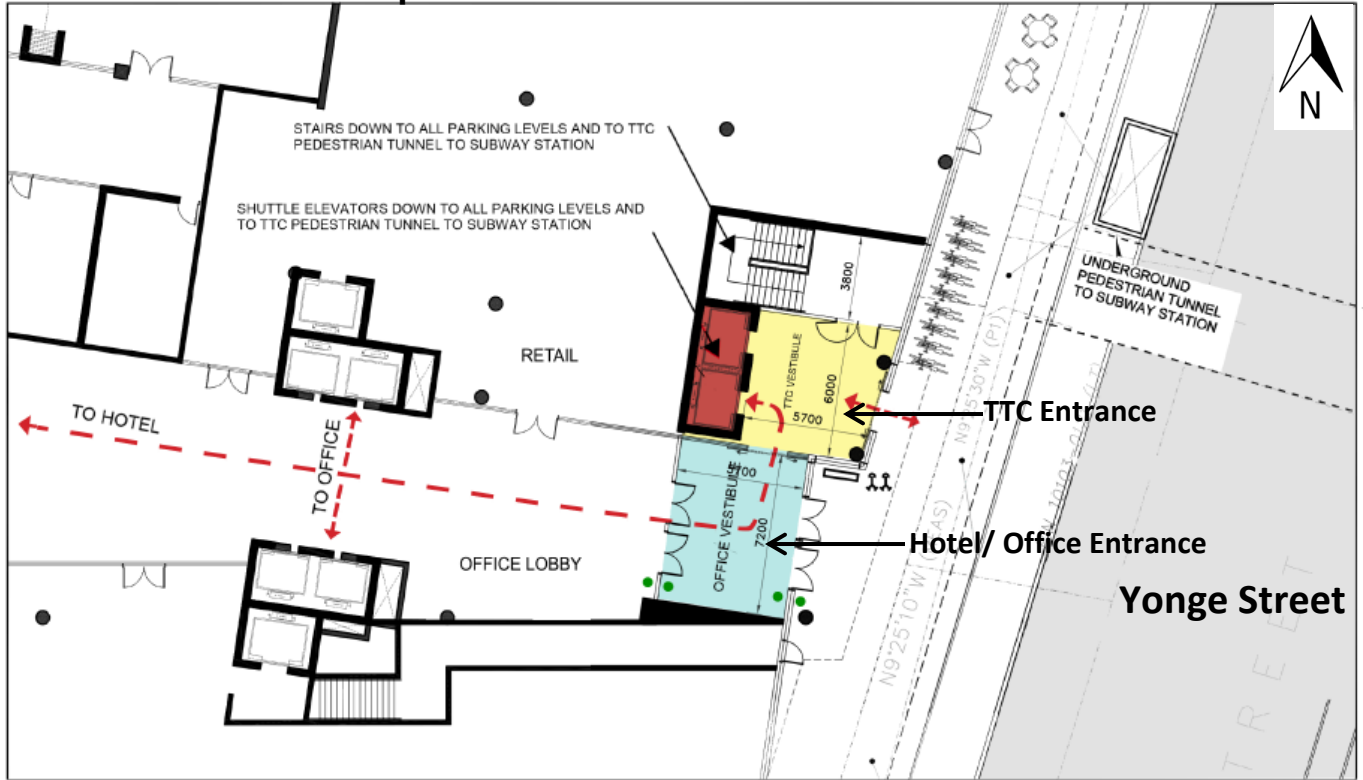


Yonge Park Plaza Proposed Site



TTC Access Entrance Level Proposed Circulation

Street Level of Development



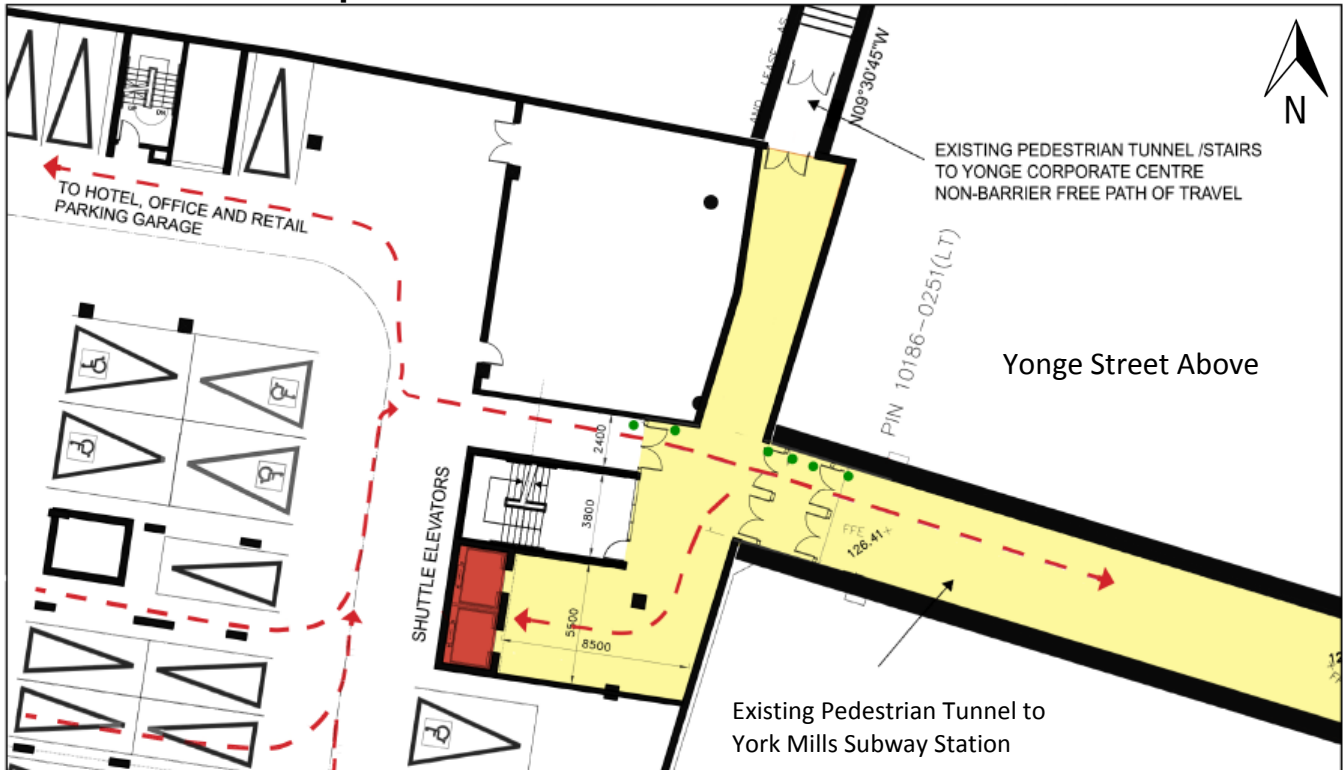
- ← - - Barrier-Free Path of Travel
- Push Button Operator

Yonge Street Entrance Plan

Barrier free path of travel is provided by shuttle elevators down to all parking levels and TTC pedestrian tunnel.

Yonge Park Plaza Lower Level Connection to Existing TTC Tunnel Proposed Circulation

P2 Level of Development



- ← - - Barrier-Free Path of Travel
- Push Button Operator

Barrier free path of travel is provided by shuttle elevators down to all parking levels and TTC pedestrian tunnel.