

TORONTO TRANSIT COMMISSION REPORT NO.

MEETING DATE: October 23, 2008

SUBJECT: ENTRANCE CONNECTION AGREEMENT
– 4789 YONGE STREET - SHEPPARD STATION

ACTION ITEM:

RECOMMENDATION

It is recommended that the Commission:

1. Approve, in principle, two entrance connections between the proposed development at 4789 Yonge Street ("Hullmark") on the south east corner of Yonge Street and Sheppard Avenue, and Sheppard Station, including the design concepts attached as Appendix B to this report, subject to the satisfaction of requirements arising out of the technical review of the entrance connection design, the design requirements set out in the Commission's entrance connection policy, any requirements arising out of the design review undertaken by the Advisory Committee on Accessible Transportation ("ACAT"), and any requirements arising out of the relocation of the sculpture currently located at the TTC emergency exit from Sheppard Station; and
2. Authorize staff to negotiate and execute an Entrance Connection Agreement(s) and any other agreements with the Hullmark developers on terms and conditions acceptable to the Chief General Manager for the provision of two entrance connections between the Hullmark development and Sheppard Station based on the designs approved, in principle, by the Commission and in accordance with the Commission's entrance connection policy.

FUNDING

There is no capital funding requirement created by the approvals sought at this time. The entrance connections will be constructed entirely at the Hullmark developers' cost.

The entrance connection to the Sheppard line may result in increased operating costs in future should the Commission decide to staff the collector's booth that will form part of the connection to the Sheppard subway line.

The new envelop and reduced size of the connection to the Yonge line and the incorporation of the entrance connection and emergency exit from the Sheppard line directly into the proposed development are expected to result in overall lower maintenance costs to the Commission in both the long and short term.

BACKGROUND

The Hullmark Centre (“Hullmark”) is a mixed use commercial/residential development to be constructed on the south east corner of Yonge and Sheppard currently occupied by the Willowdale Shopping Plaza. The development will consist of two towers constructed on a 3 storey retail/office podium which will connect the south west side of the development to the north east side and house approximately 10,220 square meters (110,000 square feet) of retail and office functions. The north tower (“North Tower”), located on the north east corner of the site adjacent to Sheppard Avenue, will consist of 336 residential units constructed over approximately 19,000 square meters (200,000 square feet) of commercial office space. The south tower (“South Tower”) located at the south west corner of the site adjacent to Yonge Street, will consist of approximately 348 residential units. Approximately 60% of the residential units will meet the definition of “affordable”. As part of the development, a new street (“Annadale”) will be opened along the south side of the project and a public plaza created on its north west corner.

The location is served by both the Yonge and Sheppard subway lines. There is a “stand-alone” exterior stair connection to the Yonge line located at the south west corner of the site. A TTC emergency exit is situated on Sheppard Avenue, close to the Yonge-Sheppard intersection. At this time, there is no entrance connection to the station from the south side of Sheppard Avenue. There are however entrance connections to both lines on the north east and west corners of the intersection.

Hullmark and Tridel, partners in this development, have approached the Toronto Transit Commission (“TTC”) with a proposal to provide a fully enclosed weather-protected, accessible entrance connection directly to the Sheppard line from the Hullmark North Tower and to incorporate a new entrance connection to the Yonge line at the base of the South Tower. The design concepts are attached as Appendix B to this report.

DISCUSSION

The design for the entrance connection from the Hullmark South Tower to Sheppard Station proposes closing the existing exterior stair entrance on Yonge Street and replacing it with a fully enclosed stair located at the south west corner of the development, within Hullmark itself. Below grade, the existing tunnel will be extended to the South Tower P1 level. This will be a dedicated connection which will be open at all hours that the subway operates, intended primarily to serve customers in the residential tower and the residential and commercial developments to the south and east of Hullmark. Some reconfiguration and reconstruction of existing TTC ventilation shafts will be required to accommodate the South Tower and new entrance connection. Hullmark will bear the cost of the reconfiguration. The existing connection is not accessible and at this time, there are no plans to make the new connection accessible. The developers will however transfer land to the City of Toronto

which will enable a TTC standard accessible elevator to be constructed in future from street level to concourse. The result of the reconfiguration will be a new, dedicated, weather-protected TTC direct street entrance, integrated into the façade of the proposed building. (See page 2 of Appendix “A” for developments to the south of Hullmark and pages 5 to 7 of Appendix “B” for the design of the South Tower entrance connection.)

The North Tower entrance connection to the Sheppard line calls for the demolition of the existing TTC emergency exit and its relocation to the north east corner of the development and the reconfiguration of an existing ventilation shaft located at the corner of Yonge Street and Sheppard Avenue. The emergency exit will be replaced within a separate TTC entrance integrated into the North Tower by means of a stair between street and P2 levels. To facilitate construction of the new TTC entrance, the sculpture installed in front of the emergency exit building will also be relocated in accordance with the City of Toronto’s and TTC’s public art policies. Hullmark will bear the cost of relocating the emergency exit and the sculpture; and reconfiguring the ventilation shaft.

The North Tower entrance connection will be made through a separate, dedicated entrance created for TTC on the south side of Sheppard Avenue. Entry will be at grade directly from the street. At the P2 level of the North Tower, entry will be from Hullmark’s underground parking area and office elevator lobbies. A collector’s booth will be provided at the lower level and the two levels forming the connection will be linked vertically with a fully accessible elevator, stairs and two escalators. Although a stair connection will be provided, the developers do not propose to provide a direct, fully accessible link between the TTC’s entrance and the office lobby. Any such connection will be indirect and require a transfer from the elevators serving the P2 level to those serving the ground floor of the North Tower. Nor will the developers make provision for any retail or commercial space within or adjacent to the TTC entrance at the P2 level. The connection is large enough, however, to accommodate a convenience retail outlet such as commonly found within subway stations.

The connection will improve TTC customer convenience by facilitating access to the Sheppard station from Hullmark and residential and commercial developments to the east. (See Page 2 of Appendix “A” for major developments south and east of Hullmark and pages 8 to 10 of Appendix “B” for the design of the North Tower connection.)

In the case of both connections, entry to Sheppard Station will occur on the unpaid side of the fare line.

The Hullmark proposal was brought before ACAT at their September 25, 2008 meeting. It will be brought forward to ACAT’s Design Review Committee for detailed review and comment as design of the connections progresses.

Both entrance connections will be of benefit to TTC and its customers. Both will provide independent, dedicated, weather-protected entrances to Sheppard Station. The North Tower connection will be fully accessible from the time it opens while property will be protected at

the corner of Annadale and Yonge to enable the South Tower connection to be made accessible in future. The new entrances will serve to improve connectivity to the Yonge and Sheppard lines.

JUSTIFICATION

The proposed entrance connections are of benefit to both TTC and its customers, providing weather protected access to the Yonge and Sheppard lines from the south east corner of Yonge and Sheppard for both Hullmark and the residential and commercial developments to the south and east of the Yonge/Sheppard intersection. Both proposals are for sidewalk entrances, dedicated and fully weather-protected. The North Tower connection will be accessible at inception while property will be protected to allow the South Tower connection to be made accessible in future. The South Tower connection will replace an open stair structure with a fully enclosed entrance incorporated directly into the façade of the development. The North Tower connection will provide a new, accessible, weather-protected entrance where one currently does not exist, directly from street level on the south side of Sheppard. Both entrances will be capable of operating independently from the Hullmark development and able to be open at all hours that the subway is in operation.

October 6, 2008
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**Attachments: Appendix "A" – Hullmark Location and Surrounding Development
Appendix "B" – Entrance Connection Conceptual Designs**