

TORONTO TRANSIT COMMISSION REPORT NO.

MEETING DATE: August 19, 2014

SUBJECT: PROPOSED ENTRANCE CONNECTION AT
DON MILLS SUBWAY STATION

ACTION ITEM

RECOMMENDATION

It is recommended that the Board:

1. Approve, in principle, the entrance connection between a new development located at 70 Forest Manor Road, known as Emerald City, and Don Mills subway station; and
2. Authorize the execution of an Entrance Connection Agreement in accordance with the Toronto Transit Commission's Entrance Connection Policy, and any other agreements arising as a result of the entrance connection, all on terms and conditions acceptable to the TTC's General Counsel.

FUNDING

There are no funding implications arising as a result of the subject proposal. The entrance connection and associated facilities will be constructed at the developer's sole expense.

In accordance with the TTC Entrance Connection Policy, the current entrance connection fee for this development is \$99,980.52 plus applicable taxes. This fee will be required to be paid by the developer/owner upon the opening of the new connection, which is currently scheduled for the end of 2015.

BACKGROUND

The subject development, located at 70 Forest Manor Road, is phase 2 in the larger Parkway Forest Reurbanization, which encompasses 6 phases in total on the southeast corner of Sheppard Avenue East and Don Mills Road (see Appendix A). Phase 2 consists of three mixed-use buildings (including buildings A7 and A8 shown in Appendix B), with a total gross floor area of 41,271.63m². Construction on phase 2 commenced in 2011, and the development is now currently being occupied. The south entrance to Don Mills subway station is situated on the south side of Sheppard Avenue East along the northern boundary of the site and is flanked by the buildings of phase 2.

The developer, Elad Canada, has approached the TTC with a proposal to add a fully enclosed, weather-protected entrance connection between phase 2 of the development and Don Mills subway station. The design concept of this entrance connection is attached as Appendix C.

DISCUSSION

The new entrance connection, between phase 2 of the development and Don Mills subway station, will provide a weather-protected link for the convenience of TTC customers originating from and destined to the development. The entrance connection proposal will require the addition of a single entrance door in the east side wall of the subway entrance building, which the TTC will own and maintain. The TTC will also be responsible for the locking and unlocking of this door. The owner or condominium corporation will be responsible for the ownership and maintenance of the entrance connection structure beyond the east side of the station entrance, including but not limited to the fire separation vestibule, glazing partition walls, floor surfacing, and roof structure. The developer will bear the full cost of the construction of the entrance connection.

The entrance connection will require the negotiation of a TTC standard construction agreement for the construction of the facility. Also required is a TTC standard entrance connection agreement setting out the fee structure, responsibilities for security (including opening and closing the connection), repair and maintenance, liability, insurance provisions, future upgrades to the connection, and signage. The entrance connection agreement also sets out the responsibility for structural inspections, maintenance and future rehabilitation of the entrance connection in the event of damage to the facility.

JUSTIFICATION

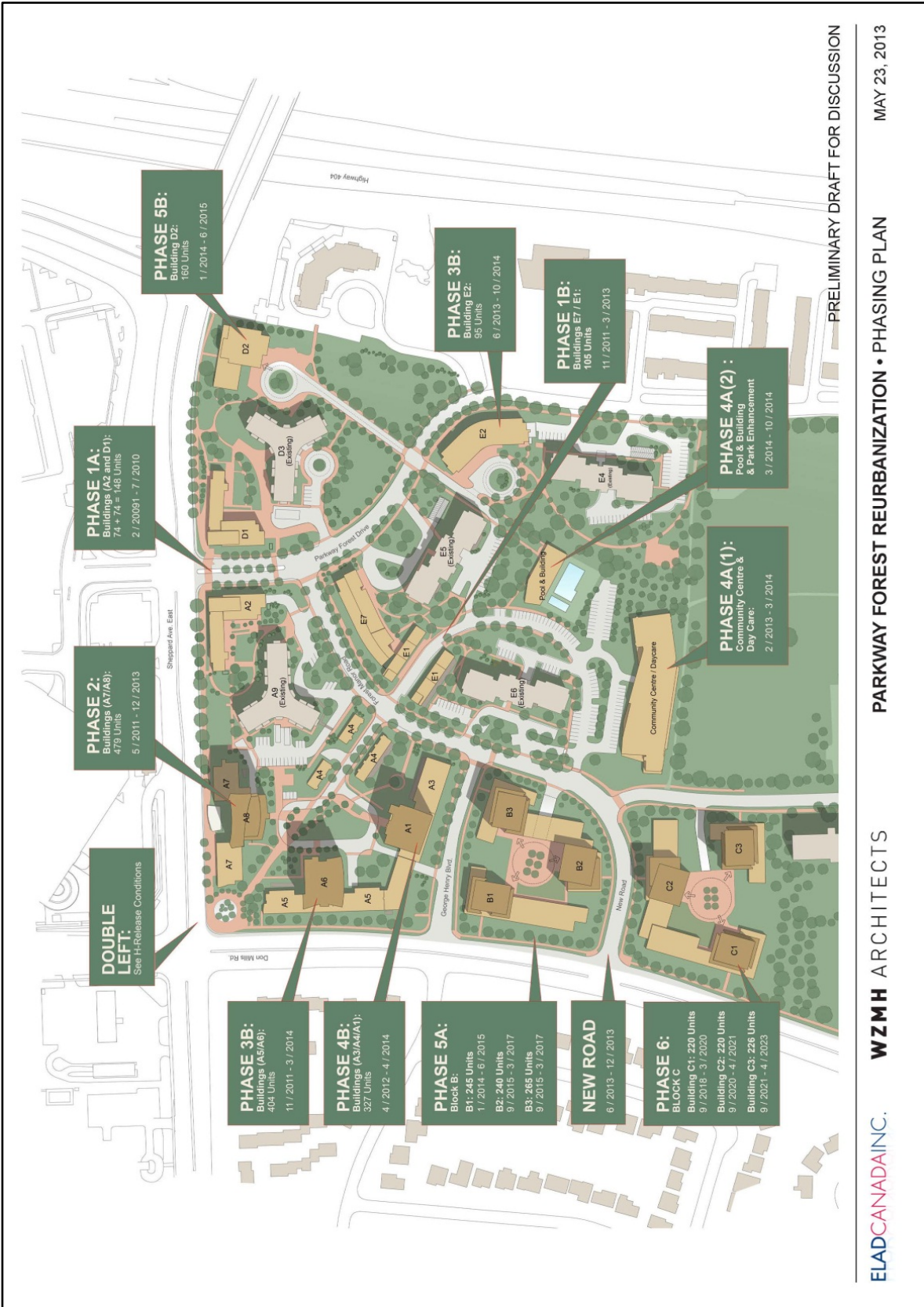
The proposed entrance connection will be a benefit to TTC customers providing a new weather-protected entrance connection to Don Mills subway station where one does not exist today. All costs associated with the new entrance connection will be borne solely by the developer.

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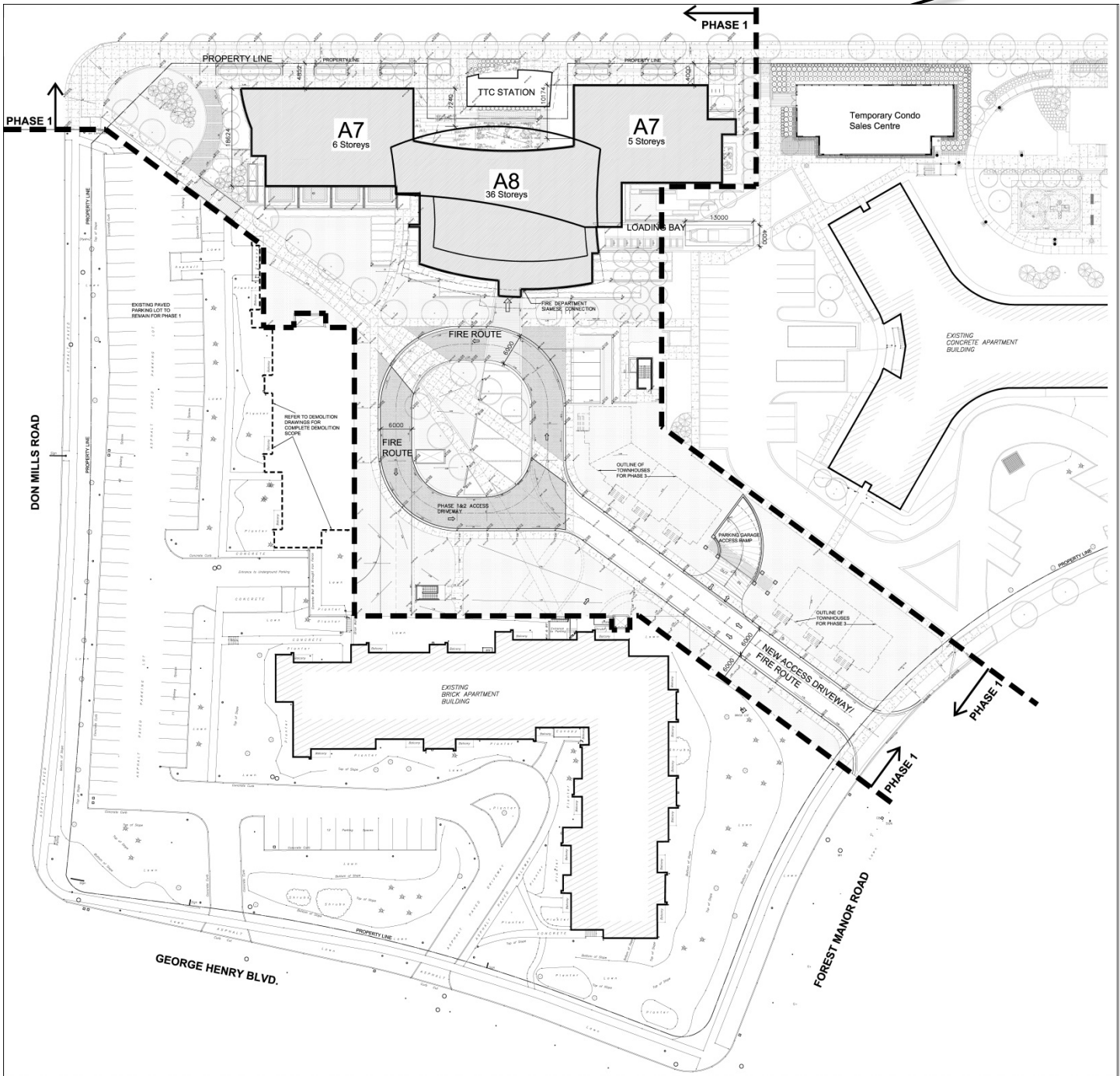
- Appendix A: 70 Forest Manor Road and Surrounding Area
- Appendix B: Phase 2 (Buildings A7 & A8)
- Appendix C: Entrance Connection Conceptual Designs

Appendix A: 70 Forest Manor Road and Surrounding Area



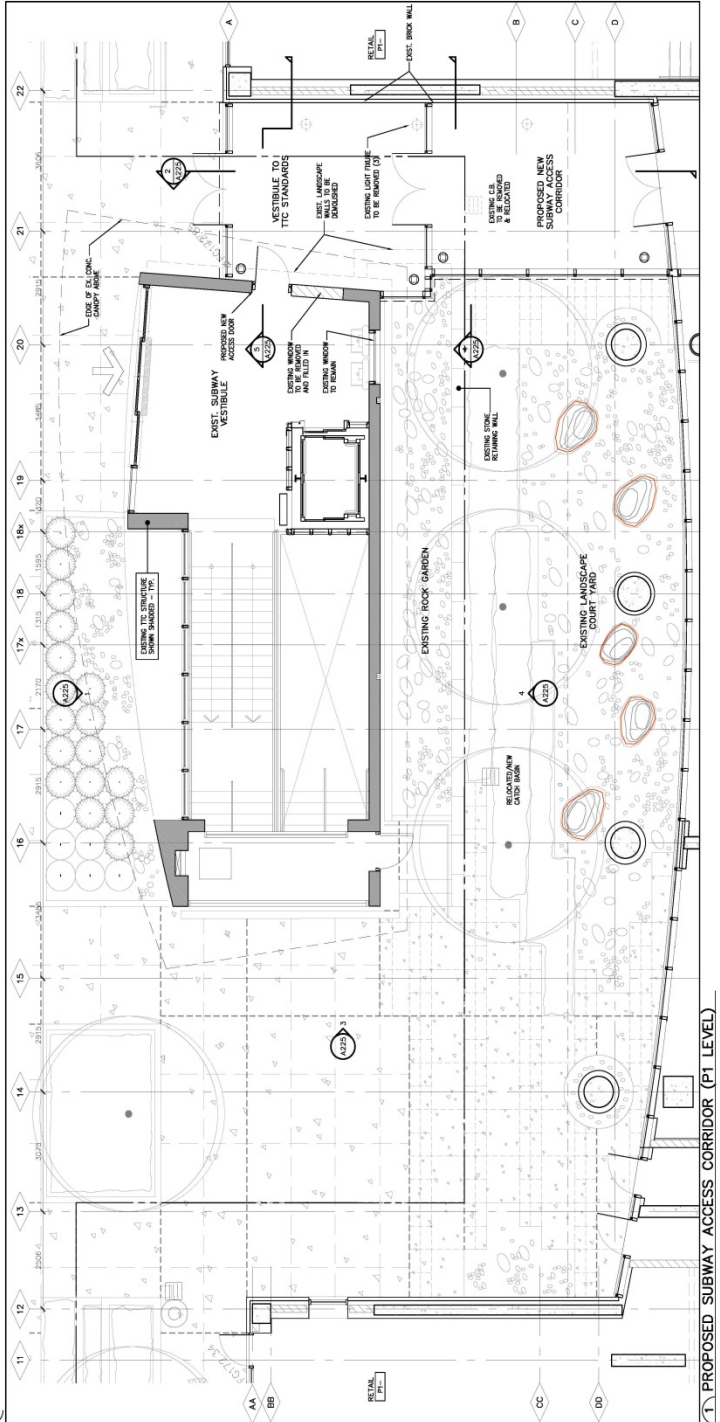
Appendix B: Phase 2 (Buildings A7 & A8)

Proposed Entrance Connection

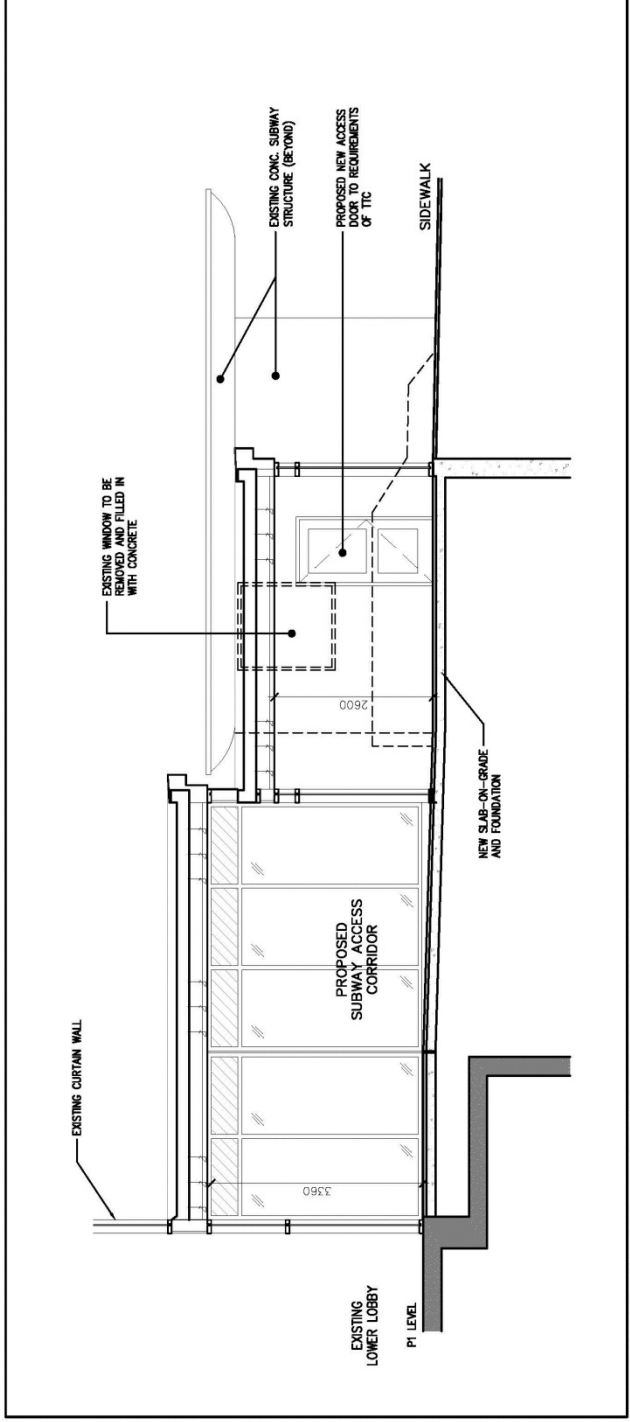


Appendix C: Entrance Connection Conceptual Designs

Proposed Entrance Connection



1 PROPOSED SUBWAY ACCESS CORRIDOR (P1 LEVEL)



4 LONGITUDINAL SECTION