



4800 Yonge Street – New Entrance Connection

Date: June 16, 2021
To: TTC Board
From: Chief Capital Officer

Summary

A mixed-use development is proposed at the southwest corner of Yonge Street and Sheppard Avenue West, municipally known as 4800 Yonge Street (the “Development”). The Development includes the closure of the open-stair access on Yonge Street in front of the site and the construction of a new accessible entrance connection to Sheppard-Yonge Station (the “Station”) integrated within the Development (the “Entrance Connection”). The Entrance Connection will include both an elevator and staircase.

This reports seeks the Board’s approval for the Entrance Connection and the authority to enter into the appropriate agreements with the Owner of the Development (the “Owner”) as required to facilitate the Entrance Connection and the subsequent closure of the existing open-stair access located at the southwest corner of Yonge Street and Sheppard Avenue West.

Recommendations

It is recommended that the Board:

1. Approve the Entrance Connection to Sheppard-Yonge Station within the Development at 4800 Yonge Street and the subsequent closure of the open-stair access located at the southwest corner of Yonge Street and Sheppard Avenue West, as generally illustrated in Attachment 1.
2. Authorize the execution of an Entrance Connection Agreement, and any other agreements arising as a result of the Development and Entrance Connection, 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 new Entrance Connection or amendment to an existing Entrance Connection requires approval of the Board. “Entrance Connection” refers to a physical, weather-protected or fully enclosed structure between a Development (as defined in the policy) or an Intermodal Station and a Transit Station including, but not limited to, tunnel structure, bridge, enclosed

walkway, covered walkway, stairs, elevator and escalator, but excluding a chair lift or platform lift for a vertical transition or grade transition.

To protect the TTC's assets and interests during construction and to ensure that specific obligations are carried out during construction of the Development and Entrance Connection, the Owner will enter into a construction agreement with the TTC.

The Owner will carry out the construction work to close the open-stair access and convert it into a vent. The TTC currently has operational management of the open-stair access and, once this work is complete, the TTC will continue the management, operation and maintenance of this vent area.

An Entrance Connection Agreement will be required to set out Ownership, maintenance and operating obligations of the Entrance Connection and associated equipment, as required. The Entrance Connection will be located entirely within property owned and/or to be owned by the Owner. New structures and equipment will be owned and maintained by the Owner. The TTC will have minimal responsibility of the Entrance Connection. All obligations will be finalized during the negotiation and settlement of the Entrance Connection Agreement.

Financial Summary

The Entrance Connection work will be carried out at the Owner's sole cost. All portions of the Entrance Connection are located within the Owner's property. The ongoing operation and maintenance responsibilities of the Entrance Connection will be negotiated with the Owner in consultation with TTC stakeholders, and will be set out in the Entrance Connection Agreement.

Since the Entrance Connection proposed is a direct connection between the Development and the Station, the Owner is required to pay an Entrance Connection fee. An agreement dated September 28, 1998 between the TTC and the previous Owner of the Development property (the "1998 Agreement"), in relation to the construction of the Line 4 Subway, permitted an entrance connection from "any building constructed" on the Development property to the Station subject to a number of conditions, including payment to the TTC of "a connection fee in the amount of \$150,000.00 plus GST". Accordingly, the Entrance Connection fee has been calculated as follows:

Amount per 1998 Agreement	Applicable HST	Fee Calculation	Fee
\$150,000	13%	\$150,000 + 13%	\$169,500

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

Equity/Accessibility Matters

Currently, there are three existing accessible paths to the Station. These are provided through three developments at the intersection of Yonge Street and Sheppard Avenue West comprised of Sheppard Centre (northeast corner), Hullmark Centre (southeast corner), and 25 Sheppard Avenue West (southwest corner) as illustrated on Attachment 1.

The Entrance Connection will add a fourth accessible route for TTC customers through the provision of an elevator designed in accordance with TTC requirements. The Entrance Connection will be barrier-free, fully enclosed, well-lit, and weather-protected, facilitating a more convenient access to the Station at this intersection. The accessible route is illustrated on Attachments 2a and 2b.

The proposed Entrance Connection was presented to the TTC's Advisory Committee on Accessible Transit (ACAT) on June 2, 2021. The Owner will refine the Entrance Connection design to incorporate minor feedback received from ACAT with respect to certain features of the accessible path such as the glass sliding door, tactile indicators, hand rails, and finishes.

Decision History

The 1998 Agreement permitted an entrance connection from “any building constructed” on the Development property to the Station. Knockout panels were installed as part of the construction of the platform level of the Station with the intent to accommodate a future connection. Since the execution of the 1998 Agreement, the Development property has not been developed and has remained a parking lot.

On February 26, 2019, Toronto City Council adopted the Official Plan and Zoning By-law Amendment in support of the Development. Council further authorized the Owner to enter into a Section 37 Agreement with the City to secure the provision of a number of community benefits, including the direction that the Owner provide “a pedestrian connection to the subway station” and the “relocation/integration of Toronto Transit Commission stairway in the Sheppard Avenue West right-of-way/boulevard”.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.CC3.4>

Issue Background

The Development property is bounded by Sheppard Avenue West in the north, Yonge Street in the east, a mixed-use development in the south and a commercial complex in the west, as shown in Attachment 1. The development includes a 49-storey mixed-use building, including five levels of below-grade parking.

Through the City's Official Plan and Zoning By-law Amendment application, City staff directed the Owner to close the open-stair access to the Station and integrate an entrance connection within the Development. The local Councillor was involved in these

discussions and supports the TTC entrance connection modifications. The proposed Entrance Connection includes an elevator and stair connection leading directly to the Station through a new TTC lobby.

The proposed Entrance Connection is located entirely within the Owner's property. Construction of the Entrance Connection will be completed exclusively by the Owner, including the work to close the existing open-stair access to the Station. Once in operation, the Entrance Connection will be operated by the Owner and an Entrance Connection Agreement will be executed between the Owner and the City/TTC. The agreement will outline all Ownership, operation, maintenance and repair obligations of the parties.

Comments

The proposed Entrance Connection will benefit TTC customers and the Development by providing a new barrier-free and weather-protected means of access at the southwest corner of Yonge Street and Sheppard Avenue West.

The closure and conversion of the open-air stair access into a vent will improve the public realm, improve air circulation in the Station, and result in decreased maintenance costs for the TTC.

It is therefore recommended that the Board approve the construction of the Entrance Connection.

Contact

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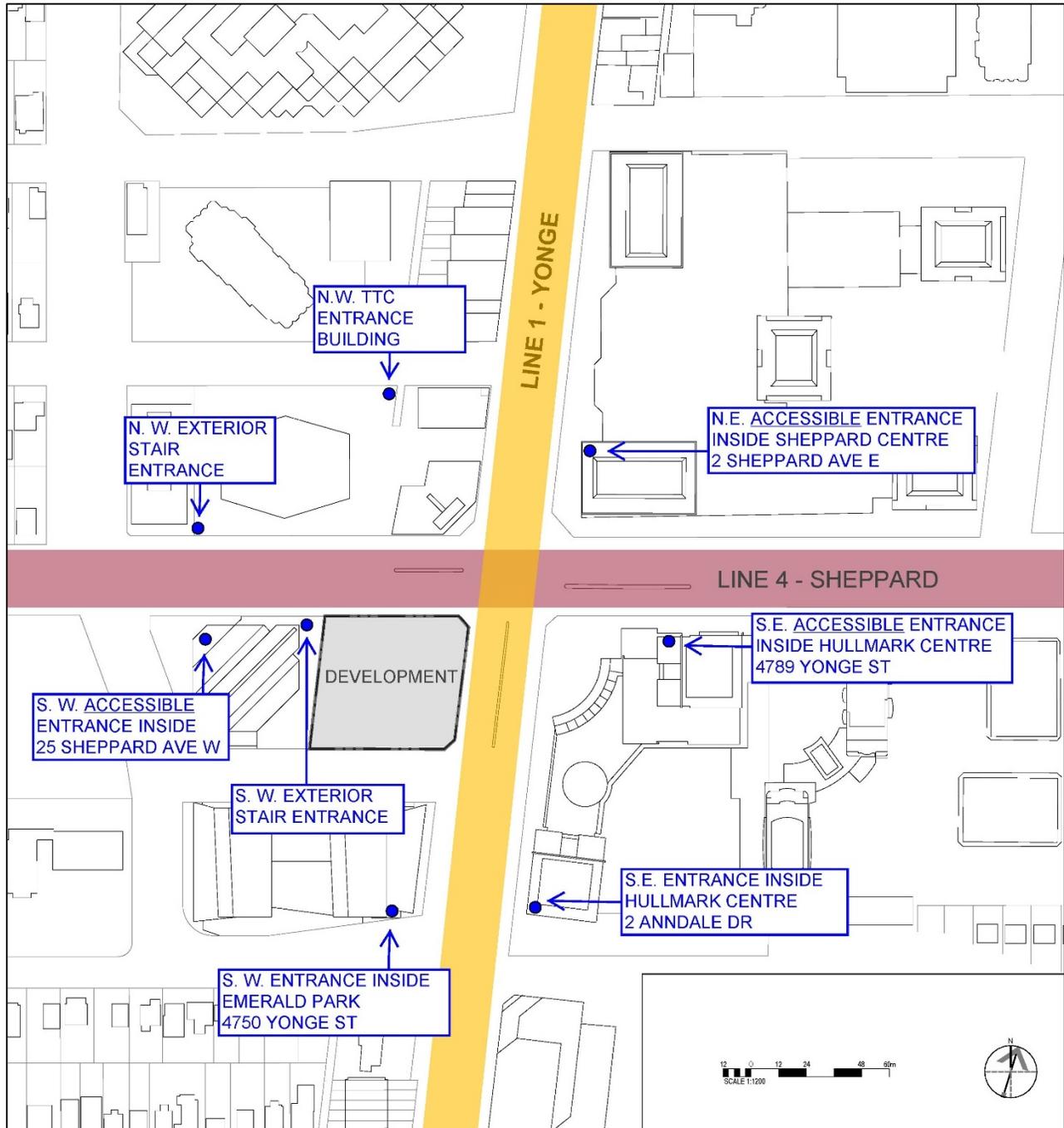
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Gary Downie
Chief Capital Officer

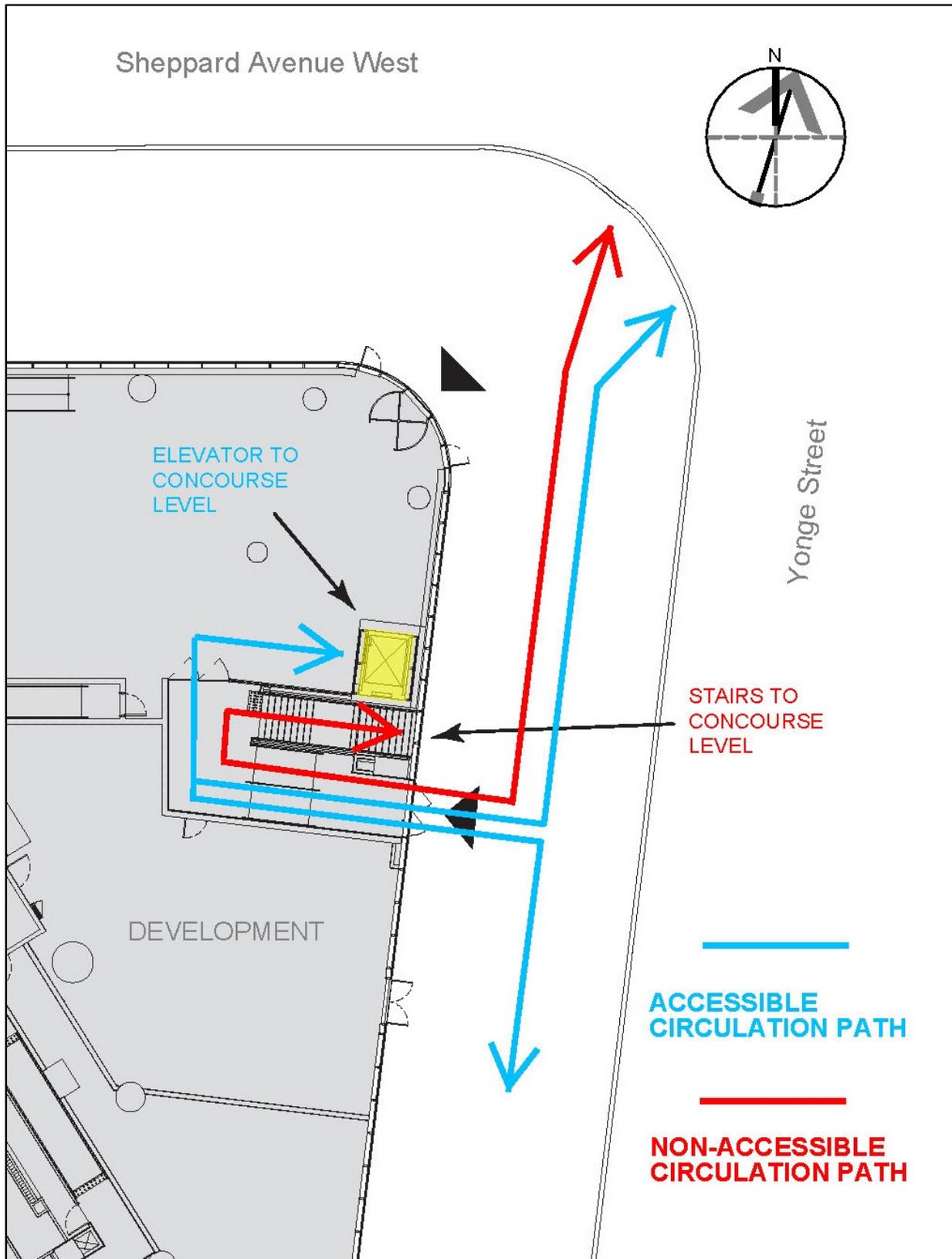
Attachments

Attachment 1 – Context Map
Attachment 2a – Proposed Accessible and Non-Accessible Routes – Street Level
Attachment 2b – Proposed Accessible and Non-Accessible Routes – Concourse Level

Attachment 1 – Context Map



Attachment 2a – Proposed Accessible and Non-Accessible Routes, Street Level



Attachment 2b – Proposed Accessible and Non-Accessible Routes, Concourse Level

