



4050 Yonge Street – New Entrance Connection

Date: July 14, 2022
To: TTC Board
From: Chief Capital Officer

Summary

A mixed-use development is proposed for the northwest corner of Yonge Street and Wilson Avenue, municipally known as 4050 Yonge Street (the Development). The Development involves the closure and demolition of the existing stand-alone TTC entrance building to York Mills Station (the Station) and the construction of a new accessible entrance connection (the Entrance Connection) integrated within the Development.

This report seeks Board approval for the Entrance Connection and authority to enter into the appropriate agreements with the Owner of the Development (the Owner) to facilitate the Entrance Connection and closure of the existing stand-alone TTC entrance building.

Recommendations

It is recommended that the Board:

1. Approve the Entrance Connection to York Mills Station within the Development at 4050 Yonge Street and the subsequent closure and demolition of the stand-alone TTC entrance building located at the northwest corner of Yonge Street and Wilson Avenue, as generally illustrated in Attachment 1.
2. Authorize execution of an Entrance Connection Agreement, and any other agreements arising as a result of the Entrance Connection, and closure and demolition of the existing entrance, 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, and to ensure that 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 close and demolish the stand-alone TTC entrance building in 2023 before the new Entrance Connection is expected to open in 2025. TTC customers will receive appropriate notification of the closure in advance of the demolition. The easement associated with the existing entrance building will be released upon the execution of the new Entrance Connection Agreement.

All portions of the Entrance Connection are located either within the Owner's property or the Yonge Street Right-of-Way (ROW). New structures and equipment will be owned and maintained by the Owner. The TTC will have minimal responsibility for the Entrance Connection. The Entrance Connection Agreement will confirm ownership, maintenance and operating obligations of the Entrance Connection and associated equipment.

Financial Summary

The construction of the Entrance Connection, including the demolition of the existing TTC entrance building, will be the Owner's sole cost. All portions of the Entrance Connection are located either within the Owner's property or the Yonge Street ROW. 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.

As a result of the demolition of the stand-alone entrance building and the construction of the Entrance Connection, the 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 the stand-alone entrance building.

The Entrance Connection is a direct connection between the Development and the Station, and the Owner is required to pay an entrance connection fee of \$165,537.50 to the TTC. This amount will be recognized as revenue in the year the entrance connection is completed, which is currently expected to be 2025. Per TTC policy, the entrance connection fee is calculated as follows:

| Floor Space Index (FSI) | Rate per m ² | Gross Floor Area (GFA) m ² | Total |
|-------------------------|-------------------------|---------------------------------------|--------------|
| 3.93 | \$3.23 | 51,250 | \$165,537.50 |

The Chief Financial Officer has reviewed this report and agrees with the financial summary.

Equity/Accessibility Matters

A cornerstone of the TTC's Corporate Plan 2018-2022 is accessibility and as a proud leader in providing accessible public transit in the city of Toronto, we are committed to ensuring reliable, safe and inclusive transit services for all our customers.

There is currently one existing accessible path to this station through York Mills Centre on the northeast corner of Yonge Street and York Mills Road. The new Entrance Connection will add another accessible path for TTC customers through the provision of new elevators designed in accordance with TTC requirements. It will be barrier-free, fully enclosed, well-lit and weather-protected, facilitating a more convenient access to the Station at this intersection. The new accessible route is illustrated in Attachment 1.

The proposed Entrance Connection was presented to the TTC's Advisory Committee on Accessible Transit (ACAT) on May 4, 2022. The Owner will refine the Entrance Connection design to incorporate feedback received from ACAT with respect to certain features of the accessible path, such as labelling of floor levels and sliding doors versus swing doors.

Decision History

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

[Principles of Real Estate Strategy – Declaration of Surplus Property](#)

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.

[Toronto City Council Decision – Transfer of Properties to Build Toronto](#)

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 the 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 the Station to Build Toronto.

[TTC Board Decision – Declare Surplus – York Mills \(4050 Yonge\)](#)

At its meeting December 20, 2016, the Board approved the demolition of the existing stand-alone TTC entrance building, and approved in principle, the proposed configuration of the TTC entrance off Yonge Street and the accessible entrance connection to the Station. The Board also authorized the execution of a new entrance connection agreement and any other agreements arising as a result of the development

TTC Board Decision – Entrance Connection to York Mills Station

At its June 2, 2022 decision, the Ontario Land Tribunal ruled that the Section 37 agreement with the City of Toronto will require the Owner to design, finance and construct an entrance connection from the Development to York Mills Station. The decision can be provided if requested.

Issue Background

4050 Yonge Street was formerly a TTC commuter parking lot that was declared surplus to the TTC's operational needs in 2009. In 2012, the property was transferred to Build Toronto for redevelopment purposes and in 2014, the property, except for the Station entrance lands, was sold to the current Owner. The Station entrance lands were recently sold to the Owner by the City, retaining an easement on behalf of the TTC for the continued operation and maintenance of the entrance building until such time as the entrance is incorporated into the new Development and the new Entrance Connection is built.

In 2016, the Owner submitted an application for a different development proposal at the site, which included a hotel. This development also proposed a new entrance connection and received approval by the Board on December 20, 2016. Since then, however, the Owner's plans have changed and a higher development density is being proposed, and Board approval for the new Entrance Connection is required.

The current development proposal is for two residential towers. The east tower is 14 storeys in height and comprised of residential and non-residential uses, and contains the TTC Station entrance foyer. The west tower is 28 storeys in height and consists of 526 residential units. Both buildings are connected by a base building with four levels of underground parking. The TTC Station entrance foyer within the Development will have doors along Yonge Street, two elevators and a set of stairs that will provide access from street level to York Mills Station via the underground parking level P2 of the Development, as seen in Attachment 1.

At the P2 level of the Development, there will also be a direct connection to the office complex known as York Mills Corporate Centre (YMCC) located to the north via an existing tunnel located within City property, as seen in Attachment 1. This new connection is required to replace the existing connection to the Station, which is being demolished to accommodate the Development.

The TTC entrance within the Development will be open during all operating hours of the subway. The Owner will be responsible for the operation and maintenance of the TTC vestibule, including, but not limited to the elevators, stairs, finishes and doors. The TTC will be responsible for locking the set of doors to the existing corridor beneath the Yonge Street ROW that provides access to the Station. The corridor continues to the existing fare line and Collector's Booth at the concourse level of the 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.

Comments

The proposed Entrance Connection will benefit TTC customers and the Development by providing a new barrier-free and weather-protected means of access to the Station on the northwest corner of Yonge Street and Wilson Avenue.

The closure of the existing TTC entrance building and integration of the Entrance Connection into the development will provide an additional accessible path to the Station, and result in decreased maintenance costs for the TTC.

It is therefore recommended that the Board approve the Entrance Connection and authorize staff to execute the Entrance Connection Agreement and any other agreements arising as a result of the Development, Entrance Connection and closure and demolition of the existing entrance, all on terms and conditions acceptable to the TTC's General Counsel.

Contact

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Signature

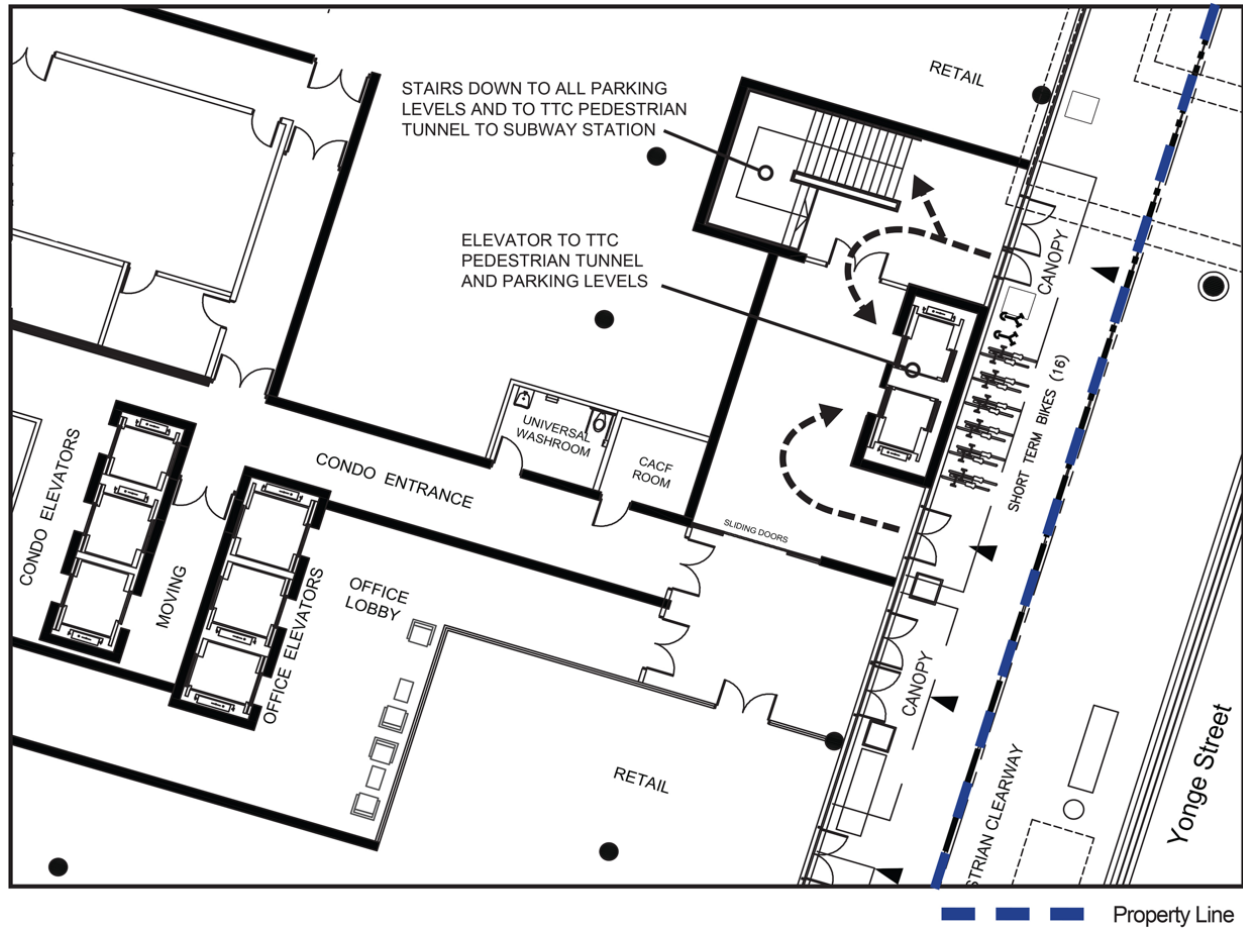
Gary Downie
Chief Capital Officer

Attachments

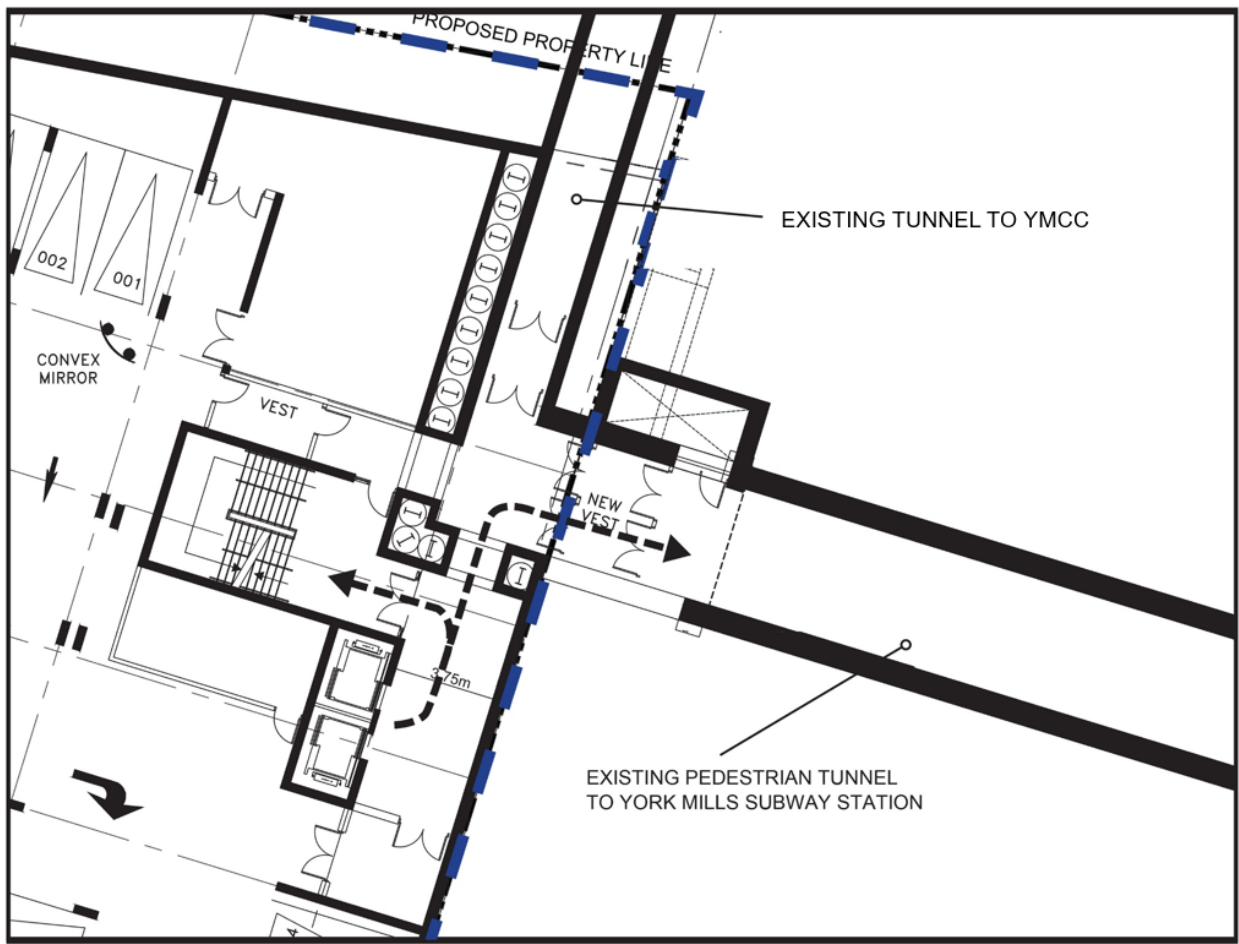
Attachment 1 – Accessible Paths

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Attachment 1 – Accessible Paths



Ground Floor Level of 4050 Yonge Street showing the street level entrance to the TTC Entrance Connection.



Property Line

Parking level P2 of 4050 Yonge Street showing the TTC Entrance Connection from the Development to York Mills Station and the connection to YMCC to the north.