



2200 Yonge Street Reconfigured Entrance Connection to Eglinton Station

Date: July 22, 2026
To: TTC Board
From: Chief Capital Officer

Recommendations

It is recommended that the TTC Board:

1. Authorize execution of an Entrance Connection agreement for a new connection at 2200 Yonge Street, and any other agreements arising as a result of the entrance connection, all on terms and conditions acceptable to the TTC's General Counsel.
2. Approve deferring the calculation and application of the entrance connection fee for the reconfigured entrance connection to Eglinton Station at 2200 Yonge Street to a future Board report, which will also outline other amendments to the 2018 Lease Amending Agreement, allowing the TTC to develop an updated fee that is appropriate to the Master Development Plan currently being revised by the building Owner.

Summary

OPG Investments Holdings GP Inc., as general partner for OPG Investment Holdings Limited Partnership and CT REIT (Yonge Eglinton) GP Corp., as general partner for CT REIT (Yonge Eglinton) Limited Partnership (collectively the "Owner") are renovating the existing 17-storey building at 2200 Yonge Street and demolishing the existing Bank of Montreal glass pavilion at 2210 Yonge Street. This is "Phase One" of the overall redevelopment of the site on the southwest corner of Yonge Street and Eglinton Avenue. The renovations to 2200 Yonge Street will include the construction of a new integrated accessible entrance connection, with a new elevator providing access between street level, the existing station concourse, and the platform level. Two new fare lines and a new stairway from street level to the existing concourse level will be constructed to replace a stairway being demolished. The existing TTC escalators, currently located within the glass pavilion at 2210 Yonge Street, will remain in place and will be housed in a future standalone structure to be constructed by the Owner.

Since the Owner is seeking to proceed with demolishing the 2210 Yonge Street glass pavilion as soon as possible, this report is seeking the Board's approval to enter into an appropriate entrance connection agreement for the reconfigured entrance connection within 2200 Yonge Street, facilitating construction planned to begin in Q4 2026, with projected completion in Q1 2028. The work will occur in phases to minimize disruption

to customers. Minimal impacts are anticipated for customers using a non-accessible path as the proposed new stairs and fare line will be constructed and opened prior to the existing stairs being closed to ensure access throughout construction. However, the existing elevator from concourse to platform levels will be unavailable while the elevator shaft is extended to street level. During this phase of construction, signage will direct customers to alternative accessible paths located in the Line 5 Eglinton Main Entrance at 15 Eglinton Avenue West, the building at 2 Eglinton Avenue East on the northeast corner of the Yonge and Eglinton intersection, and the southern entrance to Eglinton Station off of Yonge Street at 2190 Yonge Street.

Terms regarding the overall Phase One of the development, including costs associated with the reconfigured entrance connection, are captured within the Lease Amending Agreement approved by the Board on April 16, 2018, as noted in Attachment 1. At this time, the Owner is revising the Master Development Plan for the southwest corner of Yonge and Eglinton, which will necessitate an amendment to the 2018 Lease Amending Agreement and require future Board approval, as explained below in the Background and Analysis section. This report also seeks to defer the calculation and application of the entrance connection fee to a future Board meeting, once the details of the Owner's revised Master Development Plan are finalized, at which time the TTC can apply an updated fee that is appropriate to the updated proposal and current market conditions.

Background and Analysis

Between 1961 and 1975, the Owner entered into ground leases to develop TTC-owned land on the southwest corner of the Yonge Street and Eglinton Avenue intersection, inclusive of 2200 and 2210 Yonge Street. Four buildings were constructed at 2210 Yonge Street, 2200 Yonge Street, 2190 Yonge Street, and 2180 Yonge Street. Entrance connections to Eglinton Station were included within 2210 and 2190 Yonge Street.

Over the intervening years, the TTC and the Owner entered into lease amending agreements culminating in a consolidated and re-stated lease in 2001. The consolidated and restated lease, which is still in effect, requires the Owner to pay for any change proposed by the Owner for the entrance connections to Eglinton Station.

In April 2018, the TTC Board approved entering into a new Lease Amending Agreement. The 2018 Lease Amending Agreement, which is not yet in full force and effect, outlines projected ground lease payments and requires the Owner to contribute toward the reconstruction of the two existing entrances to Eglinton Station. The 2018 Lease Amending Agreement will come into effect upon confirmation from both the TTC and the Owner that the Owner has fulfilled certain site and planning approval conditions.

In February 2025, the TTC Board approved an extension to the current leases to allow the Owner more time to complete the overall Master Development Plan while proceeding with Phase One of the redevelopment.

The Owner has proposed alterations to the Master Development Plan, which will require an amendment to the 2018 Lease Amending Agreement, and likely result in changes to the projected ground lease payments as well as revisions to the required financial contribution for the reconstruction of the two entrances to Eglinton Station. As such, staff recommend deferring the calculation and application of the entrance connection fee until the details of the Master Development Plan are finalized, which would allow the TTC to negotiate an updated fee that is appropriate to the proposal and more aligned to current market conditions. The Owner remains responsible for costs associated with the changes to entrance connections under the existing lease terms. The revised lease payments and financial contribution will be detailed in a future Board report following the revision of the Master Development Plan.

This report deals only with the reconfigured entrance connection within 2200 Yonge Street, as part of Phase One. Any proposed reconfiguration of the entrance connection at 2190 Yonge Street, within future development phases, will be the subject of a future Board report. The TTC will secure any temporary and permanent easements through the 2200 Yonge Street property required during construction to ensure that required egress capacity is maintained at Eglinton Station.

Diversity, Equity, and Inclusion Matters

Currently, there is one existing accessible path from street to platform levels for the Line 1 portion of Eglinton Station, though there are other accessible entrances through the concourse levels, Line 5, and the bus terminal near the Yonge-Eglinton intersection. This reconfigured entrance connection within 2200 Yonge Street will add a second accessible route for TTC customers to Line 1 platform level through the extension of the existing elevator up to street level 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 Eglinton Station and the Yonge-Eglinton intersection.

During construction, the existing elevator from concourse to platform level at 2200 Yonge will be temporarily unavailable while the elevator shaft is extended to street level. During this phase of construction, alternative accessible paths will be maintained and signage will direct customers to accessible paths located in the Line 5 Eglinton Main Entrance at 15 Eglinton Avenue West, the building at 2 Eglinton Avenue East on the northeast corner of the Yonge and Eglinton intersection, and the southern entrance to Eglinton Station off of Yonge Street at 2190 Yonge Street.

The proposed entrance connection was presented to the TTC's Advisory Committee on Accessible Transit (ACAT) Design Review Subcommittee on June 9, 2026. The Owner has incorporated feedback on the entrance connection design received from ACAT with respect to certain features of the accessible path. This project aligns with the TTC's multi-year accessibility plan and AODA requirements.

Innovation and Sustainability Considerations

This reconfigured entrance connection will enhance access to Eglinton Station, making it safer and more convenient for TTC customers to reach transit services. The reconfigured integrated entrance connection will contribute to a more efficient transit network, consistent with the TTC's innovation and sustainability objectives.

Corporate Plan Alignment

The reconfigured entrance connection helps support the goal of the planned Easier Access IV Program, which would create an additional barrier-free path at key subway stations. The reconfigured entrance connection also supports the TTC's Corporate Plan by aligning with:

- Strategic Direction 2 – Attract New Riders, Retain Customer Loyalty. Specifically:
 - Objective 2 – Improve the customer experience by providing a safe, accessible, and comfortable journey; and
 - Objective 4 – Prioritize asset state-of-good-repair to keep the system moving.
- Strategic Direction 3 – Place Transit at the Centre of Toronto's Future Mobility. Specifically:
 - Objective 1 – Build network capacity to support long-term growth forecasted to 2041; and
 - Objective 2 – Promote sustainable transportation modes through seamless connections.

Financial Impact

There are no financial impacts associated with the recommendations in this report as the entrance connection work will be carried out at the Owner's sole cost. The ongoing operations 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 works to be completed by the Owner, the TTC will no longer be responsible for designing and constructing an elevator at the north end of Eglinton Station that goes from platform to street levels.

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

Contact

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Attachments

Attachment 1 – Decision History
Attachment 2 – Context Map
Attachment 3 – Proposed New Accessible and Non-Accessible Routes

Attachment 1 – Decision History

At its meeting on April 27, 2009, the TTC Board approved the transfer of transit properties to Build Toronto, including a portion of the TTC Lands at Yonge-Eglinton, specifically the old bus garage lands.

[Build Toronto – Transit Properties](#)

At its meeting on December 19, 2012, the TTC Board deferred consideration of the report initially submitted to the TTC Board at its meeting on October 24, 2012, titled “Proposal to Declare Surplus Yonge-Eglinton Lands and Transfer to Build Toronto”.

[Yonge/Eglinton – Transfer of Leaseholds to Build Toronto](#)

At its meeting on April 27, 2016, the TTC Board authorized staff to participate in the Yonge-Eglinton Steering Committee in order to negotiate arrangements for redevelopment of lands under TTC ownership, in accordance with guiding principles adopted by the Board.

[Redevelopment of TTC Lands at Yonge-Eglinton](#)

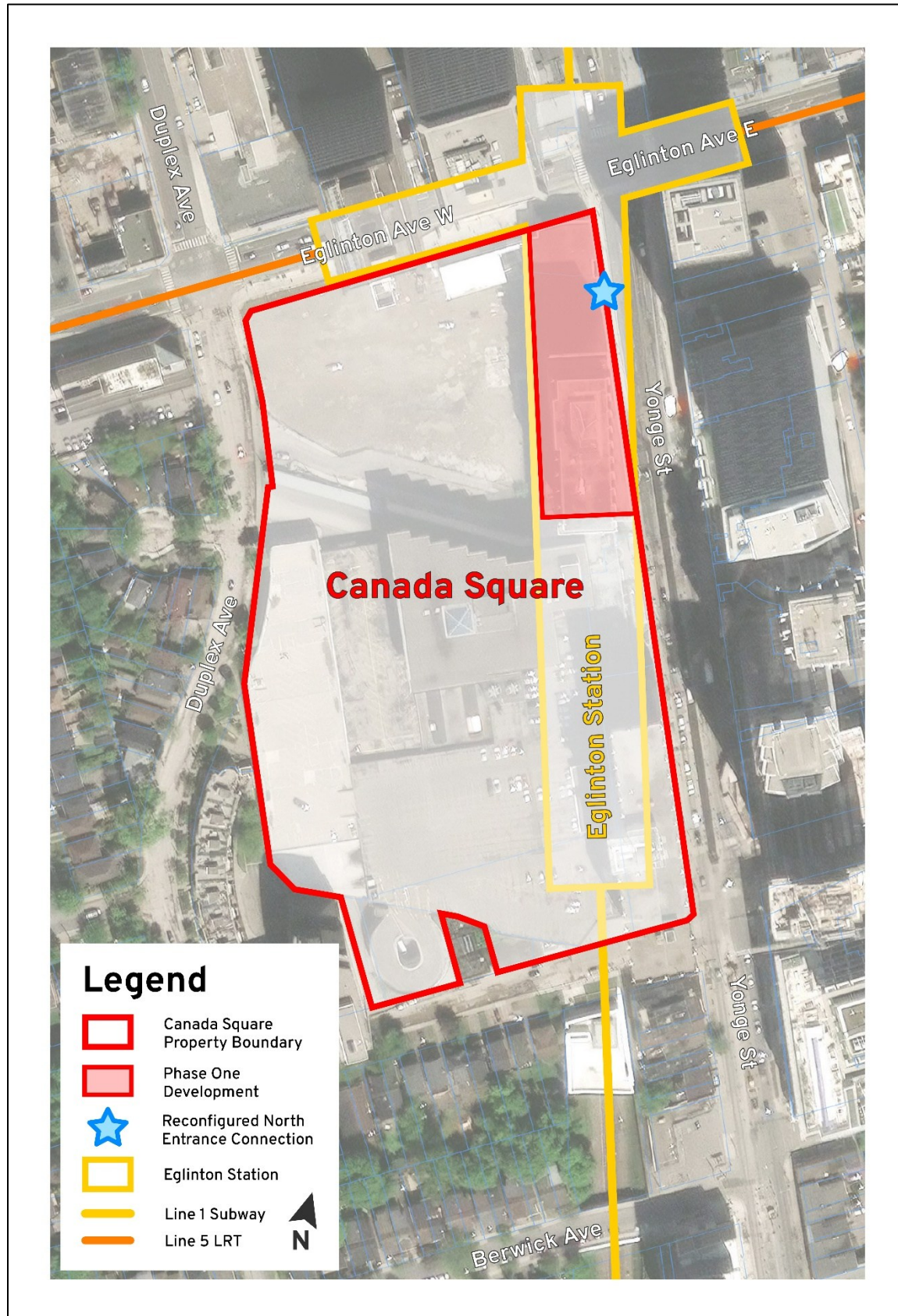
At its meeting on April 16, 2018, the TTC Board authorized staff to enter into a lease amendment agreement with current tenants.

[Redevelopment of TTC Lands at Yonge-Eglinton](#)

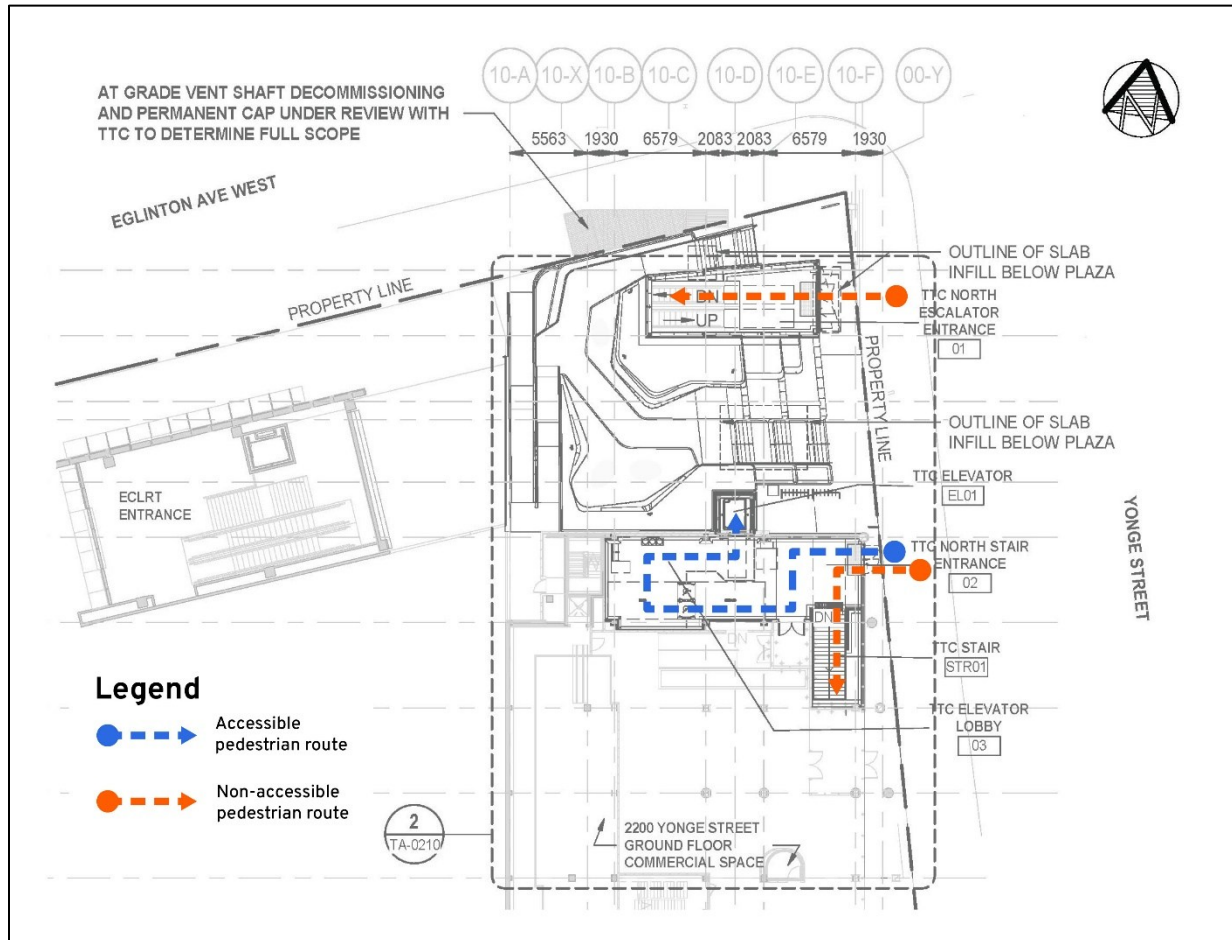
At its meeting on February 24, 2025, the TTC Board authorized staff to enter into six lease amending agreements with the current tenants.

[Lease Amendments at Yonge-Eglinton](#)

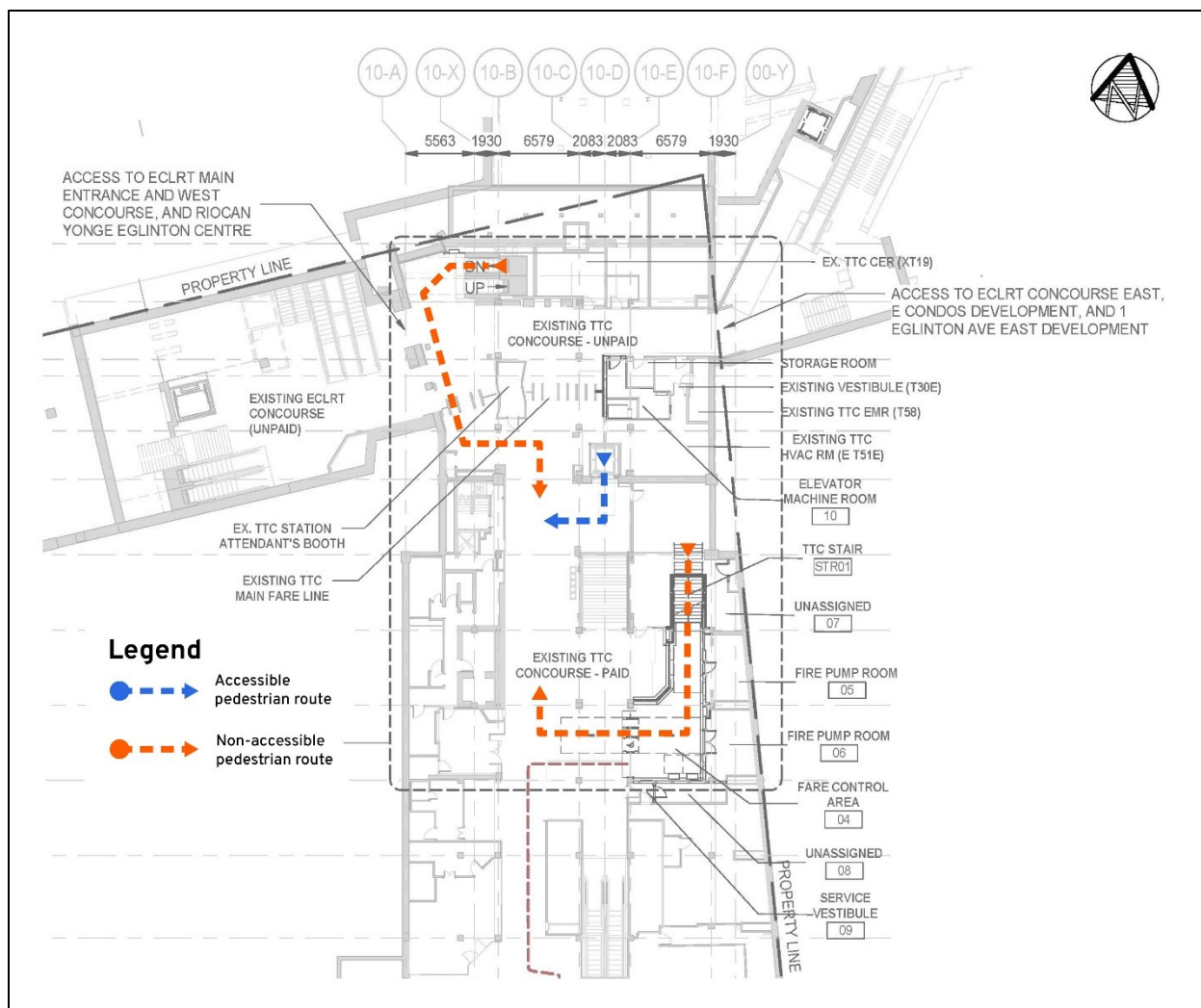
Attachment 2 – Context Map



Attachment 3 – Proposed New Accessible and Non-Accessible Routes



Ground level of reconfigured entrance connection at 2200 Yonge Street.



Concourse level of reconfigured entrance connection at 2200 Yonge Street.