



STAFF REPORT INFORMATION ONLY

Harbourfront LRT – Queen’s Quay Station

Date:	February 25, 2015
To:	TTC Board
From:	Chief Executive Officer

Summary

The purpose of this report is to respond to the Board’s motion with respect to the out of service accessible elevator serving Queens Quay Bay LRT Station.

Financial Impact

This report has no financial impact.

Decision History

At its meeting of January 21, 2015, the Board moved the following motion:

Whereas the Spadina LRT service to Union Station reopened on October 12, 2014 after a 2 and a half year closure; and

Whereas the wheelchair accessible elevator at the Queens Quay Bay LRT Station at 10-20 Bay Street is located on private property and has been inoperable for over 5 months, and 3 months since the reopening of the Spadina LRT; and

Whereas this closure has occurred while the Union Station elevator has been closed since November 2014;

Be it resolved that staff report to the Board explaining why the Queens Quay Bay LRT elevator has been closed with no wheelchair accessibility for such a long period of time, with advice as to when the elevator will be restored to service.

Issue Background

The accessible elevator referred to in the Board’s motion is a feature within the Waterpark Place entrance connection to Queens Quay Station on the Harbourfront LRT, which was constructed as part of the Waterpark Place development. The Waterpark Place development is located at the northwest corner of Bay Street and Queens Quay West, municipally known as 10-20 Bay Street. The construction and operation responsibilities of the entrance connection are governed by the provisions of the Queens

Quay Station Entrance Connection Agreement between the TTC and Campeau Corporation (the developer at the time) dated June 26, 1990. The agreement has since been assumed by the current owner, OMERS Realty Corporation (managed by Oxford Properties Group) and CPP Investment Board Real Estate Holdings Inc. In accordance with the agreement, the TTC operates and maintains the entrance connection as the only accessible entrance to Queens Quay Station. Members of the public are permitted entrance/exit between street level and Queens Quay Station via the stairway and accessible elevator.

The Harbourfront LRT line was closed in 2012 by Waterfront Toronto as part of the streetscape improvements to Queen Quay. In May 2013, the owner of Waterpark Place submitted to the TTC a design concept for the renovation to the Waterpark Place development. As part of this work the owner sought to alter the finishes in and around the stairway and redesign the elevator enclosure of the entrance connection. The TTC carried out a number of reviews of the design concept, specifically the proposed alterations to the entrance connection.

On May 15, 2014, the TTC and the owner entered into a letter agreement setting out the obligations respecting the renovation work as it pertained to the entrance connection. The letter agreement required the stairway component of the entrance connection be reopened on the same date of the Harbourfront LRT returning to service, which was scheduled for August 31, 2014. The letter agreement acknowledged that the elevator work would not be required to be completed to coincide with the Harbourfront LRT returning to service and the station reopening. Following the execution of the letter agreement, in July 2014, the owner commenced renovation construction in the entrance connection. The Harbourfront LRT reopening was delayed but occurred on October 12, 2014, and the stairway component of the entrance connection was reopened at the same time permitting the reopening of the station.

Accessibility/Equity Matters

The entrance connection serves as the west station entrance/exit to Queens Quay Bay LRT station. The entrance connection contains the only elevator in the station which provides TTC customers with an accessible path between the LRT station and street level. Without the elevator, Queens Quay Bay LRT station does not have an accessible path from the below grade LRT platform to street level.

Comments

Staff anticipated that the full entrance connection, including the stairway and accessible elevator, would return into service in October 2014. However, upon determining that the elevator would not be returned to service by this date, staff requested updates from the owner on the progress of the elevator work. Staff informed the owner of the TTC's concern with the lack of progress made on the completion of the design of the elevator enclosure. In particular, the TTC had not been provided adequate detail on the plans respecting the elevator work. Furthermore, a timeframe was requested from the owner for the completion of the design of the elevator enclosure and for the return of the elevator into service. The owner responded in December 2014, stating that design

changes, construction delays, and the time needed to fabricate the elevator enclosure were the reasons why the elevator did not return to service in October 2014. The owner expects to return the elevator to service by the end of March 2015, and has provided the TTC with an explanation to the delays in the schedule, attached as Appendix A. The elevator enclosure work schedule is summarised below.

Elevator Enclosure Work Schedule:

Site measurements to be taken for elevator glass enclosure	February 2nd - 6th 2015
Fabrication of elevator glass enclosure	February 9th - March 6th 2015
Installation of elevator enclosure	March 9th – 20th 2015
TSSA inspection & deficiency review	March 23rd - 27th 2015

Staff have requested the owner to explore temporary solutions in respect of the lack of accessible pathway. The owner investigated a temporary connection through the development’s parking garage, however this solution was found not to be possible given the differences in elevation of the LRT station and the development’s parking garage. Staff will continue to impress upon the owner the importance of expediting the completion of the elevator enclosure work and restoring the elevator into service. Under the agreements with the owner, the TTC has no legal right under which the TTC may assert the remedy to have the owner restore the elevator by a specific date or within a specific timeframe.

Staff recognize that additional effort on behalf of the owner was required to return the accessible elevator into service to coincide with the reopening of the LRT station. Future agreements, relating to similar work, will give priority to the accessible component of the entrance connection and ensure any effect on the accessibility is minimized.

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Attachments

Appendix A – Owner Response to Construction Schedule

Appendix A

Owner Response to Construction Schedule

The following is an excerpt from the owners response received dated December 23, 2014:

Following are the actions taken to date on the elevator enclosure modernization I received from Ellis Don. As you will see, “designing and fabricating new custom enclosure and coordination with OTIS are taking more time than anticipated due to site conditions discovered during demolition of the existing enclosure.

This work required the group, (trades and consultant) to site verify the conditions once access to the demolition was completed. To be fair to all, this information was needed to complete the design properly and then coordinate the shop drawing's finishes etc. in order for the complete fabrication of the elevator the glass enclosure along with its integrate details. The summary of events is as follows:

1. Approval to demo given by TTC, Mid July 2014
2. Demo complete, End of August 2014
3. CD 15, Rev 1 A/S issued to complete supports etc. October 2014
4. CD 15, Rev 2 issued end of Oct 2014 with final details to complete scope
5. Shop drawings, pricing etc. submitted by the end of Nov 2014 for the CD.

I have attached the previous correspondence and associated schedule give to you Dec 1, from our office based on the Otis schedule. The deliverables do not look good, however this is what we received from Otis and their availability to deliver the elevator. We will continue to push Camden in their fabrication of the glass to see if the 10 weeks can be improved. Once on site we will expedite the installation to complete the elevator for the TSSA approval.”

I do not think we have an option of providing temporary solution with existing enclosure being demolished and new one in fabrication but we will continue working with Ellis Don and their subcontractors on trying to improve the schedule.

I hope that the above explains the difficulties we had with unforeseen conditions on this project and please let me know if you would need any additional information.