



**For Action  
with Confidential Attachment**

## **Warden Station Bus Terminal Redevelopment – Delegation of Authority**

Date: July 12, 2023  
To: TTC Board  
From: Chief Capital Officer

### **Reason for Confidential Information**

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This report contains information about a trade secret or scientific, technical, commercial or financial information that belongs to the City or local board and has monetary value or potential monetary value.

### **Summary**

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The purpose of this report is to obtain authorization to delegate authority to the TTC Chief Executive Officer to award Contract E4-13, Warden Station Bus Terminal Redevelopment, provided the contract award value is within the TTC Construction Cost Estimate, as summarized in the Confidential Attachment to the report and subject to prior confirmation by the Chief Capital Officer and Chief Financial Officer.

Delegated authority will allow the TTC to advance the award of Contract E4-13 and commencement of construction in lieu of seeking approval to award the contract at the next scheduled Board meeting on September 26, 2023. The bids are due to close mid-July and contract award is expected early August, thereby advancing commencement of construction by approximately seven weeks.

The total bid price comprises of all labour, equipment, hardware, and materials for the redevelopment of Warden Station Bus Terminal, on Line 2 Bloor-Danforth, to achieve the objective of the TTC's Easier Access III (EAIII) program, and helps the TTC to fulfill the provincially legislated requirements in the Accessibility for Ontarians with Disabilities Act, 2005 (AODA) for barrier-free accessibility at all TTC subway stations by providing barrier-free accessibility between all modes of transportation at the station.

On August 31, 2005, Toronto City Council adopted the recommendation to approve Warden redevelopment. Since that time, TTC staff have been working collaboratively with Build Toronto, now known as CreateTO, the City's Community Planning and Transportation Services departments on the new layout of the station and new bus terminal to be constructed by TTC, and remnant portions of land to be handed over to CreateTO for future residential development. (see Future Site and Surroundings Plan on page 19).

The project team has and will continue to work closely with the internal and external stakeholders to ensure co-ordination of this complex redevelopment project through its various construction stages. This major capital project has an assigned Community Liaison Officer to proactively coordinate community and Councillor communication as well as respond to ongoing stakeholder questions throughout the life of the project.

The EAIII and redevelopment scope of work under Contract E4-13 (see Appendix A) includes the following and their associated works:

- A new street-level bus terminal and driveway with aboveground bus terminal concourse level interfacing with the existing aboveground subway concourse level;
- Two escalators and two elevators for access between the new bus terminal street level, and new and existing concourse levels;
- A temporary bus island to facilitate the demolition of the existing bus terminal;
- Reconfiguration of the existing TTC south commuter parking lot to a TTC passenger pickup/drop-off (PPUDO) parking lot; and
- A new south structural retaining wall for elevated subway track level/corridor along the reconfigured commuter parking lot.

Additionally, included in the redevelopment scope of work under Contract E4-13 are:

- Modifications to existing dedicated entry ramps for the bus terminal site on St. Clair Avenue East;
- Modifications to northbound Warden Avenue for co-ordinated vehicular and bus movement to the commuter parking and bus terminal site;
- Restoration and extension to the existing structural retaining wall; and
- Temporary bus stops and shelters at the station and Warden Avenue to maintain bus services during the construction phase.

Other new major items that are necessary as part of the redevelopment scope of work under Contract E4-13 at the station are:

- New retail spaces, service rooms, back-of-house rooms and staff washrooms;
- Selective exterior architectural finishes for existing station and electrical substation enclosures; and
- Provision at the new bus terminal concourse level for interfacing with a future CreateTO residential development on the adjacent designated site.

To date, 56 subway stations are accessible with 16 remaining stations to be made accessible. There are 15 stations currently in construction, and with the placement of this contract, only Old Mill Station remains to be awarded.

## **Recommendations**

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It is recommended that the TTC Board:

1. Delegate authority to the TTC Chief Executive Officer to award Contract E4-13, Warden Station Redevelopment, provided the contract award value is within the TTC Construction Cost Estimate, as summarized in the Confidential Attachment

and subject to prior confirmation by the Chief Capital Officer and Chief Financial Officer.

2. Approve the recommendations set out in the Confidential Attachment, and authorize that the information remains confidential until such time as Contract E4-13, Warden Station Redevelopment, is awarded.

## **Financial Summary**

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Funds for this expenditure are included in the TTC's 2023-2032 Capital Budget and Plan under Program 3.9 Building and Structures – Warden Station Bus Terminal Redevelopment project, which was approved by the TTC Board on January 9, 2023, and by City Council on February 15, 2023.

The total project cost of the Easier Access III (EAIII) program is approximately \$1,168.7 million, comprising of costs incurred to the end of 2022 of \$540.8 million and approved funding in the 2023-2032 Capital Budget and Plan of \$627.9 million. The total cost, including the total amount committed to date for the Warden Station Bus Terminal Redevelopment project under Contract E4-13, is outlined in the Confidential Attachment to this report.

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

## **Equity/Accessibility Matters**

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A cornerstone of the TTC's current Corporate Plan is accessibility and as a proud leader in providing accessible public transit to the residents in the city of Toronto and surrounding municipalities, the TTC is committed to ensuring reliable, safe, assessable and inclusive transit services for all its customers.

The TTC started work to make subway stations accessible in 1990, and to complete all subway stations in accordance with the TTC's 2019-2023 Multi-Year Accessibility Plan in its objective to help fulfill the provincially legislated requirements in the Accessibility for Ontarians with Disabilities Act, 2005 (AODA).

To date, 56 subway stations are accessible with 16 remaining stations to be made accessible.

There are 15 stations currently in construction: Donlands, College, Summerhill, Rosedale, Castle Frank, Glencairn, Greenwood, Lawrence, High Park, Museum, Christie, Spadina, Warden (EAIII advance works), King and Islington.

Line 3 stations are not part of the program as train operation will end in late 2023 and will be replaced by accessible bus service until the opening of the Scarborough Subway Extension.

## Decision History

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The EAIII program schedule has been accelerated where possible. For further project background and history, refer to the following Easier Access III Project Status Reports, which were approved by the Board at its July 14, 2020, February 10, 2022, July 14, 2022 and June 12, 2023 meetings:

[July 14, 2020, Easier Access III Project Status Report](#)

[February 10, 2022, Easier Access Phase III – Project Status Update](#)

[July 14, 2022, Easier Access Phase III – Project Status Update](#)

The TTC's accessibility improvement activities originally outlined in the [2019-2023 TTC Multi-Year Accessibility Plan](#) was approved by the Board at its May 8, 2019 meeting. The 2022 update to the Accessibility Plan, which was approved by the Board at its June 23, 2022 meeting, is referenced below:

[2022 Accessibility Plan Status Update](#)

Refer to the July 12, 2023 Board Meeting Agenda for the 2023 update to the Accessibility Plan.

## Issue Background

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Barrier-free accessibility is absent throughout Warden Station, particularly due to the difference in elevation and configuration between the four abovementioned areas that are connected only by stairs. Escalator access at Warden is available only between the subway concourse and centre-platform levels.

The EAIII and redevelopment elements at Warden Station have been divided into three separate contracts for construction:

1. Two elevators and their associated works to provide a barrier-free accessible path from street level passenger pick-up/drop-off (PPUDO) area to the subway concourse and centre-platform levels were advanced under Contract E45-5. This work was previously approved by Board in April 2022 and is currently under construction.
2. Selective electrical upgrades and their associated works were additionally advanced for construction under Contracts E3-49 and E45-5. The selective electrical upgrades under Contract E3-49 were substantially performed on December 6, 2022.
3. The Bus Terminal redevelopment and remaining EAIII elements at the Warden Station will be constructed under Contract E4-13. Two additional elevators will provide barrier-free accessibility from the new bus terminal street level to the existing and new concourse levels at the station.

Consistent with all other EAIII stations, the Easier Access designs for each station were presented for review to the Advisory Committee on Accessible Transit (ACAT) Design Review Subcommittee, and their comments were addressed and incorporated in the final designs, where feasible.

The major element of the redevelopment scope under Contract E4-13 (see Appendix A) will be the construction of a new street-level bus terminal, which will comprise of a multi-bay bus platform configuration with common staircases, escalators and elevators for access to a new aboveground bus terminal concourse level interfacing with the existing subway concourse level of the station.

The new street-level bus terminal at Warden will be constructed within the property boundary of the station, at the same location as the existing at-ground bus terminal, which is constrained by the adjacent site along the north property boundary of the station identified for future residential development by CreateTO. Construction of the new bus terminal and other elements of Contract E4-13 at Warden will continue beyond 2025.

The demolition and new construction will be facilitated with the construction of a temporary street-level bus island within the station site as an initial phase of Contract E4-13. The temporary street-level bus island will be demolished when approximately 75% construction of the new bus terminal has been completed and rendered in-service.

The EAIII and bus terminal redevelopment design for Warden Station was presented for review to the ACAT Design Review Subcommittee with their endorsement received, and their comments addressed and incorporated in the final design.

Construction is set to carry out the work in stages to minimize disruption to customers, residents, and pedestrian and vehicular traffic in the area.

The interim barrier-free accessibility implementation objectives at Warden will be fulfilled with an in-service temporary street-level bus island under Contract E4-13 and new elevators for the PPU DO area and subway centre-platform at the station under Contract E45-5.

The tender award and construction stages for the redevelopment scope of work under Contract E4-13, and the projected timeframes for completion, are summarized below in Table 1:

**Table 1 – Contract E4-13 – Procurement and Construction Projected Timeframe Summary**

<b>Contract Stage</b>	<b>Stage Description</b>	<b>Projected Timeframe</b>
1	Tender award	Q3 2023
2a	Contractor site mobilization	Q4 2023
2b	Temporary Street-Level Bus Island	Q2-2025*

**Table 1 – Contract E4-13 – Procurement and Construction Projected Timeframe Summary**

2c	New Bus Terminal (75% Completion) in-service	Q3 2027*
2d	New Bus Terminal and Elevators (100% Completion) in-service	Q4 2027*
2e	Construction contract substantial performance	Q4 2027*
2f	Construction contract completion	Q1 2028*

\*Note: The above dates are the forecasted contract dates with the contractor and do not include schedule risk time allowance.

**Comments**

A Request for Pre-Qualification (RFPQ) statement was issued in order to establish a list of pre-qualified Bidders to participate in the procurement process for both Contracts E4-13 – Warden Station Bus Terminal Redevelopment, and W4-18 – Islington Station Redevelopment.

The RFPQ was publicly advertised on September 12, 2022 on MERX and Bonfire websites with Pre-Qualification Statements to be submitted by October 21, 2022. The TTC used MERX for advertisement purposes of the RFPQ only. The TTC used Bonfire to distribute the RFPQ documents, RFPQ notices and addenda, to post responses to inquiries received from participating companies, and to receive electronic pre-qualification submissions from participating companies.

To participate in the RFPQ, participating companies were advised they had to possess a Certificate of Recognition (COR™) as issued by the Infrastructure Health and Safety Association (IHSA) at the time of the Submission Deadline.

Four pre-qualification submission packages were received and evaluated by the evaluation team. As a result of the evaluation, the following two companies were pre-qualified to receive bid documents for both Contracts E4-13 – Warden Station Bus Terminal Redevelopment, and W4-18 – Islington Station Redevelopment:

- Kenaidan Contracting Ltd.
- EllisDon Civil Ltd.

Specifications and drawings were prepared for Contract E4-13 and a Request for Bids (RFB) was issued to the two pre-qualified companies through MERX on May 5, 2023, with a scheduled Bid closing date of July 15, 2023.

Both pre-qualified companies are expected to submit a bid by the Bid closing date. The bid validity expires 120 calendar days following the Bid closing date.

The RFB stated that the Bidders must possess a Certificate of Recognition as issued by the Infrastructure Health and Safety Association (IHSA), at the time of the Bid closing and for the duration of the contract as indicated in the bid documents.

Both pre-qualified companies must be compliant with the following conditions for their respective bid submission to be considered commercially acceptable:

- No exceptions are stated in the submission;
- Bidder possesses the required Certificate Of Readiness (COR™) as specified in the pre-qualification and RFB documents;
- A reference check is completed by the TTC confirming satisfactory performed work of similar size, scope and complexity in the past; and
- The Agreement to Bond submission covers both a Labour and Material Payment Bond and a Performance Bond as submitted by their insurance company, and verified as a Surety Company licensed to transact business under the Insurance Act of Ontario, as such to be considered financially capable of performing the work.

The pre-qualified company with the lowest-priced bid and the aforementioned compliance requirements will be recommended for contract award, provided the contract award value is within the TTC Construction Cost Estimate, which is summarized in the Confidential Attachment.

The interim barrier-free accessibility implementation objectives at Warden Station will be fulfilled with an in-service temporary street-level bus island under Contract E4-13 and new elevators for the PPUDO area and subway centre platform at the station under Contract E45-5.

In considering the time-sensitivity for the TTC to fulfill the interim barrier-free accessibility implementation objectives, the Board's delegation of authority to the TTC CEO will facilitate the award of Contract E4-13 early August , thereby advancing commencement of construction by approximately seven weeks. Provided the contract award value is within the TTC's latest internal construction estimate at the Bid closing date, as outlined in the Confidential Attachment to the report and subject to prior confirmation by the Chief Capital Officer and Chief Financial Officer.

The Board will be provided with a summary of the award by delegated approval as part of a future Easier Access III Status Update Board Report.

## **Contact**

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## **Signature**

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Gary Downie  
Chief Capital Officer

## **Attachments**

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Appendix A – Warden Station Bus Terminal Redevelopment – Scope Overview  
Renderings and Illustrations

Attachment 1 – Confidential Attachment

03075-5247-34



## Appendix A

### Warden Station Bus Terminal Redevelopment

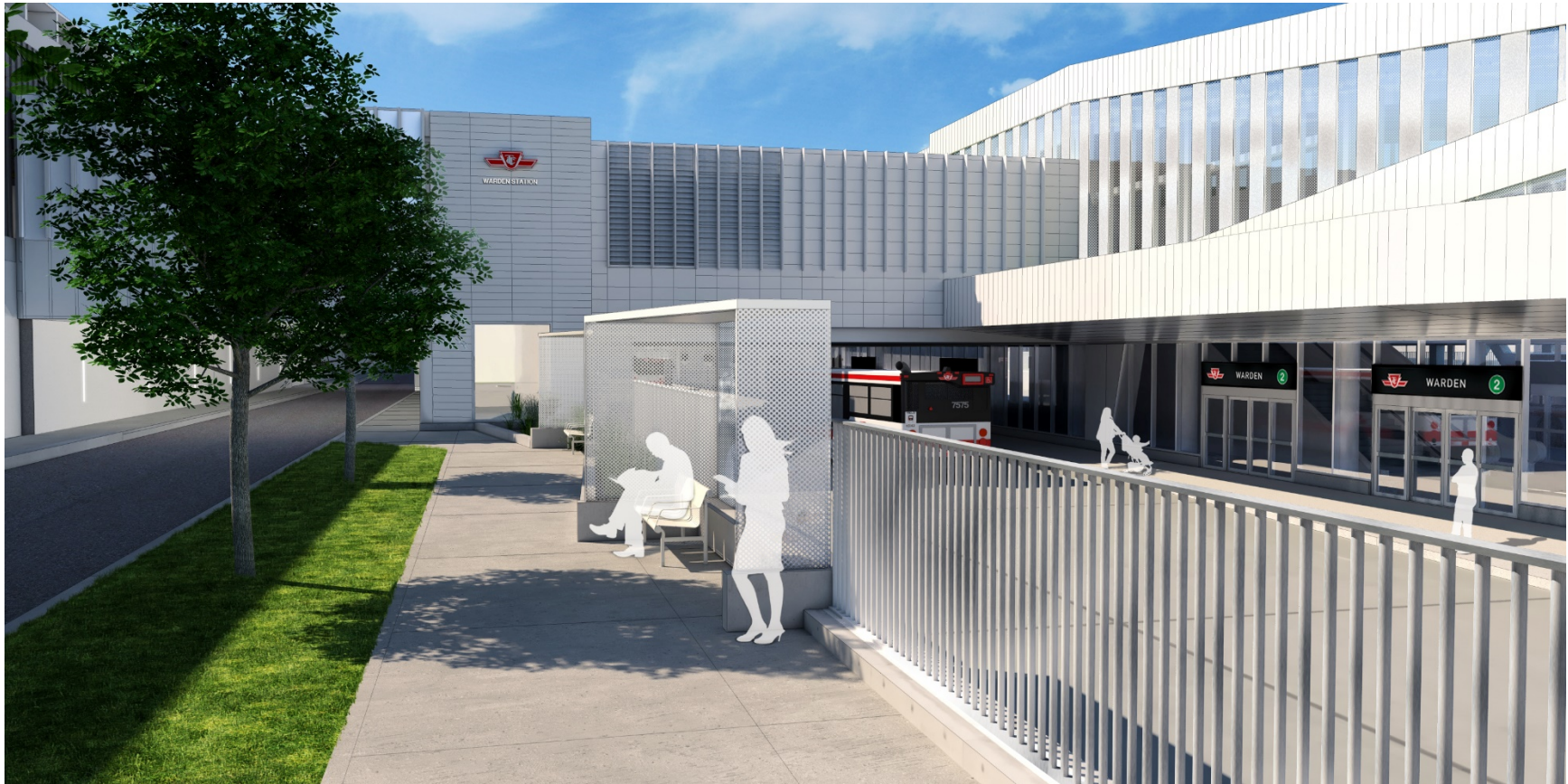
#### Scope Overview Renderings and Illustrations



**New Bus Terminal and Site Rendering (Looking Northeast)**  
*(Note: for presentation purpose only)*



**PPUDO Entrance Driveway on St Clair Avenue East and New Bus Terminal Rendering (Looking Southeast)**  
*(Note: for presentation purpose only and subject to change)*



**PPUDO Driveway, New Pedestrian Walkway and New Bus Terminal Rendering (Looking South)**  
*(Note: for presentation purpose only and subject to change)*



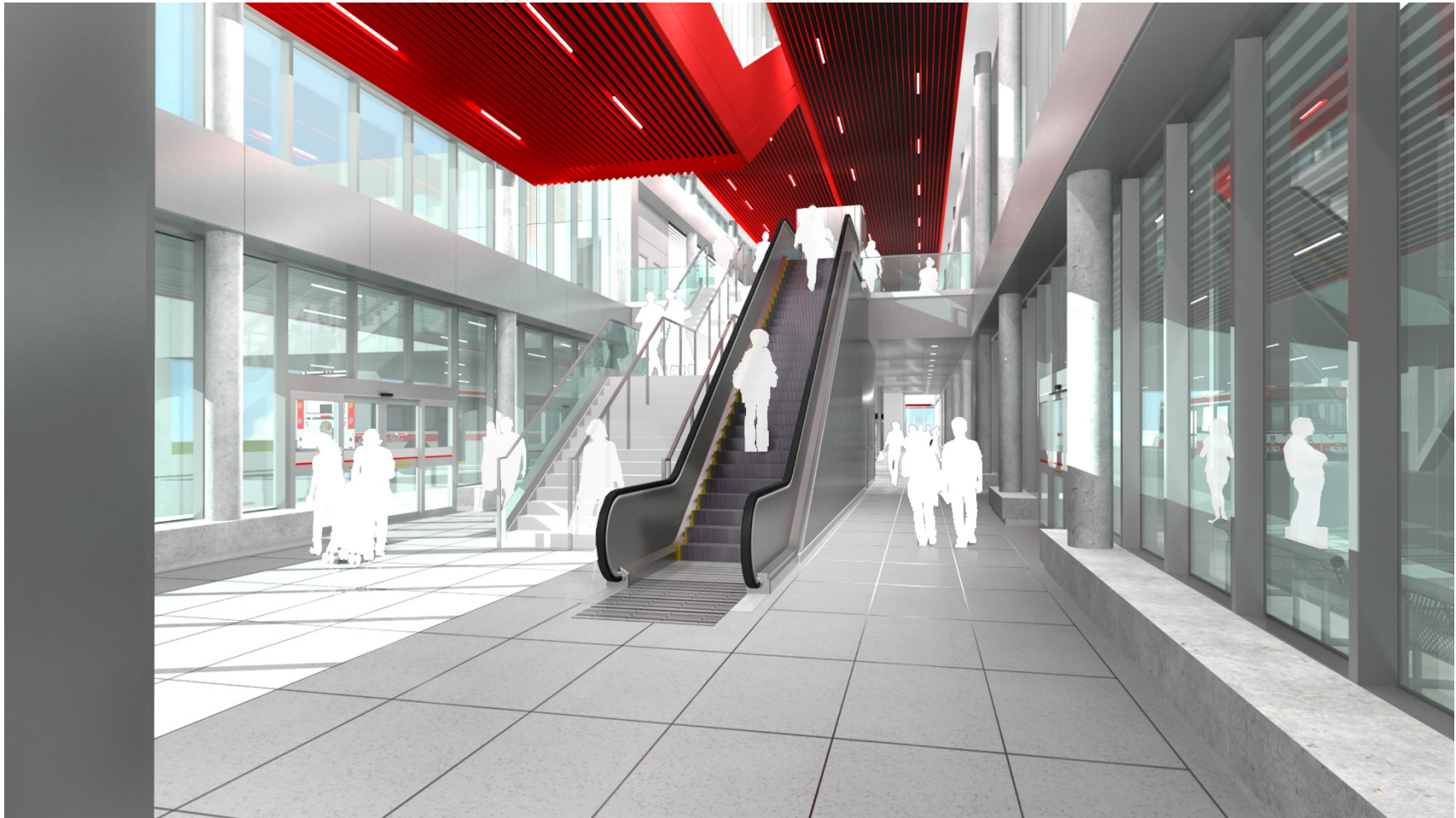
**New PPUDO Area, Pedestrian Walkway and Bus Terminal Rendering (Looking North)**  
*(Note: for presentation purpose only and subject to change)*



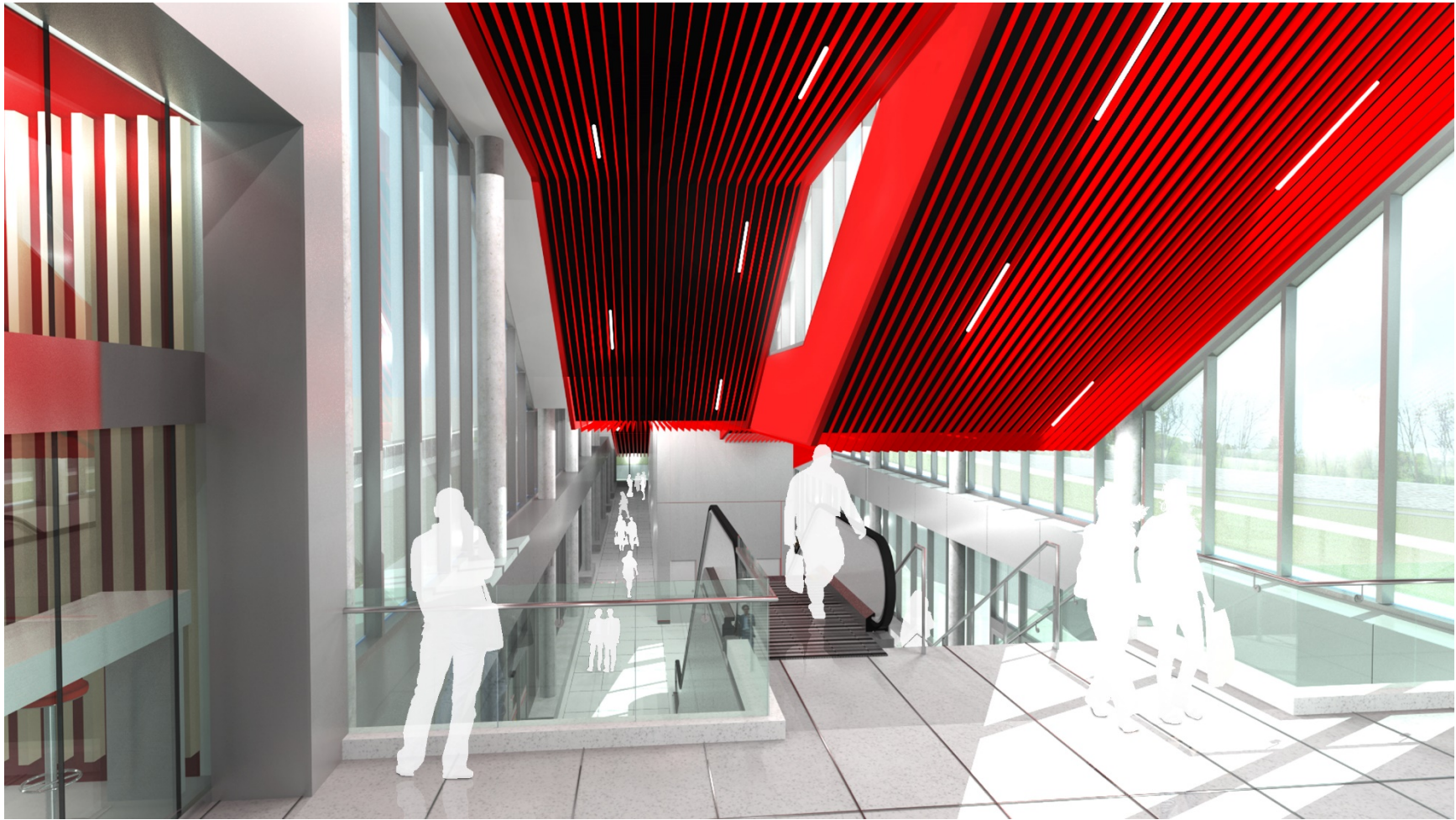
**New Bus Terminal, Driveway and Pedestrian Walkway on Warden Avenue Rendering (Looking North)**  
*(Note: for presentation purpose only and subject to change)*



**New Bus Terminal Platform Level Exterior Rendering (Looking North)**  
*(Note: for presentation purpose only and subject to change)*



**New Bus Terminal Platform Level Interior Rendering (Looking North)**  
*(Note: for presentation purpose only and subject to change)*



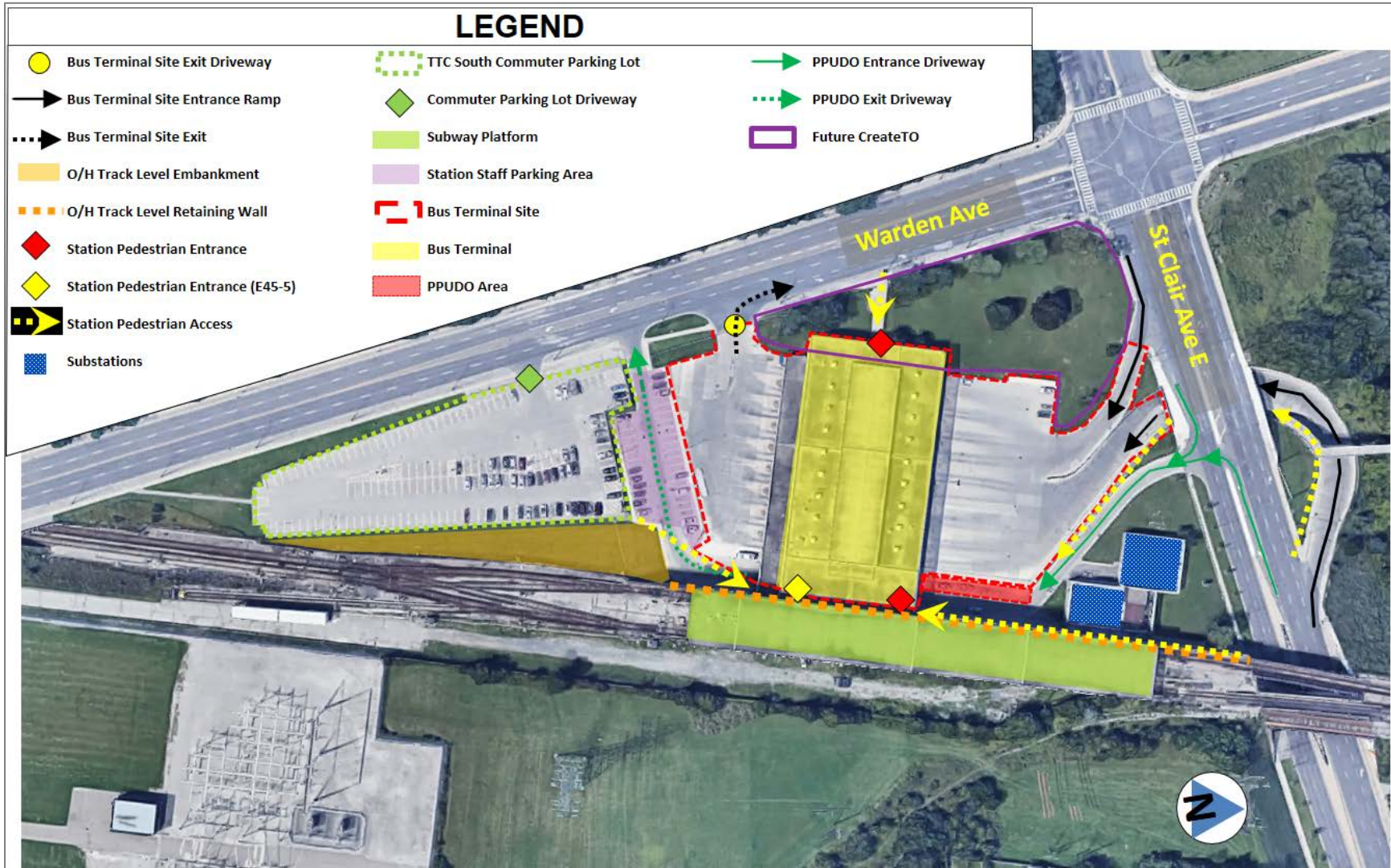
**New Bus Terminal Platform Level-to-Concourse Level Escalator and Interior Rendering (Looking South)**

*(Note: for presentation purpose only and subject to change)*

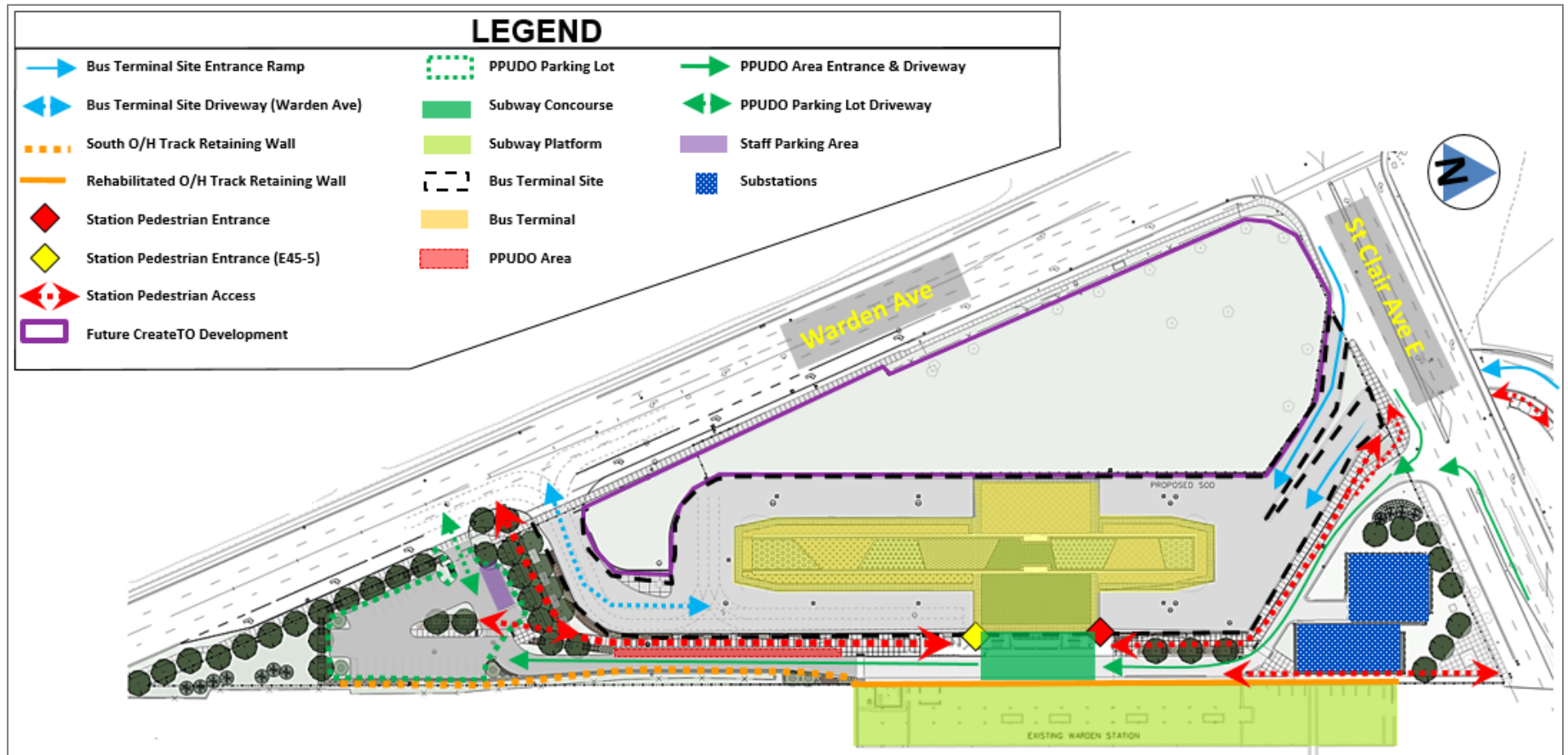




**New Bus Terminal Concourse Level Retail Area and Corridor Rendering (Looking South)**  
*(Note: for presentation purpose only and subject to change)*



**Existing Station, Bus Terminal and Site Features Illustrations**  
*(Note: for information only)*



**Future Station, Bus Terminal and Site Features Illustration**  
*(Note: for information only)*