



方卓怡 市議員 **Paula FLETCHER**

Councillor Toronto-Danforth Ward 30

March 26, 2013

Councillor Karen Stintz
Chair, TTC Commission
100 Queen St. West B32
Toronto ON M5H 2N2

Dear Councillor Stintz and Members of the Commission,

Re: Item 4 Procurement Authorization – Leslie Street Connection Track Contract ABYS1-1

I submit these concerns as a long standing advocate for public transit and for the renewal and extension of Toronto's transit system.

Since 2009, my office has been closely monitoring the development of the new car house at Lakeshore and Leslie – now the Leslie Barns - and the 0.8 kilometre non-revenue, non-service connecting track on Leslie from the barn to Queen Street.

The project was approved in June 2010 both by the TTC and City Council. The TTC's Transit Project Assessment Process (TPAP), an expedited self assessment for transit projects that replaces a comprehensive Environmental Assessment (EA), was approved in late 2010.

Unfortunately, the TTC's TPAP did not include an examination of subsurface utilities on Leslie. The extent of the sub surface utilities only emerged after Leslie Street was approved as the preferred route. (List attached) Over a year and a half has already been spent on accommodating this critical underground infrastructure.

As a result, the cost of constructing this short stretch has risen from: an estimated \$14 million in April 2009; to \$35 million in the TPAP; to \$66 million in June 2011 to account for the underground utilities; to almost \$105 million as described in the March 27, 2013 report to the Commission for the Leslie connecting track.

Only a small portion of this cost can be attributed to the landscape replacement and upgrades which would be expected of any developer undertaking such a large project within the public realm- as was done by the City with the takedown of the Gardiner East.

The project budget itself has also grown substantially. In June 2010, the Commission approved a budget for \$354 million for the car house and Leslie St. connecting track. By 2011 it had grown to \$434 million and the March 27, 2013 report to the Commission increases the budget to \$497 million, a total increase of \$152 million over the original budget approved nearly three years ago.

I request that the Commission investigate these budget increases further and report on a new process for evaluating capital projects (including the TPAP) that will deliver reliable budget projections. For those of us who strongly support expanding public transit this can not happen soon enough.

Sincerely,

Councillor Paula Fletcher
Ward 30, Toronto-Danforth

Enclosures

cc: Andy Byford, CEO Toronto Transit Commission



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Toronto Water Infrastructure

From Commissioners Street to Lakeshore Blvd E

- 300 mm Water Main
- 600 mm Water Main (Proposed to deal with water service complaints in this area)
- 300 mm Sanitary Sewer
- 600 mm Sanitary Sewer
- 2.5 m x 2.5 m Storm Water Sewer Culvert
- 1350 mm Storm Water Culvert (Abandoned)

From Lakeshore Blvd E to Retail Plaza

- 300 mm Water Main
- 300 mm Sanitary Sewer
- 600 mm Sanitary Sewer
- 1050 mm Storm Water Sewer
- 2.4 m x 1.6 m Storm Water Culvert

From Retail Plaza to Mosley Street

- 300 mm Water Main
- 300 mm Sanitary Sewer
- 600 mm Sanitary Sewer
- 450 mm Combined Sewer
- 1050 mm Storm Water Sewer
- 2.4 m x 1.6 m Storm Water Culvert

From Mosley Street to Eastern Avenue

- 300 mm Water Main
- 1650 mm Sanitary Sewer
- 1050 mm Storm Sewer (immediate alignment change to Mosley)
- 1.5 m x 1.2 m Storm Water Culvert
- 2.1 m x 1.6 m Storm Water Culvert

From Eastern Avenue to Queen Street E

- 300 mm Water Main
- 450 mm Sanitary Sewer
- 1.5 m x 1.2 m Storm Water Culvert
- 2.1 m x 1.6 m Storm Water Culvert

From Intersection of Leslie Street and Queen Street E

- 300 mm Water Main
- 450 mm Sanitary Sewer
- 300 mm Combined Sewer
- 1.5 m x 1.2 m Storm Water Culvert
- 2.1 m x 1.6 m Storm Water Culvert

Enbridge Gas Utilities

- a 24 inch Steel High Pressure main running along the west side of Leslie Street from Mosley St south to Lake Shore, and it then continues running along Leslie, south of Lake Shore

-in the intersection of Leslie and Lake Shore, a 12 inch Steel High Pressure main ties in to the 24 inch HP main and then runs eastward from Leslie along Lake Shore in the north boulevard

-running from Queen south on Leslie is a 6 inch Plastic Immediate Pressure main along the east side that runs to Eastern Ave, and then becomes a main from Eastern to Mosley along west side of Leslie

- running along Eastern is a 6 inch Plastic Immediate Pressure main that run east/west along Eastern and crosses Leslie Street.