



March 20, 2023

Toronto City Hall  
100 Queen Street West  
Toronto, ON M5H 2N2  
Attention: Ellen Devlin

**RE: IE2.5 Regarding Gardiner East**

FoNTRA is supportive of a review of the Gardiner East Hybrid elevated highway as proposed by Gardiner East Transparency Group which states that:

“A key point in our approach is a focus on the ramps connecting the Gardiner-DVP. One of the matters that needs to be costed out beyond the City approved project and the original staff recommendation, is to NOT build the ramps at all (under either approach) and simply connect Gardiner-DVP at ground level via Lakeshore Blvd East, which is itself monstrously wide.”

In addition they argue:

“a. our call is about the right to know --- in light of current realities: budget, climate, homelessness, TTC funding --- the costs going forward of construction, and the foregone revenues of land that could be freed up;

b. the main construction contracts have yet to be signed, esp for the connecting ramps (which are colossal) so this is the time to reconsider;

c. this is a massive amount of money --- about \$1B, according to our estimates --- and requires a proper and complete report (not a briefing note).

d. this expressway reflects 1950s and 1960s thinking; the earlier Council approval reflects the priorities of another council; while today's council has new priorities and challenges. A report is a small investment given what's at stake.”

FoNTRA would add that the City should also consider construction and long term maintenance costs – at grade is much cheaper than elevated for both construction and maintenance. The benefits are to a few – limited commuter traffic, short delays

with at grade connection, already long congestion delays, real truck traffic issue to resolve is Highway 401.

We have reviewed the staff analysis of the Questions raised by Councillor Matlow :  
(see Attachment)

*Question 1: What is the updated cost estimate for the Gardiner East Hybrid 3 option?*

It appears that the answer to Q1 is \$650M out of a total estimated cost of \$798M.

*Question 2: Is the \$500 million figure regarding contracts awarded for the Gardiner East rebuild cited in the CP24 article still accurate?*

Staff confirmed that over \$500 million has been spent or committed implementing the City Council approved Hybrid 3 Option (Gardiner Sections 1 and 5) to date

FoNTRA comments that these are sunk costs and as such if there is a new preferred option they are not very consequential.

We request:

- That IEC recommend to City Council that a review of Gardiner East Hybrid (sections 1 and 5) be undertaken and
- That no contracts be signed for Section 5 during the study.

Yours truly,

Geoff Kettel  
Co-Chair, FoNTRA

Cathie Macdonald  
Co-Chair, FoNTRA

Attachment: Regarding Gardiner East: Council Questions, City Staff Response and FoNTRA comments

Cc: Barbara Gray, General Manager, Transportation Services  
Michael D'Andrea, Chief Engineer & Executive Director, Engineering & Construction Services

**The Federation of North Toronto Residents' Associations (FoNTRA)** is a non-profit, volunteer organization comprised of over 30 member organizations. Its members, all residents' associations, include at least 170,000 Toronto residents within their boundaries. The residents' associations that make up FoNTRA believe that Ontario and Toronto can and should achieve better development. Its central issue is not *whether* Toronto will grow, but *how*. FoNTRA believes that sustainable urban regions are characterized by environmental balance, fiscal viability, infrastructure investment and social renewal.

## **Attachment: Regarding Gardiner East Council Questions, City Staff Response and FoNTRA comments**

### **Scope of Questions**

Gardiner East Hybrid 3 Option includes Sections 1 and 5 only

Section 1: Jarvis Street to Cherry Street (Gardiner East EA-Section 1)

Section 5: Jarvis to Logan (Gardiner East EA-Section 5)

### **Out of Scope**

The other Sections (Gardiner Central and West) which are State of Good Repair

### **Question 1: What is the updated cost estimate for the Gardiner East Hybrid 3 option?**

An October 19, 2022 CP24 article included a statement from a City spokesperson confirming that only \$500 million in contracts have been committed to the Gardiner East

project. The spokesperson also confirmed that the design has not been finished, no contracts have been awarded for the easternmost portion of the project, and that construction is not scheduled to start until 2026.

### **FoNTRA comment**

**It appears that the answer to Q1 (updated cost estimate for the Gardiner East Hybrid 3 option) is \$650M.**

Based on the staff report table:

Section 1 is complete (at a cost of c. \$350M) and Section 5 has \$148M committed.

The updated cost estimate for the Gardiner East Hybrid 3 is 798M of which the budget for Section 5 (only) remaining works is \$650M

### **Staff Response**

*Changing course on the implementation of the Gardiner East EA, and pursuing the "Remove" Option which was previously considered would have the following consequences:*

I. Around \$340 million in throw-away costs for the recently completed rebuild of the elevated Section 1 between Jarvis Street and Cherry Street; and the engineering design

work for Section 5 between Cherry Street and the DVP. Reverting to the "Remove" option in the EA would *necessitate demolition of the newly completed Section 1 (Jarvis to Cherry).*

II. Any deviation from the currently approved Hybrid 3 option would require new design

work. Given this, *we are not able to say if any funds would be saved by reverting to the "Remove" option, or if any funds would be available for reallocating that would not impact the delivery of the necessary state-of-good repair work.*

III. *Require Ministerial direction on the opening of the previously approved EA and whether an EA amendment would be required.*

IV. *If an EA amendment is required, based on the original Gardiner East EA experience, we could expect the EA amendment process to:*

1. Take up to three years (i.e. development of EA Alternative Solutions through to EA approval took from 2013 to 2017).

2. Cost several million dollars (i.e. the Individual EA cost, including a second round to

develop "Hybrid" solutions cost \$8.5 M total).

3. Examine different options, some of which may have previously been considered and

some of which could be new. *Costs associated with implementing any new preferred option could potentially cost more than what has currently been budgeted due to:*

a) Cost escalation due to delayed construction.

b) Additional interim repair costs between Cherry Street and DVP (Section 5), due to the delay, to keep the facility safe and operable until the construction could be undertaken.

c) Demolition of the newly constructed Expressway between Jarvis Street and Cherry Street (Section 1) *if the new preferred option differs from the current alignment.*

d) Potential impacts to the Port Lands Flood Protection work at the mouth of the Don River if there are changes to the Gardiner pier locations.

e) Potential modification of the Lake Shore Boulevard Bridge over the Don River/Keating Channel that is currently under construction

***Question 2: Is the \$500 million figure regarding contracts awarded for the Gardiner East rebuild cited in the CP24 article still accurate?***

**Staff response**

Over \$500 million has been spent or committed implementing the City Council approved Hybrid 3 Option (Gardiner Sections 1 and 5) to date

**FoNTRA Comment**

**These are sunk costs and as such if there is a preferred option they are not very consequential**