

April 23, 2018

**TORONTO CITY COUNCIL:**

**Response to Administrative Inquiry  
Re: Design Completion of the Scarborough Subway Extension (SSE)**

Councillor Josh Matlow submitted an Administrative Inquiry under Municipal Code S27-61 to seek information regarding the design completion of the Scarborough Subway Extension. The following response has been prepared in consultation with the Toronto Transit Commission (TTC).

**1. Was Hanscomb incorrect that the detailed work on the tunnel and 3 other documents that, together with the station sketches, constituted 2-5% design, were dated after the July 12, 2016 City Council meeting and only the technical memo and sketches related to the station was dated prior to that Council meeting?**

Hanscomb was not incorrect that the materials provided to them represented 2%-5% design based on the level of design development in August 2016. This level of design took into consideration design changes since July 12, 2016 (i.e. the addition of a tunneling work shaft, a change to the tunnel cross section and length, and changes to the ventilation shaft arrangements).

Some of the documents referenced by Hanscomb were identical to the documents TTC staff used when preparing the information contained in the July 2016 report to City Council. The "Technical Memo + Sketches", dated April 24, 2016 was used by Hanscomb without modification. The "McCowan At-Grade Concept Sketches 1-5" and the "McCowan At-Grade Concept Sketches + Renderings 1-8", both dated August 11, 2016 in the Hanscomb report, were compiled from earlier TTC presentation materials developed in April and May 2016, that were used in the preparation of the July 2016 report to City Council. The August 11, 2016 date referenced in the Hanscomb report reflects only the date that these documents were assembled and forwarded by TTC to Hanscomb for their review.

The "SSE Order of Magnitude Estimate (OME) to Scarborough C.C." dated July 22, 2016 and the "Tunnel Package Diagram" dated July 21, 2016 are one and the same document. These documents reflect the same information used by TTC in the preparation of the July 2016 report to City Council, with the exception of some very specific design changes noted above that took place subsequent to July 12, 2016. These changes are noted on the documents, along with their impacts to the OME.

The reference to hand drawn sketches in the Administrative Inquiry is inaccurate. The drawing referenced in the inquiry is a Computer Aided Design Drawing (CADD) that was subsequently annotated by hand to respond to a request during a workshop meeting, for the gross floor area (GFA) of various sections of the bus terminal.

As stated in the July 2016 City Council report and in staff responses to questions, the design of the SSE was approximately 5% at that time. There is no distinguishable difference between approximately 5% and Hanscomb's statement of 2-5% design at such an early stage of design development. Both statements indicate a Class 4 cost estimate per industry standards.

Sincerely,

Giuliana Carbone  
Interim City Manager