Exhibit 2-35: SRT Extension Alignment

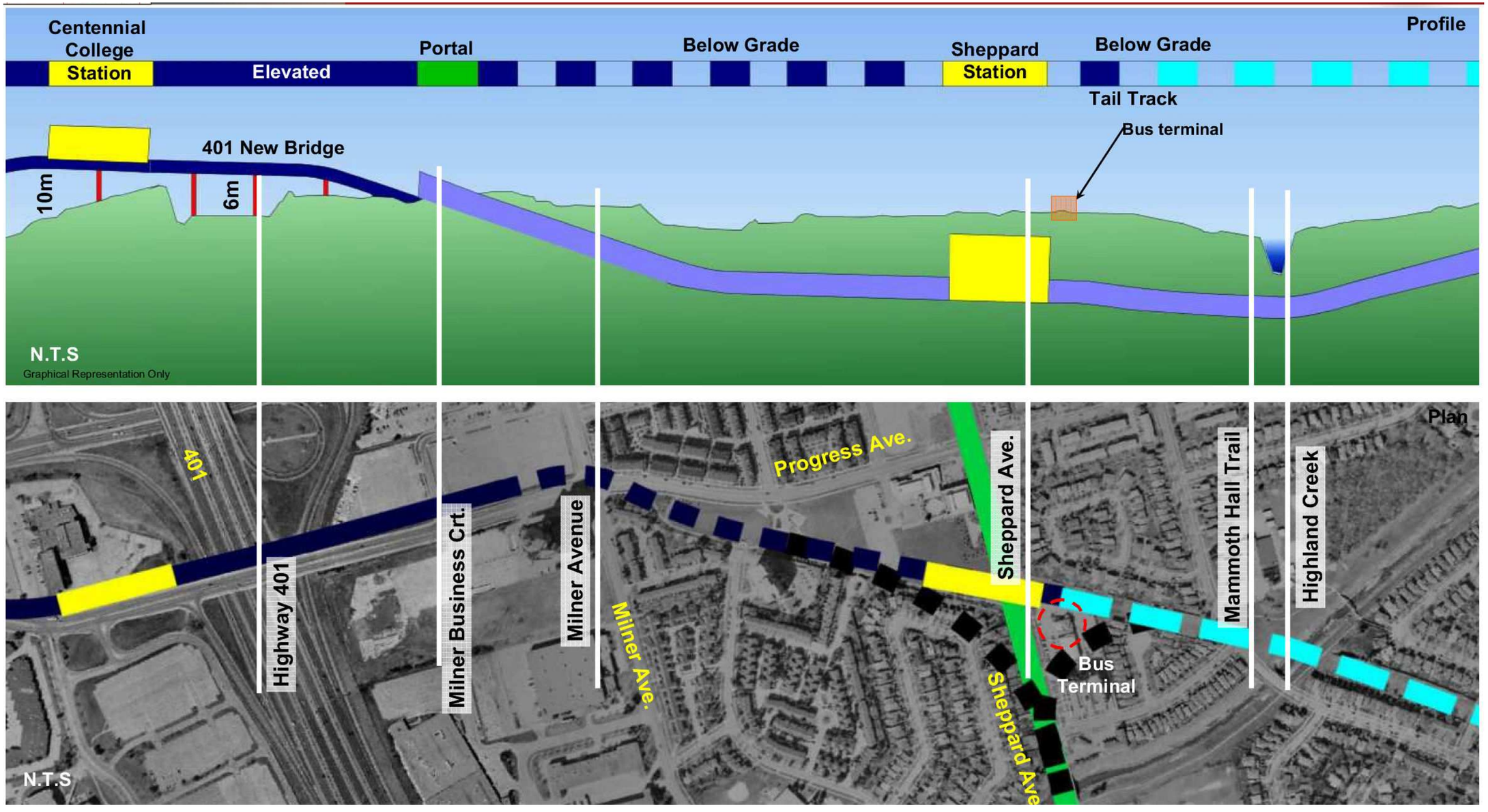
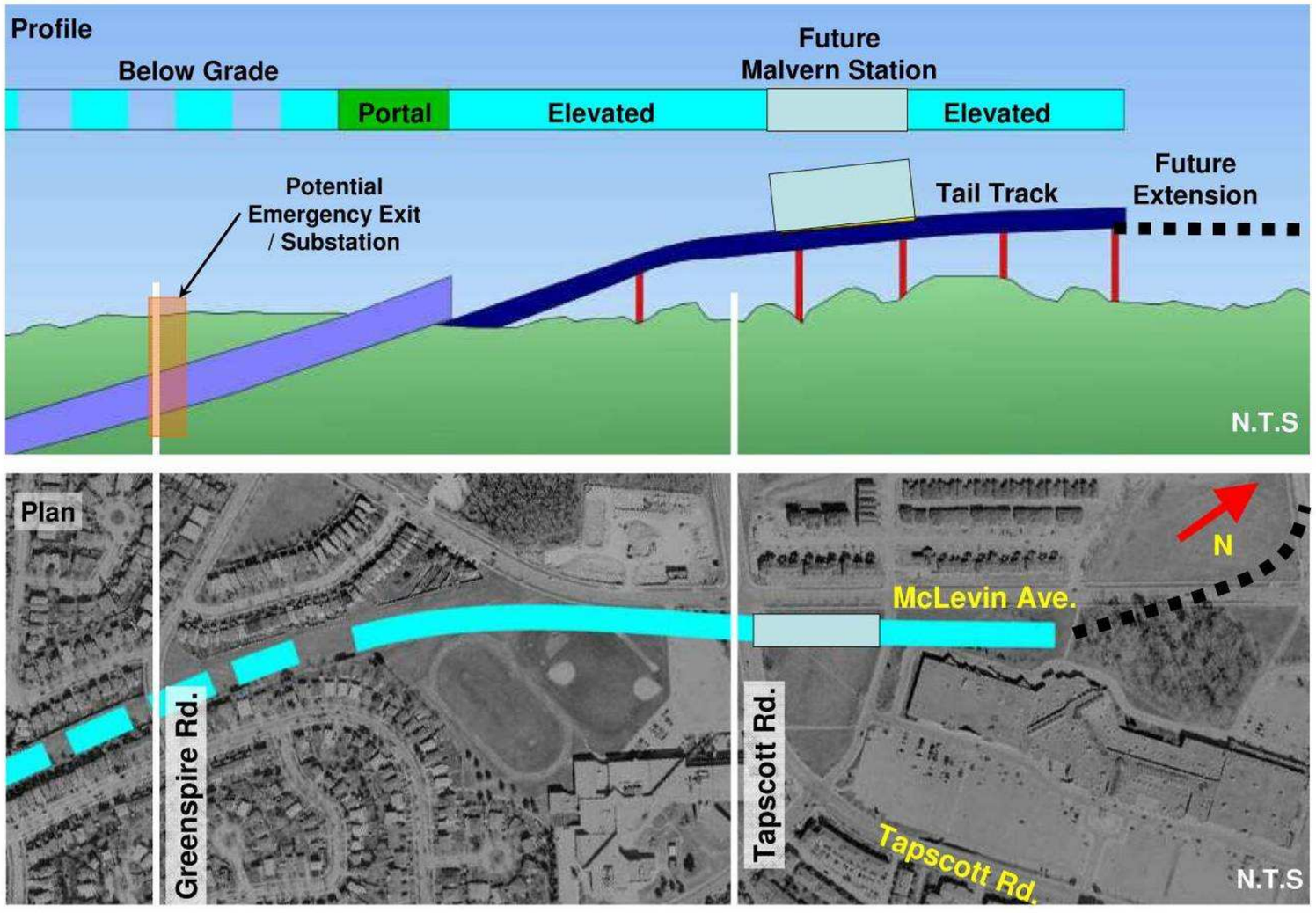


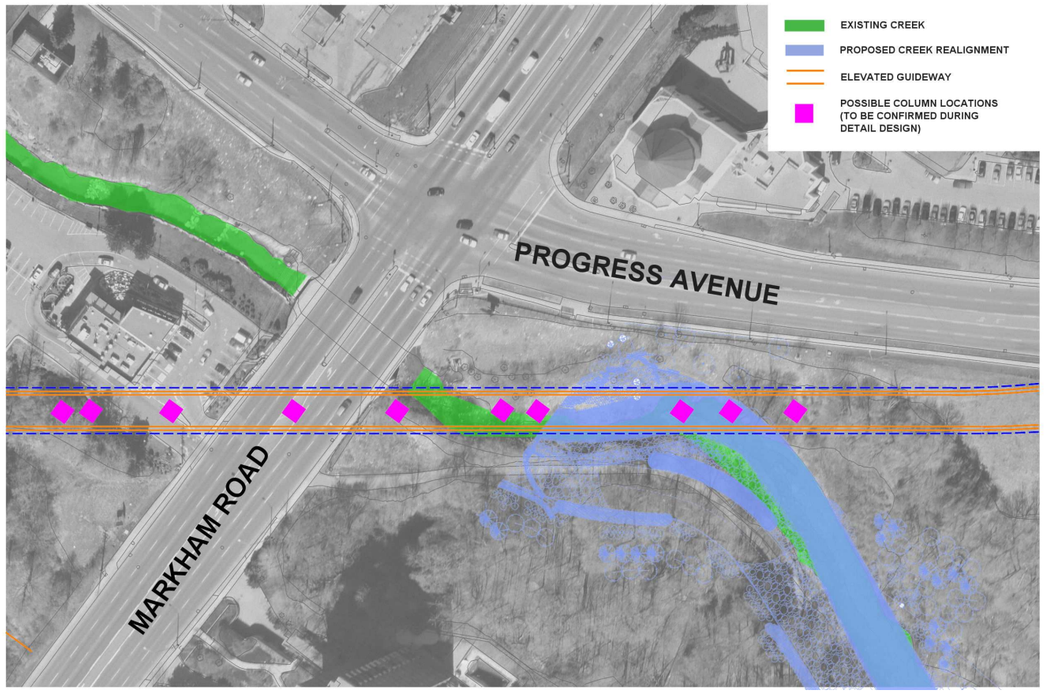
Exhibit 2-36: SRT Extension Alignment



2.4.1.6 Crossing of Highland Creek/Markham Road

Due to the width of Markham Road, special girders are required to support longer spans between piers. In addition, Highland Creek is being re-channeled by the City of Toronto (see Chapter 3 for details). The height of the SRT alignment through this area suggests columns would have to be approximately 10 to 12 meters tall, further adding to the complexity of the project. Preliminary placement of the columns suggests that spans of up to 40m in length may be required. Pier placement may be restricted due to proximity to the entrances of the local businesses and the Highland Creek crossing. Final structural configurations will be determined during detailed design.

Exhibit 2-37: Exploration of possible column locations for Markham Road Crossing



2.4.2 Stations

2.4.2.1 Kennedy Station

The Preferred Plan is shown schematically in Exhibit 2-38 (plans and profile are shown in plates KDY-C-001 to KDY-C-016).

The existing primary vehicular entrance to Kennedy Station is located on the south side of Eglinton Avenue, just west of the existing bridge that carries Eglinton Avenue across the GO/Metrolinx tracks. The station entrance is accessed via two ramp connections for westbound and eastbound traffic on Eglinton Avenue – which will not change.

The final location of the primary pedestrian entrance will be determined during detailed design.

The southwest entrance, located on the east side of Transway Crescent immediately adjacent to the bus terminal is expected to remain in place.

Eglinton Crosstown LRT will enter the station below grade and have a dedicated centre platform at the existing subway level. Passengers using the Scarborough-Malvern LRT will access the station on the same level (existing subway) but the SM LRT platform will be located on the east side of the Metrolinx/GO corridor. The SRT will enter the station underground at the existing concourse level via a loop from the north, using the Hydro One corridor on the north side of Eglinton Avenue and exit on the existing SRT alignment immediately north of Eglinton Ave., adjacent to the GO corridor. A conceptual cross-section of the future Kennedy Station (facing east) is shown in Exhibit 2-39. TTC buses will continue to use the existing bus level. GO/Metrolinx connections (on the east side of the station) will continue to be provided as shown on Exhibit 2-40 (facing north).

Exhibit 2-38: Kennedy Station Concept

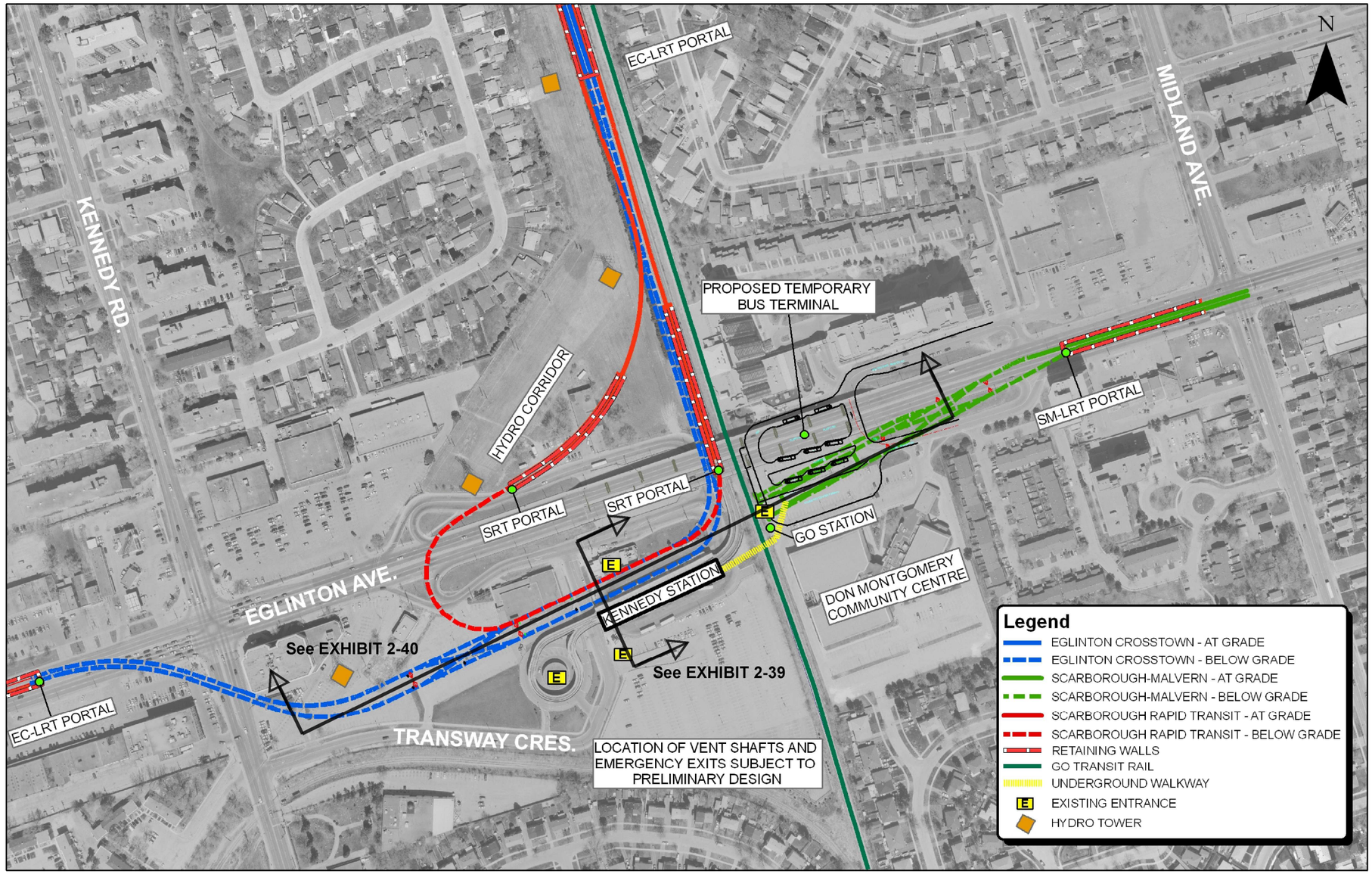


Exhibit 2-39: North – south section through Kennedy Station

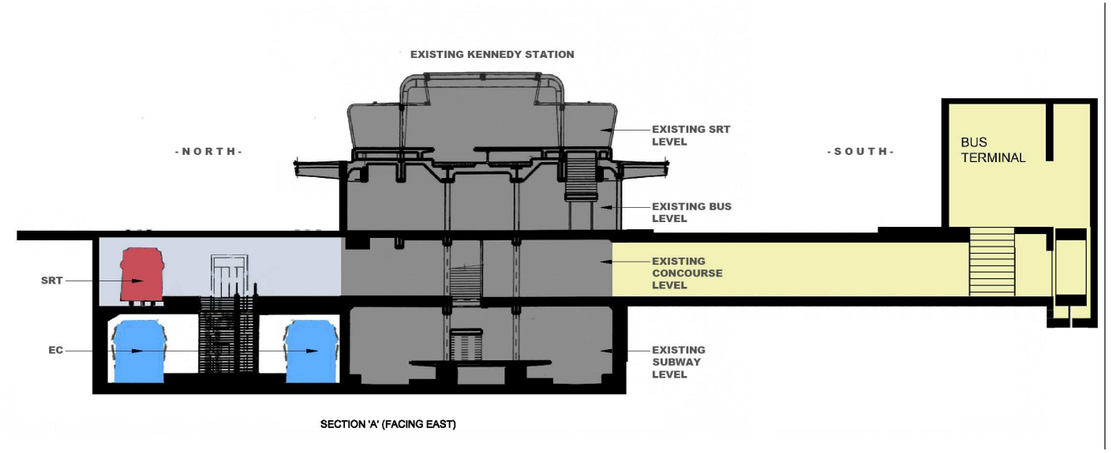


Exhibit 2-40: East-west section through Kennedy Station

A portal is an opening where the LRT changes from at grade to below grade, as shown in the photo (Exhibit 2-43). Both the ECLRT and SMLRT will require portals in the middle of the road on Eglinton Avenue (portals are also required on the extension). The portals are located east of Ionview Road (for ECLRT) and west of Midland Avenue (for SMLRT). New LRT stops will be located just beyond each portal at street level. The portal locations, new stops and platforms for both ECLRT and SMLRT are shown on plates: KDY-C-002 and KDY-C-015.

Due to conflicts with the new portals, the configurations of the Eglinton Crosstown LRT Ionview Stop and Scarborough-Malvern LRT Midland Stop have been changed from far side platforms to parallel platform configuration, as illustrated in the following typical plan and cross-section.

Exhibit 2-41: Typical Plan – Parallel LRT Stop

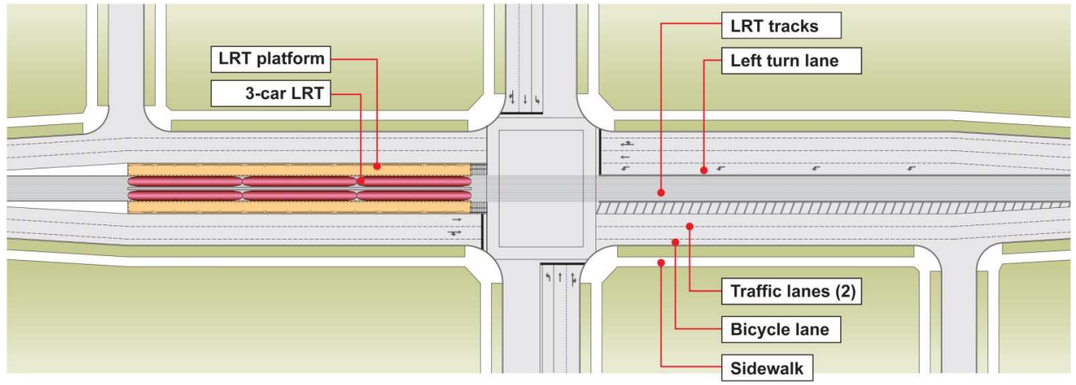
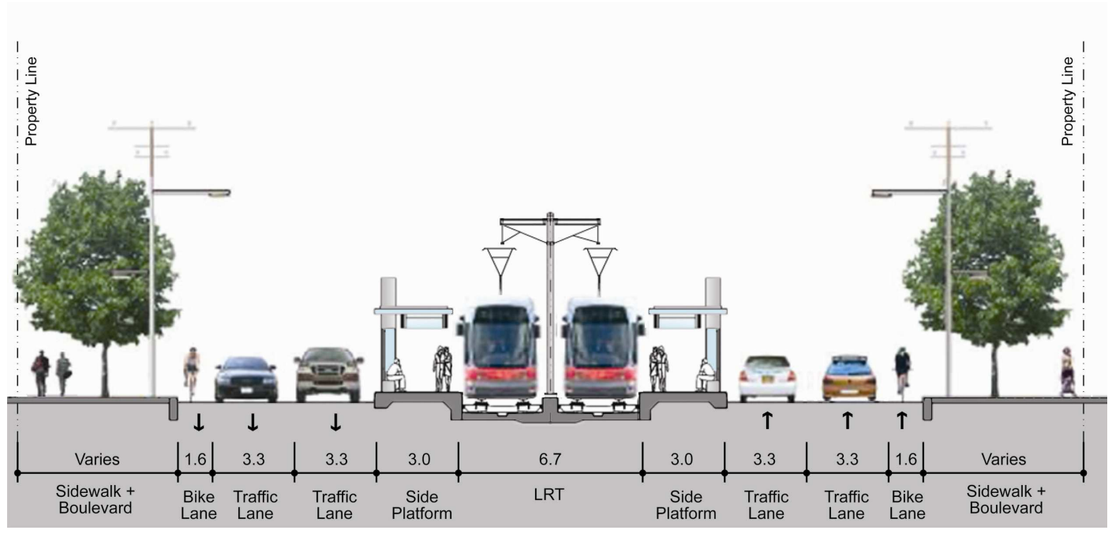


Exhibit 2-42: Typical Cross-Section – Parallel LRT Stop



The Ionview Stop is located on west side of the Eglinton Avenue East/ Ionview Road intersection (see plate KDY-C-001) and the Midland Stop is located on the east side of the Eglinton Avenue East/ Midland Avenue intersection (see plate KDY-C-015).

Due to the changes in stop locations required for the new portals on Eglinton Avenue, the boundaries between the three Transit Project Assessments have been shifted as follows:

- Eglinton Crosstown LRT/ Scarborough RT – 100 metres west of Rosemount Drive
- Scarborough RT/ Scarborough-Malvern LRT – 200 metres east of Midland Avenue

These expanded areas are addressed in this document, including existing conditions (Chapter 3), environmental impacts, mitigation measures and monitoring (Chapter 4) and public and stakeholder agencies consultation (Chapter 5).

Exhibit 2-43: Example Portal

2.4.3 Lawrence East Station

Lawrence East Station is an existing at-grade station under Lawrence Avenue East, east of Kennedy Road and west of Midland Avenue. A parking facility is available at the station. The required platform extension is shown schematically below in Exhibit 2-44. Conceptual design drawings are shown in plate: CON-A-201 to CON-A-203.

Exhibit 2-44: Lawrence East Station Extension