

The Board at its March 26, 2014 meeting adopted the recommendation in the staff report, as follows:

It is recommended that the Board:

- a) Approve the preliminary concept design for Kennedy interchange station presented in this report as it adequately addresses the TTC's fundamental requirements that:
 - customers can transfer between transit modes in a direct, convenient way with no backtracking or circuitous movements, and enjoy fast and easy inter-modal transfers which are the hallmark of the TTC system; and
 - the new Light Rail Transit station not negatively affect the existing subway station and TTC system operating performance.

- b) Note that:
 - to reduce future cost for TTC upgrades to the fire ventilation system and for the expansion of the TTC electrical substation at Kennedy station, \$65 Million (\$2017) may be included in future Capital Budget requests;
 - the selected Bidder of the Metrolinx Alternative Financing and Procurement process may bring forward alternative designs that are significantly different from the preliminary designs presented in this report;
 - a minimum of 500 commuter parking spaces will be provided at Kennedy station during the construction period with a total of 1,100 spaces at the completion of construction, with incorporation of the Toronto Green Standard requirements;
 - 600 commuter parking spaces will remain available for use during the construction period at Warden North commuter parking lot;
 - the station will require excavation under the existing Scarborough Rapid Transit structure and bus transfer area, and may require weekend closures which have not yet been identified;
 - the constructability analysis, cost and schedule are not included in this report as they have not been established for the station modifications in sufficient detail;
 - an update on the status of the Metrolinx Eglinton Crosstown Light Rail Transit Project is included in this report; and
 - future design and construction staging recommendations will be brought forward to the Board for approval including: final designs for Eglinton West, Eglinton and Kennedy interchange subway stations; the number and duration of subway closures required; and any material or significant change to the concepts presented in this report.

