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October 26, 2017

Ms. Leslie Woo  
Chief Planning Officer  
Metrolinx  
97 Front Street West,  
Toronto, O M5J 1E6

**Re: Additional information on the proposed Lawrence East station**

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Dear Ms. Woo,

I am replying to the Metrolinx letter dated September 21, 2017 to Jennifer Keesmaat concerning the Lawrence East (also known as "Lawrence-Kennedy") SmartTrack Station in the City of Toronto. Thank you for giving the City of Toronto the opportunity to contribute to Metrolinx' update to the Lawrence East Initial Business Case (IBC). The City firmly believes the additional information and analysis outlined in this letter will ensure the Metrolinx update to the IBC accurately reflects the City's interest in the Lawrence-Kennedy Station.

As you know, SmartTrack builds on the Regional Express Rail (RER) program, and serves to further integrate the GO Transit and TTC networks. SmartTrack is also a critical component of the Scarborough Rapid Transit Network Plan that includes the Scarborough Subway Extension and Eglinton East LRT. Based on the information outlined below, the City believes there is significant merit in a SmartTrack station at Lawrence Avenue East on the Stouffville GO corridor.

This letter addresses the *Table of Business Case Inputs*, which was attached to the Metrolinx September 21, 2017 letter.

**Strategic Considerations**

SmartTrack is an important City initiative that builds on the RER program by transforming the existing GO rail infrastructure into a more urban transit service. SmartTrack represents an opportunity to further integrate the existing GO and TTC networks, which will improve connectivity and provide Torontonians with better access to higher-order transit. Together with RER, SmartTrack is an important way to provide shorter-term enhanced transit service in Toronto while we continue planning and design on other important projects like the Relief Line.

The Lawrence-Kennedy Station provides a critical link in the transit network for riders on the busy Lawrence Avenue East corridor. As you are aware, the Lawrence Avenue East corridor is currently served by TTC's Line 3 Scarborough (SRT) Lawrence East Station. With Line 3 reaching the end of its design life, Toronto City Council adopted an optimized Scarborough Transit Network ([EX13.3](#)) plan that addresses two key objectives:

1. Support the development of Scarborough Centre into a vibrant urban node; and
2. Support the development of complete communities along the Avenues and improve local accessibility.

The optimized Scarborough Transit Network includes:

1. SmartTrack/GO RER stations at Lawrence-Kennedy and Finch-Kennedy;
2. An extension of Line 2 Bloor-Danforth subway between Kennedy Station and Scarborough Centre; and
3. An eastern extension of the Eglinton LRT from Kennedy Station along Eglinton Avenue East, Kingston Road and Morningside Avenue to the University of Toronto, Scarborough Campus (UTSC), with a potential future extension to Malvern.

The Lawrence-Kennedy Station will provide a critical link to downtown and the rest of the GTHA's rapid transit network for transit riders in the Lawrence East corridor. This is augmented by other Metrolinx projects, including the Durham-Scarborough BRT.

### Development Potential

The proposed Lawrence-Kennedy Station is an important and key transit investment to support growth objectives set out in the City's Official Plan (OP). The immediate lands abutting the proposed Lawrence-Kennedy Station on Lawrence Avenue between Kennedy Road and Midland Avenue are designated *Employment Areas*, *Apartment Neighbourhoods* and *Mixed Use Areas* in the OP. The OP further identifies this segment of Lawrence Avenue as an *Avenue*. *Avenues* are important corridors along major streets where reurbanization is anticipated and encouraged to create new housing and job opportunities; these should be supported by high quality transit services.

The Growth Plan for the Greater Golden Horseshoe (2017) provides a strategic framework for managing growth in the Greater Golden Horseshoe region. Schedule 5 of the Growth Plan identifies the Stouffville GO Rail Corridor as a Priority Transit Corridor. The Growth Plan sets minimum resident and job density targets for major transit station areas on priority transit corridors and requires municipalities to complete detailed planning for major transit station areas on these corridors to support planned service levels.

Policies in both the Growth Plan and the OP support locating a new station in this location. The proposed Lawrence-Kennedy Station will be instrumental in supporting employment and residential growth intended for this area.

According to the Metrolinx IBC (2016), there are approximately 8,500 jobs and 7,000 residents within 800 metres of the station. Within the same coverage area, Metrolinx undertook a soft site analysis which identified roughly 34 hectares of developable lands. The analysis determined that these lands could create approximately 2,000 new jobs and welcome 16,000 new residents, resulting in a total of 10,500 jobs and 23,000 residents within 800 metres of the station. Combined, this density would translate to a jobs + population per hectare of 168. This density would be transit-supportive according to Metrolinx' density guidelines for express rail stations.

We believe the 2016 IBC analysis relied too heavily on past development trends and market analysis that suggests future demand for new development will be low. This analysis discounts the fact that the area has large swaths of developable land. For example, the existing area context (i.e. Apartment Neighbourhood to the south east of the station) along the *Avenue* includes a number of tall buildings on relatively large sites, which was not fully considered in the IBC analysis. This context is different than other *Avenues* across the city that generally have shallow sites containing plazas under multiple ownership, which can limit development potential. The existing context, together with the large and deep blocks that make up the soft sites mean that greater density would be possible around the station.

The City sees significant opportunity for greater development in this area than was anticipated in the IBC. This is illustrated by multiple development inquiries, including a pre-application concept that would see an integrated station development, and would contribute substantial growth to the area exceeding the level of development currently permitted by the zoning by-law. This speaks to the

desire for development around the station. Moreover, the Lawrence-Kennedy Station concept includes notional new local streets that will further develop the parcel fabric to the northwest of the station – which is predominantly City owned land – to further support the addition of higher density developments.

The City has initiated a real estate market assessment and inventory of soft sites. This information will be provided to Metrolinx when it is available. Following this initial work, the City also intends to undertake a fuller station area planning exercise to ensure planning policies are in place to encourage transit-supportive densities and multi-modal access to the station.

### **Local Transportation Network & Modelling Assumptions**

Lawrence-Kennedy is seen as a critical element of the Scarborough transit network plan because the existing Lawrence East Station serves a significant number of transit riders. According to TTC's 2015 total platform usage data, Lawrence East Station attracts approximately 8,100 daily riders, which is greater than 11 other existing TTC stations, including six on Line 1 and 2.

We see the Lawrence-Kennedy Station serving two functions – providing the surrounding community and local businesses with walk-in opportunities to access the Downtown or other parts of the City, and more importantly, offering a transfer point for the busy 54 Lawrence East surface bus route. The 54 Lawrence East bus route is part of TTC's 10 minute network, and averages approximately 33,700 weekday riders.

In section 4.5.3 of the IBC ("Station Access"), it is assumed the 54 Lawrence East bus will operate at seven minute headways. This is substantially less than the present service level on this route, which has a combined peak period service of a bus every three to four minutes, made up of local and express buses. In the future, the TTC expects the 54 Lawrence East bus to operate with combined local and express headways as low as every three minutes. This will continue to offer transit users a frequent and reliable surface transit option to access this station.

In addition, Metrolinx is currently working with the City, TTC, Durham Region and Durham Transit to update the business case and advance planning, design and engineering work on the Durham Scarborough BRT, with an anticipated completion target of late 2017. While this project would greatly improve transit connectivity between Scarborough Centre and Oshawa, there is a unique opportunity to extend this bus rapid transit service further west to connect with SmartTrack.

From a modelling perspective, it is our understanding that the Metrolinx model assumed the original three-stop Scarborough Subway Extension, which included a station on Lawrence Avenue East at McCowan Road, situated approximately 2 km from the proposed Lawrence-Kennedy Station. This assumption, coupled with the current GO fare assumption, greatly diminished the anticipated ridership at the Lawrence-Kennedy Station in the initial IBC. As you know, Council has decided to remove the three-stop subway from further consideration, and have endorsed the extension of Line 2 from Kennedy Station, express to Scarborough Centre. If the proposed Lawrence-Kennedy Station was not built, the lack of any rapid transit station on Lawrence would have a significant negative impact on the connectivity of the transit network – resulting in longer travel times on surface transit routes to access a rapid transit station.

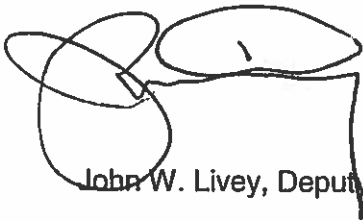
Finally, the Metrolinx model assumed a GO fare for all riders wishing to ride the SmartTrack/RER service. Fare integration is a key feature of SmartTrack as put forward by the City. When assuming the updated Scarborough Subway option and a TTC fare, the City's travel demand model anticipates approximately 4,000 daily boardings at the Lawrence-Kennedy, resulting in a net annual increase to the system-wide ridership of 0.21 million trips. In addition, the further anticipated development discussed above will add to projected ridership.

## Conclusion

For the City of Toronto, the Lawrence-Kennedy Station is an integral piece to the Scarborough Transit Network Plan and it will offer Toronto residents better access to transit. I trust the above information will help assist Metrolinx' effort in updating the Lawrence East IBC, and highlight the many contributions this station can bring to the immediate area and overall transit network. We will continue to work with your staff to provide additional supportive data and information as they undertake the review of the IBC.

Do not hesitate to contact me if you have further questions or wish to discuss our response.

Sincerely,

A handwritten signature in black ink, appearing to read "John W. Livey". The signature is written over a rectangular box that is part of the printed name below it.

John W. Livey, Deputy City Manager