



REPORT FOR INFORMATION

City Response to Metrolinx' Lawrence-Kennedy Initial Business Case (IBC)

Date: April 24, 2018

To: City Council

From: Chief Planner and Executive Director, City Planning

Wards: All

SUMMARY

In June 2016, the City reviewed the Lawrence-Kennedy Initial Business Case (IBC)¹, which was developed by Metrolinx independent of City input. The City identified inaccuracies in the report, including the failure to accurately reflect existing and future development conditions, and incorrect assumptions about travel demand, fare structure, local transit operations, and planning initiatives. The City identified these inaccuracies in a letter to Metrolinx on June 17, 2016 (Attachment 1).

In October, 2017, Metrolinx offered the City an opportunity to provide formal input as they updated their IBCs to Preliminary Design Business Cases (PDBC) for all stations. This was provided in a letter to Metrolinx on October 26, 2017 (Attachment 2).

Travel Demand Assumptions

- The Metrolinx base network assumed the 3-stop Scarborough Subway Extension, putting a station approximately 2 kilometres east of the future Lawrence-Kennedy SmartTrack Station.
- In July 2016, in a Council decision (EX16.1), the planned three-stop Scarborough Subway Extension was removed from further consideration and staff were directed to further develop an express extension to Scarborough Centre.
- The revised Scarborough Subway option and the assumption of TTC fares to access the SmartTrack network were inputs to the City's updated travel demand model analysis. This analysis yielded a net annual increase to system-wide ridership of 0.21 million trips (annualized) and approximately 4,000 daily boardings at Lawrence-Kennedy. These ridership estimates from the City's travel demand model were developed using population and employment projections based on past trends. Any further anticipated development in the area greater than past trends would likely add to the projected ridership once realized.

¹ http://www.metrolinx.com/en/regionalplanning/newstations/IBC_Lawrence_East_EN.pdf

Fares

- Metrolinx modelling assumed a GO fare to access SmartTrack rather than an integrated fare. One of the key elements of SmartTrack is providing local riders with improved station access by developing an integrated fare on the GO and TTC networks.

Transit Connections

- The 54 Lawrence Bus is the second busiest bus route in Scarborough (35,000 passengers per day), and the IBC did not emphasize the importance of this transfer for SmartTrack. The IBC assumed a service frequency of 7 minute headways, lower than current frequencies. The City anticipates a combined headway of the different express and local branches to be 4 minutes by 2031, and 3.5 minutes by 2041.
- There is an opportunity to extend the proposed Durham-Scarborough BRT from its planned terminus in Scarborough Centre to Lawrence-Kennedy SmartTrack station. This would create greater connectivity and support further integration with the GO and TTC networks.

Development Potential

- Metrolinx' planning analysis identified up to 35 ha of developable lands within 800 metres of the station, which if fully developed based on existing permissions would result in a density of people and jobs/hectare (p+j/ha) in excess of the 150p+j/ha target density for heavy rail major transit station areas. The development potential from the soft sites and active applications within the station area would translate to 1,972 new jobs and 16,293 additional residents.
- From the population and employment projections noted above, Metrolinx assumed that only 5-10% of those people and jobs would be added to the existing population and employment by 2031. However, the City suggested that 15-20% of the development potential would be realized in this timeframe based on existing land use designations in the Official Plan and recent development inquiries. This includes a pre-application concept that proposes an integrated station development.
- The anticipated development would not impact Employment Districts, which are important economic assets and will be protected and promoted exclusively for economic activity. The City did not consider any changes to existing planning permissions in this analysis. All development potential is based on the current surrounding Official Plan land use designations – Employment, Apartment Neighbourhood and Mixed Use. This section of Lawrence is also an Avenue in the Official Plan.

Metrolinx IBC Update – March 2018

In March 2018, Metrolinx published the PDBC² for all stations. The update to the Lawrence-Kennedy station took the City's input into consideration and included new assumptions resulting in a station with a higher usage (9,200).

FINANCIAL IMPACT

There is no financial impact to this report.

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SIGNATURE

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ATTACHMENTS

Attachment 1 – June 17, 2016 Letter from the City to Metrolinx
Attachment 2 – October 26, 2017 Letter from the City to Metrolinx

²http://www.metrolinx.com/en/docs/pdf/board_agenda/20180308/20180308_BoardMtg_Technical_Report_EN.pdf