

To: Metrolinx Board of Directors
From: Leslie Woo, Chief Planning and Development Officer
Mathieu Goetzke, Vice President, Planning
Date: December 6, 2018
Re: Initial Business Cases: Highway 27 - Woodbine and Walkers Line

Recommendation

THAT, based on the report prepared by the Chief Planning and Development Officer, entitled "Initial Business Cases: Highway 27 - Woodbine and Walkers Line", and any further amendments directed by the Board at its meeting on December 6, 2018, the Board pass the following resolution:

RESOLVED:

THAT, based on the Initial Business Case for a station at Highway 27-Woodbine in Toronto:

- a. The station should advance to the Preliminary Design stage, subject to availability of third party investment, including preparations for an environmental assessment, preliminary design, and a Preliminary Design Business Case.
- b. Planning, design, and construction of infrastructure for the GO Expansion program should not preclude a new station in the vicinity of the Highway 27-Woodbine location.

THAT, based on the Initial Business Case for a station at Walkers Line in Burlington, this location should not be advanced at this time;

THAT staff share the relevant Initial Business Cases accompanying this report to the municipalities of Toronto and Burlington and advise of the Board's decision;

AND THAT staff be directed to include the Highway 27 - Woodbine station in the Metrolinx Transit-Oriented Development (TOD) Market Driven Strategy (December 6, 2018).

Executive Summary

In June 2016 the Metrolinx Board approved the advancement of twelve new station locations on the basis of Initial Business Cases (IBCs). At that time the Board also

directed staff to undertake two additional IBCs for sites at Highway 27-Woodbine on the Kitchener corridor in Toronto, and Walkers Line on the Lakeshore West corridor in Burlington. These two IBCs have proceeded in the context of development of the GO Expansion program (formerly GO RER) as policy, infrastructure, and operational details have been confirmed to more comprehensively capture the benefits of infrastructure investments, while optimizing the capital costs.

The Highway 27-Woodbine location has been examined as a replacement for the Etobicoke North station, which has to be closed due to the Highway 401 rail tunnel expansion. The Highway 27-Woodbine IBC has evaluated it would have a benefit cost ratio between 2.1 and 3.3.

The Walkers Line station location, on the other hand, has been evaluated as having negative overall benefits. The station has limited capacity to attract a significant number of new riders and will have a negative travel time impact on existing and future riders of the Lakeshore West corridor.

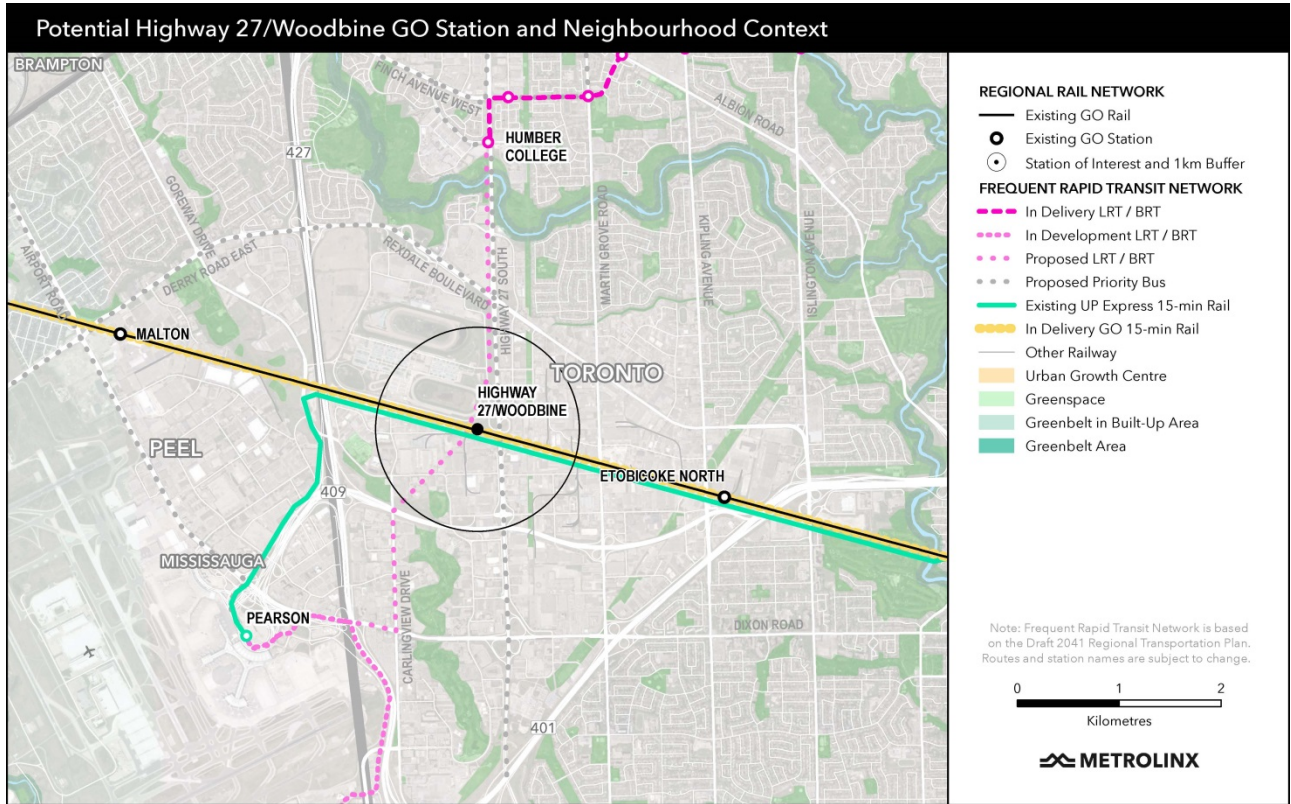
The initial business cases were posted to Metrolinx.com on November 30, 2018.

Analysis

A) Highway 27-Woodbine IBC

Infrastructure to be installed as part of the Kitchener corridor expansion, including the Highway 401 rail tunnel expansion project, will require the closure of the existing Etobicoke North GO station, two kilometers east of the Highway 27-Woodbine location. New tracks will displace the existing station platforms, and replacement in the current location is not feasible. The IBC (Appendix A) examined Highway 27-Woodbine as a replacement location for Etobicoke North service. As an alternative, the impacts of closing Etobicoke North station without replacement were also considered.

The site at Highway 27-Woodbine is approximately 3.5 km from Malton GO station to the west and 6.8 km from Weston GO station to the east.



Strategic Case

The strategic case analysis concludes that:

- While current densities are below the recommended minimum established by the growth plan, a station at this location would increase access to employment opportunities at a major Employment Area, while also enhancing transit access to Woodbine Racetrack - a major sporting/entertainment destination.
- The Woodbine Racetrack site has significant development potential in the long-term, which would further support a station at this location.
- The Humber College North Campus is located only 3.5km to the north of the station along Highway 27.
- In the short term, the site will serve primarily as a park and drive station and a replacement for Etobicoke North. Growth of alternative access modes will depend on significant redevelopment and/or complementary infrastructure. . A bus connection to Humber College would also attract riders to/from this major educational institution.

Economic Case

Table 1: Economic Analysis Summary Results (Millions of 2017 \$, Present Value)

Replacement Station at Highway 27- Woodbine		
2031 Ridership (AM Peak Period) boardings + alightings	3,800	
2031 Ridership (Daily) boardings + alightings	14,700	
Benefits Compared to Cost	Benefits are Positive and Exceed Costs	
Benefit Cost Ratio (BCR)	2.1 to 3.3	
Total Benefits (60yr lifecycle)	\$250 M to \$310 M	
	<i>0% Value of Time Growth</i>	<i>0.75% Value of Time Growth</i>
Travel Time Savings	\$245 M	\$308 M
Existing GO Riders	\$53 M	\$69 M
New GO Riders	\$192 M	\$239 M
Vehicle Operating Cost Savings	\$0.3 M	\$0.3 M
Decongestion on Road Network	\$0.4 M	\$0.5 M
Safety Impacts	\$0.1 M	\$0.1 M
Environmental Impacts	\$0.03 M	\$0.03 M
Total Costs	\$95 M to \$120M	
Capital Costs	\$92 M to \$117 M	
Operating Costs	\$3 M¹	

¹Operating costs shown are incremental to the operating costs for Etobicoke North Station

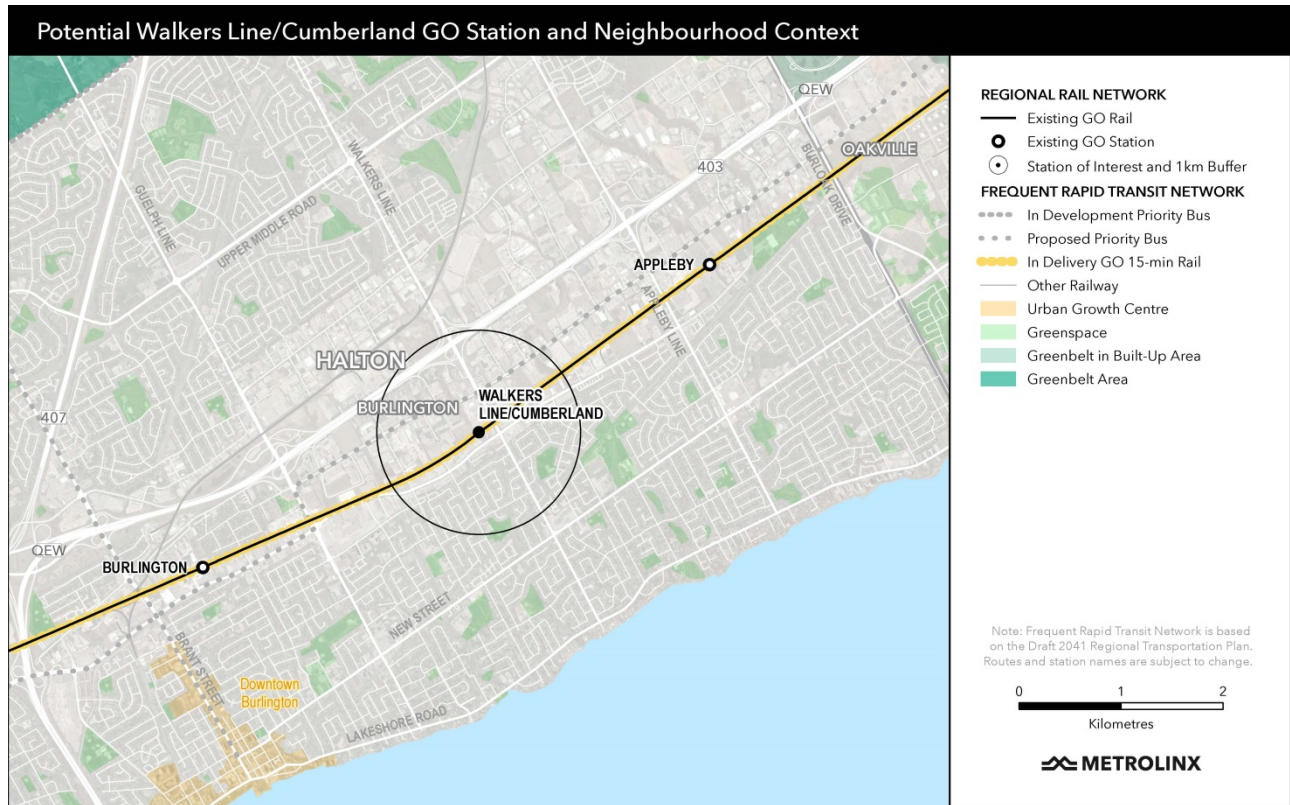
The alternative option, decommissioning the Etobicoke North station without constructing a replacement, would also achieve benefits greater than costs as a high percentage of potential users could continue to use existing stations at Malton and Weston.

Operations and Deliverability Case

- Station could facilitate trains stopping in the vicinity to allow crossover movements at the Wice control location
- This site is a key junction for a variety of services and plans being considered in the vicinity. Opportunities and challenges of integration with these programs, such as UP Express, the GTAA hub and freight bypass will require further evaluation.

B) Walkers Line IBC

The Walkers Line station could be located approximately 3.1 km from Burlington GO station immediately to the west, and 2.6 km from the existing Appleby GO station immediately to the east. The IBC (Appendix B) examined this location on the Lakeshore West corridor.



Strategic Case

The strategic case analysis concludes that:

- The station does not induce significant numbers of new riders, and would serve primarily as an alternative station for existing users.
- A new station at Walkers Line-Cumberland would serve a stable low-density residential area south of Fairview Street. It could improve access to and encourage further development of the employment area north of the rail line, and facilitate the intensification of the Fairview Street corridor.

Economic Case

Table 2: Economic Analysis Summary Results (Millions of 2017 \$, Present Value)

	Walkers Line	
2031 Ridership (AM Peak Period) boardings + alightings	2,400	
2031 Ridership (Daily) boardings + alightings	6,900	
Benefits Compared to Cost	Benefits are Negative due to Network Impacts	
Benefit Cost Ratio (BCR)	Less than Zero	
Total Benefits (60yr lifecycle)	-\$6 M to -\$1 M	
	<i>0.75% Value of Time Growth</i>	<i>0% Value of Time Growth</i>
Travel Time Savings	-\$5 M	\$0 M
Existing GO Riders	-\$48 M	-\$42 M
New GO Riders	\$43 M	\$41 M
Vehicle Operating Cost Savings	-\$0.3 M	-\$0.3 M
Decongestion on Road Network	-\$0.7 M	-\$0.6 M
Safety Impacts	-\$0.1 M	-\$0.1 M
Environmental Impacts	-\$0.04 M	-\$0.04 M
Total Costs	\$110 M to \$130M	
Capital Costs	\$63 M to \$80 M	
Operating Costs	\$48 M	

Operations and Deliverability Case

- Large consolidated sites along Harvester Road allow for comprehensive station design and room for future growth, although access and street-level amenities are constrained by the grade separation
- The location does not attract large numbers of new riders, and would serve primarily as an alternative station for existing users
- Operational impacts under current three-track scenario would require further analysis of feasibility

Next steps

Upon approval of this resolution by the Board, the replacement of the Etobicoke North station by a new station at the Highway 27-Woodbine location will advance to the Preliminary Design stage. A Preliminary Design Business Case will be developed in consultation with the City of Toronto. The new station location will progress in a manner consistent with the Metrolinx TOD Market Driven Strategy.

A new station at the Walkers Line location will not advance to the Preliminary Design stage at this time.

Attachments

Appendix A New Station Initial Business Case - Highway 27-Woodbine

Appendix B New Station Initial Business Case - Walkers Line