

## Attachment “C” – HFR Station Strategic Case Summary

Strategic Case		Business Case Performance	
Outcome	Benefit	Summary	Key Metrics
<b>Outcome 1 – Enhancing Markham and York Region Economic Development</b>	Benefit 1 – Providing new fast connections to employment centres	Connection to Markham’s growing employment hubs (technology, business, and manufacturing), could lead to greater economic productivity for the city and region.	<p>Adding new connections to Markham and York Region:</p> <ul style="list-style-type: none"> <li>Markham to downtown Toronto with 15-to-30-minute travel time.</li> <li>Markham to Toronto’s Yonge-Eglinton Centre with 20-to-30-minute travel time.</li> </ul> <p>Markham to Peterborough with 40-to-70-minute travel time.</p>
	Benefit 2 – Expanding talent that can easily access Markham and the surrounding York Region	HFR could facilitate reliable rapid connections to Markham as a net job importer for people who work in Markham but live outside its boundaries, and vice versa.	Serving nearly 40,000 jobs within a 5 km catchment of the proposed station (as of 2041).
	Benefit 3 – Growing the Region’s role as a knowledge centre and post-secondary destination	By increasing connectivity between Markham and Toronto, Ottawa, and Montreal, an HFR station in Markham would improve access to the future York University Markham Centre Campus and connections to Ontario and Quebec-based institutions in cities along the corridor.	Better connecting multiple post-secondary institutions between Ontario and Quebec
<b>Outcome 2 – Supporting Urban Development</b>	Benefit 4 – Supporting Markham secondary plans and development areas	HFR could increase connections to high-density development Secondary Plan areas, enabling access through non-auto travel.	Providing a new rail connection for up to 80,000 people who live within 3 km of the proposed station (as of 2041)
	Benefit 5 – Creating development opportunities in Box Grove	Should a HFR station be located at the Box Grove site, the neighbourhood could benefit from increased development potential through MTO’s transit-oriented communities policy.	Potential to deploy an HFR station as part of a new development program where station delivery is funded by a development third party.
	Benefit 6 - Supporting development of the Seaton Community and Northern Pickering	A HFR Station could provide rail access to planned development in Pickering via transit or a short auto trip	These communities are within 15 minutes by car. New transit connections could provide competitive transit connectivity between the station and the community, allowing Seaton residents to access Toronto, Ontario, and Quebec by rail.

<b>Outcome</b>	<b>Benefit</b>	<b>Summary</b>	<b>Key Metric</b>
<b>Outcome 3 – Expanding Tourism</b>	Benefit 7 – Supporting Destination Markham and Experience York Region	Markham’s allure as a destination for services, parks, trails, and cultural facilities could be enhanced with an HFR station increasing the catchment area for these attractions.	Expanding tourism opportunities for current 1.7 million tourists to Markham, while potentially attracting more tourists.
	Benefit 8 – Increasing access to and usage of Rouge National Urban Park and Other Major Destinations	The proposed Markham HFR station would neighbour Rouge National Urban Park and could enable increased park usage, supporting the significant investments made to the park as a natural attraction. It will also improve rail access to the Toronto Zoo and Toronto Pan Am Sports Centre.	Augmenting over \$140+ million investment in Rouge National Urban Park with expanded access.
<b>Outcome 4 – Supporting the Success of High Frequency Rail and the Regional Transportation Network</b>	Benefit 9 – Developing a ‘Union Station Alternative’ for easier access to VIA	A Markham HFR station would provide an alternative stop to Union station for customers outside of downtown Toronto, which could save travel time for VIA customers, reduce local traffic, auto emissions, and improve road safety by decreasing congestion on the road network.	Providing a station that is up to 30 minutes faster to access for 5 million residents than Union Station once open (assuming 2041 network)
	Benefit 10 – Growing the ridership of the HFR program	Expand the VIA HFR customer base across various customer types and markets along the corridor that otherwise would not be served by HFR or have difficulty accessing the system.	Opportunity for 250-3,800 new daily HFR trips by 2041.
	Benefit 11 – Improved regional travel times and sustainability	Significant travel time savings for commuters and inter-city travellers can be realised by the service, especially with an access point in Markham, leading to GHG emission reductions and road decongestion.	30-to-40-minutes time savings for travellers using the Markham HFR station
	Benefit 12 - Provide rail service to a potential Pickering Airport	An HFR station in Markham is well positioned to serve the proposed Pickering Airport by car as well as by potential transit expansions	The planned Pickering Airport would be located 15 minutes by car from the Markham Rail station.