



# Implementation of Niagara's GO Rail Expansion

Committee of the Whole  
July 4, 2019

# Agenda Overview

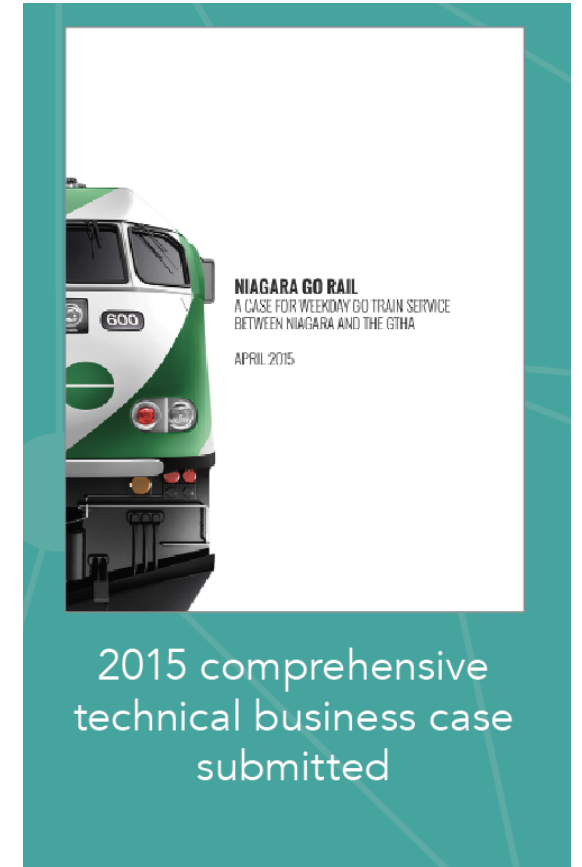
- Niagara Region Investment in GO
- Key Milestones
- Policy Framework
- Transit Oriented Development
- GO Hub & Transit Stations Study
- Station Status
- Conclusion and Next Steps



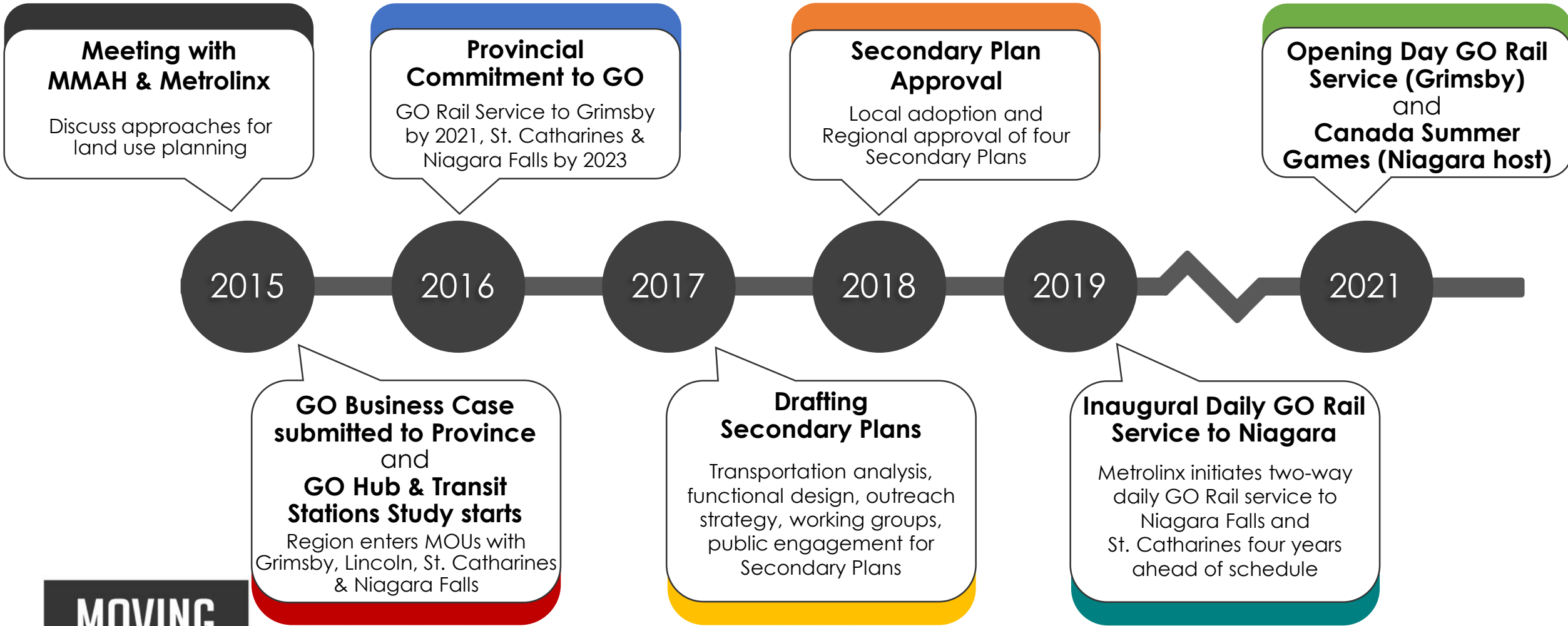


# Niagara Region Investment in GO

- 2015 Business Case: Region committed \$40M (1/3 of projected capital costs) to the expansion of GO rail to Niagara
  - \$40M already set aside (2016 - \$10M; 2017 - \$30M)
  - \$34M remains (Grimsby parcel, GIO, consulting, due diligence)
- \$40M contribution as cornerstone of Niagara project expansion
  - Regional contribution = very positive MX and provincial recognition



# Key Niagara GO Expansion Milestones



# Transit-Supportive Policy Framework

Significant investment in creating proactive policy climate for transit-supportive development:

- GO Transit Niagara Expansion EA (2011)
- Niagara Region Official Plan
- GO Hub & Transit Stations Study (2015)
- Transportation Master Plan (2017)
- Municipal Secondary Plans (2018)
- Local Transit Connections (2019)
- Station Development Strategy (2019)



*"... the development/redevelopment of rail stations to serve as major transit station areas, to support needs of communities along the corridor..."*

- Niagara Region TMP

# Mobility Hub Objectives

## SEAMLESS MOBILITY



Seamless integration of modes at the rapid transit station.



Safe and efficient movement of people with high levels of pedestrian priority.



A well-designed transit station for a high quality user experience.

## PLACEMAKING



Strategic parking management.



A vibrant, mixed-use environment with higher land use intensity.



An attractive public realm.

## SUCCESSFUL IMPLEMENTATION



A minimized ecological footprint.



Effective partnerships and incentives for increased public and private investment.



Flexible planning to accommodate growth and change.



# Transit-Oriented Development (TOD)

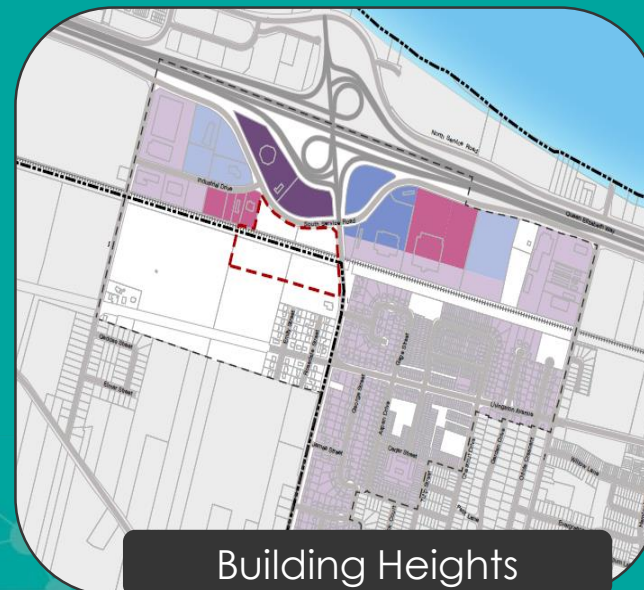
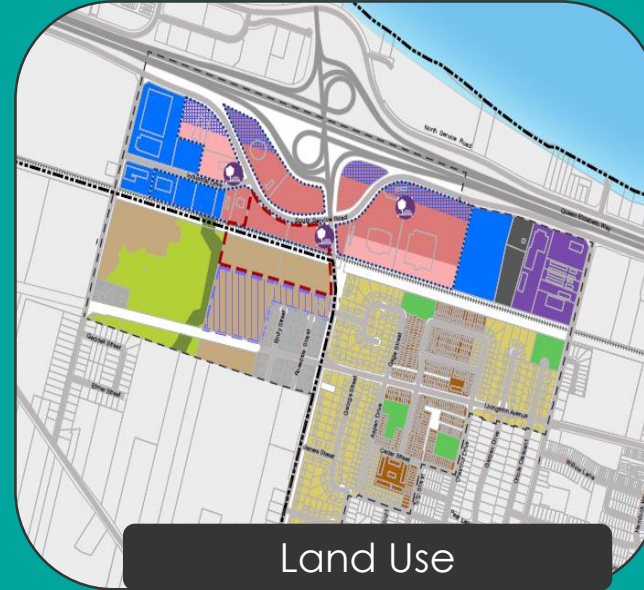
Dec. 2018 - new Provincial approach on GO station delivery (TOD)

- MX focus is operating service going forward
- Third Party 'Market-driven' (municipal, developer, P3, etc.)
- New delivery approach required for Niagara stations
- MX no longer building at Grimsby; not acquiring STC or NF stations
- MX budget containment – investments now focused on 'in-corridor capital improvements' and rail operations (service frequency)



# GO Hub & Transit Stations Study

- Proactively identified enabling capital work projects for safe and efficient access to each GO Station
- Developed GO Station design precincts around Niagara's identified GO Station sites
- Land uses that permit transit-supportive development and protect existing neighbourhoods
- Clear direction to budget for and move forward with enabling capital work projects at local and regional levels





# Niagara GO Extension: Current Status

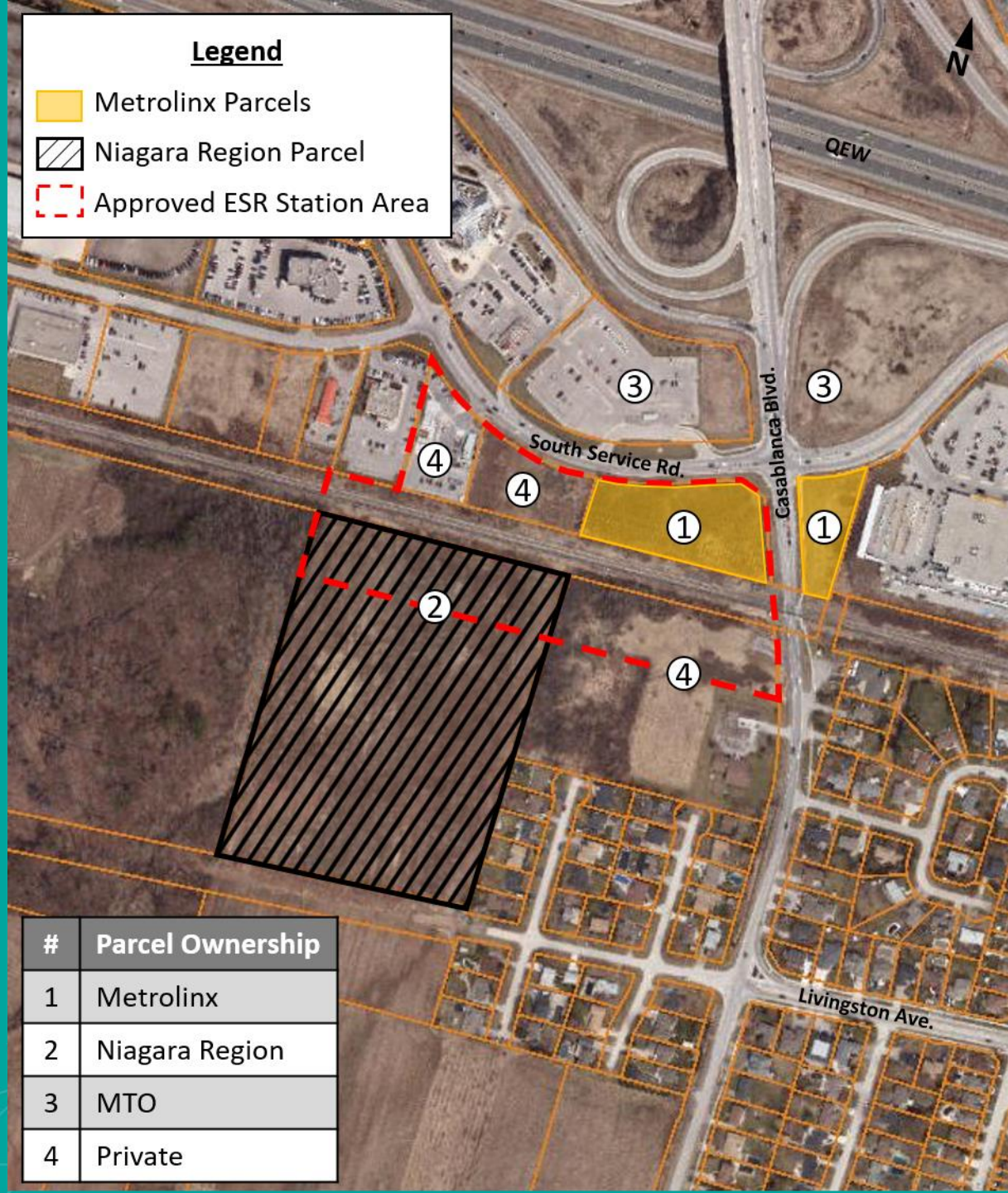
- Grimsby (announced)
  - Subject to Provincial/MX TOD policy
  - New build, greenfield site; MX lands + Regional lands
  - Region acquired 14.2 acres for this express purpose
- Niagara Falls & St. Catharines (in service)
  - Utilizing existing VIA stations
- Lincoln (TBD)
  - 2011 ESR 'future potential station'
  - Opportunity to proceed under Provincial/MX TOD policy





# Grimsby GO Station

- 2011 MX EA identified station area
  - Station area included parking, bus loop, and PPUDO facilities on all of the lands identified as station area
- Region land purchase – start of proactive implementation strategy
- Proactive, comprehensive secondary plan
- Grimsby Council confirms station area
- MX now pursuing “market-driven approach” to station construction
- Casablanca Boulevard/South Service Road reconstruction



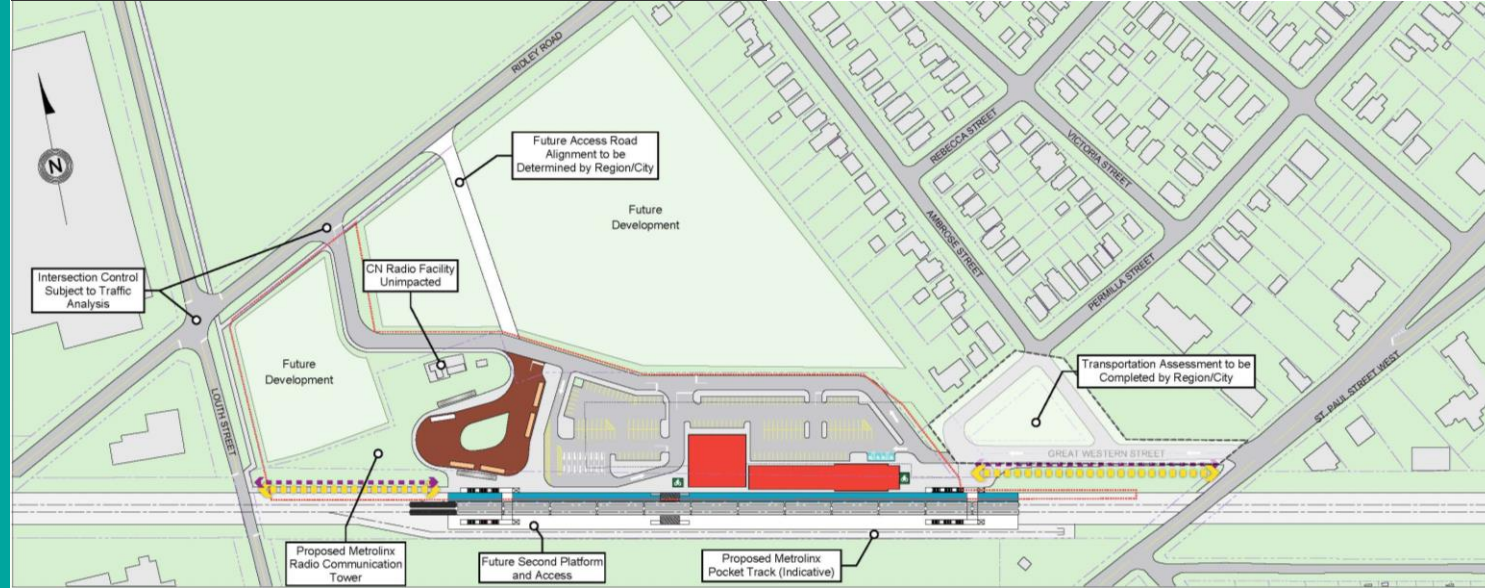
#	Parcel Ownership
1	Metrolinx
2	Niagara Region
3	MTO
4	Private



# St. Catharines GO Station

- MX detailed design in progress
- Secondary Plan has VIA station as mobility hub & core of the area
- Opportunity to leverage vacant parcels to create a hub with TOD
- Primary station access road MOU
- City's Ridley Road reconstruction
- St. Paul St. West CNR bridge reconstruction

## Metrolinx Functional Design



**STATISTICS:**

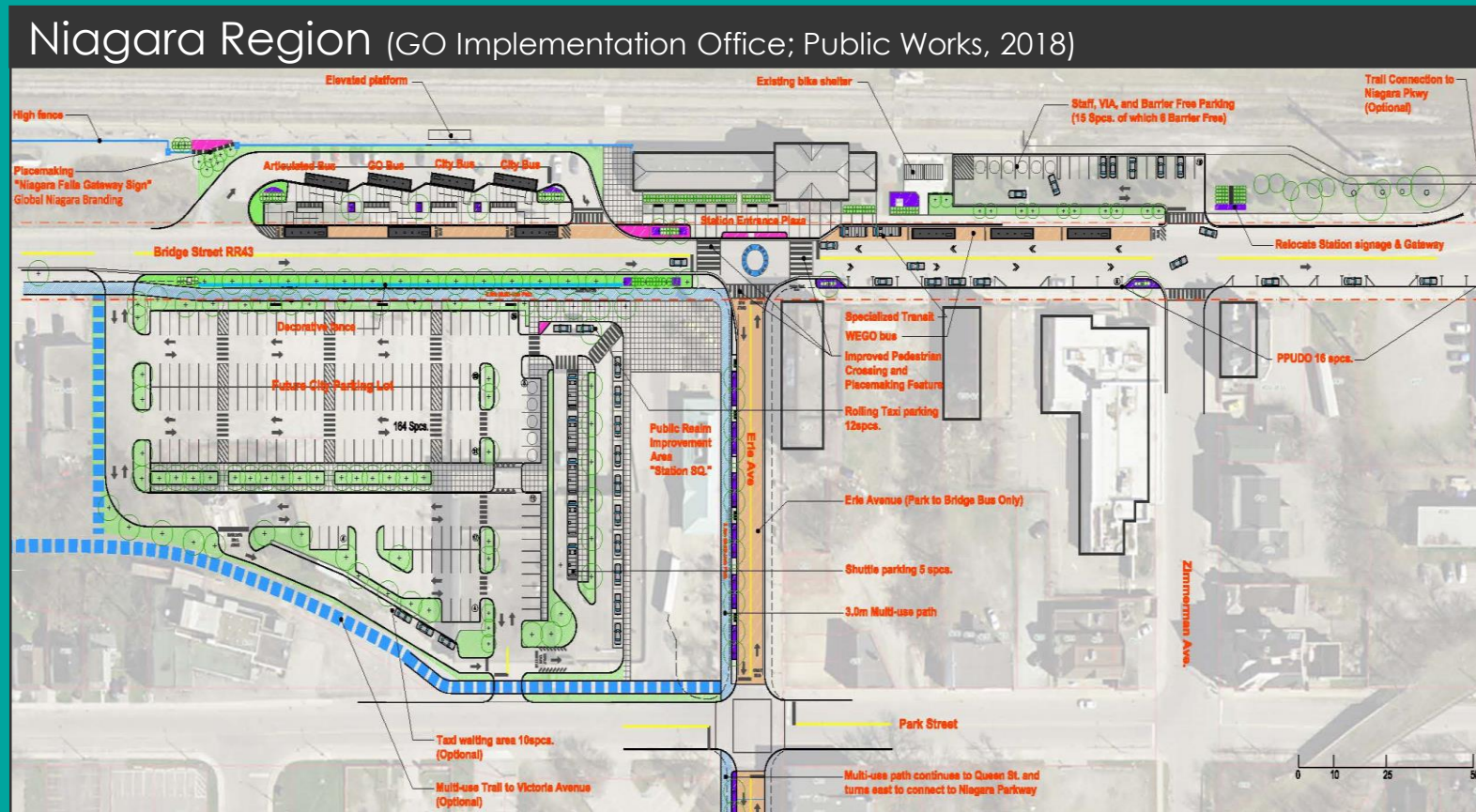
PARKING	165 CARS
BF PARKING	4 CARS
PPUDO	16 CARS





# Niagara Falls GO Station Precinct Vision

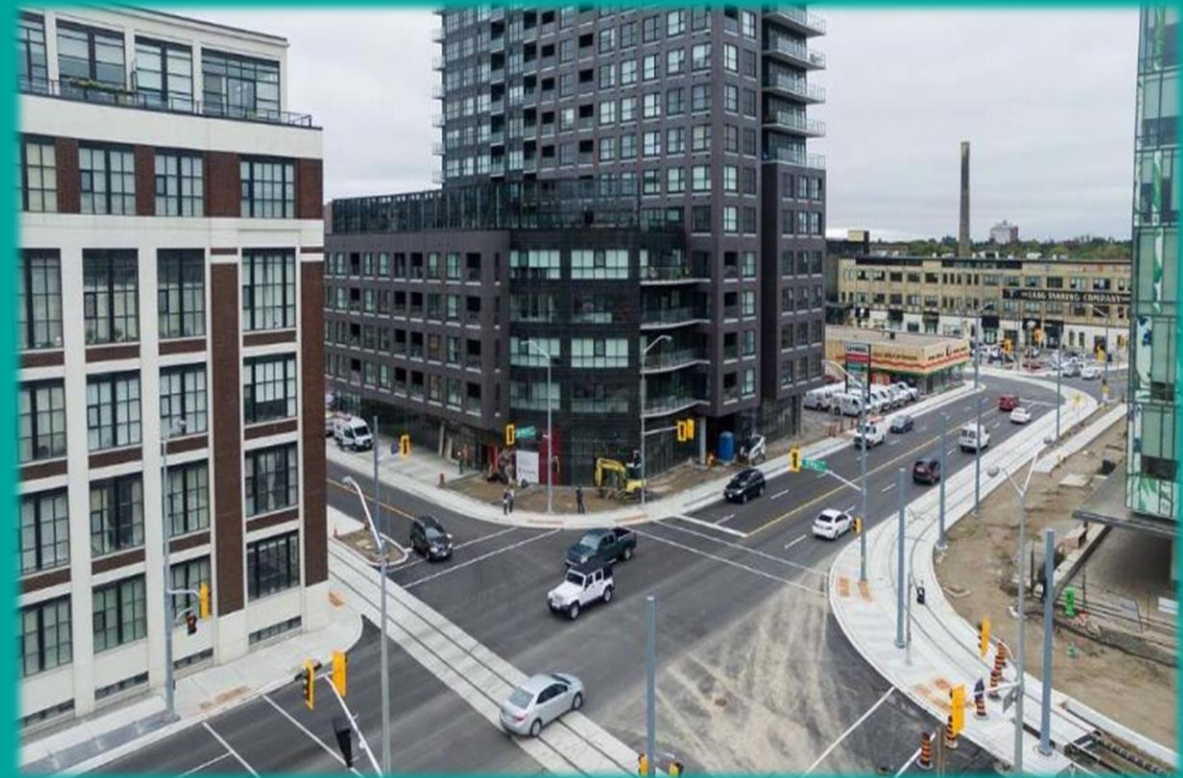
- Region & City partnered to create transformative vision for Niagara Falls GO Station precinct
- Secondary Plan has station as a mobility hub & core of the area
- Catalyst for development
- All precinct elements identified/recommended within Secondary Plan policy
- Region & City will budget for, coordinate, and implement these elements in upcoming years
- Bridge St. reconstruction





# Conclusion/Next Steps

- Municipalities across GGH are **leveraging transit investment to drive growth**
- Transit station areas serve **important function** within regional transportation system
- Current proactive policy framework presents unique opportunity to proactively invest in transportation networks and infrastructure around our GO stations to create vibrant mobility hubs and drive growth
- Niagara Region preparing strategy investment of \$40M existing contribution for Niagara station area improvements as catalyst in establishing true mobility hubs as envisioned in Secondary Plans
- Multi-site station development strategy to Corporate Services in August



*Evolving transit hub in Kitchener (GO rail and LRT station)*