

**Table E4-2 CNR versus CPR Mainline Advantages and Disadvantages**

| Evaluation Criteria       | CNR Mainline   |   | CPR Mainline  |   |
|---------------------------|--|---|---|---|
|                           | Advantages   | Disadvantages   | Advantages  | Disadvantages   |
| Station Sites             |  | - Does not support station sites  | - Facilitates station site development  |   |
| Station Terminus Sites    |  | - Does not facilitate station terminus sites  | - Supports station terminus sites   |   |
| Municipal Support         |  | - Is not preferred by municipalities  | - Municipalities support this option  |   |
| Socio-Economic Impacts    | - Has slightly fewer direct residential impacts  | - Impacts more commercial properties<br>- Does not meet community planning objectives<br>- Does not create community improvements               | - Has fewer impacts to commercial areas<br>- Meets community planning objectives<br>- Provides good potential for community improvements<br>- Transit availability  | - Has more potential to impact residences, but impacts can be mitigated where warranted   |
| Proximity Impacts         | - Less potential for visual, noise and vibration impacts to residences   |   |   | - Slightly more potential for visual, noise and vibration impacts to residences, but changes to views are minimal since existing rail corridor is being twinined and noise impacts can be mitigated where warranted |
| Impact on Future Land Use |  | - Does not support future residential or commercial intensification<br>- Does not fit into community  | - Facilitates better intensification of residential and commercial land uses<br>- Fits better into community  |   |
| Patron Access/Egress      |  | - Does not offer good regional access for local transit or automotive traffic<br>- Does not offer good local access for cyclists or pedestrians | - Provides good regional access for local transit and automotive traffic<br>- Provides good local access for cyclists and pedestrians   |   |
| Road and Traffic Impacts  | - Less traffic impact on secondary roads   | - Greater traffic impact on main roads<br>- Does not provide adequate number of access points to stations<br>- Does not enable mobility hubs    | - Less traffic impact on main roads<br>- Provides good number of access points to stations<br>- Enables mobility hub development  | - Slightly greater traffic impact on secondary roads  |
| Environmental Impacts     |  | - More potential for negative impacts on wildlife associated with watercourses and wetlands along northern shoreline of Lake Ontario            | - Less potential for negative impacts on wildlife, further upstream of Lake Ontario   |   |
| Probable Cost             | - Lower cost for rail corridor infrastructure<br>- Lower cost for property acquisition   | - Higher cost for parking lots<br>- Higher cost for road works  | - Lower cost for parking lots<br>- Lower cost for road works  | - Higher cost for rail corridor infrastructure<br>- Higher cost for property acquisition  |
| Logistical Challenges     | - Eliminates the need for the CNR to CPR connection<br>- Fewer logistical issues for terminal station operations   | - More conflicts with VIA operations<br>- More impact of a second mainline  | - Fewer conflicts with VIA operations<br>- Less impact of a second mainline   | - Creates challenges with the CNR to CPR connection; however, many of these issues have already been identified and addressed<br>- Issues surrounding terminal station operations                                   |
| Overall Summary           | <b>Not Preferred because:</b><br>- Does not support station site or terminus site;<br>- Does not facilitate long-term goals of community improvement and revitalization;<br>- Does not fit into the surrounding community; and<br>- Does not offer good access for local transit, automotive traffic, cyclists or pedestrians. |   | <b>Preferred because:</b><br>- It enables communities to advance provincial goals of land use intensification and long range transit integration;<br>- Best in meeting municipal transportation and land use planning goals/objectives;<br>- Best at offering ability for residents to use transit, cycle or walk between home and train station; and<br>- Best in aiding communities in revitalizing central areas |   |