

**Summary of Changes to ToR – GO Georgetown South Corridor  
Service Expansion and Airport Transportation Link**

Reference #	Proposed Changes	Requestor
Section 1.6 First paragraph	‘Working with GO Transit in determining possible funding for proposed GO Transit expansion, Transport Canada identified an opportunity to use excess capacity within the Georgetown Corridor to provide enhanced transportation service from Union Station to LBPIA. <b>It should be noted that this excess capacity refers to a future excess capacity that will be available if the track improvements required to handle GO Transit Service Expansion are implemented.</b> The work to determine the interest and feasibility of an Airport Transportation Link from Union Station to LBPIA was initiated in April 2001 when Transport Canada released a Request for Expressions of Interest (EOI) specifically for a rail link from Union Station to the LBPIA.’	MOE
Table 5.1	Under Cultural Environment - <b>“Disruption and Displacement of Built Heritage Features and Culture Landscapes”</b>	MOC
Table 5.1	Under Cultural Environment – <del>“Areas affected that have previously been undisturbed by development”</del> Assessment by a licensed archaeologist of the impacts to lands with archaeological potential”.	MOC
Table 5.1	Under Socio-Economic Environment – <b>“Potential Impacts to Schools, Hospitals and Libraries”</b>	Toronto
Table 5.1	Under Potential Impacts to Schools – <b>“Number of schools, hospitals and libraries facilities within 0-30m, 30-70m and 70-300m of surface facilities (similar rationale as in nuisance effects).”</b>	Toronto
Table 5.1	Under Socio-Economic Environment - <b>“Potential Impacts to Community Access and Emergency Service Access”</b>	Toronto
Section 6.1	Add the following two bullet points to the four points on page 28 <ul style="list-style-type: none"> <li>• <b>Consider design innovations that minimize community impacts</b></li> <li>• <b>Standards and guidelines will be followed to achieve strength and safety standards, but that clearance dimensions shall be open to minimizing environmental impacts by having profiles that are found at other grade separations in the old City of Toronto, for example along most of the CPR North Toronto Subdivision that parallels Dupont Street.</b></li> </ul>	Transport 2000
Table 5.1	Under Nuisance Effects – “Number of residences within 300 m of surface facilities. The rationale for this is that nuisance effects tend to be reduced the further away receptors are located from the facility. <b>Nuisance effects tend to be an indication of the impacts an undertaking may have on health, use and enjoyment, and property value.</b> The number of receptors in close proximity is appropriate for strategically comparing Alternatives to the Undertaking. Detailed modeling and assessment will be undertaken at the <del>Alternatives Method Design Alternatives</del> Stage and for the <b>Preferred Alternative</b> . In order to better reflect the significance of potential nuisance effects ranges, residences in close proximity will be categorized in the following ranges:	MOE, General Public