

MS Comment on Prelim ToR	Location in ToR	MRC Preliminary Response (subject to discussion with MS)
<p>General note: These are intended to be comments on the Terms of Reference. An EA Terms of Reference is an outline of how the IEA will be carried out. Some of the questions here relate to potential results of the IEA technical study. Those issues will be addressed during the IEA itself.</p>		
<p>Could we please be more specific about what exactly are the capacity and operating restrictions? For example, what conversations have been had with CP and what was the outcome of those conversations, regarding the junction issues. If the junction issues are solved by a grade separation, what scheduling issues specifically are there on the existing tracks?</p>	<p>Page: 6, 3rd para.</p>	<p>The capacity restriction of the West Toronto crossing of the CPR track is being removed by others, however capacity restrictions associated with the single track Weston Subdivision and the potential solutions are the subject of this study. This is CP's main freight track to the north. The issue of sharing of track space and the various restrictions will be discussed and documented in the EA. CP expropriated approximately 20 feet in the 60's to build yard tracks which are now abandoned. The issue of moving the CP tracks westerly into this space will be considered during the EA study.</p>
<p>The plan is not just for expanded rush hour capacity, but for all-day service. What is the current utilization of the mid-day services? What additional rush hour capacity is planned? What are the forecasts for each of the next 5, 15 and 25 years.</p>	<p>Page: 6 4th para.</p>	<p>Currently GO operate 6 peak period trains (one direction) and 4 inbound and 3 outbound non peak period trains (bi directional). The current service capacity during the peak period is at least 30% below the existing demand with the result that there is standing room only on many of the peak period trains. GO Transit's current plan is to double the current peak capacity in the near term (next 5 years) by both lengthening trains and adding additional infrastructure. They also plan to provide hourly service in the off-peak. Forecast numbers were developed during the original Class EA and will be included as part of the technical background and future conditions in the IEA study. The graphs of proposed future demand and existing utilization of mid day and peak services from previous background work can be provided in the ToR. (see graphs at end of table)</p>
<p>As discussed at the last PLC, we don't accept bald statements of fact without the studies to back them up. What other major cities - what technology do they use - do they have commuter connections as well as air-rail links. What increases in tourism or business have they experienced as a result of the investment? Etc.</p>	<p>Page: 6, 1st para section 2.2</p>	<p>As an example express rail services are provided from downtown London U.K. to Heathrow, Gatwick, and Stanstead Airports leaving every 15 minutes with journey times of 15 min., 30 min and 45 min respectfully. Some examples like this can be included in the ToR but as examples only.</p>
<p>Please include the background studies names and conclusions.</p>	<p>Page: 7, 3rd para</p>	<p>Information will be documented in the IEA study. We can include the list of background studies leading to the Air Rail Link as well as the estimated passenger demands from those studies.</p>
<p>Please be specific - What other major urban centres? What services do they have.</p>	<p>Page: 7, 4th para</p>	<p>We can add examples in the ToR. Information will also be documented in the IEA study.</p>
<p>The word 'express' has implications that 'rapid' does not. Once again we request that this word be replaced throughout the document with 'rapid'.</p>	<p>Page: 7, 5th para</p>	<p>"Express" transportation has been replaced by "rapid" transportation throughout the document except where "express" has been used to describe the previous studies as part of background/history.</p>
<p>I'm not sure how a river is a cultural environment feature. Please explain.</p>	<p>Page: 9, 3rd para</p>	<p>From a heritage and archaeological potential perspective major waterways are also considered cultural features as aboriginal peoples and earlier settlers often used these features as transportation routes. As such, the potential for archaeological finds tend to be higher (i.e. camp sites, village sites etc)</p>
<p>The airport itself, and the downtown core, are prominent features of the study, with their own economic and social environments.</p>	<p>Page: 9, 5th para</p>	<p>Comment noted. This will be added.</p>
<p>We have serious difficulties with this presumption. Current information will not be used throughout the study process. Rather, current information will only be gathered once a preferred alternative is selected. Thus, the alternative selection will be based on</p>	<p>Page: 10, 4th para</p>	<p>This is a standard and accepted approach to EA Planning. As the study progresses additional detail and impact assessment is undertaken. It should be noted that secondary source information includes current land-use and environmental information as well as recent air photography. Limited field</p>

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<p>potentially inaccurate information. The choice of corridor is the single most important aspect of this study. It is the reason the study is happening. It is being given short shrift by using only general or proxy data for this portion. By way of example, proxy data is apparently such measures as multiplying the number of dwellings by the frequency of trains to get a 'sense' of the nuisance of the trains. Such data is seriously flawed, if it compares new neighbourhoods to old, houses of significantly differing ages, or construction. So merely proxying the effects could provide seriously inaccurate results. The suggestion that corrections could take place later, would not provide for such an outcome as there would be no proxy reference to refer back to.</p>		<p>investigations will also undertaken to verify the accuracy of this data. The ToR will be updated to reflect this.</p> <p>The use of 'proxy' measures at the Planning Alternatives phase is considered to be appropriate to provide an indication of potential nuisance effects to examine the various corridors. It is recognized that impacts to specific properties will not be identified at this stage however the analysis should be sufficient to indicate the number of features potentially affected. Detailed modeling will be undertaken during the Alternative Design stage to identify specific impacts and investigate mitigation. To better reflect the significance of potential nuisance effects ranges will be added (i.e. number of residences between 0-30m, 30-70, 70-300m) to replace the single 300 m ranges under "Social-Economic Environment"</p>
<p>Clearly one of the fears in Weston is the significant reductions in property value as a result of the intensification of this rail corridor, both by GO and by ARL. Mitigation measures must therefore include financial compensation for homeowners whose property values will drop. This will have the added effect of making the choice of corridor have a mitigation cost which is more realistic, and more easily compared.</p>	<p>Page: 11, 1st para</p>	<p>The relationship between transportation infrastructure and property values is mixed. The research and literature on this subject indicates that, in many cases, improved transportation infrastructure has a positive effect on property values as it improves accessibility and reduces congestion on other facilities. The research and literature also does suggest that transportation infrastructure could have negative effects if the project results in a significant change to nuisance effects (i.e. noise, air quality and aesthetics). Given the lack of a clear relationship we are proposing to examine the nuisance effects to determine potential adverse effects. Once these potential effects are identified the project team will examine mitigation measures (e.g. noise wall, grade changes, berming, landscaping) in an attempt to bring these effects back to preconstruction conditions as much as is technical and economic feasible. This approach is consistent with virtually all EA completed for transportation infrastructure in Ontario.</p>
<p>Is there a 4th alternative, of expansion of service only in rush hours? If the ridership is only present in rush hours, does full day service make sense? Is it GO's prediction that the all-day service will attract significant ridership and if so where are those studies?</p>	<p>Page: 12, 1st section</p>	<p>See comment #2. Additional peak and off peak services are currently proposed but the option of only making improvements in the peak can be documented in the IEA</p>
<p>Please provide the technical rationale for more than one additional track for GO. The previous study did not indicate more than one new track, and only in certain areas.</p>	<p>Page: 12 section iii, 1st bullet</p>	<p>This section is intended to broadly indicate the types of improvements that may be required for this alternative. The specific details of the required improvements will be identified as part of the EA. Based on the previous work, one (1) mainline track exists from north of St. Clair through to the connection with the CN's Halton Subdivision, one (1) additional track is required to provide for "enhanced" GO Transit's service to 2021 and a second (2nd) track may be required to support GO Transit's "full service" expansion to 2031. However, this investigation is part of the new study and will be restudied and documented in the IEA</p>
<p>We have been advised that merely expanding GO service would not require grade separations. This makes sense, as the Weston grade separations occur in a section where speeds are limited and frequency is such that grade separation is not necessary.</p>	<p>Page: 12 section iii, 2nd bullet</p>	<p>This section is intended to broadly indicate the types of improvements that may be required for this alternative. The specific details of the required improvements will be identified as part of the EA.</p>
<p>Again, the previous study did not indicate necessary widening of structures. The difficulty this presents is clearly understanding the minimal GO</p>	<p>Page: 12 section iii, 4th</p>	<p>This section is intended to broadly indicate the types of improvements that may be required for this alternative. The specific details of the required improvements will be identified</p>

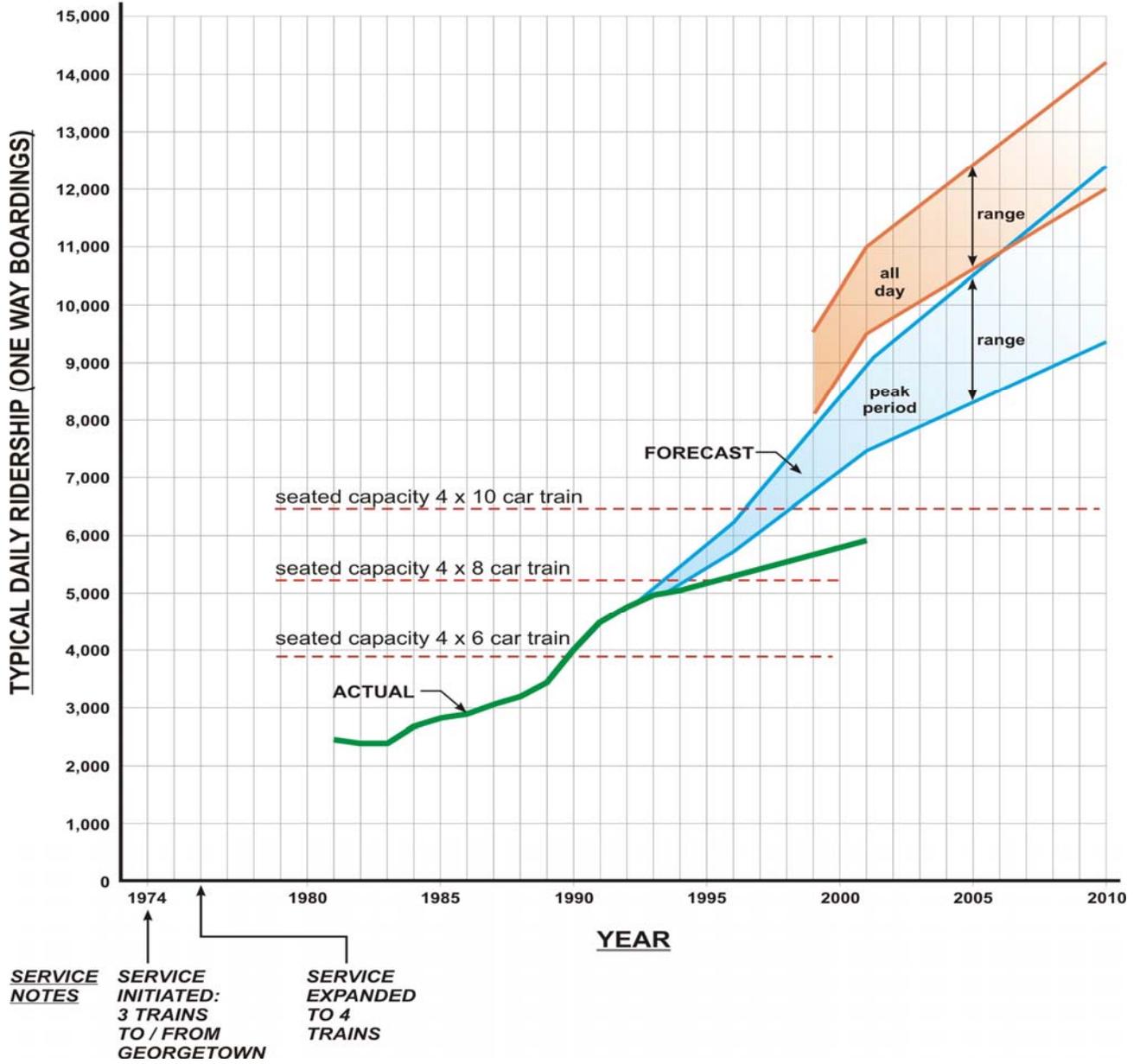
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needs versus those needs presented by the ARL.	bullet	as part of the EA.
As indicated, we expect the study to examine both the provision of a rail-based link along one lane of the gardiner and 427, as well as the provision of a rail-based seamless connection utilizing the lakeshore GO line and a to be build rail line up the 427 corridor.	Page: 12 section 5.1.2 iii	The seamless link along the GO Lakeshore corridor and up 427 has been added to the ToR
We expect this to include a partly underground subway alternative, with direct interchange to Bloor line.	Page: 12 section 5.1.2 iv	We will look at the most effective option to provide the service with optional passenger connections (stations) including the Bloor line as indicated in the ToR
We also expect to examine the possibility of connecting the GO line at Kipling with this Hydro Corridor as a GO or private service along this corridor.	Page: 13 section 5.1.2 vii	The Hydro corridor is one of the optional corridors being considered and is listed in the ToR
I would like to better understand how the trade-offs will be made between cost and the environment. This is the first indication of this issue, but my comments apply throughout the document where cost is raised as an issue. What values will be placed on environmental concerns? how will those values be determined, and by whom. For example, if alternative A poisons 3000 fish per year, and costs \$3 Million to implement, but option B only poisons 1000 fish per year but costs \$4 Million to implement, how do we decide? Isn't the cost merely a matter of political will, not of environmental significance? If the minimal adverse effect to the environment is achievable while the purpose is met, isn't cost a matter left to the politicians? I don't believe the study should be forced to compromise the environment for the protection of someone else's budget. If the cost was human lives, would we put a value on it, and add it to the cost of the study?	Page: 16 section 5.2.1 5 th bullet	<p>The rationale and logic change behind the comparison of the advantages and disadvantages leading to the selection of a preferred alternative will be clearly documented and explained in the EA Report (as well as through the various meetings that will be held during the process). The evaluation process will include an assessment of the significance of the potential effects that may be caused by the various alternatives. This assessment will be undertaken by the various project team specialists in order to determine the magnitude and significance of effects. The wording in Section 6.2 will be modified to better reflect this concept. Consideration will be given to eliminating the term 'trade-off' to enhance clarity.</p> <p>The Project Team is of the opinion that cost is a valid criterion to include in the evaluation as it is important to understand whether an alternative is affordable and able to be implemented. It should be recognized that many of the alternatives under consideration would require the expenditure of public funds. This should be included in the evaluation of alternatives.</p> <p>The final suggestion of putting costs to all potential effects has been noted. Pure cost-benefit evaluation methods are rarely (if ever) used in Environmental Assessment Planning in Ontario. The primary reason for this is it is difficult to convert all impacts to a dollar value. For this reason we have chosen to use a Reasoned Argument Approach where the evaluation of alternatives and 'trade-offs' made by the Project Team will be clearly documented and explained throughout the planning process. It should be noted that stakeholders will have the opportunity to comment on this process. It should also be noted that the Ontario Minister of the Environment is the ultimate decision maker. If an individual, group or agency disagrees with the rationale behind the decision making process, they have the right to submit their comments to the Minister and explain why they feel the Project Team made the wrong 'trade-offs'. The ultimate decision rests with the Minister of the Environment.</p>
While I don't disagree with the families of corridors, I think we need to examine all possibilities, including rail north then west (Bradford to Finch, for example) and Rail West then north.	Page: 16 section 5.2.2 2 nd para	Cost to construct new rail in various parallel corridors will be similar. We discussed the option of going across the Finch Hydro corridor at our PLC and there was common agreement that this option would fall out in any early evaluation because of its additional length and travel time. Having said that we can list all possible options and consider this alternative during the first step of the evaluation process to determine whether this

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		alternative is reasonable.
<p>Shouldn't item 1 be the cost to the environment, and the remaining items follow (my comments re cost above still apply). If, in the pre-screening process one choice is clearly more environmentally costly, should the study ignore that?</p>	<p>Page: 16, 3rd section</p>	<p>The objective of the first step of the evaluation process is to determine whether an alternative is reasonable. It is recognized that first step does not include an examination of potential environmental effects. However the rationale for this approach is that if an alternative does not address the purpose of the study to a meaningful degree at a reasonable cost it would not be considered a reasonable alternative no matter how high or low the potential environment effects were. Potential environmental effects will be considered in the second step of the process as well as during the evaluation of Design Alternatives.</p> <p>See the previous response related to cost-benefit analysis.</p>
<p>There are a number of factors missing. Economic cost of reductions in property values. Economic cost of lost business to local businesses as a result of potential road and traffic pattern disruption. Socio-economic cost to communities as a result of degradation of community. For example, the direct result of noise, vibration and air quality will create a reduction in property value for residents immediately abutting the rail corridor. However, long term, if the business and socio-economic fabric of the community is irreparably damaged, the losses will spread farther into the entire community, and these costs need to be weighed. Living near a set of businesses is a different socio-economic reality than living near a set of boarded-up businesses.</p>	<p>Page: 17, potential nuisance criteria</p>	<p>See the previous response related to property values. This also relates to potential business effects. The effect on road and traffic pattern disruption has been included in the proposed criteria.</p> <p>Potential Impacts to Access will be changed to Potential Impacts to <u>Community Access</u>. Under the "Measure" for this "Criteria" the first sentence will be changed to "<u>Assessment of impacts on residents and businesses of potential road closures or diversions.</u>"</p> <p>The next "Criteria" item in the table will be changed to "Potential Impacts to <u>Present and Future Land Use and Economic Development</u>"</p>
<p>Here we disagree. The quality and age of the structures being compared is but one reason why a proxy system will not yield a proper comparison.</p>	<p>Page: 17, potential nuisance measure</p>	<p>The use of 'proxy' indicators at the Planning Alternatives phase is considered to be appropriate to provide an indication of potential nuisance effects to examine the various corridors. It will assist us in screening the alternatives. Detailed modeling will be undertaken during the design alternatives stage to identify specific impacts and investigate mitigation. To better reflect the significance of potential nuisance effects ranges will be added (i.e. number of residences between 0-30m, 30-70, 70-300m)</p>
<p>This should include a study of other forms of culture - art, entertainment, etc, which may be lost or gained by the project.</p>	<p>Page: 17, cultural environment</p>	<p>The value of art and entertainment is highly subjective, but it can usually be assessed in terms of other typical indicators such as direct impacts (displacement, proximity/nuisance effects) to existing or planned land use (business operations, recreational amenities, institutional/cultural centres). This will be done in the detailed analysis.</p>
<p>Again my comments - what will drive the cost/benefit analysis when it comes to the potential damage to the environment - how much is each fish or frog (or human life) worth, or is that something that should be left to others to decide?</p>	<p>Page: 18, capital cost</p>	<p>See the previous response related to evaluation method and cost-benefit analysis.</p>
<p>Please explain what is meant by 'trade-offs'. Is there a cost trade-off? Does the government have a cost per life figure that you will use? Will municipal plans trump government guidelines or cost? (EG, if the municipality says no road closures but the cost of keeping roads open isn't in the budget provided by the province, what happens?)</p>	<p>Page: 18, section 5.2.3 2nd para</p>	<p>See the previous response related to evaluation method.</p>
<p>Again, please explain trade-offs. Does this mean that some fish are worth more than others? Does</p>	<p>Page: 21, 5th para</p>	<p>See the previous response related to evaluation method and cost-benefit analysis.</p>

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this mean that there is a trade-off of cost versus the environment?		
Who decides on the 'relative significance' of the impacts and how are they valued. Should not these values be clearly spelled out in the Terms of Reference? Is it not a fundamental part of understanding what the process will be to pre-establish reference points for these kinds of items. Again, I come back to, quantitative evaluations need to be determined, and we need to compare apples to apples. If there is a value that GO will place on the environment or portions thereof, as a part of the 'trade-off' rationale, we should know what it is as part of these terms of reference. To do otherwise means we are buying a pig in a poke. GO could, after the fact, determine its value systems, and apply them and it would be clear, and understandable, but not necessarily reasonable to us.	Page: 21 7 th para	<p>The assessment of impacts will be undertaken by the various project team specialists in order to determine the magnitude and significance of effects. This assessment will be clearly documented. The rationale and logic change behind the comparison of the advantages and disadvantages leading to the selection of a preferred alternative. The wording in Section 6.2 will be modified to better reflect this concept. Consideration will be given to eliminating the term 'trade-off' to enhance clarity.</p> <p>See the previous response related to cost-benefit analysis.</p>
Again, a pig in a poke. We need to know what specific criteria and measures GO intends to apply at this stage, so we have an opportunity to comment and be consulted on the development of those criteria and measures, and ensure they are reasonable.	Page: 22, section 6.2.1 1 st para	See the previous response related to evaluation method.
Where is the effect on individual property values?	Page: 22, economic environment	See the previous response related to property values.
How does GO identify who are stakeholders? Apparently the Toronto Board of Trade has been identified by GO as a stakeholder. What is the rationale? How will it be applied to others?	Page: 24, section 7.2.1 1 st para	<p>Everyone who has an interest or will be potentially positively or adversely effected by the project is a stakeholder. Any individual or group can participate and provide input to the study through the attendance of public meetings and submission of comments and suggestions to the Project Team.</p> <p>The Toronto Board of Trade has been contacted as an umbrella group speaking for many businesses in Toronto.</p>
It was suggested that the makeup of the PLC would change throughout the study to reflect changing scopes. How will this happen? Why is this not reflected in this section?	Page: 26, 2 nd para	We said that the make-up might change once a preferred corridor is selected. At the ToR stage we have attempted to get representation for the entire study and as certain corridors fall off people representing those areas might no longer be interested in participating. The ToR will be modified to reflect this.
How will this be accomplished?	Page: 28, 3 rd bullet	Potential environmental effects for all stages will be identified. Construction effects of a project are often significantly different from operational effects. An example of this is impacts to fisheries. Often during construction potential effects are related to sediment and erosion control as a result of soil disturbances of construction activities and direct effects for in water construction (i.e. pier construction/culvert extensions). During the operational stage potential effects tend focus on drainage and stormwater runoff issues (i.e. quality and quantity).
How will this be accomplished? What does GO consider to be cumulative effects - Long term pollution? long term socio-economic damage? Etc.	Page: 28, last bullet	Cumulative effects assessment will be included in the Canadian Environmental Assessment Act (CEAA) Screening Report. Section 16 (1) (a) of CEAA requires a screening report to include 'the environmental effects of the project, including the environmental effects of malfunctions or accidents that may occur in connection with the project and any cumulative environmental effects that are likely to result from the project in combination with other projects or activities that have been or

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		<p>will be carried out”.</p> <p>In simpler terms this means explaining the potential effects of other known projects or activities on factor areas. An example of this would be a new highway may impact the fringe 1ha of a 20ha woodlot. A private development may be planned and approved that will impact the remaining 19ha of the woodlot. CEAA requires that these issues related to other projects be identified in a Screening Report.</p>
<p>What will be the consequences of failures? Whose jurisdiction will it be to enforce those failures? What will bind the proponent? For example, if the EA requires that the proponent only operate between the hours of 6 am and midnight, and the proponent decides to run 24 hours, what happens? Who forces them to do what? On what authority? What penalties are provided for noncompliance?</p>	<p>Page: 29, last bullet</p>	<p>All Conditions of Approval imposed on a proponent by the Ontario Minister of the Environment are considered binding. The penalties for offences are outlined in Section 38 of the Ontario Environmental Assessment Act. The Ontario Minister of the Environment is responsible for enforcement. We have provided the specific wording of this Section for your information.</p> <p><u>38.</u> <i>Every person, whether as principal or agent, or an employee of either of them, who contravenes any provision of this Act or the regulations or fails to comply with an order or a term or condition of an approval issued or given under this Act is guilty of an offence and on conviction is liable on a first conviction to a fine of not more than \$10,000 and on a subsequent conviction to a fine of not more than \$25,000 for every day or part thereof upon which the offence occurs or continues. R.S.O. 1990, c. E.18, s. 38.</i></p>

FIGURE 3-4 GO TRAIN RIDERSHIP IN GEORGETOWN CORRIDOR



**FIGURE 3-6 GO TRANSIT GEORGETOWN CORRIDOR
PASSENGER TRAVEL CHARACTERISTICS**

