

Sent

Berlin, Hayley (ENE)

From: Gordon McOuat [gordmco@sympatico.ca]
Sent: November 19, 2006 2:18 PM
To: Berlin, Hayley (ENE)
Subject: GO Weston/Halton Sub.

Dear Ms. Berlin;

I believe that upgrading the rail facilities along the existing CN Weston and Halton Subdivisions and dramatically increasing service is the only answer to handling existing and future passenger transport needs. GO rail service should also be re-introduced between Georgetown, Acton, Rockwood and Guelph. I also support a rail link between Union Station and Pearson, this and rail service to Peterborough should have been instituted years ago. Buses and highways and busways are inferior methods in all possible ways including capacity, pollution, energy efficiency and best use of land.

Many rail projects have been delayed by what I consider to be frivolous environmental assessments which seem designed to delay projects and provide my tax money to lawyers and consultants. Service to Barrie on the Newmarket Subdivision is another perfect example. It is ridiculous to require existing rail lines to go through the process when they have been in use for over a century and have proven to be environmentally sound by their very nature. Legislative changes are needed to give rail service financing priority over roads and highways if we are to cope with gridlock and the environmental disaster on the horizon.

In terms of the residents of Weston, it seems that the only way to deal with the NIMBY problem here is to bite the bullet and construct underpasses at the key roadways of concern. They will just have to get used to the increased number of trains. I lived in that area thirty years ago and there were triple the number of trains then and no doubt double that during WWII.

It is good to see the ongoing progress on the various GO rail expansion projects in and around Toronto. I just wish it were happening a little faster.

Regards,
Gord McOuat
(Living beside the very busy CP North Toronto line with no complaints)

Sent

Berlin, Hayley (ENE)

From: John Jojo [REDACTED]
Sent: November 5, 2006 7:00 PM
To: Berlin, Hayley (ENE)
Subject: Georgetown Pearson study

I am strongly in favour of the Georgetown Go train line being the one that connects Pearson International airport to Union Station.

I live in Brampton north of the Bramalea station. Whenever I have to go to Toronto, I drive to Yorkdale and take the subway. If the trains ran daily and half-hourly through the Bramalea station, I would use it instead of the TTC. I wouldn't mind paying \$1 each time I parked at the Bramalea station just for the convenience of using the Go train if it ran whenever the airport is open.

I support the environmental study for this solution to the problem of connecting Pearson to downtown Toronto.

John Livingstone
[REDACTED]

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sent

Berlin, Hayley (ENE)

From: Daniel Geras [REDACTED]
Sent: November 6, 2006 8:26 PM
To: Berlin, Hayley (ENE)
Subject: Go Transit Expansion Georgetown-Pearson to Union Station via Weston

Dear Mr Berlin

I am sending you this brief note to inform you that I and my neighbours are totally opposed to this plan using this proposed route. It doesn't make sense to sacrifice our community for the sake of other communities. This plan will devastate our properties, community, way of life and our environment. The plan is flawed because it targets an elite group of businessmen who can afford a high speed transport through the communities that it will degrade. The proposal does not serve the majority of people who work everyday at the airport who cannot afford such an expensive form of transportation. It would make more sense and relieve more traffic if an Eglington subway line was finally created (not left to be filled in again) which would divert a great deal of traffic away from the airport area. After travelling extensively in Europe, I am so impressed with their integrated system of transit which integrates public transit to a much better degree. Pouring billions of dollars into an unused and environmentally damaging proposal is a waste of the taxpayers money and will do little to solve the problems in the area. McCormick Rankin Corp. project is another example of governments that are thinking only short term and seem to benefit private corporations rather than serve the public good. I am amazed that this proposal has even gone this far. The project will only divide the town of Weston and degrade the environment, ruin our property values and enhance urban decay. I can only imagine the sight of concrete and ugly chain link fencing that will be literally in my backyard. My seven year old home sits along the side of the railway which is divided by a wooden fence. These homes were built as a step in renewing the area of Weston. These home should never have been allowed to be built if plans were being made for this project. The plan is ill conceived and lacks forethought. Even now townhomes are being built along the route in Weston. Pour the billions of dollars into much needed public transit subway system and not on deals with the private sector which will cause more harm than good. It seems that several levels of government have fallen around this and other issues. The Federal Liberal Party has fallen out of power, some say because they had lost touch with the wishes of the voters. The local Federal MP has resigned in this area. The local councillor Frances Nunziata is also under fire due to her initial half-hearted opposition to the issue of the Blue 22. Will your government listen to the wishes of the Weston Community? We are a community not a corridor. Please remember that. Our business area needs renewal not isolation from the residences. I have lived in this area for 40 years and I am most disappointed in the direction that this area is going in. Surely you will listen to the voices of the people who live here.

Sincerely
Mr. D. Geras



sent

Berlin, Hayley (ENE)

From: Peter Mutchler [REDACTED]
Sent: November 12, 2006 2:55 PM
To: Berlin, Hayley (ENE)
Subject: Georgetown Pearson Study

Dear Ms. Berlin: A brief study of the planned Terms of Reference indicates that the Pearson link to GO transportation is still the preferred method, on the grounds that is the least expensive.

This route will be run by a private contractor. Who will pay the bill if and when the contractor finds that the amount of traffic does not meet the projected use of this service? The contractor may not be meeting the necessary return on investment to (a) pay for the rail link from the airport to the GO line (b) pay for the equipment purchased to provide this service.

The logical steps are (a) to abandon the service or (b) ask for a subsidy from one of the three levels of government. If (b) is the selected course of action, which level will be responsible for subsidizing the service? With the City of Toronto facing a \$500 million deficit every budget year, caused in part by the downloading of many social services onto the City's property tax, which is inelastic, it cannot afford to subsidize any privately run service.

Thus the least expensive course in the short run will be the most expensive course in the long run, say five to ten years. Outside of the proposed stop at Bloor street, which will rarely be used by people wishing to go from that street to Union Station, the proposed line depends upon the traffic generated between the airport and Union Station. This seems to be a highly unrealistic endeavour, and I hope that the Government will see fit to firmly look at alternatives which, while they may be expensive in the short run, will generated additional revenue over the years that the service is used.

Yours truly
Peter Mutchler

sent

Berlin, Hayley (ENE)

From: John Yorke [REDACTED]
Sent: November 13, 2006 5:50 AM
To: Berlin, Hayley (ENE)
Subject: Georgetown - Pearson Airport - Terms of Reference (ToR) for the Individual Environmental Assessment

Ms. Hayley Berlin,

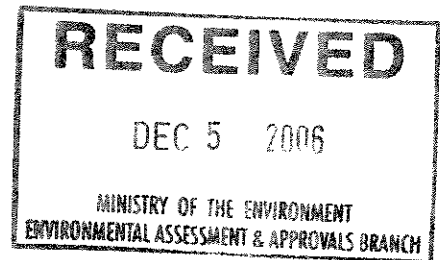
I am writing to you in regards to the Georgetown Pearson study currently underway.

In section 2.2 of the ToR there is no mention of making it one of the goals of the study to create Airport Transportation Link infrastructure which maximizes flexibility to offer connectivity to other parts of Toronto, the GTA, and southern Ontario. It seems important that any Airport Transportation Link study should look at the land-side trips taken by people coming to and going from the airport to see where they are going and ensure that the final plan does not negatively impact trips not headed to Union Station, either now or in possible future services. For example it would make no sense to create a layout for the railway tracks or the airport railway station which needs to be completely thrown out if Union-Pearson rail service becomes Union-Pearson-Kitchener service. While I fully understand that the goal is a Union-Pearson link I think it would be prudent to be a little more proactive with the study to look at traffic patterns from the airport and estimate which connections will be required beyond a connection to Union station to maximize the flexibility of the design.

Sincerely,
John Yorke

[REDACTED]

December 01, 2006



Ms. Hayley Berlin
Projects Officer
Ministry of the Environment
Environmental Assessment & Approvals Branch
2 St. Clair Avenue West, Floor 12A
Toronto, ON M4V 1L5

Dear Ms. Berlin;

I have been reading the letters and documentations generated by the various "interest groups" concerning the proposed Air Rail Link and Go expansion. Most of the members of these groups do not live anywhere close to the train lines. Their main objective is to prevent changes to their "village and way of life"; similar to the "Indians" lamenting the loss of their green lands and the erection of huge metropolitan cities of concrete and steel.

The residents to be considered are those who live along the train tracks. With the current proposals, it would be impossible for these residents to continue to live a few yards from the trains. Many of them do not have objections to any of the proposals. Their main concern is that their properties be purchased at fair market price. Many of them are senior citizens and are unable to maintain these older homes along the tracks. They would rather be bought out so they can move into condominiums.

My suggestion is that it should be stated clearly that the properties along the lines will be appropriated at fair market value and that these residents along the train lines be contacted directly and informed – this would significantly reduce the current protests and objections. The uncertainty will be over and everyone will patiently await the final decisions. Those far away from the lines that currently provide huge opposition, will no longer have a case.

Yours truly,
A Concerned Resident