



GO Transit
Individual Environmental Assessment for
Georgetown South
Rail Corridor Service Expansion
& Airport Transportation Link

Public Information Centre
Terms of Reference (ToR) Phase
September 13 Meeting
(Continuation of June 21 Meeting)

Food for Thought

“The knowledge of the world is only to be acquired in the world, and not in a closet”

Earl of Chesterfield

“He speaks to me as if I was a public meeting”

G.W.E. Russell

GLPi

Continuation of our June 21 Meeting

Previous meeting

- Identified the proponents of the undertakings
- Reviewed the background to this Individual Environmental Assessment (IEA) Study
- Explained the Individual EA process
- Provided the purpose for the proposed undertakings
- Discussed the planning alternatives to be considered

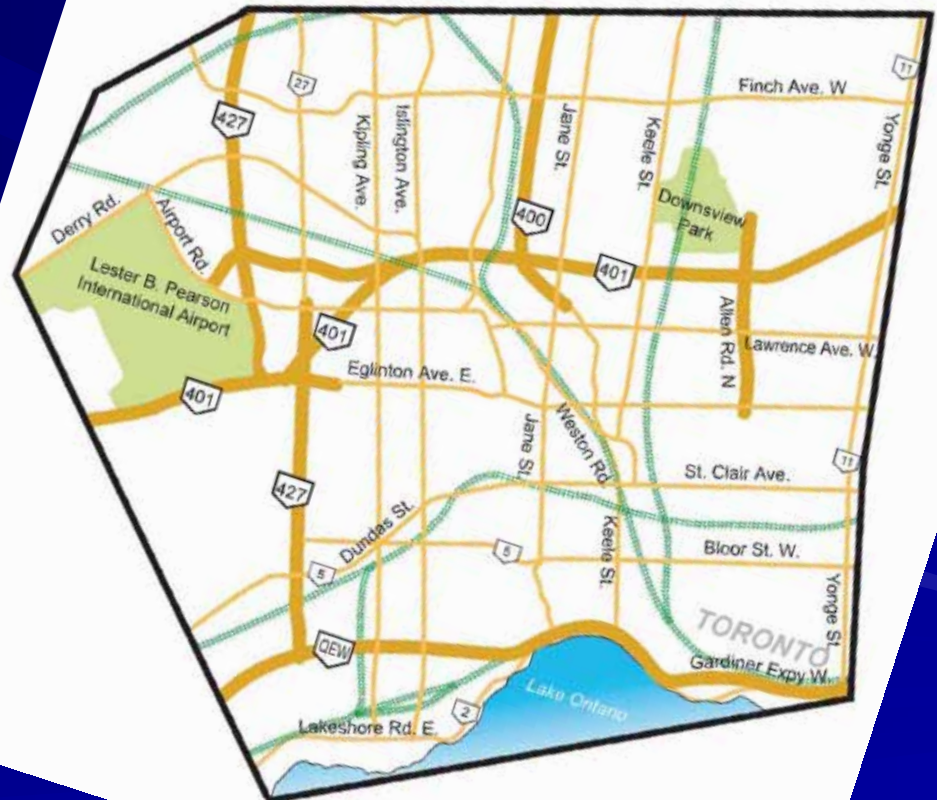
This Evening

- To discuss the evaluation process
- To discuss the proposed IEA consultation and get additional comments on the Draft ToR document
- To outline the next steps

How Is This IEA Study Different from the Previous Class EA?

- Will be carried out as a provincial Individual EA
- Has a much broader study area
- Will consider a wide variety of Airport rapid transportation options both within and outside the Georgetown South rail corridor
- Consultation with a Public Liaison Committee from the outset

INITIAL STUDY AREA



What is the Ontario Individual Environmental Assessment Process?

EA PROCESS

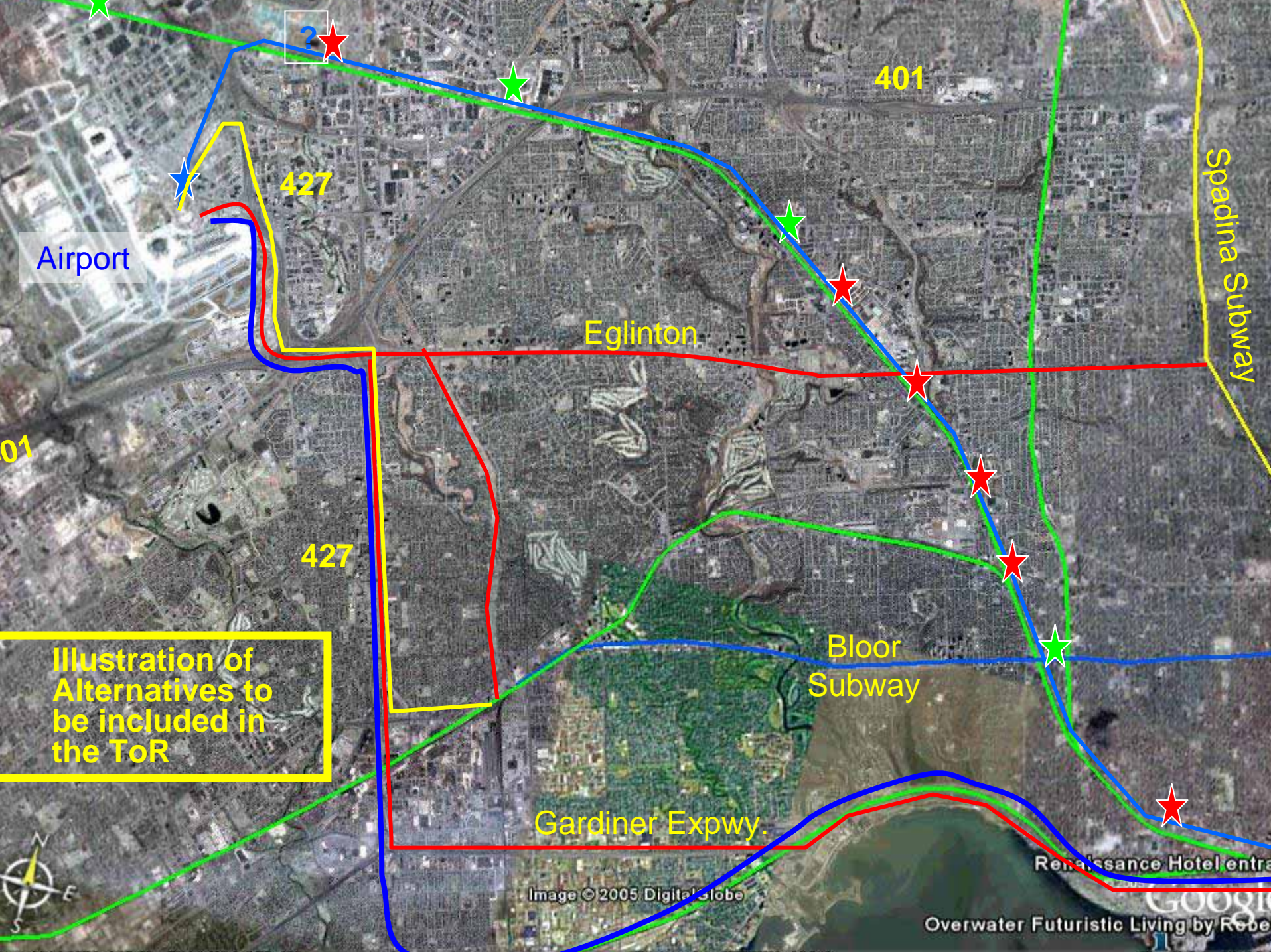
Terms of Reference

Environmental Assessment

Detail Design & Construction



We Are Here



Airport

427

401

Eglinton

Spadina Subway

427

Bloor
Subway

Gardiner Expwy.

Renaissance Hotel entrance

Illustration of
Alternatives to
be included in
the ToR

Image © 2005 DigitalGlobe

Overwater Futuristic Living by Rebe

GO Service Expansion

Airport Link

- Do nothing
- More Buses
- Rail improvements

- Do nothing
- Gardiner/427 bus service
- Airport rail (various options)
- Eglinton rapid transit
- Kipling subway to Hydro corridor
- Georgetown South Corridor Subway
- Lakeshore/427 Corridor

If "Red",
EA Stops

If "Red",
EA Stops

If "Yellow",
new
Proponent
required

If "Green", EA
Continues

Assess Alternative
Designs in
Georgetown Corridor

Illustrative
Schematic of
the Steps in the
EA Assessment

EA to MOE

Assess Planning
Alternatives

Assess Design
Alternatives

Recommendations

Presentation Continuation from June 21 Meeting

Evaluation Methodology

- The EA Act mandates a decision making process for considering a range of alternatives:
- Planning Alternatives or “Alternatives To”
 - Which corridor(s)?
- Design Alternatives or “Alternative Methods”
 - How do we fit the selected project components within the selected corridor?

Evaluation Overview

■ What is Evaluation?

- A formal procedure for establishing an order of preference among alternatives
- A tool to assist decision making

■ Evaluation is a two step process:

1. Predict impacts (assessment)
2. Apply evaluation method which combines level of impact with overall importance (or significance)

Reasoned Argument Approach

■ Detailed Steps in the Process:

1. Assess potential impacts
2. Specialists summarize the overall significance of effect and differences among alternatives
3. Broader Project Team rationalizes the differences in alternatives to select a preferred option based on:
 - Government legislation, policies and guidelines;
 - Municipal policy (i.e. Official Plans);
 - Issues and concerns identified during consultation
 - Project Team expertise.

Key Principles of Approach

- Show all steps
- Clearly explain the difference among the alternatives
- Clearly explain the significance of the potential effects
- Clearly and explicitly provide the rationale for the 'logic' behind decisions

Opportunities for Public Input Into Planning Alternatives

- Development of ToR (Now)
 - Seeking input and comments on method and criteria

Once the ToR is Approved:

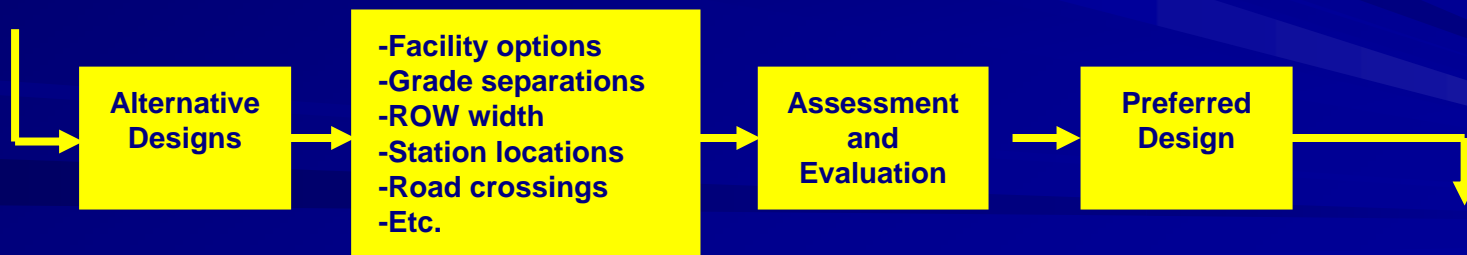
- Public Meeting #1
 - Details on the specific Planning Alternatives
 - Input to assist the Project Team in the selection of a preferred Planning Alternative
- Public Meeting # 2
 - Review and input on the Project Team's rationale for the selection of a preferred Planning Alternative

Overview of Evaluation Process

PLANNING ALTERNATIVES



DESIGN ALTERNATIVES



Analysis Indicators – Level of Detail

■ Planning

- Macro Level
- Strategic

Measure:

Lower Level of Detail

“Proxy/Surrogate”

■ Design

- Micro Level
- Specific

Measure:

Higher Level of Detail

Evaluation of “Planning Alternatives” for the Airport Link

- Two step process:
 - Step 1 – short list ‘reasonable alternatives’
 - Step 2 – more rigorous comparative evaluation of remaining alternatives
- Rationale for two step approach
 - If an alternative does not address the purpose to a meaningful degree at a reasonable cost it would not be considered a reasonable alternative no matter how high or low the potential effects are.
- Note: More than one corridor will be carried forward to Step 2

Step 1 - Short List 'Reasonable Alternatives'

- How well the various alternatives address the primary purpose of providing service to the airport
- How well the various alternatives provide ancillary benefits in enhancing the local transportation network
- The capital cost to implement the alternative
- The ability to implement the alternatives in a timely manner
- **Note: More than one corridor will be carried forward to the next step**

Step 2 – Comparative Evaluation

- More rigorous comparative evaluation of short listed options
- Factors to be examined include:
 - Natural Environment
 - Socio-Economic
 - Cultural
 - Transportation
 - Cost

(Factor descriptions included in Draft ToR)
- Preferred planning alternative carried to the design stage

Evaluation of “Design Alternatives”

- More detailed analysis (engineering and environmental)
- Factors to be examined include:
 - Natural
 - Social
 - Economic
 - Cultural
 - Cost
 - Transportation
- Preferred alternative reviewed to determine that adverse environmental effects can be mitigated to acceptable levels (feedback loop)
- Preferred alternative reviewed to demonstrate that the advantages of the project outweigh the disadvantages of the project (feedback loop)

Consultation Plan

Consultation During the Study

- Public meetings
- A Public Liaison Committee (PLC)
- A Technical Advisory Committee (TAC)

- Coordination with the Canadian Environmental Assessment Act (CEAA) process

The Project Web Site will be regularly updated and is at:

<http://www.georgetownpearsonstudy.ca>

Opportunities for Public Input

Once the ToR is Approved:

■ Public Meeting #1

- Details on the specific Planning Alternatives
- Input on possible refinements
- Summary of the assessment (impact assessment information)
- Input to assist the Project Team in the selection of a preferred Planning Alternative

■ Public Meeting # 2

- Details on the evaluation of Planning Alternatives
- Review and input on the Project Team's rationale for the selection of the preferred Planning Alternative
- Input on Design Alternatives to be considered

Opportunities for Public Input (con't)

■ Public Meeting # 3

- Details on the evaluation of Design Alternatives
- Review of the Project Team's rationale for the selection of a preferred Design Alternative
- Preferred Design Alternative and overview of proposed mitigation measures
- Input on possible refinements to the preferred Design Alternative and proposed mitigation measures

■ Public Meeting # 4

- Preliminary Design of the preferred alternative and proposed mitigation measures
- Note: If no significant modifications are suggested during the consultation undertaken during the previous round, a formal public meeting may not be held

Next Steps

The Draft ToR to be Finalized

- Includes
 - Problem Statements - Purpose of the studies
 - Description of the study area
 - Range and types of alternatives to be considered
 - Stakeholder consultation to be undertaken
 - General work plan outlining the process to generate and evaluate alternatives
 - Public consultation undertaken to prepare this ToR will be added
- Copies of draft ToR have been available at local libraries and on the project web site at

<http://www.georgetownpearsonstudy.ca>

Next Steps

- Additional comments received by September 22
- Project team to finalise Draft ToR
- Finalized ToR will include other public/agency comments
- Provide final copy on the web site and at local libraries
- Submit ToR to MOE for approval
- MOE provides 30 day comment period on ToR
- Commence IEA technical analysis

Questions/Discussion