



Individual Environmental Assessment for
expansion in the GO Transit Georgetown
South Rail Corridor and an Express
Transportation Link between Lester B.
Pearson Airport and Union Station

Facilitator's Final Summary

May 24, '06 PLC Meeting







Prepared for the Public Liaison Committee
Prepared by Ogilvie, Ogilvie & Company,



Location: Metro Hall, Toronto

Time: 7:00 - 9:00pm

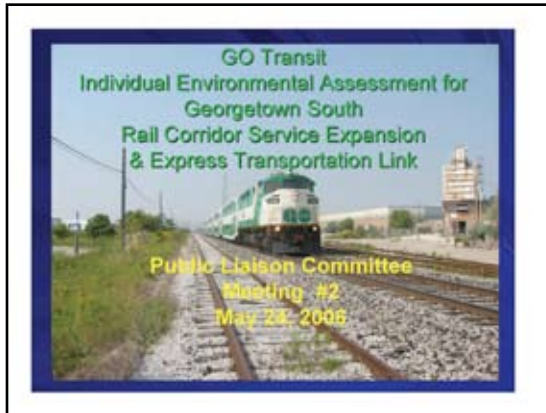
Draft Agenda

-  Introductions
-  Review of PLC membership and external consultation
-  Recap of previous meeting for new members
-  Continuation of discussion of alternatives to be considered
-  Next steps
-  Other business

A Reminder of Robb's Discussion Ground Rules

1. Act in good faith through all sessions, consider the best interests of all the people and things served by it, not just a particular segment or interest
2. Accept the concerns and goals of others as legitimate. This does not mean you have to agree with each other, simply respect each other's rights to be there and to hold different opinions.
3. Commit to fully explore the issues and search creatively for solutions - be skeptical of fast answers and quick fixes
4. Allow the facilitator to direct the process but stay in charge of the content
5. Keep differences of opinion alive for future work...use the Parking Lot / Cache for keeping unsettled issues on the table
6. When Enough Discussion is Enough- Once an issue has been dealt with, the issue is closed and should not be reintroduced at subsequent times unless new information is tabled that makes a compelling case for the issue to be re-visited. (Dissatisfaction with the conclusions is not reason enough to revisit the issue.)
7. Views and Opinions- Participants are encouraged to express their personal views and the perspectives of the organizations they represent. (People must feel free to express their ideas without fear of being misquoted outside of the workshop.)
8. The approach should be one of critiquing ideas, not individuals.
9. Equality - All participants should treat each other as equals, regardless of "Rank" or position in their respective organizations.

GO Transit - Georgetown South Presentation by McCormick Rankin



Facilitator: Lets do a quick set of introductions around the table to remind ourselves. Tonight's agenda is to pick up where we left off last meeting. Dennis will continue...



We didn't really talk to people about the membership list, so I would like to talk about that.



We looked at the overall study area, resident groups, associations etc. We concentrated on the corridor, but extended it a little further than that. We have made some adjustments to the committee, recently that I would like to review with you.



There are three invited members at the bottom of the list who have been invited that we haven't gotten a response back from. We will make a proper mailing list and get that out to the group. We tried to balance the representation as best we could through the corridor and study area.

PLC Membership (Cont'd)

- Weston BIA – Suri Weinberg
- Roncesvalles Village BIA – Anna Teed (cannot attend this evening)
- Liberty Village BIA – Lynn Clay
- Parkdale Residents Association – Craig Peckatt (want to be involved)
- Parkdale BIA – Devin Horne
- Friends of West Toronto Railpath – Netami Stuart
- Toronto Board of Trade – Baher Abdulhai
- Tourism Toronto – Gino Giancola
- York-Eglinton BIA – Nick Andrews (invited)
- Toronto Hotel Association (invited)

We did have the Weston Ratepayers, but they have disbanded so they are no longer on the list.

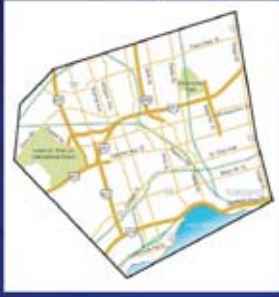
Review of External Consultation

- Not just Public Liaison Committee (PLC) – community sounding board
- Open Public Meetings (everyone invited)
 - June 20, 21, 21 before ToR submission to MOE
 - At least 4 sets of open public meetings (3 locations) during main EA study
- Individual comments (website, e-mails or letters)
- Meeting with individuals and groups as requested
- Government and Review Agency Consultation
 - TRCA, School Board, MNR, MoC, MoEd, MOE, MTO, MoH, City of Toronto, TTC, others
- Presentations to elected representatives as required
- All documented in ToR and EA

I expect us to be out with different ratepayers groups and individuals explaining the project as necessary. There were school board members here last time and now have representation on the Technical Advisory Board. The City is represented and elected officials will be kept up to date. All comments will be included in the record for the ToR and the main EA.

Recap of Previous Meeting

Initial Study Area



This is the study area from Yonge to Weston, from the Lake and up to Finch Avenue.



The ToR has to be approved by the MOE. It is a general description of what we will study and how we will go about it.

Study Purpose

Two Study Components are Mandated:

- To expand GO Transit's capacity to serve projected growth in interregional commuter travel demand between Halton and Peel Regions and the City of Toronto
- To provide an express transportation (PLC preferred rapid transit) link between Union Station and LBPIA (reference to air rail link removed)

At the last meeting, we had a bit of discussion around the term “express”. That is why the changes.

GO Transit Expansion

- Projected ridership growth from less than 7,000 daily one-way trips today to over 12,000 in 2010
- Cannot presently be accommodated
- Only single track available

They cannot presently accommodate the growth on the existing tracks and corridor.

Downtown to Airport

- No existing direct, frequent, rapid transportation connection between downtown and LBPIA
- 80,000+ passengers per day at the airport
- Airport to downtown rapid transit in many major cities
 - London, New York, Atlanta, Boston, Paris, Vancouver (planned), Washington, Cleveland, San Francisco, etc
- Business and economic selling point for Toronto
- Tourism and convention selling point for Toronto
- Increased transit modal split between airport and downtown, fewer cars

We touched on this last week. There is no existing direct transportation between downtown and the airport. There are several cities around the world that have this and it is a big selling point for business and tourism for cities. This is not the transportation solution – it is part of it. This is now the problem statement and what we are studying.

Additional Opportunities

- Local community considerations (to be identified and considered through consultation)
 - To protect local communities from adverse impacts
 - To derive local transportation benefits from the proposed services where feasible including enhanced local transit connections

Planning Alternatives ("alternatives to")

- Alternatives for GO Transit Expansion Component:
 - Do nothing
 - Add additional GO bus service
 - Add additional track(s) / train service in the corridor

Planning Alternatives ("alternatives to")

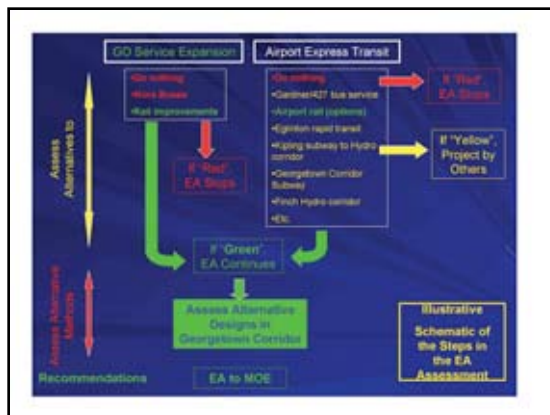
Example alternatives for Express Transit from Union Station to the Airport :

- Do nothing
- Express bus service between Union Station and the airport using the Gardiner Expressway and Highway 427;
- Rail /transit service within the CN Weston corridor with a connection into the airport (several options);
- Rapid transit service within the Eglinton corridor;
- Rapid transit service utilizing the north-south hydro corridor between the Kipling Subway Station and the Airport;
- Georgetown corridor subway;
- Etc.



Additional Opportunities: We will be looking for additional opportunities in the different communities.

This shows the GO corridor, the stops, and the other GO lines. One of the alternatives to getting to the airport could be a rapid transit line on Eglinton. Another option is on Bloor Subway and up the 427. We can go out the Gardiner and up the 427 – likely rapid bus. Then there is Blue 22 and different elements of that. There were subway suggestions and these are the different stops.



Discussion of Range and Type of Alternatives



If it is any of the yellow options for the airport express transit, that would move it over to another jurisdiction to carry out. Red stops it, yellow is another jurisdiction and green means the study continues. Tonight is about what other alternatives we should consider.

This map represents the preliminary alternatives that may be considered. There has been an EA done on the Eglinton corridor – we would use some of the existing documentation and up date it in terms of costs. In October, we would have all of the alternatives and at that time, present all of the facts and figures about all of these corridors.

- Bloor Subway up the Etobicoke Hydro Corridor Option: The neighbourhood is not too keen on using that so we will balance this one off on the other options.
- 427 Corridor Option: MRC is studying this for exclusive lanes right now – not related to this project, but ongoing. It is a 427 project, but not specific to the airport.
- Gardiner Option: This would likely have to be some sort of bus or rapid lane. Part of what we would be looking at is the cost and how that fits into the Lakeshore.
- Equivalent of the Air Rail Link Option: Blue line with the various stations. There is the option of a subway in the corridor. I also look at this as the opportunity to look at additional stations in the corridor. Not in the ToR, but when we got down to talking about specific options.
- GO Line with Connection to the airport – This is the last option. This would be a people mover – a smaller form of rapid transit that is similar to the Skytrain concept.



We have added a third PLC. At the next meeting we want to bring you an outline of the ToR and draft evaluation criteria. Just prior to the public meeting, the ToR would be put on the web site for the larger public.

Next Steps

- PLC #3 – June 8
- First Draft ToR on web site – June 14
- Circulate ToR to TAC – June 14
- Public meetings on ToR – June 20, 21, 22
- Revise ToR based on public and TAC comments
- Submit ToR to MOE - July

June 8th is the next PLC. We will get back in and around the corridor for the next meeting. We don't want it to turn into a larger meeting.

On June 14th, we'll have the draft ToR on the web site. Around that date, we will provide information to the TAC.

June 20, 21 and 22 are the public meetings in the south, middle and north end of the corridor. Same content...just different locations.

In July, we will submit the ToR to the MOE.

Other Business

Questions & Discussions

Note: Suri was left off distribution lists for the summary. Mike and Helen also did not get the summary. Helen requested the copy and did not receive it – Mike did not download it.

Response: The e-mail sent out that it was on the web site and if they wanted a copy, they could e-mail me (Vasie) back.

Facilitator: Suggestion – set up an e-mail list to distribute the summaries automatically. We will get that issue solved for the next round.

Comment: Philip Goldsmith should be the contact for Friends of Fort York.

Question: This committee has been changing and some people have been denied participation. There are empty seats and unhappy people. The Weston area is right on the path of the GO Transit expansion. I am looking at an empty table and wondering what the rationale is for denying them access to this committee.

Response: The intent of this committee is to get a flavour of the community views – it is by no means the whole public consultation. When we are into more details, then there will be more people we will be meeting with – not necessarily at this committee. This is just one aspect.

Facilitator: We can acknowledge that this has been a bit of a rocky start and we hope you will give us the benefit of the doubt to get it sorted out. We have to make sure that we get fuller attendance.

Comment: The reasoning for some people not being here was that they are from the one area (namely Weston) but it has not gone unnoticed that you have invited the board of trade and tourism and yet they don't even show up.

Response: They have been invited because they are a stakeholder. We will find out their interests later on.

Comment: There is also the Catholic Board.

Response: They have been invited to participate on the Technical Advisory Committee. A copy of the Technical Advisory Committee will be made available to this PLC.

Comment: from Tier 2: From the City's perspective, I have assembled a group of city departments that will be working on this project. I am just coming out as the City representative ... just to clarify.

Comment: I am trying to figure out what the problem is that we want to address. Is the problem that other cities have one, we want it for tourism or is it to reduce pollution from cars? What is the problem being addressed?

Response: All of the above. The attempt is to solve the problem of no direct transportation to the airport from downtown.

Follow-Up Comment: If the statement of the problem is getting downtown quicker than "we don't look like other cities" or our tourism is suffering. What is the problem? It is clear what GO's problem is, it is not clear what this problem is. Who has told us that there is a problem from the airport and who are they? I hope this study will actually identify what the problem is. You can put an HOV

lane in to the airport to solve that issue.

Response: The issue is getting from downtown to the airport in a hurry. This will be written up in the ToR.

Comment: I thought that an element of the problem is not so much the individual tourist, but the large contingents of people for major events. I know we had public consultations around the Olympic bid and transportation infrastructure was a huge component of that. I think moving large numbers of people are also an issue.

Facilitator: Debbie has recorded Mike's points. A clear definition and written description is necessary. What is on the slide is woefully inadequate to what is needed.

Question: If there was rail on the existing Lakeshore corridor that would then dive up onto the 427 corridor and become a light rail service...is that a green, a red, or a yellow?

Response: It would depend who took over that service. If there were a solution like that, then we would have to figure out whom the recommendation would go to.

Follow-Up: I just want to make sure that there is only one green.

Response: I think this project would stop. If an alternative were outside of the planning alternatives, it wouldn't make sense to carry on with design alternatives. The proponent is another issue.

Response: GO's mandate is for commuter service.

Response: It only ends up part of this study if it stays in the corridor.

Facilitator: In writing the ToR (the contract between GO and the Minister of the Environment for how the study will be undertaken) the options you put in the ToR are the only options that you will be looking at?

Response: No, we will look at all good options. The ToR outlines what we think are the reasonable alternatives to look at but if another good idea comes up, we can look at that.

Question: It is not just dollar costs in the assessment – other "costs" as well?

Response: Yes. Also, we are trying to decide on the corridor, not the specifics (i.e. LRT or bus etc.).

Comment: That then comes back to the issue of the problem statement. Until we know what that problem statement is, we cannot evaluate all of the various options.

Comment: Example problem statement: For the sake of the long-term economic vitality of Toronto's central area, a reliably rapid link between the downtown and Lester B. Pearson airport is needed.

Response: The Project Team needs to figure out how to craft it.

Comment: I don't like "central area".

Response: Understood – needs a definition and some wordsmithing

Comment: So the neighbourhood not being happy is a consideration?

Response: Absolutely, that is part of the public consultation.

Question: What is the green line on your options map?

Response: This is really for the subway. People would get off the subway and get on some form of rapid transit to get to the airport. The stop is at Kipling.

Comment: All of the sudden you would be putting a major transportation link in a virtually open area as opposed to following an existing transportation route.

Response: It is not as opposed to. We are just talking about the "long list" of alternatives.

Facilitator: Lynn's point is that that would be a totally new use of that area.

Response: You could decide in the ToR to not even include that option or carry it to the EA.

Question: If there is a conflict in terms of projects and proponents & with us getting to the airport, who wins?

Response: There should not be a conflict. We would likely piggyback if possible. We would look at the details later on.

Response: These are corridors that have the opportunities to put different technologies in there. There are a lot of different options that we want to explore. Right now, we want to say, which corridor makes sense.

Facilitator: You are trying to present a reasonable set of alternatives.

Question: So we are a sanity check? Is that it?

Response: We are trying to get some general feedback before we go out to the general public.

Comment: Could I suggest the idea of an elevated monorail or something similar on the 427 route, be put forth as a consideration? It would be such an improvement.

Response: We are just trying to decide on the corridor, not the technology.

Question: What about the Lakeshore corridor and the 427? Could that be included? Connecting to the hydro or the 427.

Response: from member of the PLC: There is already a rail line on the 427 and old rail corridors that could be used. It is something I would expect we would study – replacing cars with trains and not just along road corridors.

Question: Do you have a rough idea of the time it would take for the corridor transportation from downtown to the airport?

Response: That would be part of the detailed study – how fast, cost, how many people etc.

Follow-Up Question: I am thinking of the problem statement. If it is a timing issue in the problem statement, then that would impact which corridors.

Question: Out of all of the proposals, are there several stops and are we serving the different communities?

Response: That will be looked at in the details.

Comment: I think the Gardiner option is pretty unappealing.

Response: We want to put all of the options in the ToR and then knock them off after the ToR is approved.

Facilitator: "Includes but is not limited to"...this is a preliminary tool to do the full public consultation. This is supposed to be the reasonable list.

Question: For the sake of time, could this committee be empowered to say for example, that the Gardiner option should not be looked at?

Response: At points in the study we like to scope the options.

Response: We could present the PLC's opinions to the larger public.

Facilitator: In terms of how you approached this, you are trying not to scope or bias this and early screening implies a bias.

Question: When is the short list created? After the first round of PICs?

Response: We could scope and deal with that in the early parts of the study to go to the general public.

Facilitator: That would be after the ToR is approved by the Minister of the Environment. When would that happen?

Response: We expect roughly October.

Question: If part of the City's problem is that they want to improve transportation for all citizens (not just the business elite) then the stations take on a whole lot more considerations. Without some indication that is defining the problem, we are a little lost. We can re-define the problem however it suits us.

Response: We are not studying Toronto. The City has an OP. There a separate studies and projects. We are mandated to study these two problems. If we can do other things along the way, then we can look at the additional opportunities. Otherwise, we would be studying the world.

Follow-Up Comment: I am still unclear on what problem it is that we are trying to solve.

Facilitator: You have communicated that and Dennis now has the dilemma of how to write this up in the ToR.

Comment: To me the Finch Corridor option is too far north. It would take you north of the airport and then have to come back down. We can keep the option on the table or let it fall out. What does the committee want to do with that?

Response: I don't think it would fly to get people to the airport.

Response: I don't think that option is a solution to whatever the problem ends up being.

Group Response: Remove as an option.

Question: Is there any way of using the 401?

Response: In this area, the 401 is pretty much tapped out. Squeezing something onto it would be pretty tough.

Comment: You could go up or under.

Response: You are trying to define routes that are possible. If we had unlimited resources, we could build a direct line under the houses, but nobody has that much money. So we end up looking at corridors with potential for rapid transit between the airport and downtown.

Facilitator: In this case we are looking at six different options?

Response: Yes, but each option has subsets of options within them.

Question: This is all talk of corridors to the airport. Were there options for the GO problem?

Response: Yes. Do nothing. Expand the rail or more busses. If expand the rail, then we will do more studies.

Question: Did we rule out the connection with the Lakeshore GO?

Response: It is on the list.

Question: Can you clarify how the Kipling bus is different from what is already there?

Response: We would construct something so it would be express.

Response: Its own corridor and right of way and it would not have to mix with car traffic.

Facilitator: I think we have 7 then.

Question: Wouldn't the people mover have to be used in other options as well?

Question: Are we keeping the Lakeshore option in and what is it?

Response: We will study the GO Lakeshore connection with transfer and a connection to a new facility up 427 and into the Airport.

Facilitator: When you submit the ToR to MOE that will be available to the PLC? One of the things that we have found in some other advisory committee meetings is that the further ahead we can set the dates, the better it works out for the PLC members in terms of getting PLC members to the meetings. I am feeling a lot of pressure about how to fill up the chairs around the table – we only have 8 out of 23 people here. I am looking for ways to fill the seats.

Comment: I wanted to get to the meat – what are we studying and how?

Response: There is a typical set of evaluation criteria for a ToR that is tailored for each study, but you don't nail down the measures (specifics). You just make sure you cover the economic, social, environmental and technical aspects.

Facilitator: What do you want to include?

Response from member of the PLC: I want a discussion of what should be included in the ToR document and how you evaluate it. For example, how do you value natural heritage? If you do 900 million dollars damage to a

corridor, does it become part of the cost of the project so we can compare dollars to dollars? How do we first analyze and then evaluate all of the socio-economic issues, the school issues, and the heritage issues? I am concerned that we are going to have 2 hours to have that discussion and it will be after you have written something down. If one of the goals is the reduction of GHGs, then we have to decide on the measures and amounts. Is the deciding factor the fewest number of GHGs for the money or...

Response: It boils down to listing the alternatives and then compare one against the other. It is fairly subjective with some dollar values etc.

Follow-Up: At the end of the day, it has to be reproducible. That is what the Act says. The facts have to be the same across the board. You can't have a study that assigns different values. Without seeing the ToR, I don't know how you will evaluate that.

Question: Aren't we trying to minimize negative impacts overall?

Comment: Without knowing what positive outweighs what negative...

Response by tier 2: Perhaps at the next meeting, Dennis could bring the criteria that you will use to evaluate. That is where you see these things. I always find that useful. That is a suggestion I would make for June 8th.

Response by member of the PLC: These are things that we are getting our minds around. At our next meeting, we will be talking about the process to get from the long list of "alternatives to" to the short list. We will evaluate to get the short list, evaluate that and then evaluate the different alternatives methods for the preferred solution. The criteria will change between alternatives to and alternative methods. I think we all recognize the 3 or 4 step process. We have about 2 hours to discuss our initial thoughts and then about a month to review the document and make comments.

Facilitator: Will you have draft material available to this group prior to June 8th that can be reviewed so we don't waste meeting time going over this?

Response: Realistically, it will be 2 or 3 days prior to the meeting.

Question: Can I suggest that we take the next 8 minutes and provide a 1-minute summary of what we would like to see in the ToR?

Follow-Up Comment after the Session: Draft ToR still calls for express not rapid as was agreed upon.

Final Thoughts from the PLC

IN ONE MINUTE OR LESS, GIVE US YOUR THOUGHTS:

- Additional use of the corridor – our group would like to ensure that whatever solution is recommended, that the corridor be used for other transportation and recreational uses as well. For example, bike paths, trails etc. These opportunities must be looked at as part of the solution.
- I second that from Westbend about the corridor. Also, we want really good connections with the Bloor Subway line that sits at the corner of our neighbourhood.
- Our homes are within 300 feet of the existing Georgetown line – our homes will be greatly impacted. We hear the trains and if it will be every 7.5 minutes then we will be greatly impacted. Also just north of St. Clair which will have a dedicated street car line, so right now there will only be one car lane. We would like to see the GO train trenched north and south of St. Clair and possibly a transit route that is a subway route. We would like some accommodation mixed with the air rail link. Right now, there are 200 new homes, 500 new tribute homes, lots of homes...there is so much development and traffic impact and we would like to have some benefit from the air rail link immediately in our backyards.
- With respect to the ToR I would like to see every angle investigated for the past, present and future on any of the corridors. Any aspect of the impacts from all of the alternatives should be investigated – water, air, past, present, future, heritage etc.
- I want transit service for Torontonians rather than a commuter route for 905'ers to get downtown. I would like to see advance service with limited impacts to the west end road service. I support the other uses in the corridor.
- Those at Fort York have an interest in north/south links that depend on Strachan Ave. and in preserving the option of a bridge connecting the site to Stanley Park east of Strachan. With 150 years of experience with the railways and their putting pressure on the fort site in one way or another, we are pitching to keep north/south corridors open and increase the use of them.
- Economic and social impacts are of prime concern – includes property values of houses impacts. Need to evaluate each alternative for property values, the businesses (improvements or kill them) and in terms of the social impacts, there are schools, businesses, churches, existing systems etc. It all needs to be assessed with each proposal and evaluated. In terms of the actual noise vibration, pollution, traffic and road systems, the obvious benefits – how do we study the benefits? What basis would the evaluations be made part of the process by which this is a chosen route? If you are choosing based on one criteria, it is pretty easy. DEFINE THE PROBLEM. This is breaking new ground in terms of a vague problem statement and how an EA will conduct itself when evaluating different transportation corridors.
- There is no real system to get to the airport right now. That is the problem. There is no proper express lane from downtown and businesses and an airport that is getting busier. We have to solve that problem if we want this city to thrive. The other issue is that Mike's concern about evaluating the various options, that is common to every EA. How do you put a value on neighbourhood impacts compared to better service etc? There are a lot of issues that have to be evaluated fairly and it is a bit of an art to put weightings on that while being consistent. The dilemma is common to every EA.

Questions & Discussions from the Public

Comment: My understanding of the ToR is that we would have a guideline for the alternatives and the evaluation. Will there be a guarantee about noise and vibration impacts?

Response: We have a sub consultant working for us to assess noise and vibration impacts. Once we are down to a specific corridor, we would look at impacts and mitigation.

Facilitator: I have never seen guarantees written into ToR documents.

Follow-Up Question: Can I suggest that if there are only 9 people at the next meeting, maybe some of the members of the public that show up could be on the committee? Some of the members of the public here would ask different questions than those people on the PLC.

Comment: There is no resident representative from the Weston Ratepayers Association.

Response: They disbanded and declined to attend.

Follow-Up Comment: Since they disbanded, pick someone and give them a seat. Since the association declined, I think it is only appropriate to appoint a resident of Weston. I would like an e-mail notice of the next meeting.

Comment: This is the second meeting. I appreciate the big learning curve. You have really just gone over everything over and over again. Get to the meat and potatoes of the ToR. There is still nothing on the table. Lets get to the next step. This is a big issue...I like the Lakeshore option. You have to get something going.

Comment: 35 years ago, the Spadina expressway was killed because it would damage the environment and cut through historic neighbourhoods and demolish heritage structures. If we follow Jane Jacobs guidelines for planning in what is important – remember the environment and heritage structures. Important for the past and the future. They are important issues to consider as we move forward.

Comment: If speed is the prime issue in this PLC as far as proponents are concerned, I just wanted to point out that the Lakeshore to 427 option should be considered, but with the idea of GO or SNC (but GO more ideally) running an express train from the airport, down the 427 and onto the existing GO rail lines along the Lakeshore. It has been mentioned, more than once during the last year that the clientele that BLUE 22 is aimed at, do not favour a system in which they have to change vehicles. If that is the case the notion of linking to the Bloor subway would not be as popular with business travelers. Whether is it linked by the 427 of the Hydro corridor, a linked route with the TTC will not satisfy the proponents. If speed is the essential issue then a direct link along the 427 to the Lakeshore GO line would achieve that end without disrupting the lives of residents along the Georgetown corridor or the businesses along the Eglinton corridor (if a subway along that route was considered again)

Comment: I wanted to echo previous remarks. Although there were only

8 around the table I think the participation was excellent. I took from the presentation that there was hardly any indication of the impact to the natural environment. I would think that some of the meat of the presentation would be about what the gamut of things that you have to go through for the EA. Out of those things, shouldn't we be able to choose the best route.

Response: We are trying to do it in steps. The criteria will be presented at the next meeting.

Facilitator: In terms of what you saw, the presentation did not seem to cover that.

Comment: I am trying to figure out the Facilitator's role. It should include the promotion of civil discourse. If part of your function is that the EA should be conducted with integrity. It concerns me that decisions about the committee are made by the proponent and that seems to be very, very odd. Who is the honest broker?

Response: Normally, we (Ogilvie, Ogilvie & Company) would recruit the members of the advisory committee. In this case, the proponent already made the decision. There have been some rough spots so far. We think we will be able to get to the final product in a fair manner. My bigger issue is trying to get a group of 23 people functioning in a way that provides good advice to Dennis.

Follow-Up: Who is the final decision-maker on the membership of the PLC?

Response: The proponent. How honest people perceive us is based on what you see from us. Watch us and see how June unfolds.

Comment: I am here to express my support for public transit in the northwest part of the city. We have spent all of our time talking about the airport portion. I hope we will talk more about the GO transit schemes.

Response: What we are talking about now is the ToR. We don't actually study anything. I think the items you want to get into will be later in the study. The ToR will cover both problems, just not the recommended solutions.

Comment: The 21st is the official "neighbours night out" – it might be a problem.

Response: The ToR just puts a framework around what you are studying – not the details. The MOE also has a public comment period. We will be working and starting to document the different alternatives. In October, we will present that work to you. I have only shown a PLC before the 4 sets of PLCs. In early December we would decide on the Alternatives to. After that we would look at the design details.

Adjourn: 9:20pm

“I didn’t get a chance to say…” Forms

1. There is a real problem that Dennis couldn’t even say what the problem was and where it came from
Response: The problem will be revised for the draft ToR and we can discuss it again at the June 8, 2006 meeting of the PLC.
2. I don’t think we went over and over stuff – I thought it was productive meeting
Response: The team is happy to hear that you found the meeting productive. We will continue to try and make the PLC meetings as useful and productive as possible in the future.
3. It is very important that attendance of your listed PLC members be attained for future meetings. If for example, the Roncesvalles BIA or Parkdale BIA listed members don’t attend, the Board of Management could be contacted and asked to send a rep. A good rep for these areas may be a local Real Estate Broker that serves that community. I again see this group functioning best when there is representation along the route without more Weston community reps being added. They currently have several reps on the PLC.
Response: Thank you for your suggestions. The PLC membership consists of stakeholders to represent the study area. As we are in the early stages of this group, the membership will likely evolve slightly as we establish our core group of members.
4. If you can please correct the transcript of my observations/question in the minutes it would be appreciated. I was addressing Mr. Ashbee’s comments about the need for a speedy link between the Airports downtown and vice versa.
Response: Absolutely. Thank you for taking the time to write out your comments after the meeting - they have been corrected. Please feel free to contact me (Debbie Clayton - debbie.clayton@mobalizers.com) if you have further corrections to your comments after reviewing Version 2 of this summary.