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## **APPENDIX C**

### **Visual of the Project Website**

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**Georgetown Pearson Study**  
<http://www.georgetownpearsonstudy.ca>

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**Preliminary Study Area**

**What's New**  
 Week of October 2nd, 2006

**Welcome to the website describing the Individual Environmental Assessment (IEA) for the proposed service expansion along GO Transit's Georgetown South train line, and the proposed Airport Transportation link between Lester B. Pearson International Airport and Union Station in downtown Toronto.**

**What is this Individual Environmental Assessment studying?**

GO Transit, the Province of Ontario's interregional public transit service for the Greater Toronto and Hamilton areas, has initiated an Individual Environmental Assessment on its Georgetown corridor. [View the Preliminary Study Area.](#)

This environmental assessment has two components:

The first part of the study, for which GO Transit is the proponent, examines proposed improvements along GO's Georgetown South rail corridor that would meet the increasing demand and future need for GO Train service to the communities along the corridor between Halton and Peel Regions and the City of Toronto.

The other component, for which the Union Pearson AirLink Group (UPAG) is a co-proponent with GO Transit, is to examine alternatives — both within and outside the Georgetown South rail corridor — for an Airport Transportation link, including the proposed Air-Rail Link (ARL) service, between Union Station and Lester B. Pearson International Airport.

Although the two project components serve different purposes, they are being planned together because the preferred solution named in the IEA could result in GO Transit, Canadian National Railway (CN), VIA Rail, and the Airport Transportation link all running on the same corridor. The IEA must consider the future needs of all these potential corridor users.

The project team leading the IEA is [McCormick Rankin](#). They are well-qualified consultants whose primary interest is to ensure a professional and rigorous IEA process.

**The EA process**

An additional public meeting to complete the presentation and discussion from the June 21st meeting was held on September 13th, 2006, at the Faith Sanctuary Pentecostal Church, 1907 Jane Street, from 6:30 p.m. to 9:30 p.m. The presentation given at the meeting of September 13th, 2006 is [posted here](#).

A Public Liaison Committee meeting was held on Thursday, August 31st, 2006 at the York Civic Centre. The minutes of the meeting will be posted here shortly.

This study is an Individual Environmental Assessment done under the Ontario Environmental Assessment Act. An IEA provides a framework for evaluating different ways to get a project done, then selecting a preferred option. The project team must outline all possible environmental effects and ways to lessen them, and must involve the public throughout the study.

Visit [Environmental Assessment Process](#) and [Public Consultation](#) for more details.

### Two-way communication

This website provides information about the IEA and gives you a chance to share comments with the team carrying out the study. To submit comments or questions, please visit the [Contact the Project Team](#) section of this website. And please visit this site regularly for project updates.

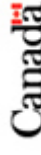
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The Governments of Canada and Ontario, with GO Transit, are committed to improving and expanding the GO Transit rail and bus transit system in the Greater Toronto Area.





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**Preliminary Study Area**



**What's New**

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**Project Background**

- Project evolution
- Studying airport access
- Funding for GO Transit
- Capitalizing on GO improvements
- Air-Rail Link project objectives
- Proposed route

**Project evolution**

**Studying airport access**

Over the past 15 years, numerous studies on behalf of the Toronto Transit Commission (TTC), the City of Toronto, and the Ontario Ministry of Transportation have recognized the need for improved access to Lester B. Pearson International Airport (LBPIA). However, the fiscal pressures on public transit authorities have focused their priorities on improving existing services and infrastructure, and pursuing targeted expansion.

In 1999, in light of the Greater Toronto Airports Authority's plans to redevelop the terminal, Transport Canada commissioned the IBI Group to revisit those previous studies and evaluate various scenarios for providing rapid access to LBPIA. The IBI study concluded that rapid access to LBPIA is feasible, and recommended using the Canadian National Railway (CN) Weston Subdivision, also known as the GO Transit Georgetown Corridor.

With the resources of public transit authorities focused on other priorities, and given the conclusions of the previous studies, Transport Canada commissioned KPMG LLP to examine the feasibility of a financially self-supporting rail service between Toronto's Union Station and LBPIA.

The study, titled *LBPIA Air-Rail Link study — Traffic and Financial Projections*, confirmed the feasibility

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of the concept. As a result, in April 2001, Transport Canada issued a request for expressions of interest for an air-rail link between LBPIA and Union Station. Four respondents met the qualification requirements.

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### Funding for GO Transit

In Budget 2001, the Government of Canada announced the new Canada Strategic Infrastructure Fund (CSIF) to pay for large-scale infrastructure projects across Canada. The highest priority projects identified by the Province of Ontario for CSIF funding included upgrades to improve GO Transit services.

In March 2003, Canada and the Ontario Government agreed to each provide \$385 million in funding for the upgrade of the GO Transit rail and bus network throughout the Greater Toronto Area (GTA). The agreement also includes a contribution of \$235 million from the municipal governments who will benefit from the improvements to GO Transit services.

In May 2004, the comprehensive GO Transit Rail Improvement Program (GO TRIP) was announced to respond to the growing demand for more train service. The GO TRIP construction projects set the stage for a bigger and better GO Transit.

GO's overall expansion program, including the GO TRIP projects, is worth a billion dollars. The overall program includes more mainline tracks, rail-to-rail grade separations (overpasses or underpasses), road-to-rail grade separations, track capacity improvements, station improvements, Union Station renewal, new and relocated train storage facilities, and new stations.

GO TRIP includes projects in the following six corridors: Lakeshore East, Lakeshore West, Georgetown, Milton, Bradford (including rail service to Barrie), and Stouffville.

These projects were selected specifically to satisfy GO Transit's needs and are expected to significantly enhance the quality of life of GTA residents by:

- eliminating 13.1 million car trips;
- shifting 14.4 million commuters from cars to GO;
- reducing annual fuel consumption by 40 million litres;
- reducing travel time and stress;
- conserving land in the GTA and reducing the need for parking spaces; and
- improving air quality and reducing smog through lower emissions.

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### **Capitalizing on GO improvements**

When the agreement between the Ontario and Canadian Governments was reached, the parties recognized that the improvements to allow for increased GO Transit service to the communities along the Georgetown corridor would also enable the operation of a direct rail connection between LBPIA and Union Station, without the need for additional public investment.

On May 23, 2003, Transport Canada issued a request for business cases (RFBC) to finance, design, construct, operate, and maintain an air-rail link service to the four consortia that were previously qualified. They were:

- GTA LRT Consortium (Aecon Group Inc. and Alstom Canada Inc.),
- Macquarie North America Ltd. and Arup Canada Inc.,
- Pearl Consortium (Bombardier Inc., AMEC E&C Services Inc., in collaboration with strategic partners Hatch Mott MacDonald Ltd. and IBI Group); and
- Union Pearson AirLink Group Inc. (SNC-Lavalin Engineers & Constructors Inc., PCL Constructors Canada Inc., Kilmer Van Nostrand Company Ltd., OMERS Realty Corporation, Jones Lang LaSalle Real Estate Services Inc., O&Y Properties Corporation).

The deadline for the submission of business cases was August 28, 2003. Over the following two months, Transport Canada conducted a transparent and fair evaluation process to select the successful respondent. Evaluators included public and private sector individuals, including, among others, representatives of Transport Canada, the Canadian Transportation Agency, the Railway Association of Canada, the City of Toronto, Greater Toronto Airports Authority, Canadian National Railway, GO Transit, and Deloitte & Touche, advisors to Transport Canada on this project.

On November 13, 2003, the Union Pearson AirLink Group, owned by SNC-Lavalin Engineers & Constructors Inc. (SLE&C), was announced as the successful respondent to design, construct, operate, and maintain the air-rail link. SLE&C is a member of the SNC-Lavalin Group of Companies.

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### **Air-Rail Link project objectives**

The proposed air-rail link would connect the biggest airport in Canada with the busiest surface transportation station in the country. These facilities handle 80,000 and 200,000 passengers respectively per day. It is estimated that the air-rail link service could eliminate up to 1.5 million car trips annually in its first few years of operation, and is expected to meet the following these objectives:

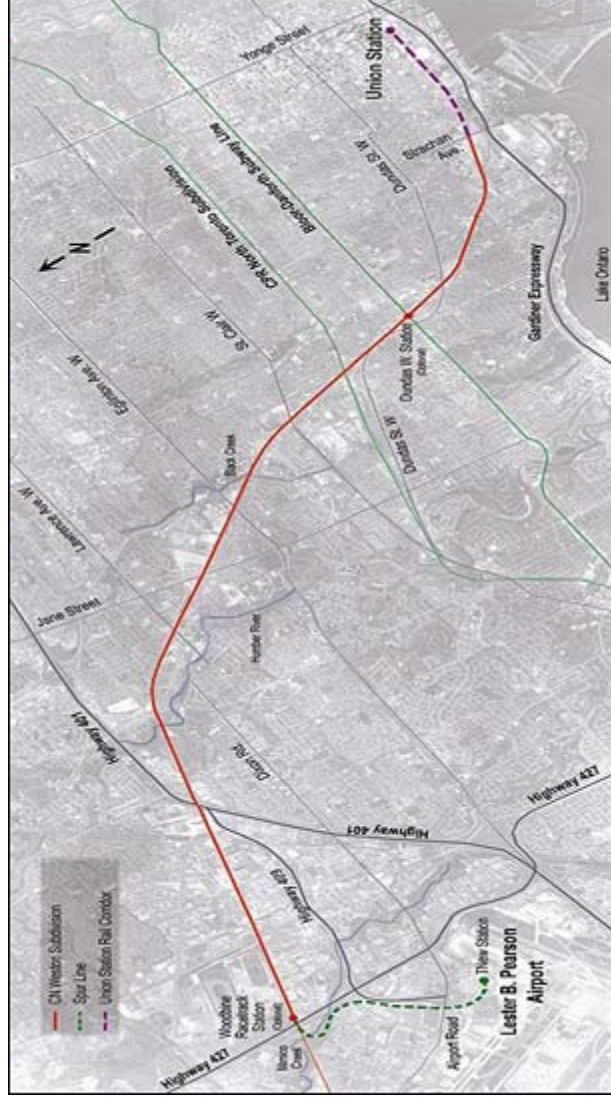
- increase mobility by providing a transportation service that is safe, accessible, convenient, and reliable, and that meets the needs of the public;
- provide a direct, seamless and rapid passenger rail service between Union Station and Lester B. Pearson International Airport;
- reduce road congestion by enhancing the movement of passengers and freight while taking advantage of existing rail corridors;
- provide an efficient and environmentally responsible passenger rail service and improve health by reducing greenhouse gas and other emissions;
- complement existing public transit systems and support intermodal transportation options within the Greater Toronto Area;
- contribute to the economic development and well-being of the Greater Toronto Area;
- employ a public-private partnership approach to avoid the use of public funds.

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### **Proposed route**

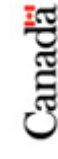
The initial proposed route, as identified in the IBI study and reflected in the successful respondent's business case, would lead from Union Station to the new terminal at Lester B. Pearson International Airport, following the route shown on this map.

It is important to note that as part of the mandatory environmental assessment process currently underway, the proposed route must be evaluated against alternative corridors. The outcome of this process could result in a different corridor being selected, or even a fundamentally different solution that still meets the objectives of the proposed expansion.



Potential alternative solutions and corridors must be evaluated using a systematic process that considers all aspects of the environment - natural, social, and economic. The environmental assessment process will fairly evaluate the alternatives and recommend a project that addresses the longstanding desire to improve access to the airport, while taking into consideration the concerns and issues of affected local communities.

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Preliminary Study Area



**What's New**  
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### Environmental Assessment Process

What is being studied?  
What is the process?  
The current focus

**What is being studied?**  
 The environmental assessment described on this website has two components:

The first part will study proposed improvements along GO's Georgetown South rail corridor that would meet the increasing demand and future need for GO Train service to the communities along the corridor between Halton and Peel Regions and the City of Toronto. GO Transit is the proponent for this part of the study.

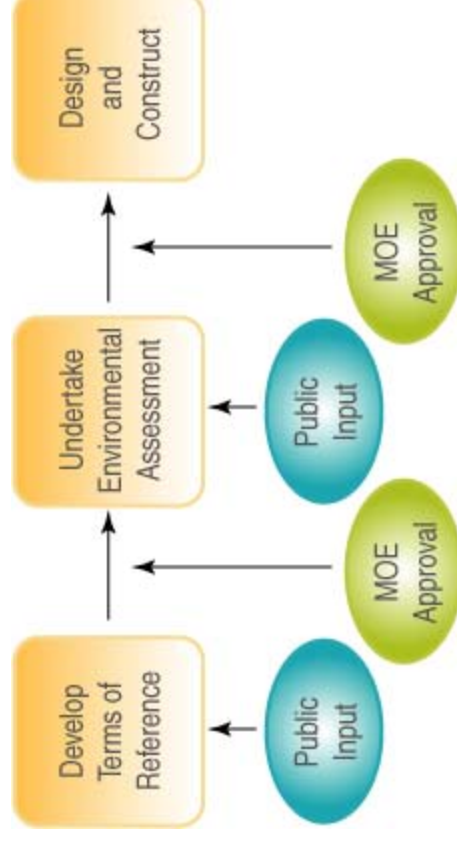
The other component will examine alternatives - both within and outside the Georgetown South rail corridor - for an Airport Transportation link, including the proposed Air-Rail Link (ARL) service, between Union Station and Lester B. Pearson International Airport. The co-proponents for this part of the study are Union Pearson AirLink Group (UPAG) and GO Transit.

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**What is the process?**

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A Public Liaison Committee meeting was held on Thursday, August 31st, 2006 at the York Civic Centre. The minutes of the meeting will be posted here shortly.



This study is an Individual Environmental Assessment (IEA) under the Ontario Environmental Assessment Act (OEAA).

The project team leading the IEA is [McCormick Rankin](#), a transportation engineering firm.

The OEAA process provides for an accountable, logical, and reproducible process of decision-making. It requires an open and systematic approach to finding a preferred solution by examining a wide range of alternatives. Once a preferred alternative is identified, the project team focuses on identifying the environmental impacts of the preferred alternative and what can be done to mitigate those impacts.

Under the OEAA, the IEA process and documents must include a description of why the study is being done, the possible environmental effects of the proposed project and how to address them, and an outline of the ways in which the public was consulted. The OEAA [Section 6.1 (2)] states that the environmental assessment must consist of:

1. A description of the purpose of the undertaking (that is, the proposed expansion projects being studied in this IEA).
2. A description of and a statement of the rationale for the undertaking, the alternative methods of carrying out the undertaking, and the alternatives to the undertaking.
3. A description of:
  - a) The environment that will be affected or might reasonably be expected to be affected, directly or indirectly, by the undertaking, the alternative methods of carrying out the undertaking, and the alternatives to the undertaking.
  - b) The effects that will be caused or that might reasonably be expected to be caused to the environment, by the undertaking, the alternative methods of carrying out the undertaking, and

the alternatives to the undertaking.

- c) The actions necessary or that might reasonably be expected to be necessary to prevent, change, mitigate or remedy the effects upon or the effects that might reasonably be expected upon the environment, by the undertaking, the alternative methods of carrying out the undertaking, and the alternatives to the undertaking.
4. An evaluation of the advantages and disadvantages to the environment of the undertaking, the alternative methods of carrying out the undertaking, and the alternatives to the undertaking.
5. A description of any consultation about the undertaking by the proponent and the results of the consultation.

Extensive public and agency consultation throughout the study is essential. Visit the [Public Consultation](#) section of this website for more details.

The last step in the study is the preparation of an Individual Environmental Assessment Report to document the decision-making process. It is submitted to the Ontario Minister of the Environment for a formal approval decision, and this decision completes the process.

As a result of federal funding and potential federal regulatory approvals, this undertaking will also require an environmental assessment under the Canadian Environmental Assessment Act. Consequently, the federal and provincial EA process will be coordinated, pursuant to the Canada-Ontario Agreement on EA Cooperation.

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### **The current focus**

This study is currently in its initial phase — preparing the Individual Environmental Assessment Terms of Reference (ToR).

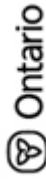
The Ontario Environmental Assessment Act requires the preparation, submission, and approval of a Terms of Reference document before work begins on an IEA. It provides the framework that will guide the study. The ToR approval is the first decision by the Ontario Minister of the Environment in the IEA process. As part of that approval, the Ministry of the Environment (MOE) does its own public and government agency review.

The Terms of Reference will be prepared in accordance with Section 6 (2)(a) of the OEAA and will specifically address the following:

- A description of the purpose of the undertaking (that is, the problems and opportunities to be addressed);

- The range and types of alternatives to be considered;
- The process to be followed to select a preferred alternative;
- A preliminary description of the proposed study area and the existing environment; and
- The proposed public consultation process.

Once the Terms of Reference is approved, the Individual Environmental Assessment is done in accordance with the approved framework.



Ontario

The Governments of Canada and Ontario, with GO Transit, are committed to improving and expanding the GO Transit rail and bus transit system in the Greater Toronto Area.

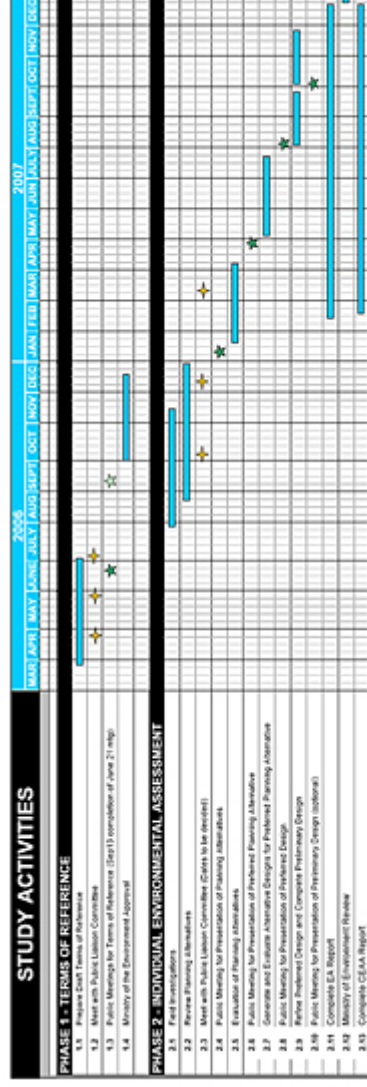


Canada



### Project Schedule

The schedule shown below indicates the key activities for the IEA study from its initiation in January 2006 to proposed completion in 2007.



Click on image to enlarge

Note: Schedule is subject to change

### Preliminary Study Area

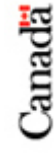
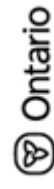


### What's New

Week of October 2nd, 2006

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## Public Consultation

- Your voice matters
- The current focus

## Your voice matters

Public input is vital to the success of this study. The sharing of community perspectives strengthens the Individual Environmental Assessment process by helping the project team make the best recommendations.

The team understands that people want real opportunities to be heard and to influence the study and its outcome.

To help maximize public input, the project team commits to:

- Getting the word out — providing information to help foster discussion and promote meaningful participation;
- Creating reasonable access — providing structured (e.g., public meetings, workshops) and less formal opportunities (e.g., input by e-mail) that allow for widespread public involvement;
- Considering all input — assessing ideas on their merits, and respecting the diversity of views;
- Being accountable — sharing consultation summaries and project reports, and acknowledging receipt of all correspondence and written submissions;
- Acting with purpose — being clear about the intended outcome of a consultation opportunity and its role in the overall project and decision-making process;

## Preliminary Study Area



## What's New

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- Promoting a cooperative consultation environment — demonstrating respect for open dialogue and due process;
- Maintaining project integrity — adhering to the requirements of the IEA process and ensuring an efficient approach that considers scheduling and financial realities.

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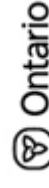
### The current focus

The project team conducted the first round of Public Information Centres (PICs) to present the draft Terms of Reference for the Individual Environmental Assessment on June 19th, 21st and 22nd . There will be one more Public Information Centre on the draft Terms of Reference on Thursday, September 13th, 2006 at the Faith Sanctuary, 1901 Jane Street, from 6:30 p.m. to 9:30 p.m.

[View the June 2006 Draft Environmental Assessment Terms of Reference](#)

Comments are being requested from the general public and the Public Liaison Committee by mid-August 2006, and can be submitted via our [comment form](#).

You can also email, fax, or mail your suggestions and comments to the project team, or request to be added to our mailing list. Please visit the [Contact the Project Team](#) section of this website.



Ontario

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**What's New**

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**FAQ & Facts**

**1. You have said that the project is funded through GO TRIP. What is GO TRIP?**

The GO Transit Rail Improvement Program (GO TRIP) is a \$1 billion expansion program funded by the governments of Canada and Ontario. Both parties are contributing \$385 million, through the Canada Strategic Infrastructure Fund (CSIF). Greater Toronto Area (GTA) municipalities are also expected to contribute \$235 million.

The GO TRIP initiative will expand and upgrade existing tracks on rail lines owned by GO Transit, Canadian National Railway (CN) or Canadian Pacific Railway (CPR) so more GO service can be added at peak hours and all-day service can be introduced in many municipalities.

**2. How is this study different from the previous Class Environmental Assessment (EA)?**

The Individual Environmental Assessment (IEA) has a much broader study area. The study will consider a wide variety of airport transportation options (not only rail) within and outside the Georgetown South rail corridor. Consultation with the public has occurred from the beginning.

**3. What is this Individual Environmental Assessment study intended to address?**

The Assessment will address the need for GO Transit expansion along the Georgetown Corridor to accommodate increasing passenger demand and growth. It will also consider alternatives for an Airport Transportation Link from Union Station to Pearson International Airport.

**4. Why does the Individual Environmental Assessment have two components to it? Why not look at GO expansion in the Georgetown Corridor and an Airport Transportation Link as two separate projects?**

Although the two project components serve different purposes, they are being considered together,

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because the preferred solution for the Airport Transportation Link could result in GO Transit, CN, VIA Rail, and the Airport Transportation Link all operating in the same corridor. It is logical to consider both components of the study now, rather than looking at GO expansion first and the Airport Transportation Link later.

#### **5. What is the Air Rail Link and who is the proponent of it?**

The Air Rail Link is a proposed rapid rail connection from Union Station to Lester B. Pearson International Airport, also known as Blue 22. The Union Pearson AirLink Group (UPAG) is behind the proposed Air Rail Link. Other options for an airport-Union Station link will be considered during the Individual Environmental Assessment.

#### **6. When the project was first announced in 2003, the Federal Transportation Minister at the time made the statement that no public funds would be used for the Air Rail Link project. Is that correct?**

The former Federal Transportation Minister noted that this project is well suited for a public-private partnership that would have the private sector finance, design, construct, operate and maintain the Air Rail link service. No public funds will be used for the operation and maintenance costs of the Air Rail Link project.

The Federal Government contributes to infrastructure improvements, such as upgrading along GO Transit's Georgetown Corridor (CN's Weston Subdivision), and the Union Station Rail Corridor. These corridor improvements are part of the \$385 million federal funding package for GO Transit announced in May 2004. Infrastructure upgrades will facilitate the expanded operation of GO Transit, and benefits to VIA Rail service and CN's freight service. The upgrades would also allow for the Air Rail Link service, should it be selected as the preferred option through the EA process.

#### **7. How much are the municipalities contributing to the project?**

As part of the CSIF agreement, the federal and provincial governments agreed to invest up to \$385 million each to support major GO Transit rail infrastructure improvements over the next seven years. The agreement also assumed municipal contributions of \$235 million to support GO TRIP, which includes the Individual Environmental Assessment and the infrastructure improvements along GO Transit's Georgetown South rail line.

#### **8. Why are you studying an Airport Transportation Link?**

In May 2003, Transport Canada issued a Request for Business Cases to invite pre-qualified private sector respondents to make submissions to finance, design, construct, operate and maintain a passenger rail service between Union Station; the busiest surface transportation facility in Canada, and Pearson International Airport; the busiest airport. In November 2003, Transport Canada announced

Union Pearson AirLink Group (UPAG) as the successful respondent.

An Airport Transportation Link will increase mobility in the Greater Toronto Area by providing a direct, safe, accessible, convenient and rapid transportation service between Pearson International Airport and Union Station. Such a service would place Toronto on par with most major international cities.

This EA study will consider the original proposal as well as a number of new alternative proposals.

**9. If the Air Rail Link is not chosen as the preferred way to provide an Airport to Downtown Toronto connection, does that mean that GO expansion in the Georgetown corridor won't occur?**

Should the proposed Air Rail Link not be the preferred option for the link to the airport, it will not affect GO Transit's expansion within the Georgetown rail corridor. The study will continue to assess expansion options for GO Transit within the Georgetown rail corridor.

**10. Who is conducting the Individual Environmental Assessment?**

GO Transit has retained McCormick Rankin to conduct the assessment. McCormick Rankin is a transportation-engineering firm, with expertise in environmental planning and assessments.

**11. How is the public being consulted throughout this Individual Environmental Assessment study?**

Public participation is integral to the study. The sharing of community perspectives will help the project team make the best recommendations.

A Public Liaison Committee was created at the beginning of the study to incorporate input of resident associations, businesses and other stakeholders into the study. The committee will be involved throughout the study to promote dialogue and share information.

This website was also created to ensure that all documentation about the study, with an extensive explanation of the Individual Environmental study is accessible to the public.

Public meetings will be held at key stages of the process, so the public is engaged throughout the study.

The Project Team will ensure that notices of public meetings and public review periods are publicized in newspapers throughout the study area.

**12. How can a member of the public contribute their comments to the study?**

Any member of the public can provide comments to the project team via this study website, or by contacting the project team by phone, email, mail or fax. See contact information at the end of this document.

### **13. What are the Terms of Reference and why are they important?**

The Terms of Reference provides the framework that guides the environmental assessment. The Terms of Reference are prepared in accordance with the Ontario Environmental Assessment Act and will address the following:

- A description of the purpose
- The range and types of alternatives to be considered
- The process to be followed to select a preferred alternative
- A preliminary description of the proposed study area and the existing environment
- The proposed public consultation process

The study team is currently drafting the Terms of Reference with public consultation. The Terms of Reference will be submitted to the Ministry of the Environment (MOE) for approval. Prior to its review and approval, the MOE will provide its own public comment opportunity and government agency review. Once the Terms of Reference has been approved by the MOE, the assessment will be conducted in accordance with the approved framework.

### **14. Why do we need an Airport Transportation Link?**

The need for rail service between Lester B. Pearson International Airport - Union Station has been documented in several studies including:

- Lester B. Pearson International Airport Air Rail Link Study TRAFFIC AND FINANCIAL PROJECTIONS Final Report, March 2001, KPMG (prepared for Transport Canada)
- Air Rail Link from Lester B. Pearson International Airport to Union Station, Revenue & Ridership Study, Final Report, May 2002 Halcrow Group Ltd with Cansult Ltd. (prepared for Transport Canada)
- Ridership and Revenue Forecasts April 2004, Steer Davies Gleave (prepared for Union Pearson AirLink Group)

These studies are available for viewing on this study website

### **15. Who makes the final decision as to the outcome of the Individual Environmental Assessment?**

The final report of the environmental assessment is submitted to the Ontario Minister of the Environment for a formal approval.

#### 16. Is the TTC part of the study?

The Toronto Transit Commission (TTC) is not a proponent of the IEA. However, TTC has been asked to participate in the study's Technical Advisory Committee, so that their comments will be reflected in the process.

#### 17. Is the Air Rail Link proposal a done deal?

The purpose of the assessment is to examine a wide range of alternatives to what is being proposed. Once a preferred alternative is identified, the project team will focus on identifying the environmental impacts of the preferred alternative and what can be done to mitigate those impacts. The proposed Air Rail Link may not be the preferred alternative selected in the study.

#### 18. What alternatives to the Air Rail Link are being considered?

The EA Terms of Reference document will include a number of alternatives to the previously proposed Air Rail Link to be examined as part of the IEA. The alternatives or options to be considered in the IEA are:

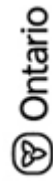
- Business as usual
- Express bus service between Union Station and the airport using exclusive bus lanes on the Gardiner Expressway and Highway 427; - Rail/bus transit service within the CN Weston corridor with a connection into the airport (several options)
- Rapid transit service within the Eglinton corridor
- Rapid transit service utilizing the North-South hydro corridor or the Highway 427 corridor between the Kipling Subway Station and the Airport
- A Georgetown South corridor subway (or other rail transit service with additional local transit stops)
- A single technology rapid transit service (i.e. monorail) utilizing the GO Lakeshore and Highway 427 to the Airport

Other reasonable options that arise later during the course of the study may also be considered.

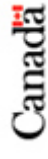
#### Contact Information:

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## Reports and Publications

### Public Information Centres:

The facilitator's [summary](#) for the Public Liaison Committee meeting on Wednesday, July 5th, 2006 is now available.

The facilitator's summaries for the Public Information Centres held on June 19th, 21st and 22nd regarding the draft Terms of Reference stage for the study can be accessed here:

- [June 19th](#)
- [June 21st](#)
- [June 22nd](#)
- [View the presentation given by the project team](#) at Public Information Centres held in June.
- [A continuation of June 21 presentation](#)

### Public Liaison Committee meetings:

The facilitator's summaries for the Public Liaison Committee meetings held to date can be accessed here:

- [August 31st](#)
- [May 2nd](#)
- [May 24th](#)
- [June 8th](#)

### Ads:

- An [advertisement](#) notifying the public of the September 13th meeting was published in various local newspapers.
- An advertisement notifying the public of the extended draft Terms of Reference stage review was published in the Toronto Star on Thursday, July 20th, 2006.
- A [Notice of Study Commencement](#) was published in the Toronto Star on Wednesday, March 29th,

### Preliminary Study Area



### What's New

Week of October 2nd, 2006

An additional public meeting to complete the presentation and discussion from the June 21st meeting was held on September 13th, 2006, at the Faith Sanctuary Pentecostal Church, 1907 Jane Street, from 6:30 p.m. to 9:30 p.m. The presentation given at the meeting of September 13th, 2006 is [posted here](#).

A Public Liaison Committee meeting was held on Thursday, August 31st, 2006 at the York Civic Centre. The minutes of the meeting will be posted here shortly.

2006, and in various local newspapers.

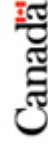
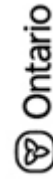
- A [newsletter](#) was published in the *Toronto Star* and local newspapers the week of April 3rd, 2006, further detailing the Individual Environmental Assessment.
- An [advertisement](#) inviting the public to one of three Public Information Centres was published prior to the PICs held in June.

#### Reports:

- [Draft Environmental Assessment Terms of Reference](#) for the GO Transit Georgetown South Corridor Service Expansion and Airport Transportation Link between Lester B. Pearson International Airport and Union Station.
- [Discussion Paper on Evaluation Methods](#) that could be used in the Environmental Assessment studying the GO Transit Georgetown South Corridor Service Expansion and Airport Transportation Link between Lester B. Pearson International Airport and Union Station.

#### Publications:

- [IBI Group's Final Report to Transport Canada, "Rapid Transit Access to Lester B. Pearson International Airport," February 1999](#)
- [KPMG's Final Report to Transport Canada, "Lester B. Pearson International Airport Air-Rail Link Study, Traffic and Financial Projections," March 2001](#)
- [Halcrow Group's Final Report to Transport Canada, "Air Rail Link from Lester B. Pearson International Airport to Union Station, Revenue and Ridership Study," May 2002](#)
- [Halcrow Group's report, continued](#)



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### Contact the Project Team

About the team: The Individual Environmental Assessment is being conducted by McCormick Rankin. McCormick Rankin is a transportation engineering firm, with expertise in environmental planning and assessments. They are well-qualified, independent consultants who will ensure a professional and rigorous environmental assessment process.

To provide comments about the environmental assessment described on this website, please fill out the [Georgetown Pearson Study comment form](#).

You may also contact the Project Team members listed below:

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### Preliminary Study Area



**What's New**  
 Week of October 2nd, 2006

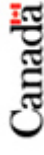
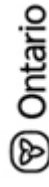
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**Georgetown Pearson Study**  
<http://www.georgetownpearsonstudy.ca>

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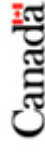
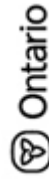


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