



Paul

CONCORD WEST SENIORS CLUB

7575 Keele Street, Unit #5, Concord, ON, L4K 4X3
Telephone No.: 905-669-2012

Honorable Robert Chiarelli
Ontario Minister of Infrastructure
900 Bay Street, 4th floor
Hearst Block
Toronto, Ontario, M7A 2E3

August 25th, 2010

Re. Follow-up to Petition to Ontario Minister Brad Duguid to transfer ORC land to TRCA to protect threatened ecological niche, and restore rightful access of Concord West residents to the Bartley Smith Greenway/Langstaff Ecopark and the Glen Shields community

Dear Sir,

Pursuant to (1) the attached letter sent on June 9th, 2010, to your predecessor, the Honourable Brad Duguid, by one of the undersigned (Ms. Panezutti), Vice-President of the Concord West Seniors Club, and (2) the petition attached to that letter and signed by virtually all of the households of Concord West and many more from the adjoining Glen Shields community, that requested the transfer of the ORC land in question to the TRCA, and (3) *having not heard from Minister Duguid regarding our request for your intervention in the matter*, the undersigned have decided to inform you of the results of the diligences since then undertaken by the community, and hereby also invite you, or a representative that you will mandate for this purpose, to attend our meeting with other Provincial and Metro officials scheduled for September 14th, at 19:30. The meeting will take place at the Concord West Seniors Club, at the address given above in the letterhead.

Since June 9th, we received full support from the TRCA for the request we made to your Ministry (see **Attachments A1 and A2**). We also had a meeting with MPP Peter Shurman and engineer Robb Minnes of the Ontario Ministry of Transportation, who, being the Project Manager in charge of the Planning and Preliminary Design Study of the 407 Transitway, informed us of the detailed plans for the GO station and the Metro-Linx station and route that would entirely occupy the ORC land in question, plus surrounding privately owned lands on the south side of highway #7.

Yesterday, a general meeting of the Concord West residents and local businesses voted *unanimously to reject this preliminary design plan*. However, in the constructive spirit of the meeting, *the community also approved an alternative plan that should satisfy both* (1) the provincial-and-metro requirements for the GO and Metrolinx stations/routes, and (2) our request that you transfer the said ORC lands to the



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TRCA for the dual purpose of *restoring* the pre-existing right of the community to access the Bartley-Smith Greenway and *protecting* the ecological niche demonstrably present in the lands in question.

You should be made aware that the apparent reason why the existing preliminary plan presented to us by Mr. Minnes locates the said infrastructures in the ORC land in question is largely a consequence of the re-zoning high-density plan approved by the City of Vaughan for the agricultural land of the Concord Floral property (on 1890 Highway #7, on the north side of same). The proposed plan for this land describes it as the "Concord GO Centre", *yet there is no GO station to be located within this property*. This is stated in the concerns of the IBI Group (**Attachment B**), on June 7, 2010, as a respondent to Vaughan Council. The Vaughan Council Meeting Minutes of the next day, also lists the decision on the location of said GO station as "tbd", "to be determined" (**Attachment C**). According to OPA#660 (**Attachment D**), the location should occur within 400 meters *north* or south of Highway #7. To our community, it seems that, for the sake of supporting the high-density re-zoning of the Concord Floral property, the infrastructures that will be of direct benefit to its owner(s), have been moved to the *south* side of Highway #7, and were accordingly planned to locate in the existing greenspace of the ORC land that is the subject of our request to you. This is a very *troubling situation*. All the more so as the ORC already owns a vast tract of land contiguous with the said Concord Floral property (Parcel B in **Attachment E**), and thus on the *north* side of Highway #7, which could easily be used to accommodate the transit hub projected for this area.

Amongst other equally important features that *should be of interest to your Ministry, the plan developed and proposed by our community locates the GO station where it should be*, on the Concord Floral property where, in the past, the Concord train station was located. *This is in agreement with OPA#660, and entirely avoids the destruction of the natural environment of the ORC land that is the subject of our petition to you*. Unlike the proposed preliminary plan now in the books, our alternative plan is also in agreement with the publicly stated objectives of the 407 Transitway, and we quote: "to minimize adverse effects on the natural environment and minimize adverse effects on the social environment".

We would like to present to you our comprehensive alternative plan, in the constructive spirit of negotiating a solution that best approaches everyone's interests. It is for this purpose that we have invited you and other officials to the above meeting, and once again request that you give due consideration to our continued request to transfer the ORC land to the TRCA.

Please let us know if you accept our invitation asap.

Thank you for your attention to this pressing matter,

Josephine Mastrokasa
President
905-669-4015

Teresa Panzutti
Vice-President
905-669-9337

Christina Postiglione
Treasurer
905-669-2585

Julie Seemann
Secretary
905-669-2790

Directors
Mario Bonfini
905-669-4880

Giovanna Colavecchia
905-738-5403

Gabriele Di Norscia
905-738-0207

Wanda Foggia
905-669-6720

Natalina Miranda
905-669-1739



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Sincerely,

Josephine Mastrodicasa
President of the Concord West Seniors Club

Teresa Panezutti
Vice-President of the Concord West Seniors Club

Rose DiMarco
Acting President of the Concord West Ratepayers Association

Dr. Paulo Correa
Concord West Residents Ad Hoc Committee

- cc. Honorable Premier of Ontario, Dalton McGuinty
- cc. Honorable Ontario minister of Energy, Brian Duguid
- cc. Chair TRCA, Brian Denney
- cc. Peter Shurman, MPP
- cc. Robb Minnes, Ontario Ministry of Transportation, Project Manager
- cc. Honorable Minister of State of Foreign Affairs Americas, Peter Kent
- cc. Metro Transitway Chair and Metrolinx President, Robert Prichard

Josephine Mastrodicasa
President
905-669-4015

Teresa Panezutti
Vice-President
905-669-9337

Christina Postiglione
Treasurer
905-669-2585

Julie Seemann
Secretary
905-669-2790

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Mario Bonfini
905-669-4880

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905-669-6720

Natalina Miranda
905-669-1739

TORONTO AND REGION
Conservation
for The Living City

*Chief
Administrative
Officer*

A1

July 7, 2010

Ms. Teresa Panezutti
Vice President
Concord West Seniors Club
54 Rockview Gardens
Concord, ON L4K 2J6

Dear Ms. Panezutti:

**Re: ORC Lands
North of Highway 407 between Keele and Dufferin Streets
City of Vaughan**

This will acknowledge receipt of your letter of June 9, 2010 and advise that the subject property falls within Toronto and Region Conservation Authority's (TRCA) master plan for acquisition for the Don River watershed.

TRCA staff support your efforts in this matter and would be willing to recommend to our board that TRCA accept title to the subject property for nominal consideration should the Province of Ontario consider disposing of the property.

Yours very truly,



Brian Denney, P.Eng.
Chief Administrative Officer

cc: The Honourable Brad Duguid, Minister of Energy and Infrastructure



A2



CONCORD WEST SENIORS CLUB

7575 Keele Street, Unit #5, Concord, ON, L4K 4X3
Telephone No.: 905-669-2012

July 19, 2010

Mr. Brian Denney
Chief Administrative Officer
Toronto and Region Conservation Authority
5 Shoreham Drive
Downsview, Ontario
M3N 1S4

**Re.: ORC Lands
North of Highway 407 between Keele and Dufferin Streets
City of Vaughan**

Dear Mr. Denney:

On behalf of the Concord West Seniors Club, the Concord West residents and the Glen Shields residents who signed our petition to the Honorable Brad Duguid, Ontario Minister of Energy and Infrastructure, requesting transfer of the ORC Lands in question to the TRCA, I would like to express our delight with your prompt response of July 7, 2010, and our heartfelt thanks to you and the TRCA staff for supporting our communities in this effort.

We were greatly encouraged to learn that the subject property falls within the TRCA's master plan for acquisition for the Don River watershed, and hope therefore that Minister Duguid will shortly respond positively to our request. We intend to keep you and the TRCA fully apprised of any new developments.

Best regards,

Teresa Panezutti
Vice-President
Concord West Seniors Club

cc: Hon. Brad Duguid

**Attachment 1
Part B: Summary of Respondents' Requests/Concerns and Staff Comments and Recommendations**

Item	Submission	Issue	Comment	Recommendation
43	<p>DATE: June 07, 2010</p> <p>RESPONDENT: IBI Group</p> <p>LOCATION: 1890 and 1870 Highway 7 West</p>	<p>The letter outlines 6 specific request as follows:</p> <ol style="list-style-type: none"> 1. The new Official Plan does not properly reflect the development limits of the property. 2. The Barrie GO line is shown as a "Proposed GO Transit Network" when it is an existing GO transit network. 3. Schedule 13-S should be amended to show a minimum 3.5 FSI on the lands in accordance with OPA #660. 4. Include a policy in the Official Plan 	<p>#661 would permit a maximum FSI of 3.0 on these lands.</p> <p>10) These lands are located at the bottom of Kipling Avenue which is a dead end street.</p>	<ol style="list-style-type: none"> 1) No change recommended. 2) No change recommended. 3) No change recommended. 4) No change recommended. 5) No change recommended. 6) See Recommendation in 1b) in the Staff Report

(B)

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 8, 2010

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Item 1, CW(PH) Report No. 25 – Page 16

The analysis of identified housing intensification opportunities within the Built Boundary is summarized in Table 1 below (Table 2 in the Hemson report). Theoretical potential was identified for 30,430 units over the period to 2031, recognizing that, in many cases and for many different reasons, much of this potential is unlikely to translate into new units within the time frame. In addition, there are a number of locations where intensification appears desirable, consistent with Provincial, Regional and City planning objectives, but the actual scope for intensification should be addressed through comprehensive secondary plan studies with community consultation. Nonetheless, it is clear that sufficient intensification potential is present to satisfy the Region's requirement for 29,300 units to be provided within the Built Boundary.

Table 1 Identified Housing Intensification Opportunities Inside the Built Boundary (in units)	
Vaughan Metropolitan Centre	12,000
<u>Major Centres</u>	
Yonge and Steeles Avenue	4,800
Steeles Corridor	5,400
Weston and Highway 7	tbd
Bathurst and Centre Street North Side	1,350
Bathurst and Centre Street South Side	tbd
Vaughan Mills	tbd
Jane and Major Mackenzie Drive	tbd
	<u>11,550</u>
<u>Local Centres</u>	
Kleinburg Core	80
Woodbridge Core	900
Maple Core	400
Thornhill Core	150
Concord GO Station	tbd
Vellore Village Core	<u>900</u>
	2,430
<u>Primary Intensification Corridors</u>	
Highway 7	2,500
Centre Street	400
Dufferin and Centre Street	tbd
East of Dufferin	450
Major Mackenzie Drive	600
Rutherford Road	400
Jane Street	<u>00</u>
	4,450
Total	30,330

The Hemson report worked with the future population forecast and translated it into estimates of future housing demand, to compare with the Region of York's analysis. The result was demand for a total of 135,720 housing units in Vaughan by 2031, including 69,540 units (existing as of June 2006) and 66,180 additional new units required to be added, 2006 to 2031 as indicated in Table 2.

Within the Built Boundary, demand for intensification (29,300 units) and infill development (2,320 units) totals 31,620 units.

Outside the Built Boundary, demand is forecast for 34,560 units. However, this requirement cannot be satisfied within the existing designated greenfield areas because it cannot reasonably be expected that all of the potential apartment units in new greenfield areas to be built by 2031, owing to the predominance in demand for ground-related units. Therefore, after considering

OPA's 660/661 area specific residential deferrals

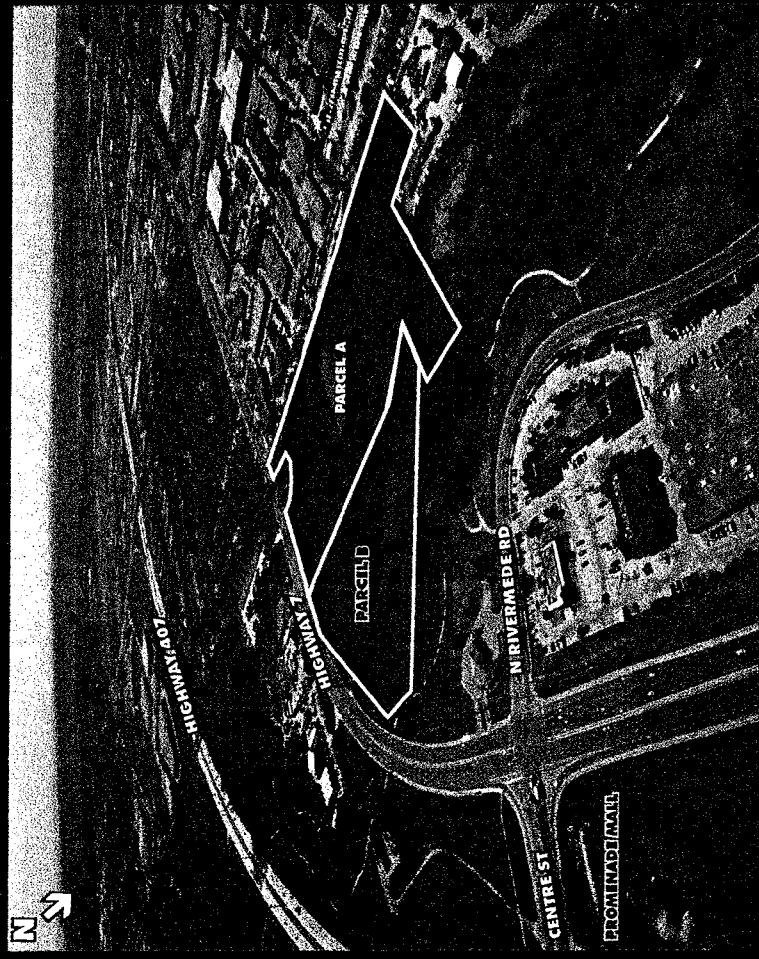


- Two deferral areas (East – OPA 660 and West-OPA 661)

- The policy permitting residential land uses are deferred pending completion of review being carried out by Hemson Consulting



FOR SALE

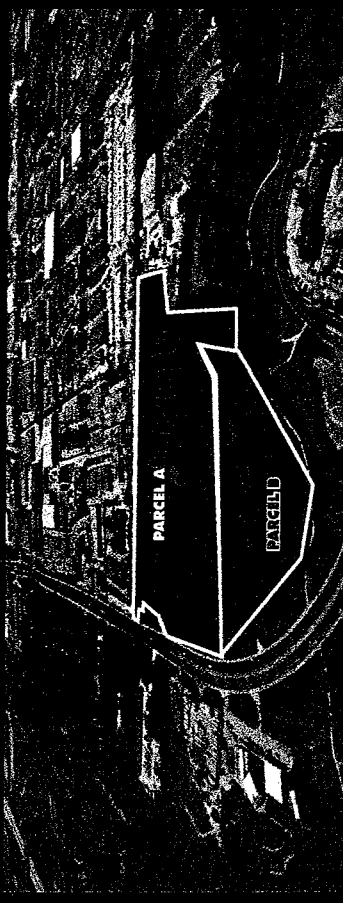
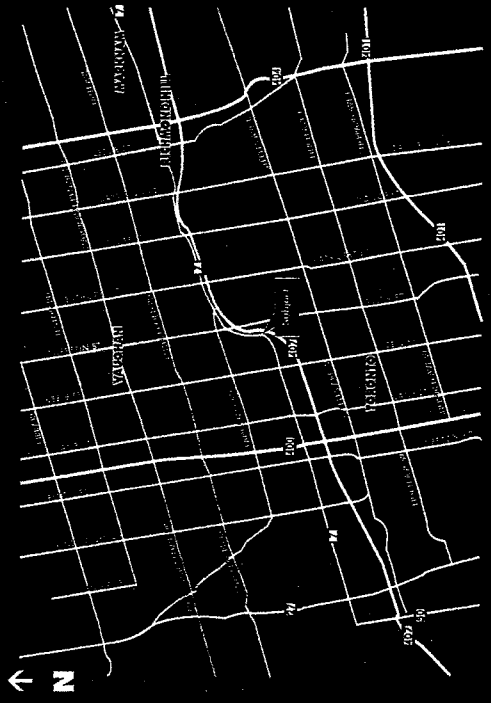


**1890 HIGHWAY 7
VAUGHAN, ON**

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COMMERCIAL REAL ESTATE
http://www.cbre.com



PROPERTY LOCATION



LAND SERVICES
GROUP

- MIKE CZESLOCHOWSKI**
Senior Vice President
416-493-6257
mike.cz@cbre.com
- LAURIN DOUGHY**
Sales Representative
416-493-6253
laurin.doughy@cbre.com
- PAUL WELT**
Vice President
416-493-6248
paul.welt@cbre.com
- ENRICO VICCHIATO**
Associate Vice President
416-493-6244
enrico.vicchiato@cbre.com

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COMMERCIAL REAL ESTATE