

CW Ad Hoc Committee Information/ Stakeholders Meeting

Date: 09/14/2010, 19:30

Location: Concord West Seniors Club

Invited Guests:

Dale Albers, Chief Communications Officer, York Region Rapid Transit Corporation

Mike Fenning, TRCA

Gustavo Garron, Principal Senior Project Manager, Delcan

Elizabeth Howson, Macaulay Shiomi Howson Ltd.

George Ivanoff, Senior Environmental Planner, Ministry of Transportation

Noah Ng, Constituency Assistant to Peter Shurman, M.P.P-Thornhill

Attendees:

Dr. Paulo Correa, Josephine Mastrodicasa, Teresa Panezutti, Alexandra Correa, Sandy Salerno, Natalie D’Orazio, Maria Bonfini, Mario Bonfini, Rose DiMarco, Silvana Galloro, Maria Bacchin, Julie Seemann, Daniela Bacchin.

Absentees (invited to attend):

Representative from the Ontario Ministry of Infrastructure

Representative from Metrolinx

Representative from York Region

Topic	Information/Questions/Concerns	Conclusions/Recommendations/Reply
Call to Order Introduction Josephine Mastrodicasa	Called to order by Josephine Mastrodicasa at 7:40pm. The invited guest were introduced to representatives of the Concord West Community	
Background Information Dr. Correa	Dr. Correa gave a brief overview of the land in question and the events that led to the September 14, 2010 meeting. Through the diligences of key members in the Concord West Ad Hoc Committee, disclosure of the proposed development plans of the ORC lands to the east of the community adjacent to existing GO lines and potential development of the ORC and private lands on the north side of Hwy 7 was made to the Concord West community.	Dr. Correa presented an alternative to the proposed plan. The Concord West community at a general meeting held August 24, 2010 unanimously ratified the alternative plan. The alternative plan makes use of the ORC lands to the north of Hwy 7, adjacent to the GO railway. The factors influencing this plan included the OPA 660; and two parcels of land that are jointly for sale on the north of Hwy 7. Parcel B is owned by the ORC, parcel A is privately owned.

The key elements of the proposed plan include:
([See Comparison of Proposals](#))

- a. Parking lot
- b. Redevelopment of the existing floodplain
- c. Vertical elevator to connect the GO station to the Metrolinx station
- d. New Road Access to Hwy. 7 & corporate center
- e. Expropriation of commercial properties on the south side of Hwy. 7
- f. Pedestrian tunnel from Rockview Gardens to the GO station
- g. GO station
- h. Increase in the number of GO rail lines
- i. The Concord Corporate Center on the north side of Hwy. 7
- j. Potential High Density development on the north side of Hwy 7.
- k. Metrolinx transitway
- l. Metrolinx station

The consequences of this proposed development to the seniors, adults and children alike were expressed by Teresa Panezutti and Sandy Salerno, namely:

- a. Heavy-use traffic corridors lock in the community on 3 sides. Specifically Keele St. to the west, Hwy 7 to the north, and the 407 to the south. The proposed development would completely enclose the community, converting the petitioned ORC Greenland into part of a traffic hub with train, bus and car traffic.

The key elements of the alternative plan include: ([See Comparison of Proposals](#))

- a. Relocate the GO station to parcel A (old Concord train station site) or parcel B (shown curved in red on slide 8 of the presentation) on the north side of Hwy 7.
- b. A parking lot north of Centre Street, at Hwy 7.
- c. A 350m bridge/elevated pedestrian walkway to connect the GO station and Metrolinx station.
- d. Maintain the Metrolinx general trajectory, but have it hug Hwy 407 so as not to disturb the ORC green land under petition.
- e. Locate Metrolinx station where Hwy 7 crosses Centre St, on south side of centre St.
- f. Enlarge the Bartley Smith Greenway (BSGW) where it currently becomes strangled, by transfer to the TRCA of the ORC land that is the subject of petition
- g. No changes to the Don River floodplain
- h. No need to expropriate businesses on the south side of Hwy 7.
- i. The alternative plan will benefit the proposed Concord Corporate Center, and businesses and industries located north of Hwy 7.
- j. Community access to the Bartley Smith Greenway via a tunnel under the rail line and a small bridge over the Don.

The alternative plan would meet the Concord West Community's request

- a. Transfer the ORC land adjacent to the community to the TRCA.
- b. Restoration of access to the Bartley Smith Greenway.
- c. Create a safe crossing of the CPR/GO tracks
- d. Maintain and protect the wildlife habitat in the woodlot and meadow adjacent to the community.

		e. Maintaining Merlin’s objective to minimize any conflict with the social and natural environment
Comparison of the two plans, the current proposed plan and the alternative plan.	See attached slide 15 of the presentation made by Dr. Correa	
Floor opened to comments and questions Josephine Mastrodicasa	Josephine Mastrodicasa invited guests and attendees to respond to the presentation and forward any questions.	
Comment George Ivanoff Sandy Salerno Maria Bonfini	<p>George Ivanoff thanked Dr. Correa for an exceptionally well researched and thought out presentation. He addressed the representatives of the Concord West community providing a brief history of the transit way.</p> <p>The concept of a fast transit E-W corridor was first proposed in the 1960s and revisited in the 1990s. This included the 407, a utility corridor, parks, regional rail and buses. This transitway was to be the northern boundary of the city of Toronto. An east to west connection for outlying communities.</p> <p>Public discussions were held in 2000 to determine the location of stations. In 2007 a meeting was held for the community</p>	<p>Sandy Salerno asked why the community was not made aware of 2007 meeting.</p> <p>George Ivanoff stated that notices were published in the local papers and that 17000 letters were mailed to stakeholders. The mailing is done based on postal code. There is no stakeholders’ list. However, no one in the community ever received such a notice.</p>

		<p>Sandy Salerno stated that local politicians have not been forthcoming with information. The politicians are aware of the existence of a Ratepayers Association, which can be a direct contact link with the community.</p> <p>Maria Bonfini reiterated that the community does not want to be caught unaware.</p> <p>Dr. Correa summarized that the members of the community feel that they have not been informed of the plans. They have not gotten notices, and the politicians have not been forthcoming with information.</p>
<p>Comment Gustavo Garron Mike Fenning Noah Ng</p>	<p>Gustavo Garron explained that the ORC lands are being sold to decrease government deficit. The green area in question is still there because it has been held for the transitway as an important access point to the Barrie GO line.</p> <p>Gustavo Garron clarified that the floodplain would not have to be remodeled. The floodplain on the proposed development plan is the existing floodplain and the current private businesses have been built on the floodplain.</p> <p>Daniela Bacchin questioned if the existing floodplain would be able to handle increased pressure from parking lot runoff. As evident from the August 19, 2005 flood, the existing floodplain is already under stress.</p> <p>The MTO is in the preliminary design stage of the transitway</p>	<p>As per the meeting with Robert Minnes, the floodplain shown in green on the proposed plan was thought to be a newly remodeled floodplain. But Mike Fenning agreed that the floodplain as shown on the proposed plan is the existing floodplain, as stated by Gustavo Garron.</p> <p>Noah Ng suggested that perhaps what Robert Minnes meant was that a viaduct would have to be built for storm water management.</p> <p>George Gustavo stated that possible solutions included a storm water retention pond.</p> <p>Noah Ng suggested that this is an ideal time to enter into discussion with the planners regarding this development.</p>

<p>Comment George Ivanoff Mike Fenning Dr. Correa</p>	<p>George Ivanoff stated that the MTO is working with ecologist from the TRCA to minimize the impact on the valley floodplain. The Environmental Assessment is in its draft stage. The TRCA ecologists have been presented background information.</p> <p>The current deviation in the Metrolinx trajectory from the 407 is to avoid the current floodplain valley. The planners for the MTO have tried to avoid the woodlot, and have designed the GO station/parking lot in the open field.</p>	<p>Mike Fenning has not seen anything from the MTO</p> <p>Dr. Correa reiterated that the Concord West Community does not want a GO station, Metrolinx station and parking lot in their backyard. It would be advantageous to build the GO station and parking lot next to, or inside, the Concord Corporate GO Center</p>
<p>Comment Teresa Panezutti George Ivanoff</p>	<p>Teresa Panezutti stated that a GO station and Metrolinx connection would be of more use on the north side of Hwy 7, where it would allow direct access to high density development and the existing industrial area. Teresa Panezutti stated that developing north of Hwy 7 will take advantage of the existing road infrastructure: North Rivermede Rd., Rivermede Rd., Center St., Bowes Rd. and Hwy 7. There is better traffic access north of Hwy 7.</p> <p>The Concord West Community is very concerned about safety. Studies have shown that transit stations built with direct access into adjacent communities will introduce and increase crime into that community.</p> <p>The Concord West Community is very concerned about the increased air and noise pollution from the parking lot/GO station from cars, busses, and diesel engine trains and diesel Metrolinx busses. Especially when idling.</p> <p>The Concord West Community is very concerned about increased traffic flow in the community. Especially on Baldwin Ave. and Rockview Garden Ave., and Hartley Cres. As GO users will alternatively drop passengers off at the proposed underground</p>	<p>StatsCan studies show significant increase in various crimes in the vicinity of train and bus stations – see slide 13 of Dr. Correa’s presentation</p> <p>George Ivanoff suggested that a noise wall would have to be built as per municipal building code.</p>

	<p>pedestrian passway to avoid driving directly into the station.</p> <p>Rose Di Marco asked if a traffic study has been done?</p>	
<p>Question</p> <p>Silvana Galloro</p> <p>George Ivanoff</p> <p>Dale Albers</p>	<p>Silvana Galloro asked who was responsible for making the final recommendation.</p>	<p>George Ivanoff stated that the MTO team makes a recommendation based on analysis of all the information. They prepare an environmental assessment report and present it to the Ministry of the Environment.</p> <p>Dale Albers stated that notice is given to members of the community. People have 30 days to review and respond to the proposal.</p>
<p>Comment</p> <p>Noah Ng</p>	<p>Noah Ng clarified that the OPA 660 is a city mandate. The Concord Commercial Center is sited as “To be determined” (TBD) in the official city plan.</p> <p>Noah Ng commented that it would have been nice to have someone from the city at this meeting to discuss the official plan.</p> <p>Noah Ng stated that the land north Hwy 7 is zoned as agricultural land. If there is to be development on privately owned land, the owner will have to approach the city for rezoning.</p> <p>The land on the south side of Hwy 7, adjacent to the community may be given to the TRCA if no one wants to develop the land.</p>	<p>Josephine Mastrodicasa asked if the MTO could request that the sale of the land known as parcel B of the Concord Floral be held.</p> <p>George Ivanoff said that they could ask. But he expects the assessment to be faster than it would take for the request to halt the sale of parcel B to be processed.</p>
<p>Question</p> <p>Josephine Mastrodicasa</p> <p>Gustavo Garron</p> <p>Dale Albers</p>	<p>Josephine Mastrodicasa questioned whom the GO station was servicing? A community with a large senior population, who are unlikely to use the GO service?</p> <p>Why can't the station be placed on the north side of Hwy 7? The Concord West Community is in a unique position in that there is vacant government land to the</p>	<p>Gustavo Garron replied that this is a regional transit way. Servicing east-west commuters.</p> <p>Gustavo Garron stated that they are willing to evaluate, analyze and assess the alternative plan for technical merit.</p>

	north, in parcel B of the concord Floral property. Why is there a tunnel connecting a small community to parking lot?	Dale Albers stated that future regional and community development will be taken into consideration.
Comment Liz Howson Gustavo Garron	Liz Howson reiterated that the invited guests are prepared to take the presentation and analyze the information and alternative plan for its merit. The question that need to be asked are: What is the time line? What other information will be needed?	Gustavo Garron asked for all the existing information that has been collected including the presentation, the meeting minutes and the comparison study. There may be other questions and requests for more information. He will be in contact with us.
Summary George Ivanoff Dr. Correa	George summarized the Concord West Community's concerns: Crime Noise and air pollution Traffic Loss of green space Not having been informed by either notice or information bulletins.	Dr. Correa summarized that in the development of the alternative plan the community has considered the future of the lands north of Hwy 7, specifically the Concord Corporate Center. The community is meeting the government half way. They are not saying no to development, but rather put it on the north side or any other feasible location. But not on the south side of Hwy 7 adjacent to the community.

The meeting was adjourned at 9:30pm.

Respectfully Submitted,
Daniela Bacchin, Recorder