SUMMARY

The present submission to the Ontario Ministry of Transportation is divided into two parts, the background and the submission proper. The background explains how the Concord West community arrived at the proposal of an alternative plan for the GO/Metrolinx traffic hub located by the existing OMT/MTO Concept Design on the south side of Highway 7. The present submission proposes that it should be located on the north side, in or around the Concord Floral Lands. The present submission also requests that (1) the proposed alternative plan be technically assessed for its merits in all of its relevant aspects (social, environmental, etc); (2) a comprehensive environmental study of the overall area in question be conducted and released to the public as soon as possible; and (3) the OMT team working on the 407 Transitway Project be directed – for the reasons presented herein - to find a solution for the traffic hub that does not locate it on the south side of Highway 7, nor makes it adjacent to the Concord West community, so that the OMI (Ontario Ministry of Infrastructure) may transfer to the TRCA (Toronto and Region Conservation Authority) the ORC greenland adjoining the Concord West community to the east, and currently under petition to the Honorable Minister R. Chiarelli.

1. Background of the Present Submission

1.1. Concord West community residents are denied their rights of access to the Bartley Smith Greenway/Langstaff Ecopark, as well as to the Glen Shields community

Since 1954 the residents of Concord West have had a common right of easement across the ORC greenland property (marked in green in Figure 1) for purposes of pedestrian and bicycle access to what is now known as the Bartley Smith Greenway/Langstaff Ecopark, as well as to what is now known as the Glen Shields community. With the construction of highway 407, this access was effectively denied to the residents of Concord West, leaving them boxed in between Keele Street to the west, Highway 7 to the north, the CN railway to the east, and the 407 to the south and southeast. The railway-crossing bordering the community to the East was fenced in, and a small bridge over the Upper West Don River was torn down. Despite repeated and continuing efforts made, since 1992, by the Concord West community and its members to establish effective access, as is their right, the community remains without it. This has put an unacceptable burden on the quality of life of the residents of the Concord West
community, especially on seniors who are unable to enjoy greenspace areas and nature trails traditionally available to them. Likewise, bikers, hikers and joggers do not have safe access to those public greenspaces. This is an intolerable situation that has now dragged on for over 15 years.

1.2. A threatened ecological community

Moreover, the area marked in green in Figure 1 serves as ecological community for a variety of threatened wildlife contiguous with the western margin of the Upper West Don River. It is ecologically part of the Bartley Smith Greenway/Langstaff Ecopark system and is the spring migration home of the chestnut-sided warbler, white-throated sparrow, herons and mallards, and many other bird species. The Great Blue heron has often been sighted on this land. It is also the permanent habitat of hawks, beavers, and white-tailed deer families. The Blanding Turtle (*Emydoidea blandingii*), officially a nationally and provincially threatened species, has been sighted and photographed in the ORC land under petition (see Picture A).

We should emphasize that the ORC greeland in question is located at a point in the Bartley Smith Greenway/Langstaff Ecopark where, without it, the ecopark narrows to the point of strangulation.

1.3. An unacceptable Master Plan Study proposed by the Concord West Urban Design Streetscape Committee

In January 2007, in its adopted Pedestrian and Bicycle Master Plan Study, the City of Vaughan repeatedly acknowledged the rights of access and circulation of all Vaughan communities. In February 2010, this Master Plan was approved. In contrast, the Terms of Reference of the Concord West Urban Design Streetscape Master Plan Study prepared by City planners and presently under way, proposes:

1) *To locate all pedestrian and bicycle accesses* to the Bartley Smith Greenway/Langstaff Ecopark, as well as to the Glen Shields community, **on the strip** bordering the south side of Highway #7. This means that the Concord West community will not have direct access to the ecoway. Instead, community residents will have to travel through the busiest and most dangerous traffic way in Vaughan in order to gain access to the ecoway. The only access to the ecoway will be along the south side of Highway 7, to the park entries at Centre Street. This is particularly onerous, if not effectively impossible, for seniors or parents/guardians with children on strollers. Note that the proposed access in this Streetscape Master Plan Study is made **via the same route** of the only access that presently exists (unless one cuts through the existing fence at the end of Rockview Gardens), which is a route that passes under the railway bridge of Highway 7, where there is no sidewalk to speak of that is adequate for the safe passage of pedestrians, senior or not.

2) *To locate the facilities of a Concord GO station* so as to encompass the **same south side strip** (page 5 of Attachment #2 of the Terms of Reference of the Concord West Urban Design Streetscape Master Plan Study, March 23, 2010).

3) *To locate a Concord GO Centre parking lot on the land adjoining Highway 407 to the south.*

The Terms of Reference of the Concord West Urban Design Streetscape Master Plan Study, March 23, 2010, was the first mention the community saw concerning the plans to locate a GO station and car parking lot on the south side of Highway 7. The proposal was unacceptable to the community, which is already landlocked by vehicular
Picture A

Blanding's Turtle

Protection: Under Ontario’s Endangered Species Act 2007, the Blanding’s Turtle is protected from any actions that may cause further harm to the species. It is also protected under the Fish and Wildlife Conservation Act.
traffic, noise and pollution on all sides. It was also unacceptable that the residents, and especially the seniors, of the Concord West community would continue to be obliged to walk or bike through the traffic-laden access strip on the south side of Highway 7 in order to reach the Bartley Smith Greenway/Langstaff Ecopark, or to reach the Glen Shields community, which the Concord West community adjoins – through the ORC land marked green in Figure 1.

Finally, it was completely unacceptable to the Concord West community that a GO station infrastructure would be built on the only greenland that the community could have direct access to and which, in the past and by right of easement, has provided the community with access to greenspaces and the Greenway/Ecopark - rather than on the north side of Highway 7, precisely where once the Concord train station existed, and where it would be of direct benefit to the industrial and commercial area north of Highway 7.

On May 15, a written intervention in the Concord West Streetscape Committee by a senior member and Director of the Ratepayers Association underscored all of these concerns, requesting assurance that access to the greenspaces would be immediately restored and that the proposed plans for the occupation of the ORC greenland would be rejected. However, this Streetscape Committee took no action, nor did it undertake any effort to better inform the community of the plans for the ORC greenland in question.

1.4. The solution to the continuing refusal to provide the Concord West community with its lawful access to greenspaces

The simple solution to the problems of access to the surrounding greenspaces, currently denied to Concord West residents, and to the current threat posed to the ecological niche in the land adjoining to the east the Concord West community would be:

1) To request that the Province of Ontario transfer the land in question, presently owned by the Ontario Realty Corporation, to the Toronto and Region Conservation Authority (i) for purposes of its amalgamation with the Bartley Smith Greenway/Langstaff Ecopark AND (ii) in order to restore presently denied and rightful direct access of the Concord West residents to the Bartley Smith Greenway/Langstaff Ecopark and the Glen Shields community

2) To provide the residents of the Concord West community safe access to the ORC land in question as the community’s greenspace, and direct access to the Bartley Smith Greenway/Langstaff Ecopark and the Glen Shields community, by building an underground passageway located at the end of Rockview Gardens, that would run beneath the existing CN rail line. This should be accompanied by the proper fencing in of the CN railway line for the safety of Concord West residents, in particular children.

1.5. The petition to OMEI Minister B. Duguid requesting implementation of the solution proposed by the Concord West Seniors Club

The Concord West Seniors Club then decided to take the initiative. It ran a petition, signed by virtually all households in the Concord West community and many households in the Glen Shields community, requesting the then Ontario Minister of Energy and Infrastructure B. Duguid to implement the two-fold solution: transfer the ORC greenland to the TRCA and build an access tunnel under the existing railway bordering the community to the East. The petition was sent to Minister Duguid on June 9, 2010. It was accompanied by 15 pages of attachments documenting the efforts made over
15 years by the community to have their access to greenspaces restored. No response would be forthcoming from Minister Duguid.

The request/petition sent to Minister Duguid was copied to the Chair of the TRCA, and its hand-delivery was reported by local Rogers Cable News.

The response from the Chief Administrative Officer of the TRCA (see Figure 2), dated July 7, 2010, stated that “the subject property falls under the TRCA’s master plan for acquisition for the Don River watershed”. The letter further stated that the TRCA supported the community’s request.

1.6. The community finds out about the Concept Design proposed by the Ontario Ministry of Transportation, to place a complex traffic hub on the ORC greenland and adjoining lands on the south side of Highway 7.

Since no answers, explanations or detailed information were forthcoming from either the Streetscape Committee or Provincial Minister Duguid, the Concord West Seniors Club sought the help of MPP Peter Shurman. The latter arranged for a meeting (July 23, 2010) with Robb Minnes, the Project Manager of the Ontario Ministry of Transportation in charge of the 407 Transitway Project. At that meeting, the community was provided with a Concept Design that shows the detailed occupation that is planned for the ORC greenland and adjoining lands on the south side of Highway 7 (see Figure 3). The Concept Design is a one page lay-out that is part of a pdf (found at www.lgl.ca/407Transitway/documents/FINAL PIC 2 Panels STATIONS_June 28 2010.pdf, per the indication of George Ivanoff on September 20, 2010) containing various one page lay-outs of the stations to be built as part of the 407 Transitway Project.

In essence, the Concept Design proposed by the OMT has the following main features, shown in Figure 4:

- The existing railway line bordering the Concord West community to the east would become a two-track line to accommodate northbound and southbound GO trains.
- The entire eastern border of the Concord West community would be spanned by a GO station (shown in red, Figure 4).
- Immediately adjoining the GO station, there would be a parking lot for >1,000 cars, connected with a Viva bus stop and a drop-off and pick-up bay (shown in stapled black lines, Figure 4).
- Immediately to the east of the southeast corner of the Concord West community, there would be a rapid-bus Metrolinx station (see Metro Trans Station in Figure 4).
- A rapid-bus road or transitway would connect this Metrolinx station to the east and west, with the eastern path of this bus transitway (lines shown in green in Figure 4), substantially deviating from the path of Highway 407, to cross over the ORC greenland under petition and, as well, private land to be acquired by the OMT or OMI, if need be by expropriation. Part of the bus transitway route over these lands would be an elevated overpass.
- An elevator complex (shown in purple, Figure 4) would be placed at the southeast corner of the Concord West community, at the end of the existing Southview Park, to link the Metrolinx and GO stations.
- A wide road would be created north and south of Highway 7 (denoted in Figure 4 as “#7 extensions”, in blue lines), intersecting the latter and again occupying part of the ORC greenland as well as private land to be acquired by the OMT or OMI, if need be by expropriation. The apparent purpose of the northern branch of this new road would be to
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
connect the so-called Concord Corporate GO Centre - to be located on the Concord Floral Lands on the north side of Highway 7 - with Highway 7. The apparent purpose of the southern branch of this new road would be to connect the said Concord Corporate GO Centre and Highway 7 to the parking, bus and drop-off facilities of the GO station parking lot.

- Also shown in Figure 4 is a bus service, maintenance and emergency area (solid beige, Figure 4) that roughly corresponds to the area shown in pink in Figure 3, and occupies what at present are privately owned lands.

- Finally, the Design Concept also proposed to place an underground tunnel crossing the railway tracks at the end of Rockview Gardens (solid black trace in Figure 4). However, this was not designed to permit access by Concord West residents to the ORC greenland in question, since the latter effectively would be paved over by a parking lot, roads and a Metrolinx station; instead, the effective result (albeit unstated) of this underground tunnel, in the context of the Design Concept, would be to turn Rockview Gardens into another pick-up and drop-off point for the projected GO station. It was a tainted gift.

1.7. Constructive response of the community to the Design Concept planned by the OMT: unanimous approval of an alternative plan for the location of the traffic hub contemplated by the 407 Transitway Project

Cognizant at last of the plan intended for the occupation of these lands on the south side of Highway 7, the Concord West community justifiably felt betrayed by its local and regional councillors, the Vaughan mayors, and City, Metro and Provincial officials and planners (leaving aside mention of private planners) involved in the 407 Transitway Project. Publication of the Design Concept for the traffic hub in a few select newspapers and one obscure pdf online was deemed by the officials involved to be sufficient effort to inform the Concord West and Glen Shields communities. A 2007 mass-mailing reported to have involved 17,000 notices inexplicably failed to reach a single resident of the Concord West community.

However, being resilient and resourceful, and armed with a constructive spirit, the Concord West community set about to think through an alternative concept for the 407 Transitway traffic hub that would leave the ORC greenland under petition free for its rightful transfer to the TRCA. A Concord West Residents Ad Hoc Committee, comprising the Concord West Seniors Club and the Concord West Ratepayers Association, as well as other concerned residents, was formed to study this possibility with the help of a hired private town-planner who is also a specialist in environmental studies. Effectively, the community set about doing what, to begin with, should have been the job of the responsible public entities and the private consultants they hire. As a result, an alternative plan for the traffic hub was generated that effectively freed the ORC greenland under petition, so that it may be transferred to the TRCA as per the original request to Minister Duguid. The alternative plan for the traffic hub was unanimously approved in a General Meeting of the Concord West community, on August 24, 2010. At the same meeting, the community also called for a meeting (on September 14, 2010) of the Ad Hoc Committee with the relevant Provincial and Metro officials, in order to present to the latter the alternative solution to the projected traffic hub. The Concord West community also unanimously approved a letter to be sent to the new Ontario Minister of Infrastructure, R. Chiarelli, that reiterated the request to transfer to the TRCA
the ORC greenland under petition, and invited Minister Chiarelli or his mandated representative to attend the September 14, 2010, meeting with the Ad Hoc Committee. Also invited were R. Minnes for the OMT, the Metrolinx President, the Chairman and CEO of the Regional Municipality of York B. Fisch, the Chief Administrative officer of the TRCA B. Denney, and MPP Peter Shurman.

1.8. The September 14, 2010, meeting of the Concord West Residents Ad Hoc Committee with the relevant Provincial and Metro officials

In attendance at the September 14, 2010, meeting of the Ad Hoc Committee were: George Ivanoff, Senior Environmental Planner for the OMT; Gustavo Garron, Principal and Senior Project Manager at Delcan, a private consulting firm hired by the OMT; Dale Albers, Chief Communications Officer at York Region Rapid Transit; Mike Fenning for the TRCA; and Noah Ng for Peter Shurman’s Office. No officials from Metrolinx, the Regional Municipality of York, or the Ontario Ministry of Infrastructure attended. Nor did Minister Chiarelli respond to the community’s letter of August 25, 2010.

The meeting was judged productive by all the parties involved. The details of the presentation of the alternative plan will be discussed in the next section, since they form the body of the present submission. From the interventions of George Ivanoff, the community learned that the OMT took the proposed alternative plan seriously, and was promised by the OMT that the latter would assess with due diligence the technical, social and ecological merits of the alternative plan. Senior Planner Ivanoff also made clear that the decision of the OMI (in charge of the ORC jurisdiction) depended entirely upon the assessment made by the team headed by Project Manager Minnes. Senior Planner Ivanoff also informed the community and the TRCA that an environmental assessment was being conducted with respect to the entire area lying south of Highway 7, between the Concord West community and the Don River.

Repeated calls by Concord West seniors to Ms. Nicole Mills handling Minister Chiarelli’s schedule ultimately resulted in a phone call (September 15, the day after the scheduled meeting) between Mr. Bruce Singbush (Director of Real Estate Policy at the OMI) and Dr. Paulo Correa (for the Ad Hoc Committee) which confirmed that the OMI position and response to the community’s request for the transfer to the TRCA of the said ORC greenland is dependent on the recommendations made by the OMT following their assessment of the community’s alternative plan.

2. The present submission of the alternative plan, unanimously approved by the Concord West community, for the location and articulation of the traffic hub required by the 407 Transitway.

2.1. The alternative plan, unanimously approved by the Concord West community, for the location and articulation of the traffic hub required by the 407 Transitway.

In essence, the alternative plan unanimously approved by the community on August 24, 2010, General Meeting preserves all the essential linkages, services and infrastructures required by the 407 Transitway Project, but leaves the ORC greenland
under petition free for transfer to the TRCA, and in addition requires no public purchase or expropriation of private lands south of Highway 7. The alternative proposal is shown in Figure 5. Its features are:

• Location of the GO station either (1) on the emplacement of the old Concord train station along the western border of parcel A of the Concord Floral lands, 1890 Highway 7 (see red lined box in Figure 5); or (2) under (built into) the projected Concord Corporate GO Centre slated to occupy the same parcel A (see solid red curved box in Figure 5); or (3), still further east, partially occupying the eastern parcel B of the same Concord Floral lands, the said parcel B being currently owned by the ORC/OMI.

• Location of the Metrolinx station on currently held OMT land on the southeast side of the intersection of Highway 7 with Centre Street (see box in green lines in Figure 5).

• Connection between the GO and Metrolinx stations via a 300-350 meter long elevated skywalk with escalators and moving walkways (see purple stapled box in Figure 5). This elevated walkway can also be used to permit safe pedestrian crossing of Highway 7 at Centre Street, permitting the timing of traffic lights in this intersection to be governed solely by the needs of vehicular flow.

• Location of the car parking lot and bus facilities (drop-off, pick-up and service) on the land running northward, on the northeast side of the intersection of Highway 7 with Centre Street (see black stapled box in Figure 5, and text indication in Figure 6). The proposed location provides better vehicular access along a portion of Highway 7 that is currently unencumbered by traffic bottlenecks.

• Retracing the route of the rapid-bus road or transitway connecting to the Metrolinx station to hug the 407 highway path (see lines in green in Figure 5), so as not to destroy the ORC greenland under petition, and minimize the proximity of bus circulation lanes to the Concord West community. The bus transitway may still have to be elevated, just not over the ORC greenland in question.

• Construction of an underground tunnel to cross the railway tracks at the end of Rockview Gardens (solid black trace in Figure 5), this time actually designed to permit access by Concord West residents to the ORC greenland in question and the Bartley Smith Greenway/Langstaff Ecopark. Along with this tunnel, (1) proper fencing-in of the railway line on both sides of the tracks should be undertaken for both safety and acoustic dampening purposes, and (2) a small bridge for pedestrian use should be rebuilt over the Don River, to permit access from the ORC greenland to the path of the Bartley Smith Greenway/Langstaff Ecopark, which lies to the east of the Don River.

2.2. The evident merits of the alternative plan proposed by the Concord West community

It is evident that the alternative plan proposed by the community does not require the construction of a road running south from Highway 7 to feed the facilities of a GO station. Nor does it call for the public purchase or expropriation of private lands on the south side of Highway 7. Above all, it frees the ORC greenland for its petitioned transfer to the TRCA, thus providing the Concord West community at last with (1) its greenspace, (2) safe access to this greenspace and to the Bartley Smith Greenway/Langstaff Ecopark, and (3) effective protection for the local ecology of the ORC greenland and for its continuity with the ecology of the Bartley Smith Greenway/Langstaff Ecopark.
The proposed alternative plan *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* (see Figure 7), *and entirely avoids the destruction of the natural environment of the ORC greenland under petition*. According to OPA#660, the location of the GO station should occur within 400 meters *north* or south of Highway 7.

Unlike the Concept Design currently proposed by the OMT, the 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" (see Figure 8).

The alternative plan also locates the traffic hub, and in particular the GO station, where it is most convenient for commercial and industrial businesses, which are situated *north* of Highway 7, rather than locating it on top of a quiet residential neighborhood, where it will destroy the neighborhood’s social, cultural and environmental fabric. Though unspoken, it is apparent that the OMT proposed location of the traffic hub south of Highway 7 benefits only the sale value of the present Concord Floral lands, being of no benefit either to its future purchasers and builders of the anticipated Concord Corporate GO Centre, or to the Concord West or Glen Shields communities. A GO station can easily be built into the Corporate Centre, especially since the Concord Floral lands are the subject of a re-zoning application to permit high density occupation on what is to this day agricultural land.

2.2. A comparison of the proposed plans

The lack of merit of the OMT-proposed Concept Design is multiple and extensive. Not only does it profoundly and adversely affect the social environment of the Concord West community, but it transforms the community into a traffic-hub environment. Crime statistics for areas surrounding train and bus stations are beyond dispute (see Figure 9): all crimes increase, ranging from petty crimes, theft, car theft to rape and murder. It is unconscionable that this fate has been undemocratically and nonsensically slated for the Concord West community.

Further, the OMT-proposed Concept Design needlessly destroys the ecological niche of the ORC greenland, and its continuity with the Bartley Smith Greenway/Langstaff Ecopark. It blocks the natural circulation of Concord West residents, and further severs the communication between the Concord West and Glen Shields communities. Even though the policy of the ORC is to sell public land to pay for the Provincial deficit, this cannot justify a senseless plan that, on top of everything else, involves public purchase (not sale!) of lands presently owned privately by Concord West residents and businesses. Moreover, it seems absurd that, for the sake of supporting the high-density re-zoning of the Concord Floral lands, the infrastructures that will be of direct benefit to its owner(s) have been moved to the *south* side of Highway #7.

The overall emplacement of a complex traffic hub along a curve – on the section of Highway 7 that curves north from the east-west axis of the highway’s western portion – is also a poor urbanistic choice, a classical error in fact, since it will always have a tendency to create a bottleneck. This error is further magnified by the fact that this very section of the Highway is already one of the most congested. The result can only aggravate the existing bottleneck, which will be further compounded by the vehicular outflow from the north and south branches of the new wide road projected to intersect Highway 7 (as per Figures 3 & 4).
FIGURE 7

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
Transportation Solution Objectives

**Transportation**
- Enhance east-west cross-regional mobility >5-10 km
- Offer a faster, safer and more efficient way of moving people
- Maximize utilization of protected 407 Corridor
- Improve integration with regional transportation network
- Ability to increase capacity to meet additional travel demand

**Land Use**
- Improve accessibility to existing/planned major urban centres/nodes
- Increase support for a more compact urban structure

**Natural and Social Environments**
- Minimize adverse effects on the natural environment
- Minimize adverse effects on the social environment
- Reduce reliance on energy resources, reduce automobile dependence and gas emissions

**Costs**
- Increased cost-effectiveness of moving people in corridor
Crime and Justice Research Paper Series
Neighbourhood Characteristics
and the Distribution of
Police-reported Crime in the City
of Toronto
by Mathieu Charron
Canadian Centre For Justice Statistics

“[violent crime and property crime] are inversely proportional to the number of manu-
facturing jobs and office jobs, but their rates are higher in neighbourhoods
where subways or train stations are located.”

“...the rates of sexual assaults and robberies are higher in neighbourhoods
where there is a subway or train station.”

“Motor vehicle theft rates are higher in neighbourhoods with higher proportions of
children (under 15) and young men aged 20 to 29. They are also higher in neigh-
bourhoods where access to socio-economic resources is limited or where there is
a subway or train station.”

“Mischief rates are also higher near subway and train stations, as are rates of
sexual assault, motor vehicle theft and robbery.”

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If these considerations alone should not have been sufficient for rejection of the existing Design Concept, there are others just as pertinent and egregious.

First off, there are the adverse health effects arising from the constant noise and pollution (vehicular and dust) that will assault the Concord West residents over the course of such a prolonged, massive construction project as that proposed by the Design Concept to be undertaken meters from their homes and concentrated at the confluence of four streets (Rockview Gardens, Gemma Court, Hartley Court and Baldwin Avenue).

Next, there is the fact that train and vehicular noise and pollution will continue in the Concord West community long after the construction may be over, with:

1. the operation of trains at the adjoining GO station;
2. the bus traffic in and out of the parking zone area and through the Metrolinx lanes and station;
3. car traffic into and out of the parking lot;
4. unending idling cars and taxis at the pick-up bay in the same parking lot area;
5. increased vehicular circulation through Hillside Avenue, Rockview Gardens, Southview Drive and Baldwin Avenue, the four larger streets of the community.
6. perhaps worst of all, the turning of our streets into another permanent parking lot, this being not just a problem of noise and pollution, but also the effective destruction of our streets and the end of their safety.

Another negative feature that, this time, concerns the overall Metrolinx plan, is the fact that the rapid buses being contemplated are diesel powered, and not electrical. So are the existing GO trains. Replacing car traffic with worse-polluting diesel powered trains and buses in the age of the electric train and electric buses seems nearsighted, to say the least. For the Concord West community this poor choice of diesel powered vehicles simply emphasizes the conclusion that the Metrolinx route and station must be placed as far from the community as possible. Well documented studies have cited the negative impact of high-usage diesel powered rail corridors (such as will be created by the proposed line's F59PH locomotives) upon the respiratory and cardiovascular health of individuals living in proximity to such installations. The entire concept of locating such a major diesel powered train and bus hub effectively within our community is not only alarming, but completely unacceptable to all residents of Concord West.

Then there is the fact that the projected GO Station, Metrolinx station and elevator complex all converge to the east and south of the small community park (Southview Park), which is currently predominantly used by toddlers and those seeking an outdoor exercise area for sports or gymnastics. The pollution, as well as the potential for catastrophic accidents - such as a train derailment - in such close proximity to family residences and children's play areas (see Pictures B and C) are evident risks that are vigorously refused by all members of the community. In fact, it has led the community to question the entire rationale behind the utilization of this segment of the Snyder Junction rail line for the main GO route, with its presently existing path passing so close to two residential communities. We should further note that it is bad enough that, in a constructive spirit, the community accepted in principle the existence of two GO railway lines if its alternative plan is to be accepted by the OMT. For the fact is that if these two lines are contemplated to be in operation every half-hour, such a schedule may well not be acceptable to the community, in particular, to the households located on Gemma Court and Hartley Court, immediately adjacent to the railway track. In this context, the
Picture B

Image illustrates proximity of the Southview Parkette to the proposed new GO rail lines. The black fencing delimits the eastern edge of the parkette. Note also that the rail line and the parkette lie at the same elevation.
Picture C

Looking out through the parkette fence (black bar seen at bottom of image) to the rail line.
community would appreciate if the contemplated estimates for train frequency be made available. Given reported noise level outputs of more than 10dB for such diesel powered locomotives, even the best acoustic-absorbent walls may not be sufficient to abate it. Likewise, the pilon-driving that would be necessary in the construction of the two-line GO railway may also be unacceptable to the community. Because of these considerations, the community feels that a study of a possible partial detour of the GO line further to the east of its existing path may well be in order. Perhaps the detour could coexist and be integrated with part of the rapid-bus path where it curves northward parallel to the 407, with one running above the other, rather than side by side. Such a solution could well be accommodated in the context of the alternative plan proposed herein.

Another troubling aspect of the OMT-proposed Design Concept concerns the question of the Don River flood plain. It is still unclear whether or not this Design Concept alters the existing flood plain, since the plan has no elevation markings. At the meeting on September 14, Senior Planner Ivanoff assured the community that this flood plain would remain as is, and that the ORC greenland in question is not really a part of the flood plain. To the community this does not seem to be correct. Parts of the said ORC greenland are graded into the flood plain, and must therefore be part of the natural flood plain and contribute substantial run-off. Be that as it may be ascertained by the current environmental assessment and the TRCA, one aspect of this problem has been of great concern to the community: the fact that the existing flood plain is already stressed and hardly able to handle water run-off, as was made apparent by the catastrophic August 19, 2005 flood. This only underlines the potential danger of the additional stress that would be put on the existing flood plain by the run-off from the projected parking lot and paved roads in the proposed traffic hub, not to mention the amount of pavement contemplated by the City of Vaughan to be laid down on the south side of Highway 7 in order to “beautify” that highway. These considerations alone would oblige the existing flood plain to have to be entirely remodeled, were the proposed Design Concept to be implemented.

In conclusion, taken in conjunction with the increased danger to our residents and their children from the massive influx of transit users who would daily be finding their way through our currently quiet residential streets - there is no aspect of this project, in its current location, that does not represent a clear and present danger to the Concord West residents, their social and natural environment, and the ecology of the Bartley-Smith Greenway. A comparison of most, but not all, features just discussed that contrast the OMT-proposed Concept Design with the alternative plan proposed by the community is shown in Figure 10. The alternative plan may have different possible resolutions, or even possibly be replaced by a better one with greater merit; but what the community has little doubt about is that the OMT-proposed Concept Design has no merit whatsoever, and should be scrapped. Thus, part of the aim of the present submission is to call on the OMT to rethink entirely the plan for the traffic hub, and to do so on the basis of its location away from the Concord West community and on the north side of Highway 7. Only this directive can ensure that the ORC greenland under petition for transfer to the TRCA will cease being hostage to a Metro and Provincial fast transitway plan that, in effect, in what concerns its Concord location, was poorly conceived and must be urgently corrected.
**FIGURE 10**

**COMPARISON OF PROPOSED SOLUTIONS**

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<tr>
<th>PROPOSED BY CURRENT PLAN</th>
<th>OUR PROPOSAL</th>
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<tbody>
<tr>
<td><strong>1. GO STATION: PLACED EAST OF CONCORD WEST COMMUNITY</strong></td>
<td><strong>1. GO STATION: PLACED INSIDE OR ADJOINING CONCORD CORPORATE CENTRE, NORTH OF HIGHWAY #7</strong></td>
</tr>
<tr>
<td><strong>2. METRO TRANSIT: DEPARTS FROM 407 PATH: COSTLY EXCAVATION</strong></td>
<td><strong>2. METRO TRANSIT WAY HUGS 407 PATH: SAVINGS</strong></td>
</tr>
<tr>
<td><strong>3. METRO-TRANS STATION PLACED SOUTHEAST OF CONCORD WEST</strong></td>
<td><strong>3. METRO TRANS STATION PLACED AT INTERSECTION OF #7 WITH CENTRE STREET</strong></td>
</tr>
<tr>
<td><strong>4. DESTRUCTION OF ORC LAND: ECOLOGICAL NICHE REPLACED WITH PARKING LOT, PICK-UP &amp; DELIVERY BAY. LOTS OF TRAFFIC, POLLUTION FROM IDLING CARS AND NOISE.</strong></td>
<td><strong>4. PRESERVE ORIGINAL ORC LAND: ECOLOGICAL NICHE PROTECTED. NO PARKING LOT, NO POLLUTION, TRAFFIC OR NOISE</strong></td>
</tr>
<tr>
<td><strong>5. ELEVATOR AT SOUTHEAST CORNER OF CONCORD WEST</strong></td>
<td><strong>5. COVERED PEDESTRIAN WALKWAY BETWEEN GO STATION AND METRO TRANSIT WAY STATION</strong></td>
</tr>
<tr>
<td><strong>6. EXPROPRIATION OF BUSINESSES ALONG HIGHWAY #7</strong></td>
<td><strong>6. NO EXPROPRIATION OF BUSINESSES OR PRIVATE LAND</strong></td>
</tr>
<tr>
<td><strong>7. LOCATION OF GO STATION AND METRO TRANSIT WILL RELEASE SOME 5000 PEOPLE INTO THE CONCORD WEST COMMUNITY DAILY CAUSING: INCREASED TRAFFIC AND PARKING ON THE STREETS, INCREASED GARBAGE AND FOOD WASTE CONTAINERS, INCREASED NEIGHBOURHOOD CRIME</strong></td>
<td><strong>7. LOCATION OF GO STATION AND METRO TRANSIT WAY IS OUTSIDE THE COMMUNITY. THEREFORE THERE IS: NO INCREASED TRAFFIC OR PARKING ON THE STREETS, QUIET STREETS, NO INCREASE IN GARBAGE OR NEIGHBOURHOOD CRIME</strong></td>
</tr>
<tr>
<td><strong>8. COSTLY RECONSTRUCTION OF DON RIVER FLOOD PLAINS</strong></td>
<td><strong>8. NO MAJOR RECONSTRUCTION OF EXISTING FLOOD PLAINS</strong></td>
</tr>
<tr>
<td><strong>9. TUNNEL ACROSS END OF ROCKVIEW TO FACILITATE ACCESS TO GO AND METRO TRANS PASSENGERS</strong></td>
<td><strong>9. TUNNEL IN SAME PLACE FOR ACCESS OF CONCORD WEST RESIDENTS TO GREENSPACE</strong></td>
</tr>
<tr>
<td><strong>10. LIKELY TEMPORARY LOSS OF PROPERTY VALUES FOR A PERIOD OF 7 TO 10 YEARS (2015-2023)</strong></td>
<td><strong>10. NO LOSS OF PROPERTY VALUES</strong></td>
</tr>
<tr>
<td><strong>11. 7 TO 10 YEARS OF MAJOR CONSTRUCTION WORK TO THE EAST OF THE COMMUNITY. NO ACCESS TO EXISTING GREENSPACES</strong></td>
<td><strong>11. MINIMAL DISRUPTION WITH CONSTRUCTION WORK</strong></td>
</tr>
</tbody>
</table>
2.3. The Concord West community requests Premier Dalton McGuinty to intervene and provide the effective conditions for (1) technical assessment of the alternative plan and (2) mutual dialogue between the community and the OMT.

As the alternative plan proposed by the community calls for the location of the traffic hub in part on the Concord Floral lands, the community also sought to relieve its alternative plan from being hostage to a “fait accompli”, given that the said Concord Floral lands, encompassing both parcels A and B, are currently bundled together in a single for-sale offer (see Figure 11). Regarding the application for high density rezoning of the said lands, others have commented to the Vaughan Council that even though the proposed plan for the Concord Floral lands describes this area as the "Concord GO Centre", there is no GO station to be located within this property. This is stated in the concerns of the IBI Group (see Figure 12), 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".

Since (1) the OMT team reassured the community at the September 14 meeting that the alternative proposal for the location of the traffic hub would be considered by the OMT for its technical merit and feasibility; and (2) since the standing OMI position regarding the transfer to the TRCA of the said ORC greenland is dependent upon the technical recommendations of the OMT, the community sought protection from a higher decision-making instance. Thus, on September 22, 2010, the community requested Premier Dalton McGuinty to intervene by temporarily suspending the sale of the ORC-owned Parcel B of the Concord Floral property north of Highway 7, so that sufficient opportunity and time will be allowed (1) for the OMT to properly assess and analyze the alternative plan submitted by the Concord West Community, and (2) for the ongoing negotiation between the community and the OMT to come to fruition.

Hopefully the Premier will intervene, as requested, to undo the complex of domino dependencies that have placed what should be the greenspace of the Concord West community as hostage to a 407 Transitway megaplan, and made this depend in turn upon the undisclosed plans of the City of Vaughan for the Concord Floral lands, and ultimately placed the fate of the ORC greenland under petition as hostage to the sale of parcel B of the said Concord Floral lands. It is time for the interests and desires of communities to be placed before the designs of developers, planners and government officials, especially when these are obscure and result in urban and transportation solutions that harm both the social fabric of these communities and the natural environment that we should all treasure.

Presently, the community is also preparing a meeting with City planners and councillors, to discuss the entire nexus of problems connected with the City’s plans for the entire area and the community’s opposition to the existing Design Concept for a 407 Transitway hub, and to present the community’s alternative plan described in this submission.
### Attachment 1

#### Part B: Summary of Respondents’ Requests/Concerns and Staff Comments and Recommendations

<table>
<thead>
<tr>
<th>Item</th>
<th>Submission</th>
<th>Issue</th>
<th>Comment</th>
<th>Recommendation</th>
</tr>
</thead>
<tbody>
<tr>
<td>45</td>
<td>DATE: June 07, 2010</td>
<td>Respondent: IBM Group</td>
<td>LOCATION: 1850 and 1870 Highway 7 West</td>
<td>#61 would permit a maximum FSI of 5.0 on these lands. 10) These lands are located at the bottom of Kipling Avenue which is a dead end street.</td>
</tr>
<tr>
<td>45</td>
<td>DATE: June 07, 2010</td>
<td>Respondent: IBM Group</td>
<td>LOCATION: 1850 and 1870 Highway 7 West</td>
<td>The letter outlines 6 specific request as follows: 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 12-3 should be amended to show a minimum 3.5 FSI on the lands in accordance with OPA #860. 4) Include a policy in the Official Plan</td>
</tr>
<tr>
<td>45</td>
<td>DATE: June 07, 2010</td>
<td>Respondent: IBM Group</td>
<td>LOCATION: 1850 and 1870 Highway 7 West</td>
<td>[2. There is no existing GO Station at this location. The “Proposed GO Station” designation is consistent with Map 11 of the Region of York Official Plan. 3. The lands are subject to a future Secondary Plan Study as shown on</td>
</tr>
<tr>
<td>45</td>
<td>DATE: June 07, 2010</td>
<td>Respondent: IBM Group</td>
<td>LOCATION: 1850 and 1870 Highway 7 West</td>
<td>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</td>
</tr>
</tbody>
</table>

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In conclusion, the Concord West community hereby formally submits to the OMT, in response to the Notice of Commencement of Transit Project Assessment Process published in the Thornhill Liberal on August 26, 2010, its alternative plan to the current OMT-proposed Concept Design for the 407 Transitway traffic hub. The community hereby requests that (1) the merits of its alternative plan be technically assessed in all of its relevant aspects (social, environmental, etc); (2) that a comprehensive environmental study of the overall area in question be conducted and released to the public as soon as possible; and (3) because of the extensive list of existing grievances (e.g. loss of access to greenspaces, potential loss of the ORC greenland, etc.) and of grave concerns regarding the proposed Concept Design, as voiced herein by the community, that the OMT team working on the 407 Transitway Project be directed to find a solution for the traffic hub that does not locate it on the south side of Highway 7, nor makes it adjacent to the Concord West community.

The community further requests the OMT to release the ORC greenland under petition, so that the OMI may dispose of it by transferring its ownership to the TRCA, and also requests the OMI to provide for the design and construction of the proposed tunnel that will give to Concord West residents safe access to greenspaces lying to the east of the community. Thereby, the community will be very grateful to OMT and its planning team.

Acknowledgements. The Concord West community wishes to thank Project Manager R. Minnes and his OMT team for having been forthcoming with all the information requested by the community, and for open dialogue with the community.

Respectfully submitted, and to the best of our knowledge, on September 27, 2010, by

Josephine Mastrodicasa
President of the Concord West Seniors Club

Teresa Panezutti
Vice-President of the Concord West Seniors Club
Director of the Concord West Ratepayers Association

Rose DiMarco
Acting President of the Concord West Ratepayers Association

Dr. Paulo Correa
Chair of the Concord West Residents Ad Hoc Committee