

**The York Region Planning and Economic Development Committee  
1:10 p.m. on March 2, 2011.**

**Deputation by Dr. Paulo Correa**

Good afternoon, members of the Committee. My name is Dr. Paulo Correa. [...] I'm addressing the proposed Report Review on Item 11. And there are a few issues that have to do with the history of the struggle of my community, which is Concord West, to have the intermodal hub that is located presently south of #7, in the current MTO planning, to have it relocated north, for a variety of reasons. And I don't want to bother the Committee with all the background and the history of this struggle, but I want to point out that this current report, if I can get my hands on it, is not accurate for a variety of reasons. First, I'm going to request that Committee recommend that the EPR, as it stands, not be accepted. The items that exist, or at least the issues, with respect to my community, are such that they cannot be solved in the Design Phase. And, you should realize, if you don't know that, on February 15th, 15 days ago, the City of Vaughan, in Council passed a resolution requesting the Province to do, in essence, three things. One, to transfer the land, where currently this intermodal hub is being planned to be sited or located, to the TRCA, and I'll explain in a moment why. Secondly, to look at the Alternative Plan which was drawn by our community, by the civic organs of our community, and which locates this intermodal hub on the north side of Highway 7, on lands that currently go by the designation of Concord Floral Lands and actually, where there was once a railway station, called Concord Station, in fact. So, the resolution in Vaughan Council requests that the Province take action along those two lines and also requests that they collaborate with the City and the Community in the development of the Secondary Plan. I don't exactly know how all these things interlock, all the bricks of the bureaucratic and planning procedures. It seems to me that one may actually have to open the Primary Plan. But, be that as it may, the request for the transfer of the land that is currently owned by the ORC, and is on the south side of Highway 7, where the current (MTO) Plan locates the intermodal hub, was made for three reasons. One, that placing the hub there will destroy the fabric of the oldest residential community, the Concord West Community – the social fabric will be threatened for a variety of reasons that were detailed in the Objection that we sent to Minister Wilkinson, the Minister of the Environment. That Objection was sent, actually, on the 23rd of January, so within the deadline for Objections and submissions to the Minister. Secondly, because the land, if you look at the map, sits right, or abuts right, with the narrowest part of the Bartley Smith Greenway, which is, as you know, a vertical axis of greenspaces and parks associated with the Upper Don. And also, it abuts at a point where two major tributaries of the Upper Don come together. So, it's obviously a sensitive land, and the TRCA is on record as having asked this land, well, that they support our request for transfer. They are on record stating that this land falls within their Master Plan for Acquisition along the Don. Finally, we have evidence that needs to be pursued for the discovery of a protected species right on the border of this land, right on the edge of it. For these reasons, and also because, traditionally, this was the greenspace of our community and is used by both our community and the Glen Shields community to come across. That [i.e. access to this greenspace] has been, almost for 16 years, in a situation that is highly irregular because CN, at a point, or perhaps the City, secondly, put a fence in there. But the citizens keep tearing it down and going across the tracks. So there is a problem of security that I've been drawing the attention of everybody to, which should be solved quite promptly. So, given this background, and I don't know

how this works - perhaps you have questions for me, I would be more than happy to answer. I don't want to bother you with the entire extensive background of this struggle. But, it seems to me that this Report, whatever is sent to Council, should properly reflect what's happening with respect to this land. And it does not at present. If you want, I can point out, just very fast: I said first, that I don't think the recommendation should endorse the EPR as it stands. You realize, of course, the EPR, under the Ontario regulation 231 of 2008 does not require that a real environmental assessment be conducted. And this was the case. None was conducted. Actually, if you take the care to read through the EPR, which is hundreds and hundreds of pages, you will not find a single line of [actual] data. But, I would like to point out that, for instance, under rubric number 3, it states "the MTO undertook a comprehensive consultation program". Well, that is just not true - as we stated in our Objection - no such comprehensive consultation was carried out with our community. If you look at the entire planning map for the EPR, the so-called area of study, there is only one community that is like an island inside of it and that's the Concord West Community. So, nobody there was consulted. So, that's not true. And therefore, in rubric #4, in the same proposal that you have before you, item 11, it reads "York Region comments can be addressed during the design phase" - I've just told you, that's not possible. Especially in light of the Vaughan City Council resolution. You cannot postpone what is effectively the redesign of an intermodal hub to the Design Phase. It doesn't make any sense. In the same rubric, the first highlighted item, that's rubric #4 reads "the need for a vertical passenger connection" - again, that is something that is no longer relevant, since the City of Vaughan is asking the Province to look at the Alternative Plan, where there is no vertical passenger connection, just a proposed suspended passageway connecting the two stations. In rubric 4, it also reads "the City of Vaughan appears to have identified a number of issues: - those issues really were the ones identified by our community but, be that as it may, there isn't even a mention of the Objection which my community filed with Minister Wilkinson, or any mention of the Alternative Plan, which, as I just said to you, the 15th of February resolution from the City of Vaughan calls on the Province to have it properly evaluated. So it seems to me that, you know, a report like this should actually be written by somebody who has read the material that we have been providing the City, York Region and the Province for now, almost 8 months. It doesn't reflect that record at all. Thank you.