

Britto, John

From: Concord West Ratepayers Association <concord.west.ra@gmail.com>
Sent: Friday, November 22, 2013 4:27 AM
To: Clerks@vaughan.ca
Subject: Communication for Nov 26 Public Meeting, Committee of the Whole
Attachments: CWRA_Analysis_of_Nov1_Draft_Secondary_Plan.pdf

Attached please find a PDF file containing a Communication to be included in Item 2 (File 26.3) of the Committee of the Whole public meeting on Nov 26, 7 pm.

Please acknowledge receipt of this Communication.

Thank you,

Concord West Ratepayers Association
18 Southview Drive
Concord, ON L4K 2L2

<u>C 5</u>
COMMUNICATION
CW (PH) - <u>Nov. 26/13</u>
ITEM - <u>2</u>

Re. File 26.3, Committee of the Whole, November 26, 2013
From: Concord West Ratepayers Association

Analysis of the Draft Concord GO Centre Secondary Plan of November 1, 2013

1. Basic Considerations

Very frequently, in the past 3 years, and with the full support of the Sierra Club Ontario, the Concord West, Glen Shields and Beverley Glen communities have sent deputants to this Committee and the Vaughan City Council, to advise it not only of the popular will and aspirations, but more, far more, of other and innovative ways to deal with the twin problems of saving the Concord West greenspace, river valley included, and at the same time resolving the location of a tripartite transportation hub. Whereas the Province, the Region and Metrolinx were at best deaf to our input (just did not want it, or even to hear it), this Council took the position that an alternative was possible and desirable to what was being forced from the top down by the Provincial Ministry of Transportation.

On September 13, 2011, Council initiated the path that led to the current study for a preferred solution to the twin problems, a solution that best fitted - in the Secondary Plan - its own vision of what Vaughan should become. This was most welcome and showed political courage on the part of this Council, for which it has been commended several times by various deputants from Concord West. Not so today, as we are here this time to disavow what has been put forth as a "Preferred Solution" in the present Draft of the Concord Go Centre Secondary Plan of November 1, 2013 (from now on referred to herein as the Draft or "Preferred Solution"), despite the great promise this process originally harbored.

Indeed, we must remind the members of Council and this Committee, that *we are here because of a process that our community initiated* and to which our local politicians responded positively, as they should. However, presently, we find ourselves confronted with what both a private planner (Planning Alliance) and the City Planning Department have presented as the "Preferred Solution" to those twin problems in the Draft they have submitted, and which, on one hand, is *no solution to either problem*, and on the other, has failed to take into account the desire of our community – one that is also demonstrably shared by the Glen Shields and Beverley Glen communities. This proposal excludes *de facto* all essential suggestions that we have made in countless documents and interventions and, what's worse, it equally excludes the majority of the concrete suggestions made by the participating residents in the so-called "dotmocracy" exercise of last January, and which our representatives in the Steering Committee over and over reiterated and explored.

Remarkably, despite all the attempts to lead the residents by the hand in such "dotmocratic" exercises to accept proposals that might run against their stance, they have remained unanimous to this day in their position. One sad conclusion from all this is that, *in the absence of real direct democracy* in the management and government of local and regional affairs, the public – which in the present case means residents rather than

investors, developers and cadres – is condemned to these pseudo-participatory exercises, with fancy names and conceived as infantilizing and psychologizing games by technobureaucrats, that prove to be exercises in futility and a waste of time and resources; moreover, by all appearances, they only exist to 'justify' bad decisions already made by technical cadres and politicians on the basis of the money flows responsible for development. Since development these days has a credo – the ideology of intensification and so-called sustainability – these slogans are raised at every opportunity when developers and infra-structure investment-and-engineering firms (these days they go together) spot a "place to grow". Then, it is a race to see who wins the lottery: where can intensification be argued so that yesterday's greenbelt or agricultural land will become the highest density high-rises of tomorrow. Conceived this way, development becomes the sine qua non of an insidious and perverse socialist transformation of democratic government, and inevitably is followed by a degradation of all environments – social, cultural, urban and... natural. The result is, as you politicians should know, what has become more evident over the past few decades: a growing oppressive feeling that leads citizens to contempt for public institutions and laws, seeing that those who are supposed to serve the public only serve themselves and the interests of their sponsors, these days frequently developers and P3-invested firms.

In fact, modern day capitalism with its technically imposed forms of planning, its bureaucratic immensity and its imperviousness to the real desires and aspirations of peoples, resembles far more bureaucratic socialism (yes, everyday a step closer to the People's Republic of China, minus the party dictatorship) than the capitalism of a liberal democracy, even a socially regulated one. If this continues - without politicians at the base, locally, as is the case here, putting an end to it - the vacuum already formed by the disaffection of a society from its institutions will eventually spiral into a black hole.

What we have in the proposed Draft is an exemplar of such technobureaucratic perversion, even if perpetrated semi-consciously. Instead of the cadres, private and public, listening to the public and creatively finding arrangements that go at the encounter of what they heard, they managed instead a proposal that abandons the need to think about an integrated tripartite solution to the transportation hub, making it bipartite (GO and Viva/YRT). Imagine if we had done that in our responses to the Ministries of Transportation, on December 10th, 2010, and of Environment, on December 23rd, 2010! We would have been laughed at. But suppose that Metrolinx had put on paper that it had abandoned the Concord 407 transitway station from its wish-list (which it has not); then, yes, we'd be legitimized in thinking the hub was just bi-partite. Yet, all the negotiations (if they can be called that) which went on inside the Technical Committee (from which the community was barred, its input channelled into the Steering Committee that never steered anything) did not apparently produce any indication from Metrolinx regarding flexibility in locating the hub, removal of the heritage bridge, or even whether the transitway will happen and when. In point of fact, our request to the Committee of the Whole of April 9th, 2013 – re. not placing the planned double-tracks for the GO south of Highway #7 – has also gone unheeded in this Draft.

And what about the problem of the Concord West greenspace? That too was glossed over – as if it were not part of the City's vision. It was not even marked green on the 5 final diagrams of the Draft, as we shall see below in detail. It is the Province's sacred domain, and there it stands – with all that this implies: that a transitway station may one day be built on it; that a surface parking lot may one day cover its area; that the 407 transitway will one day cut across it and the river, and even likely do so twice over the latter; that, who knows, future planning will put high-rises on it. In other words, it is a land for which the City seemingly cannot even be entitled to have a vision, let alone an intelligent one that addresses the problems on the table with inventive and comprehensive solutions.

Yet, after all, nothing impedes this Council from having a vision, an intelligent one, and from bargaining with the Region and Province to see that vision come through, just as it is bargaining, even if ever so weakly, with Liberty Development Corp. for the latter's hyper-intensification of the Concord Floral lands. Here too, we wish we could put in a good word in favour of this proposed Draft; but suffice it to say – and we will get to the nitty-gritty below – that Liberty Development Corp. got 6 blocks with maximum density for high-rises, and the same density continues to the south of Highway #7, right on top of the river valley and the tributary junction. And what did the City get in exchange for this? A so-called greenspace made up of turf and sports areas next to the future double-track of GO, and north of the Concord Floral (in one of the dirtiest and most polluted parts of industrial Vaughan), not south where the ecology exists and is in desperate need of protection. If this is the way of the future, soon human beings will not even know what a genuine potato or a rose or a natural ecology is. No amount of manicured gardens atop high-rises – gardens that will soon enough be barred from public access – can ever replace nature or its age-old acquired intelligence and architecture, or a people's free access to natural environments.

So ask yourselves, why are we here today at this meeting?

We are here because of the will of Concord West to fight for its rights and its social and natural environment, for its rights of access that have been alienated with no reposition for over 19 years now, and the rights of communities to the protection of their natural and cultural environments. We would not be here if in the times of Lorna and Racco the City had responded with action to our pleas and provided us and Glen Shields residents with access to the Bartley Smith Greenway (across the bridge that was removed) and the greenspace in question (across what became the GO line). Nor would we be here had the Ministry of Transportation not invented a gimmick that justified the tripartite hub – the gimmick that can be read in that famous EPR from the Ministry of Transportation (Subsection 6.2.3, rubric "Transportation Function", p. 5) where it states that "the main function of the GO Barrie (Concord) Station will be to provide park-and-ride and PPUDO facilities for commuters from the surrounding residential communities located to the north and west of the station site", when the residential community to the north does not even exist, and the community to the west, Concord West, never asked for it, or wanted it in the first place. There could be no clearer admission that the hub was necessary to serve the interests not of any community, but of those planning precisely a community that does not exist: a putative "community" to the north of Highway #7, that

as of now only exists on paper as the locus of a planned hyper-intensification. It is that planned "community" that needs the hub, and, in a sort of perverse logic, that hub that needs that "community", seemingly at the cost of any existing communities and natural environments.

That is what socialist planning from above is all about – inventing fictions to valorize lands and invoking reasons like those based on flawed growth algorithms to speculate to the hilt with intensification, all done at the cost of the public purse, at the cost of mammoth debts, for a public that expressly does not want it, and "desired" only by an imaginary public in the minds of developers, technocrats and bureaucrats (none of whom are truly responsible, since they were just doing their job, "what everybody else does").

The ideology of growth at all cost, justified by projected growth rates, must not be allowed to override quality of life nor the capacity of the environment to support that growth. We would be well advised to keep in mind that growth projections are, in fact, just that – algorithm-generated projections whose numbers vary, in the Greater Horseshoe area, for example, by as much as 1.1 million by 2031, depending whether one chooses to believe in the Hemson and IBI numbers or those of, for example, Will Dunning (2006). Clearly, the numbers are highly speculative. It is possible, and even probable, that in reality they will vary still more. This makes present planning, solutions to existing problems and conservation of 'what is valuable' of far greater importance than rushing to construct for an entirely speculative future. One has only to witness the extraordinary destruction of landscapes in Europe and on this continent to build housing for residents who never materialized, who for unforeseen reasons went elsewhere – houses and high-rises that now stand empty, decaying and unpopulated; the landscapes they were inserted into ruined forever. We need to get beyond the boom and bust mentality and instead insist on a carefully planned growth that makes sense *in the present*.

Yet, presently and precisely in this zone, we are suffering the result of decades of mismanagement and misplanning (of the same type, we might add) by just such bureaucrat planners and technocrats; the zone is not just ugly and aggressive (which you well know from the Streetscape Committees), but it already has a traffic problem which has been allowed to reach unmanageable proportions. Should you not be thinking about resolving that problem? Should you not be creating solutions for what exists, instead of spreading the butter around to invent solutions for problems of your own making that only come into being when you approve these out-of-control densities? You answer: this is what Viva is for, to solve the transit problems on Highway #7, etc; but that is not what you, Viva and the Region are doing. What you are doing is diminishing the car lanes and slowing down the flow of traffic, in order to squeeze in dedicated central lanes that, in this zone, run dead against a funnel located just before a curve - where Highway #7 veers northward - that is chronically jammed. There, you are going to allow 6 blocks of hyper-intensification, and a major intersection in the middle of a curve, all dumping on to the same highway. You will only succeed, despite all the new infrastructural works, in making it even worse than it is. It will be another example of top-down decisions that justify infrastructure spending and speculation on construction. You will have done

nothing to resolve what eventually out of necessity will become a tripartite hub. This Draft fails to even include the recommendation to place the transitway south of Highway 407, an option which the EPR itself could not help but point out as the cheaper and more ecologically balanced solution: "B5 [the transitway trajectory that hugs the 407 Highway on the south side] is the alternative route with less complex infrastructure to mitigate intrusion on the flood plains of the West Don" (EPR, Section 5, p. 16). How many times has Dr. Correa, representing Concord West, told this to the members of this Council?

Councillors and Mayor, the Draft before you is a whitewash. If this expresses your intent, then you have been deceiving the communities of Concord West and Glen Shields, and all Vaughan residents, with pretty words but no intention to act. Actions indeed speak, not louder, but more convincingly than words.

You should reject the proposed Draft even though it cost you a pretty bundle, and instruct the very able planners employed by the City of Vaughan (for they are indeed able) to do not what the majority of planners customarily do in order to get promotions or good letters of reference – follow the pack and the fads, intensify at all cost, know your place, do not innovate too much or rock the boat, and so on – but to come up with a creative solution that includes specific directives that you give, and which should really reflect the vision that the Vaughan residents and this Council have for Vaughan. Indeed, both your Commissioner of Planning and Roy McQuillin made it abundantly clear in the last public meeting that more than what they had done, could only be done by Council. You need to provide specific directives – that is what you need to do and, in hindsight, what you should have done.

2. Summary analysis of the so-called "Preferred Solution"

First off, it is simply scandalous that the results (5 panels times 5 tables of attendees) of the well attended (66 participants) public meeting of January 30th, 2013 – or exercise in so-called dotmocracy – were never posted on the web, either by Planning Alliance or the City's Planning Department, whereas even brown napkins with writing from the prior public meeting of November 7th, 2012, made it to slides and the web. This scandalous disregard for public input was further aggravated by the fact that several Councillors (Schulte, Di Biase, Rosati) and the Mayor all asked, in at least two meetings (Committee of the Whole of March 5th, and April 9th) for the panels from the January 30th meeting to be made available to the public on the web, and that various such requests made by members of the Concord community during the summer months met with no response or the response that these results would be posted "soon". In the last meeting of the Steering Committee, on October 29th, 2013, Planning Alliance claimed this was the responsibility of the City, which again promised to put them up. Yet until last night, no one from our community had seen them – and nowhere on the web could they be found. Then last night, just before we filed this response and after queries to the City about this matter went unanswered once again, there appeared on the web a copy of the presentation from the subsequent Public Open House in which we found tiny images of the panels that

resulted from that January 30th meeting, made at such low resolution that nothing could be read in them, however high the magnification.

In what follows, therefore, we will use the Schedules of the submitted Draft and our collective memories of what was the *majoritarian* public input at that January 30th meeting – and we stress "majoritarian", not just because it involved 4 out of 5 tables, but because one cannot compare an entire living community to a few stakeholders who want to make very big bucks, and even less to an imaginary community of some 8,000 to 10,000 people (for 4,000 units) who, by provincial dictate, exist on paper as a constituency that requires the Concord GO hub.

In point of fact regarding these imaginary communities, principle 4 of the submitted Draft states that we intensify in order to support the plans for the "transit hub", but on p. 15 of the same Draft it says that the present plan is predicated on the transit hub (the construction of a GO station), while on p. 16 one learns that a GO station is not currently being planned. *Ergo*, if no hub is planned, then there is no reason to intensify on the Concord Floral lands, and there is even less reason for the City not to ask of the province to be given these greenspace lands that should belong to the river valley, are the natural complement of the tributaries' junction, are an integral part of the flood plain, have been the traditional greenspace of Concord West and Glen Shields residents, are Crown land, public land, and belong by *jus natura* to the Bartley Smith Greenway, there where it is strangled the most.

In April 2013, with our community's support, Council enlarged the study area – which should have indeed allowed a more comprehensive assessment of the emplacement of the transportation hub and the development planned by Liberty Development Corp on the Concord Floral lands, and afforded true protection for the river valley, the Bartley Smith Greenway and the Concord West greenspace. Instead, it was something quite different that turned out to become comprehensive – a chance for the planned development of the Concord Floral lands to spread even further north to Ortona Drive, east to the river valley and west to Bowes road (and why not south to appease those anxious stakeholders?)...

One more remark about the analysis that follows. Council and the City's Planning Department may feel that by concentrating on the Schedules, we are unfairly disregarding the City's comments in the "Implementation" section (#8) of the Draft - comments which in several instances were inspired by the criticisms and demands that Concord West has repeatedly made with respect to the proposed developments. We would like to clearly state that we do appreciate those comments. However, their character and tone is much too mild for the task at hand and the overt commitment of Council, and the fact that the expression of these ideas has been restricted to the Implementation section of the document, rather than being clearly reflected in the Schedules, makes their value highly dubious in our eyes. It is the Schedules, not the commentary within the rest of the document, that in the final instance represent the planners' intent for the area. Much as we may be warmed by some of the formulations the City has crafted in the Implementation section, they seem to us - in view of the fact that none of this warmth has found its way

into the actual plans being proposed via the Schedules - akin to a sweet glaze on an otherwise indigestible cake.

Summarily, however, we cannot but note how glib are some of the guidelines in this Section 8. Take section 8.2.3.3.e, which states that commuter surface parking is discouraged. This is fine, but where is the parking for the high-density development of the Concord Floral lands in the present application before you? Are all 10,000 people going to be effectively *forced* to use public transit? That is a pipedream. What about "the incorporation of transit facilities and amenities into private development" (8.2.3.3.h), where is that shown, for a fact, in the Concord Floral plan before you today? And should that incorporation not include planning for a potential transitway station? How about the City's desire to advance with twin tracking of the Barrie GO line (clause 8.2.3.2.a) – why does it not state clearly that this *should only be north of Highway #7*, not south, where it will affect the only residential community in the contemplated double track? And why do sections 8.2.1 and 8.2.3.1, 8.2.3.2.b, 8.2.3.3.i and 8.2.3.5.b not state that the GO Rail station will be built *to the north or on the north side of Highway #7, and will employ only the northern quadrants*? Likewise, why do not clauses 8.2.3.6.f and 8.2.3.6.g not mention directly that the "space contiguous with the valley system" includes as its most important member the Concord West greenspace, and that connection should be made to it from both the Concord West community and the future Concord Floral community?

1. We will now proceed to a detailed analysis with the schedule that concerns the issue that brought us here, **Schedule E** regarding "Transit Networks":

The hub is now situated over Highway #7 (as marked by the dashed blue circle with no assigned scale, one emphasizes), where the problematic CN heritage bridge remains to this day as the Gordian Knot of this solution (Gordius being the king of Metrolinx who secures his oxcart with a difficult knot). The new location of the now *bi-partite* hub may be seen as coming at the encounter of the demands of Concord West, Glen Shields and Beverley Glen communities, but it is a solution only in name, since it was arrived at by "cheating" – for it addresses only the intersection of the services of Viva/YRT and GO trains, and ignores the root cause that brought us here: the *tripartite* hub with the planned 407 Transitway station which, by admission of the EPR, as we have already shown, was designed to serve the future community to the *north* of Highway #7, ie the Concord Floral development.

Had our community's presentation of an Alternative Plan for the *tripartite* hub consisted solely of solving for a *bi-partite* hub that left out the planned 407 Transitway station, we would have been, as we said already, the laughing stock of politicians and planners. For, in addressing the problems caused by the Ministry of Transportation's plan for a 407 transitway station, we would have simply obliterated the problems and the station! Yet, while the present Draft obliterates such station, this **Schedule E** keeps for that transitway the trajectory proposed by the Ministry of Transportation, a trajectory which only makes sense if the transitway station – which the residents of two communities, Concord West and Glen Shields, *do not want* – is placed on the greenspace which those communities are fighting to preserve.

Despite the fact that the same EPR acknowledges that the best, cheapest, least disruptive trajectory for this transitway should hug Highway 407 on the south side;

despite Concord West's alternative plan to locate the transitway station on the east side of the intersection of Centre St. with Highway #7, where it would coincide with the preferred transitway trajectory; despite all the Steering Committee interventions of Concord West members who pointed this out repeatedly; despite all this, the proposed Draft of a supposed "Preferred Solution" effectively acknowledges that the City has no vision for the protection of the Concord West greenspace, no vision for an alternate location of the transitway station, and no vision regarding the best emplacement of the 407 transitway.

Now, consider what that January 30th public meeting showed – that, with the exception of the developers and the commercial stakeholders, all other members of the public wanted the hub, whether tri- or bipartite, placed to the north of Highway #7 (this was the famous Option 4 overwhelmingly chosen by the public at that meeting; an Option that you, members of this Council, have not even had a chance to see, since it was nowhere posted). Next consider that this was also the express commitment of the present Vaughan Council and its Mayor, at different times, both before and after the last municipal elections. Consider what Regional Councillor Di Biase wrote: "I support the Alternative GO/Metrolinx Plan that received unanimous support by the members of the Concord West Ratepayers Association and the Concord West Seniors' Club. (...) I support the proposal to relocate the GO/Metrolinx Station to the alternate location on the north side of Highway #7." Or consider what Deputy Mayor and regional Councillor Rosati wrote: "I am supportive of your proposal to have the GO/Metrolinx Station relocated to the North side of highway 7". Or consider what Local Councillor Sandra Racco wrote: "Additionally, I am also supportive of proposing to have the GO/Metrolinx station relocated to an alternate location on the north side of Highway #7". Or what Regional Councillor Schulte stated: "I[m] committing to support you [the Concord West community] in trying to get the GO station and parking lot re-located". Or consider what our Mayor wrote to Sierra Club Ontario, and where the collective will of all of you, Councillors, is transparent: "As per the unanimous resolution in Vaughan Council on February 15th of the present year [2011], the City of Vaughan supports the location of the proposed GO/Metrolinx hub north of Highway 7, and not in the headwater lands of the West Don River as currently is the position of the Ontario Government". It seems to us that these are Councillors and a Mayor who know how listen to their constituents, understand the problems and know the solution. So, then, this is the question that we - residents of Concord West, Glen Shields and Beverley Glen, citizens of a democracy – put to you, our elected representatives: how does this Committee and Council square its clear commitment with this toothless, whitewashing proposal that lacks vision and courage, and fails to do what Council committed to?

2. Let's next consider the rest of the transit network, called **Schedule D**, the "Transportation Network":

Another sham is what aptly describes this schedule, were it not for the necessary adjective "costly".

Despite the public meeting of January 30th having called for no major intersection to be placed on the curve where Highway #7 veers northward, that intersection remains in the present Draft, as well as in the Liberty Development Corp. submittal in the same file; which means that the anticipated hyper-dense development in the Concord Floral lands

will be dumping major car traffic to a highway that is already highly congested. Since this intersection was originally planned to permit Viva and YRT buses to enter the greenspace where the hub would be built, if the hub is placed instead as **Schedule F** proposes, over Highway #7, what is the remaining rationale to still have that intersection?

The answer is simple, as even a road continues to be contemplated on the south side of the intersection: to serve the hyper-density which Schedule C *also* contemplates for the lands abutting the confluence of tributaries, the river valley and the flood plain, on the south side of Highway #7!

After all, if no rationale existed for that southern road, the Region may think twice about the need for a signalized intersection at that location, just barely within the minimum distances to signalized intersections on either side of it! However, since Liberty Development now contemplates access to Ortona Drive and even Bowes Road, it is pretty apparent that this signalized intersection has no intrinsic rationale, not to mention that it is a crass urbanistic mistake. The lack of intrinsic rationale is even more apparent as Liberty Development Corp. also proposes two (not one) other roads that merge with Highway #7. Further, the same entity proposes to eventually have an east-west axis that, to the west, will channel to Bowes Road, and to the east, lo and behold!, abusively crosses the river valley and the Bartley Smith Greenway to join North Rivermede Road.

Yes, we are sadly aware that while the Technical Committee was at work, and the window-dressing Steering Committee provided some amusement, there were still other Committees where the fate of this zone was at stake. Take the Design Review Panel which, on their 5th meeting on February 23rd, 2013, suggested "additional east-west street(s) [sic] was also recommended to increase the connectivity of the community [read the Liberty "community"] with the river and the Bartley Smith Greenway". And even, from the same Panel: "It was agreed that a signature pedestrian walkway bridging the river valley would play an important role to connect this community with the larger context". Amazing! The Concord West community lost its bridge across the river some 19 years ago, complained bitterly about it, only to formally lose its access to the greenspace across the railway line. And yet, despite the access to the Bartley-Smith greenway at Rivermede being within a few hundred yards from the north side of the proposed development of the Concord Floral lands, bridges – and signature bridges at that! – must be put over the river valley, when not only was no bridge ever restored for the residents of Concord West or Glen Shields, but the notion that the Concord West community proposed in their Alternative Plan, of a covered walkway hugging the north side of Highway #7 and connecting the future transitway station at centre St. to the GO station, was pooh-poohed. It is clear that our taxes go to arrange connectivities for putative communities yet to exist, rather than to promote connectivity for a community that already exists and which, instead, has been severed from its neighbouring communities, greenspace and greenway.

It is our firm view that if the Concord Floral development has, or will have, roads that can merge with Highway #7, Ortona Drive and Bowes Road, that is more than enough! And if it needs more roads, then the intensification is excessive and should not be allowed – which is precisely the case with the application from Liberty Development Corp. filed also under File 26.3 and before this Committee today.

Councillors and Mayor – you must put a stop to this free-for-all ill-fated fad of high-rises as a solution for deeper social and economic problems that it cannot resolve.

One cannot replace productivity with land speculation, nor create sustainability merely by building ever higher high-rises, nor solve transportation problems by adding to them indiscriminately, nor protect the environment and the health of citizens by allowing depredation of greenspaces, river valleys and greenways. That is what you will be doing, and continuing to do, if you approve this so-called Preferred Solution, ie the presently submitted Draft. You must redirect your technical services to do your bidding, which should be the bidding of the people you represent.

It is curious that while the Region and this Council has deprived, with the advent of dedicated LTR lanes, all residents of Concord West who border on Highway #7 of direct access to the westward part of that highway, residents of both anticipated developments – the Concord Floral and the lands to the south of Highway #7 abutting the river valley – will enjoy access to the opposite sides of this highway through no less than a signalized intersection which is placed on a curve.

We should also remark in this context that in Liberty's latest presentation to the Steering Committee there was still another axis of east-west potential roads, that also crossed the river valley, at the point where the most eco-sensitive pinetree woodlot exists... We can only guess that the signature of a "signature bridge" is the unmistakable destruction that follows it – a gratuitous destruction planned by those that, in point of fact, seemingly have never visited the locales in question.

Incidentally, this Council should know that this pinetree woodlot is being taken down piece by piece in what appears to be a severe mismanagement of natural resources. The attached picture alone (Appendix A), taken on May 5th, 2013, illustrates this.

3. Next, let's talk about what has effectively hijacked this Council's initiative and has just about exhausted the stock of good will on the part of Concord West's community. We're referring to **Schedules B and C**:

The Preferred Solution embodied by the present Draft - in other words, the private planner and the City planners - elected to provide the highest possible densities of occupation to lands of practically all stakeholders that are eyeing the proposed development in the hope of making a buck. Despite the clear-cut suggestions of the residents at the January 30th meeting, once again planners "know" better.

Where the public overwhelmingly suggested that in the parcels to the west of the GO line the zoning should be residential and complementary to that of Concord West community, it became low-rise mixed use; where the public suggested the low-rise mixed use - on the parcels immediately to the east of the GO line - it became mid-rise mixed use; where the public suggested mid-rise but only on the border of Highway #7, not over the river valley, a whopping high-rise (22-storeys) mixed use is suggested instead on both sides of the highway; and whereas the public suggested a graded density for the Concord Floral lands, with low-rise adjoining the river valley and high-density only allowed on the north part of the development, a massive 6 blocks of high-rise mixed use are proposed!

Follow the money, or its anticipation – and you have the guiding criterion for the entirety of the proposed secondary plan. Shameful in our view! Little wonder that citizens all over this country, and in this City, increasingly feel that democratic government has been hijacked by developers, planners and bureaucrats.

In the same File 26.3, in the application of Liberty Development Corp. also before this Committee today, you can see what it is that Liberty plans for the Concord Floral – a

belt of towers on the east side of the property, hugging the entire west side of the perimeter of the Bartley Smith Greenway. Some of these towers have 32, 33 and 38 storeys (see attachment 3 of their application before you)! The encroachment into public and natural spaces could not be more glaring. We understand that Big Politics wants the investments in public infrastructure to pay big time to big interests; what we do not understand, or rather accept, is that it be done at the cost of human communities and their natural environments, whether it be a river valley, a greenspace or a greenway – which, in the present case, is all three! Yet, amusingly enough, the same Design Review Panel of February 23, 2013, also states (p. 6) that the "master plan should provide substantially greater public access to the river valley to capitalize [poor choice of words!] on the natural asset of the West Don River (...) rather *than blocking it off with high rise buildings*" (our emphasis), which is what the Liberty proposal before you actually does with its belt of high-rises hugging the perimeter of the river lands.

One could almost say that all the real issues, in this and so many - too many - other instances, are regularly buried under thousands of pages of committee reports and useless, repetitive planning and analysis documents, just so that we can all make bad decisions under the guise of a general amnesia and incapacity to remember what went before or how it all started. But those who forget are condemned to have to repeat, so says Santayana, and above all to repeat the *same mistakes*.

A curious example of how matters buried under paper disappear is perhaps also provided by what happened to the recommendation of that same Design Review Panel: the Panel "encouraged the proposed plans [of the Concord Floral lands] for adaptive reuse of the decommissioned Power Plant as a community facility. (...) It was recognized that (...) the Power Plant has the potential to be an incredible asset for both the development and broader community". Though apparently an Heritage site, this Power Plant with 'incredible potential for community development' is now demolished – making another mockery of protective classifications and Committee recommendations.

4. At last, let us address perhaps the best joke of all, **Schedule F**, the "Open Space Network" (another faddist neologism, "open space": "open space" is one that is about to be closed in with high-rises and intensification...):

It is a naked irony that what started this entire process – the desire of Concord West residents to retain and protect their traditional greenspace, and avert the planning disaster of building a tripartite hub on this land – is also bypassed *de facto*, as this map of green spaces that are so glibly called "open" shows no trace, in green, of this very greenspace... Perhaps it has confused this Committee, but not us.

One wonders whether the wording ("open") should make us laugh or cry. Look at this **Schedule F** – do you see the greenspace marked in green??

No, because, following the directive of the master planners and bureaucrats in the provincial Ministry of Transportation, the only thing to be saved in that greenspace is that tiny woodlot that looks like a square and is separated from the rest of the greenspace by the hypothetical trajectory of the transitway that may never be...

Nowhere in the proposed Draft is there even a mention that this greenspace is part of the Upper West Don river subwatershed, and yet it is clearly marked as part of "Existing Natural Cover" of the "Terrestrial Natural Heritage System" in the Don River Watershed Plan, 2009 (p. 148). Now read through sections 5.2 and 5.3 of the present

Draft, and nothing of this sort is anywhere to be seen – only generalities. And under Parkland Dedication, section 5.4, while cash-in-lieu for parkland is considered, the parkland that is itemized ("Neighbourhood Park, Urban Square or other usable accessible open space" - that euphemism again) does not include what matters to the present residents of the Concord West and Glen Shields communities: the greenspace that is natural heritage of the West Don subwatershed. In other words, let's destroy what exists because these tame parkland substitutes are now the order of the day.

We're also told the Concord West greenspace belongs to the Ministry of Infrastructure and is still allocated to the Ministry of Transportation for the eventual transitway station, and thus that the City has no say about the land or its future uses. What, then, to think of the promises made by members of this Committee to the Concord West community and the residents of Glen Shields, and to all Vaughan residents and Ontarians that signed our two petitions, including the one that our MPP Peter Shurman presented at Queen's Park?

Surely the City can impart its vision to the Province and the Region, and it can negotiate with both in exchange for that greenspace which was once native land, then common land, then Crown land, and now is in the hands of the Government of Ontario – a government that should listen to our needs and aspirations, but did not, and yet managed to lose over 1.1 billion dollars in two ill-advised gas plants. For what is at stake is who really rules this country – the people, its citizens, or special interests that control State bureaucracies and politicians? And equally at stake is the vision that Vaughan has of itself – is it just an urban desert where its river valleys and ravines are filled with industrial garbage, where only money and power matters, and building high-rises with the sky as a limit is the newfound religion, *or* a real and vibrant City that residents can live in, breathe in and be proud of?

But maybe you hesitate to ask the Province to do the right thing because you are too afraid of the all-powerful and uncontrollable Metrolinx, and of how taking a stance against it could affect your future political careers? Then, shall we remind you that you are here, as members of this Committee and Vaughan Council, to defend and protect the local interests of those who elected you, including protecting them from higher administrative instances that are only too prone to abuse their powers - and *not* to follow the orders from the Province, or serve the interests of some ideological party-line regarding intensification and false sustainabilities. For, Councillors and Mayor, this proposed "solution" is simply unsustainable as a plan.

Now, in the same **Schedule F**, do note what it is that the City will obtain from Liberty Development Corp. in exchange for having allowed what was yesterday agricultural land to become a hyper-intensified "place to grow": see those light green squares in the north of the Concord Floral development and in the middle of it? One is a recreation park for sports; and it abuts, not the natural greenery, but the GO line... Eminently safe, given all the recent railway disasters. As for the other, well, it is a public square of sorts. These are the environmental contributions exacted by the City – but perhaps we have forgotten the proverbial rooftop "parks" on these towers, like the ones Liberty did at Weston Road and Highway #7; these are the future of "greenery", if it can be called such. Members of this Committee, you are in danger of contributing to a future that will no longer know what is a natural landscape, and of creating an oppressive city where "greenery" is manicured and off-limits to the very public who supposedly should

have enjoyed its benefits. This not to mention the total destruction of natural spaces and their inhabitants, a destruction that is the complement of these planning follies.

Lastly, we're obliged in this context to remind this Committee that Liberty Development Corp. acquired these lands not only from private sellers, the previous owners of Concord Floral (one of which wrote to Concord West on March 7th, 2011, about the alternative plan proposed by the community: "This is ridiculous. All you NIMBY people sicken me, the Concord Floral Lands are untouchable and you guys are screwed!"), but also from the Province (re. the eastward parcels), from its stock of public land - for which, undoubtedly, the City had to give its consent. It is now time to remind the members of this Committee and of Council that they cannot speak from both sides of their mouths at the same time. Their actions, or inactions, as the case may be, will show where they stand, and whether their words were, after all, just loud fanfare, or promises to be fulfilled by meaningful acts, not charades. Whether, after all, Concord West was just to be "screwed" anyway.

In conclusion, there is no equilibrium between interests, nor proper weighing of consequences, in the present Draft. It is a charade that avoided addressing the problems of the 407 transitway, the tripartite hub and the necessary protection of the Concord West greenspace and community. In our view, you have unnecessarily wasted resources to have private and public planners come up with such a short-sighted and unbalanced proposal. You should nix it, and direct your Planning Department to carry out a feasibility study that really encompasses the vision you have committed to. Just as you should not approve the development proposed by Liberty Development Corp. on the Concord Floral lands. It is excessive in density and intensity of occupation, and no plan for those lands should be approved until you have come to terms with the future of the tripartite hub, the trajectory of the transitway, and the protection of the Concord West greenspace, river valley and Bartley Smith Greenway. It is time for you to act meaningfully, instead of just rubber-stamping the destruction of communities and natural landscapes as if it all meant nothing.

Do justice by this land's Law and people, and by the natural treasures that no one owns and ours alone is the duty to keep and protect. Do justice by the communities of Concord West, Glen Shields and Beverley Glen – as this proposed Draft reflects an idea of a City they do not want. Be true to your own Declaration of Citizen's Rights and Responsibilities, whose first article reads: "Every citizen has a right to live, work, and play in a municipality that promotes community safety, health, and wellness, while safeguarding the natural environment". After all, that is exactly what the residents of three Vaughan communities asked of you, and what you promised them. Protect their communities from the depredations of uncontrolled growth, from the ill effects of an ill-conceived hub and excessive vehicular traffic; find alternative solutions that preserve their health and wellness, and safeguard their natural environment.

And be true to the Preamble of Ontario's Bill of Rights where, in addition to the rights expressed above, it is also stated: "while the government has the primary responsibility for achieving this goal [the protection, conservation and restoration of the natural environment for the benefit of the present and future generations], the people should have

means to ensure that it is achieved in an effective, timely, open and fair manner". Note that you cannot protect adequately future generations if you do not protect present ones. This GO Centre planning has not been a fair and square process, let alone a democratic one. It has not been timely, since it has taken already 2 decades only to wind up exactly nowhere with the present Draft, which in effect treads over the rights of our communities and the natural environment that we are trying to protect. It will make a mockery of these flowery words in the declarations of rights of the City and the Province, unless you act to show that these are words that have the substance of action and justice. Show that these words are not abstractions to dupe the people, but effective rights with a concrete sense. Remember and honor your promises, and be reminded of the sage words of your present Mayor, reported on October 30, 2013 in the *Vaughan Citizen*: "In life we only have our word. Beyond that we have nothing else. When you make a commitment, you have to honor that commitment".

Do the right thing, for that is what you were elected to do: honor your commitment to Vaughan residents and the residents of Concord West, Glen Shields and Beverley-Glen, no matter how many and whose toes you have to step on. For, in life as in politics, that is all that counts.

CWRA, Executive Committee

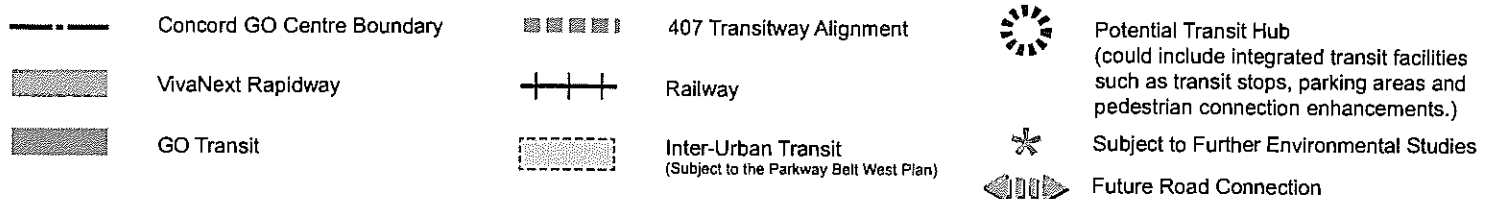
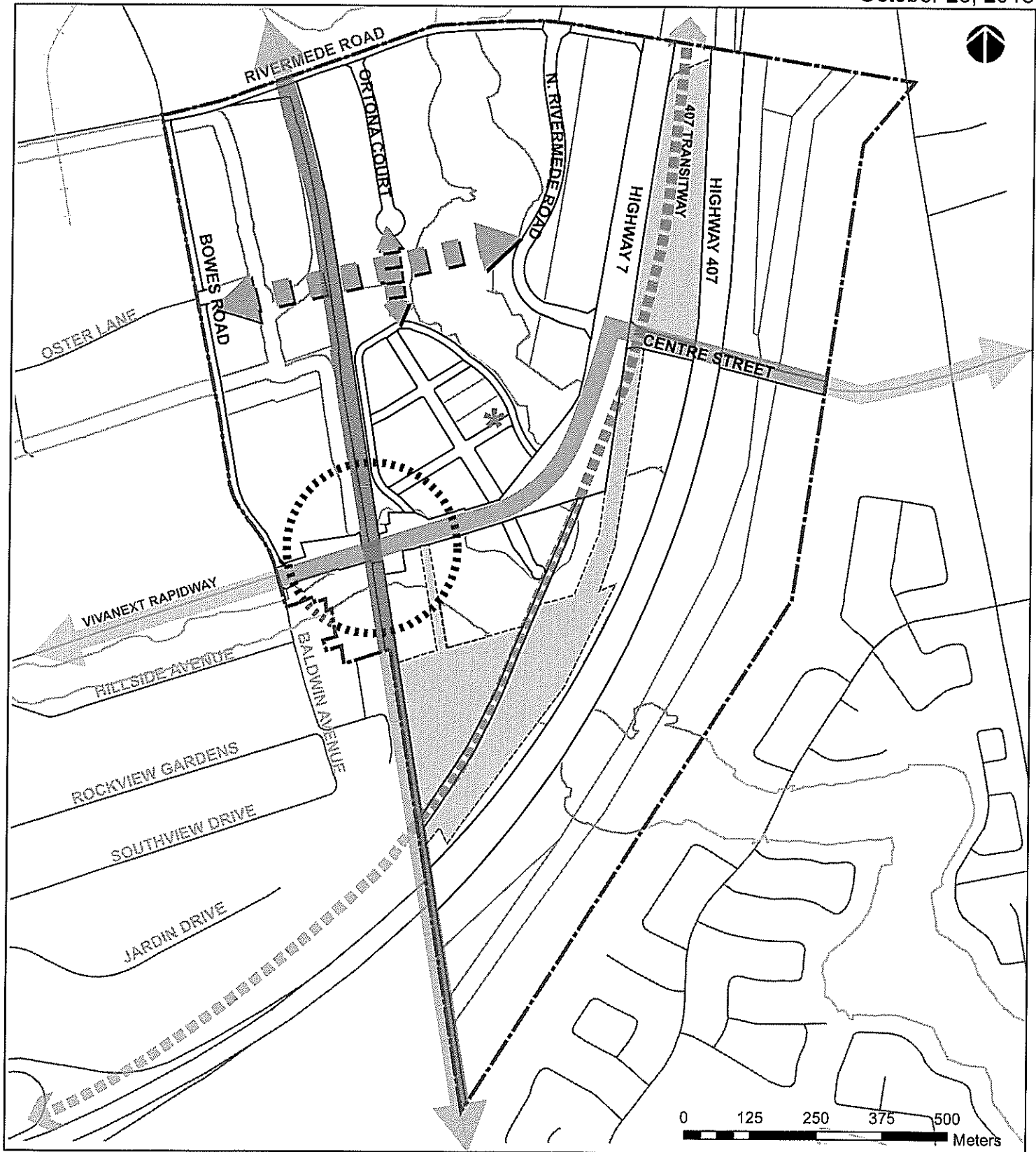
Appendices:

A – The state of the pinetree woodlot near N. Rivermede

B – Schedules of the submitted Draft in the order they are discussed in the present analysis

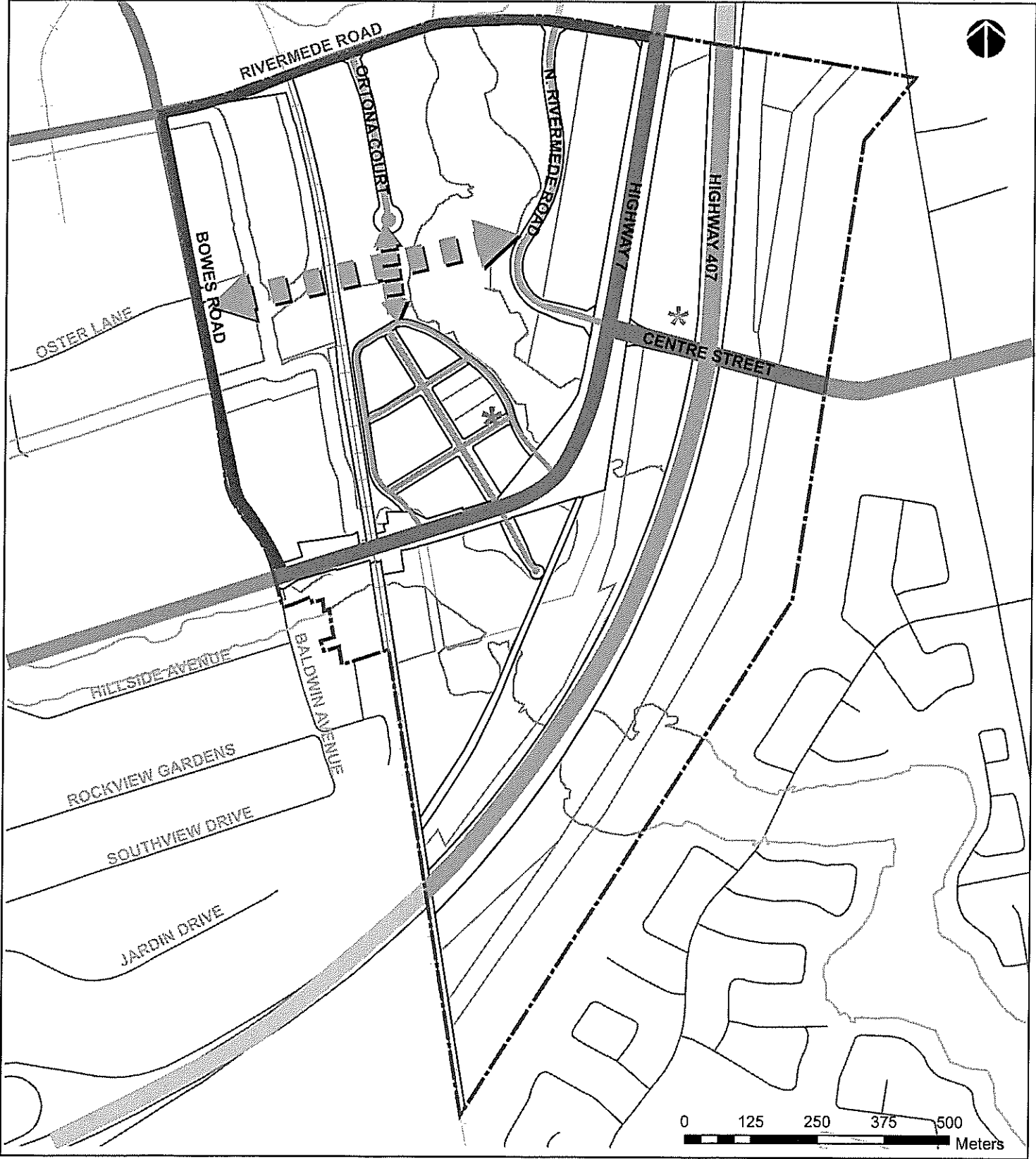
C – Excerpts of the discussion at the Public Meeting of November 4th, 2013, following the presentation of the so-called "Preferred Solution".





Concord GO Centre Secondary Plan
Schedule D - Transportation Network

October 28, 2013



- | | | | | | |
|--|----------------------------|--|-----------------|--|--|
| | Concord GO Centre Boundary | | Major Collector | | Future Road Connection |
| | Freeway (Provincial) | | Minor Collector | | Railway |
| | Regional Arterial | | Local Street | | Potential Highway 407 Ramps |
| | | | | | Subject to Further Environmental Studies |

Concord GO Centre Secondary Plan

Schedule B - Land Use

October 28, 2013



- | | | |
|---|---|---|
| Concord GO Centre Boundary | General Employment | Inter-Urban Transit
(Subject to the Parkway Belt West Plan) |
| Low-Rise Mixed Use (3-5 storeys) | Prestige Employment | Road and Buffer Area
(Subject to the Parkway Belt West Plan) |
| Mid-Rise Mixed-Use
(Refer to Policy 3.3) | Open Space | Utility |
| High-Rise Mixed Use (13-22 storeys) | Natural Area
(Subject to Change) | Electric Power Facility |
| Employment Commercial Mixed-Use | Floodplain
(Subject to TRCA Regulations) | Subject to Further Environmental Studies |
| | | Future Road Connection |

Concord GO Centre Secondary Plan

Schedule C - Height and Density

October 28, 2013



- | | | |
|--|---|---|
| <ul style="list-style-type: none"> Concord GO Centre Boundary Low-Rise Mixed Use (3-5 storeys) Mid-Rise Mixed-Use (Refer to Policy 3.3) High-Rise Mixed Use (13-22 storeys) Employment Commercial Mixed-Use | <ul style="list-style-type: none"> General Employment Prestige Employment Open Spaces Natural Areas (Subject to Change) Floodplain (Subject to TRCA Regulations) | <ul style="list-style-type: none"> Inter-Urban Transit (Subject to the Parkway Belt West Plan) Road and Buffer Area (Subject to the Parkway Belt West Plan) Utility Electric Power Facility Subject to Further Environmental Studies Future Road Connection |
|--|---|---|

Concord GO Centre Secondary Plan
Schedule F - Open Space Network

October 28, 2013



- | | | | | | |
|--|----------------------------|--|--|--|------------------------|
| | Concord GO Centre Boundary | | Floodplain
(Subject to TRCA Regulations) | | Neighbourhood Park |
| | West Don River | | Open Space | | Urban Square |
| | Natural Areas | | Area Subject to Further
Environmental Studies | | Future Road Connection |

Public Open House - November 4, 2013
The Draft Concord Go Centre Secondary Plan (File 26.3)
Excerpt

Actions to follow this Public Open House, as outlined by Emma West:

- Finalize the Secondary Plan Policies and Schedules
- Public Hearing on November 26, 2013. There will be no recommendation for approval of the plan at this hearing
- A report will be released on the comments that were received on the 26th
- Target for the first quarter of 2014 for a public hearing to finalize the plan.

1:30:48

Josephine Mastrodicasa:

Yes, hi. I've been listening to everybody and I sort of agree with everyone. I agree with this gentleman that Bowes Road is unbelievable - you can't go up or down, the trucks are everywhere. I agree with this other gentleman - that you can't rent a building in this area, because I tried - last weekend, in fact. And the reason we lost a tenant was because they couldn't get there. They were half an hour late just getting across the bridge. So they decided to go on Edgely 'cause it was faster. So, I understand that. I understand Hurontario Street, because I go there. Hurontario Street, as crowded as it is, even along the Square One area, the traffic moves. It's not what we have here. We have here a gridlock. You can't go anywhere. And we've talked about this and talked about it and talked about it at every meeting we've been to. And, unfortunately, what I see here today is totally different from what the neighbourhood wants. We've got three roads coming onto Highway 7, at a curve, with nothing anywhere else. You can't pass there now - and with the rapid trans getting in the middle - it makes it even harder. To go from Hillside to Keele Street takes you at least ten lights. To go from Highway 7 over the bridge to make a left hand turn onto Keele Street takes you about 6 lights, or more, at 2 o'clock in the afternoon. How do I know that? Last week, I tried to rent a building - it didn't work. I called York Region Transportation Department thinking there was something wrong with the light. I was informed that the light works fine. They tested it - there's a 20 second left turn time length, which is the maximum. This is not the worst intersection in Vaughan, but one of the worst. That's what she said. So, I do understand. This plan doesn't solve any of our problems. It encourages more traffic from this so-called residential high rise. And what do I think of this residential high rise? The last meeting we were at, and I'm going to quote myself, I said I live on a lot that's 108 x 260 - I don't see a single home in that area, and that's supposed to be mixed. And all we got now is tremendously high rise. And it's supposed to be complementary to the area - and it's not. The park is on the north side in the industrial area. What good is that to the people living there? - supposedly to make the people that are already living there comfortable in the use of the common space. Up there, who's going to go there? People that work for Con Drain? I mean, it doesn't make sense to me to have a park in an industrial subdivision. Why isn't it in the middle of the subdivision? The other little parkette has to be studied still. So, to me, this is not a resident-friendly area at all. [...] And I'm looking at this

again, this yellow space, that's a flood plain. I don't even see the flood plain - it's a designated flood plain. Where is it? The yellow space, that piece of land that the City allowed the guy to build an addition to, is flood plain. And it's not even shown. So, I'm just confused, to say the very least. And everything we've suggested in the past, and I say, everything, has not been incorporated, at all. We're going to have more problems, and again, the bridge - everything you said - nothing has been dealt with.

1:35:20

1:37:59

Josephine Mastrodicasa:

Sorry. One more thing - I forgot: I commented on everybody's conversation, except this one gentleman, and that [*you said*] when you reduce employment opportunities, you have to recreate them. Where did you recreate the Concord Floral Land's employment opportunity?

Roy McQuillin:

There are a number of rules of new employment land - north of Teston Road on Highway 400, both sides, running up the King Vaughan Road.

Josephine Mastrodicasa:

North of Teston Road? You don't have to be in the same local area? You can just be in different parts of the City?

Roy McQuillin:

Yup.

Josephine Mastrodicasa:

Does that make sense?

Roy McQuillin:

Yes.

Josephine Mastrodicasa:

You take away jobs down here and you put them in King City?

Roy McQuillin:

South of King City.

Josephine Mastrodicasa:

Well, obviously, but at the border. That doesn't make sense to me - at all. That you're taking employment here and moving it up there, and this gentleman can't rent his building. Yet, we're moving the people up there.

Roy McQuillin:

Well, I'm not being smart when I say this, but some aspects of the traffic might be better up there. I mean, one of the things that we're looking at is preserving opportunities for large lot industrial development ...

Josephine Mastrodicasa:

You know what? Instead of putting up high rises you put lots of 150' frontage or 100' by 250', you'll have less traffic. And have more people to come in our neighbourhood to work - maybe they can get there faster.

Roy McQuillin:

Or they may have more cars and might generate...

Josephine Mastrodicasa:

I don't think so. I think when you're putting a 22 story building on a lot where you can put one house, the house might have 3 cars. You put a building there, you're going to have 300. It's a big difference.

1:39:50

1:49:49

Dr. Paulo Correa:

Could I have the first slide [ed. *Schedule B*] please?

All right. I'm going to try to be short, but, in case you don't know, we are all here because of Concord West. There would have been no process started had Concord West not put up its fight and present Council not supported it. So, I'll try to be very brief - even though Gino just told me that I have more than 5 minutes here, whereas in Council, and in Committee, I don't, at all. OK. The point is, this entire story started because of this space, which is not even marked in green, but it is the greenspace, and so it's somewhat rewarding to see, for instance, the present planning considering the flood plain and extending the greenspace in there but, aside from that, and even though I'm a member of the Steering Committee, I have to veto the entirety of this plan and to say, unfortunately, even though I love John a lot, that this falls terribly short of the objectives and of what the Concord West Community believed was going to happen. In fact, I'll go through the slides very fast because I don't want to bother you, but basically, we have asked, and it makes sense, given the proximity to the flood plain and to the greenspace we've been trying to protect, that this zone here [ed. *orange mid density blocks abutting the greenspace*] would also be low density and not mid. And likewise, we made very clear that it would be a terrible mistake to have anything that was mid to high in there [ed. *over the junction of tributaries, on the south side of Highway #7*]. So, I understand that these are limits - it does not mean that, at the end of the day, everything will be approved by the City. But you're putting caps, and these caps are inordinately out of proportion. Also, in this particular case, in the case of Liberty - and that's why we got the hub - if we are here because of Concord West, it is because of Liberty that we got the hub and are engaged in this process. I'll come back to that. They bought the Concord Rose

property, previously agricultural land, and they are now going to put in there - capped at 22 stories - buildings. You know, this is with three roads all going at the curve of Highway #7, it doesn't make any sense whatsoever. We asked for a graded development, with intensities increasing towards the north, and we really don't see any problem with having an exit through Ortona Court or that exit that's marked in there to the west [ed. *to Bowes Road*]. Now this exit over there [ed. *going east*] as well as one other [ed. *west-east*] line that was presented to us by Liberty last Tuesday [ed. *at the October 29th Steering Committee meeting*], don't make any sense. They go right over the ravine. Actually, they go over one of the most sensitive spots, which is a clump of beautiful pine trees, very old, that lies above there, just southwest of the McDonalds. This just doesn't make sense - a road that goes this way or that way [ed. *east over the ravine*]. Anyway, that's a comment on the next slide. But here [ed. *Schedules B or C*], there is a failure entirely in grading the density.

Could I see slide #2 [ed. *Schedule C*] please? Well, I've commented already on this. Could I see slide #3 [ed. *Schedule D*]?

OK. On the question of the roads, we have pointed this out over and over. Not only does that road not make any sense, as well as three roads coming down here. And ever since day one, with the Minister of Transportation and the Minister of the Environment, we have pointed out that this is really a terrible mistake; a mistake of basic urbanism. You don't make a major intersection on a curve. I know that the line in there is actually pushed, the curve is truly closer to that point, but anyway: three lanes dumping cars from a huge development anticipated to have thirty five hundred to four thousand units, if I'm not mistaken, from the number we heard last week, all dumping at Highway #7, where there is a funnel. So, the Gordian Knot is: first resolve that bridge in there. It has to be resolved. Then widen Highway #7, then push this traffic to the west and to the north. To the north, they can go up that way. And if you block, as our community also suggested, the left turn in here [ed. *at Highway #7 and Bowes Road*], you can actually have a Viva flux much more streamlined there, and you make sure that the trucks at Highway 7 and Keele go up north (ed. *on Keele*), to get to that industrial zone. Those are recommendations that Concord West made in the Steering Committee for the past year and they have not been taken up by the private planners nor by the City. This is the result.

The other thing is - could I have the next slide [ed. *Schedule E*] please? -

- is the circulation, the transit network. I mean, this is almost subliminal that you still place the Transitway here. I think the City should have the courage to tell the Province and the Region that what the Environmental Assessment of Minister Wilkinson said and stated was that the best trajectory should be just south of the transitway - and just present it [ed. *as the recommended solution*]. Present what they themselves have already thought as being the best. That would ensure indeed that there would be, down the road, a transitway station on Centre Street. Let's remember where we started. We are here because of Liberty. Concord West never asked for this hub. But a development with such intensification that goes from agricultural land to 22 story highrises needed some

reason to finance, capitalize and increase its value. I don't have to tell you how money and power work together. And that was the vision of bureaucrats. Now we've talking about the vision of the City and the vision of people that live in the City. We don't want that kind of a hub plunked on a greenspace. And we also think it serves, above all, the development of Liberty lands and the industrial zones to the north. So, push it to the north. Don't actually end up by being wishy washy and park it there in the middle saying 'Oh, you know, this doesn't mean anything. It's not a hundred and forty yards or three hundred yards'. Have the courage to define what would be [ed. *in the interest of the people who live here*]. We are here because of the hub. So have the courage to define what the hub will be. And just because this station will be in the future, doesn't mean you cannot create a vision now and provide it. Then the Province will see that the City stands by what it wants, knows what it wants and will reconsider. So, you know, I'm not going to focus on the other problems of circulation. I've already said that a development like this with one, two, three, four, five roads through it, is unthinkable. I mean, you have allowed Liberty to get away with a hell of a lot, to say the least.

Could I have the last slide [ed. *Schedule F*] please?

This is the ironic slide because we are here because of the greenspace and it doesn't even appear in there [ed. *as a greenspace*]. And I understand that the Province may want to be able to retain this greenspace because, one day, perhaps, they'll plunk another station in there. We'd like the City to have the courage to ask the Province for that land. Do a tradeoff. If you did a tradeoff with Liberty and they could put so many towers in here because somewhere north of Teston Road they were going to give some goodies to the City, do the same kind of negotiation - I don't need to teach you - with the bloody Province. You have had a chance. You've sat with them. I know Metrolinx is a very powerful, despotic organization. That's unfortunate that we've allowed organizations like that to even run over our civil liberties but, that's why we have elected officials in the City to protect our rights. So, have the courage to actually ask for that space. Transform that into effectively some space for people to actually breathe - and animals too, by the way.

That's it. I won't say any more, and then, more than that only if I'm asked to.

1:57.41

1:57:45

John Mackenzie:

Thank you very much. I just wanted to make a couple of points. And I do appreciate the comments that we've received here tonight and from the Steering Committee and the investment of time. I believe that we have acted on a number of your recommendations and I know we're maybe being, you know, too bureaucratic in how we portray things in terms of - and we're not as passionate - maybe we're passionate but in a different way, with our typewriters, but what we're trying to do here is not unlike what you've been saying. On the greenspace, and for the benefit of all those here, we actually share a lot of

the concerns, as City Staff, with the greenspace located where the MTO had proposed their Transitway station. And I think Council of the City of Vaughan has gone on record in opposition to the findings of that environmental assessment. And that's why we're proposing to move this northwards. And I appreciate what you're saying, you want to get it as far north as possible, but we also have to recognize the capital investment by Metrolinx in the Rapidway, by the Province and the Region and everybody in the Rapidway. So that's why we looked at Highway 7 as being kind of the focus for our activity. Now, Josephine and others have raised the concern and you, I'm sorry, I don't know your name, but you raised a concern about that bridge, a lot of people have talked about that bridge, and the issues present: the 'funnel effect' is something I heard you say. I think if there is an opportunity to retrofit that bridge through future planning, the best chance I think we have is through the EAs that are going to take place by Metrolinx. And I really think that, perhaps we could be stronger in our language on this, and I welcome your suggestions on how to be stronger, but by locating and looking for a vertically integrated hub, or a vertically integrated connection there, which would prompt a need to retrofit, change that bridge, put a new bridge that's wider and can get pedestrians and can get more traffic and more access into that area, that would be, I think, a really important win for this community, it could also connect the community to the south and to the north. And I know how difficult it is to get around there. I've spent a bit of time going up and down that area and I'm familiar with the Bartley Smith Greenway. It is challenging and I appreciate the frustration on this. But, I think, as Staff, what we're trying to recommend, and with experts, and in discussions with all of these different agencies, is the way to try to get at that issue that seems to be a major, major problem facing the community. So that's another issue that you raised and I think, with the intersection, cause I know that that was another concern you raised, with the intersection located right there, on the curvature, we've looked at that, and we've had discussions with the Region and the Transit agencies - there won't be others - that's the only way, based on the expert advice received to date, where you can locate a full turn in intersection. And I think it's for those very reasons you mentioned, you know - the rates of speed, you don't want to have only one transit stop potentially on that side and then, maybe further up. So, there's a lot of points. That issue has been examined in detail, you know, with some expert advice. I know you're still concerned about it, and the type of density, and we're listening to that. We're also hearing the other side of the coin. That's the residents' side and we've heard that pretty loud and clear, but we're also hearing from landowners that want higher densities. So we're hearing it from the other side as well. So, that's what these processes are about. We're taking input and trying to come up with a plan that balances the input we're receiving. But also addresses and creates an opportunity to address some of those issues that, I know, have plagued this area in terms of when those big pieces of infrastructure came in, they basically helped to divide this community from the community to the south. And I know we've talked about that at our meetings and in our discussions, and I think we're trying to come up with some strategies that will help to address that. Emma or Roy - is there anything you wanted to speak to, especially the policies, maybe, you know the transit and what we're proposing?

Roy McQuillin:

If I may be so pretentious, maybe even giving you a bit of homework: we have a section in the implementation part of the Secondary Plan called '*City Guidance and Future Transit Studies in Planned Investments*', and that's where we set out a lot of the things that Dr. Correa spoke about - maybe not going as far as he's going, but maybe take a look at that and see if there's things in there that we could enhance. And maybe in there there's things you could get back to us on that we could raise with Council at the Public Hearing on the 26th. We understand. We're trying to do it within the confines of the policies that we have to work with. And Council has more flexibility than us in doing that. But we're rather confined by the legislative program we have to adhere to, and all the Provincial policies and that type of thing. So, I'd just like you to take a look at that and see if there's anything you can actually add to that might help your cause. I'd just throw that out there and please have a look at it and see if there's anything we can build on. Thank you.