

-----Original Message-----

From: Amanda Black

Sent: January-31-12 11:22 PM

To: Virginia Hackson

Cc: Marlene Johnston; Cathy Morton; Tara Roy-Diclemente; John Eaton; M & M F; Colleen Black; Ian Black; Jennifer Rightmyer; Aaron and Melanie Logan;

apennington ; Kevin; ; ed.chewerda;

saleswiedemanns ; Mayor Emmerson; regional.chair@york.ca;

regionalclerk@york.ca; twebster@eastgwillimbury.ca

Subject: Meeting of the YRTSC February 1

Dear Mayor Hackson,

Unfortunately, once again the Region has failed to provide reasonable notice to the residents of the Doane Road of tomorrow's meeting of the York Region Transportation Services Committee. Although some residents received a letter in their mailbox late Monday afternoon, not all residents did. In addition, representatives of the Region were speaking directly to residents as recently as last week and made no mention of tomorrow's meeting or what avenues residents had in order to express their concerns, most importantly who their letters of concerns should be directed to at a regional level. Most of the residents are hard-working middle class residents who are unable to change their schedules on such short notice.

We would kindly ask that a representative of the town be present at the meeting in order to ensure that the opinions of the town and its residents are clearly heard and understood. We would also kindly ask that you request that in the future, the Region informs all of the residents, as key stakeholders, of any further meetings or discussions on this matter with reasonable notice.

We appreciate your efforts in this matter.

Sincerely,

Amanda Black

From: Mayor Emmerson [mayor.emmerson@townofws.ca]
Sent: February 1, 2012 7:59 AM
To: Llewellyn-Thomas, Kathleen
Cc: Clark, Carol
Subject: FW: Letter of Concern re: Doane Road EA Update

Attachments: Letter Responding to EA Study Update.doc



Letter Responding
to EA Study ...

FYI

-----Original Message-----

From: Amanda Black
Sent: February-01-12 4:59 AM
To: Mayor Emmerson
Cc: rgrossi@georgina.ca; Virginia Hackson; Marlene Johnston; Cathy Morton;
regionalclerk@york.ca; Aaron and Melanie Logan; tizzy2 Black; Ian Black; M & M F;
edchewerda ; Jennifer Rightmyer; saleswiedemanns ; Kevin;
apennington
Subject: Letter of Concern re: Doane Road EA Update

Dear Mayor Emerson,

Yesterday, I was made aware that the Doane Road EA is on the agenda for the February 1st, 2012 meeting of the Transportation Services Committee. Please find attached correspondence for consideration by the Committee relating to the EA Study Update for the Doane Road. This letter was not sent sooner as there was no formal correspondence between the Region and my household with regards to this meeting.

Due to work conflicts, I am unable to attend in person to express my concerns. I do hope that my concerns will be duly noted and taken into consideration when the Committee makes its decisions.

Sincerely,

Amanda Black

Mayor W. Emmerson
Chair, Transportation Services Committee
Region of York
17250 Yonge Street
Newmarket, Ontario, L3Y 6Z1

January 31, 2012

Dear Mayor Emmerson and Committee Members

Re: Filing of Doane Road Class Environmental Assessment

I am writing to express my grave concerns, shared by most of the residents on our road and indeed our community, regarding the York Region's Doane Road Environmental Study Update and its recommendations to expand the existing Doane Road rather than use the southernmost Doane Road Alignment that is currently in the Official Plan of the Town of East Gwillimbury.

As background, the Official Queensville Plan was first documented in 1998. The Plan was subsequently revised in 2003. A southerly realignment of the Doane Road was a feature of this plan in part to avoid causing undue grief to the current residents, to retain the environmental features of the area, and to gain support for the Queensville Community Plan. This Plan was thus supported by the people, and passed by the Town, the Region, and the Province. The official approved route consisted of a BYPASS that involved a realignment going through a farmer's field that is slated for development. Looking at a map, a layman can point out to another layman that there are wide-open spaces where the OP realignment is. This plan would **not** involve destroying a 2-lane *residential* country road, expropriating residential homes, draining ponds, damaging wells, and cutting down mature trees. This would cause less disruption to current homeowners and future development would occur around this road. Based on this official plan, residents built and bought homes, did renovations, made retirement plans, and had families.

One may question the need for this road at all, including an off-ramp, as the development of parallel routes such as Green Lane, Queensville Sideroad, and the North-South Expansion of Woodbine Avenue seem to make it redundant and may in fact worsen traffic. In addition, it is not a truly viable option for connecting the 400 to the 404 given the area's topography, railtracks etc, and will result in dumping traffic into the community. Traffic does not decrease when new roads are built - quite the opposite. With more roads comes more traffic and more pollution. However, this was the decision made in the Official Plan.

In its recent EA, rather than using the alignment in the Town's Official Plan, the region decided to aggressively pursue two other options, Alternative 2A and Alternative 3. To reiterate, Alternative 2A, despite the constant references to it as the southerly realignment, is **not** the southernmost realignment that is in the Official

Plan. Alternative 3, widening the Doane Road in its current location, is now the region's preferred option as stated in the EA Study Update. This Alternative involves turning a quiet residential country road into a major 5 lane road, expropriating people's homes and property, drainage of ponds, destroying the area's natural beauty, and vast changes to the area's topography and wellheads. It is abundantly clear that Alternative 2A and 3 have the most effect on the local residents of the community and that the previously approved route has the least effect on current residents and on the area's topography, character, and natural beauty.

Although the EA report states that feedback in April 2011, provided was generally positive, this is not true. Perhaps the feedback from the developers was positive but feedback from the residents was not positive at all. Based on the August 29th Joint Report of the Community Programs and Infrastructure and Development Services, the regional representative provided several misleading statements. This report stated that "objection to the existing alignment has been substantially reduced since the April 2010 deputation" and "that the region has discussed specific concerns with individual residents and has come to a mutual understanding and agreement of ways of mitigating these concerns for most residents" is simply not true.

At its meeting in September 2011, the Town of East Gwillimbury's Council voted *for the second time* against the Region's preferred design. At that meeting six deputations were received; although the EA report states that one was in support of the Region's design while 5 were opposed, in fact five were opposed and one (speaking on behalf of the developer) was ambivalent and stated that they could work with either design.

The regional representative and the EA report would lead you to believe that they met with residents and examined all of the options and addressed their concerns. However, they have provided minimal and at times very delayed responses to residents' concerns, presented an EA to council on August 29th that was incomplete and unapproved but favoured the region's preferred route, claimed that the LSRCA fully supported their preference when in fact correspondence with the LRSCA does not provide overwhelming support and does not indicate that the LSRCA was informed of the Official Plan alignment as an alternative, and have provided inconsistent information to property owners when discussing the possibility of property expropriation, leading them to believe that there were no other options to losing their homes. The residents have been the recipients of correspondence with respect to their property that has not only contained inconsistent information, but also containing veiled threats of being "forced out" or "boxed in". This has lead to a pervading sense of anxiety over the last few years as the regional representatives and the developers have misled residents. This hardly allows for the "sense of security" that is guaranteed under Section 7 of the Canadian Charter of Rights and Freedoms. The EA Study update states that they have received comments both in support and opposition to the Region's preferred alternative by local residents

however we have not been able to confirm that there is any support for the Region's preferred alternative from local *residents*.

The EA Study Update that has been provided to the Committee states that the Region has gone beyond the normal requirements for this type of Class EA by developing two preliminary designs and thus further study is not warranted. Yet, they again do not provide an adequate explanation for why they did not include the OP alignment in the EA. They also neglect to elaborate where they have gone above and beyond. The extra level of work was not conducted as part of the alternative solution assessments (i.e. considering during the southerly alignment solution that the lands to the south will be developed and impervious areas will be created through the construction of structures and additional roads), so the extra work related to 1 additional public consultation meeting and the study team preparing two designs is irrelevant. The EA Study Update's claim that this is beyond the requirements of this type of Class EA interestingly echoes the sentiments of the Queensville Southwest Landowners Group. This group is requesting for the filing of an EA study that, while they state has been completed for some time, has not been finalized and did not address many of the environmental issues that should have been addressed, including the OP alignment alternative. In addition, statements from the Landowners Group that the EA filing has been delayed by more than two years are simply unfounded given that up until 2 years ago, the residents had consistently been informed that any changes to the Doane Road would be as per the Official Plan. While the Landowners Group has a stake in this decision, the developers' interests should not supersede those of the current residents who will ultimately be the most affected by these decisions; it is our homes that will be affected and nobody enjoys a threat to their home or family.

The EA Study Update indicates that residents have had difficulty selling their properties due to uncertainty. In fact, most of the residential property owners would prefer to stay in their current homes. It is the uncertainty that has been created in the last 2 years about the possibility of a 5-lane highway with bus and bike lanes in front of their homes that has created anxiety among the homeowners on the Doane Road, forcing them to consider selling their homes/be expropriated. Please note that the majority of homeowners on the road would also experience a significant drop in their property value. We have also noted that in the environmental report update, there is no mention of the grade difference that will cause much of the environmental damage when widening is as wide as this.

Please be advised that I, and most residents, am fully against the Regional Staff's Recommendation to file the EA and respectfully ask that the Committee and Council vote **against** filing the EA. Given the decision of the Town of East Gwillimbury Council and the input of residents, failure to do so would raise serious concerns about the governance model of York Region and indicate that the Region never had any intention of listening to the Town. The Official Plan alignment should be given due consideration. We are not in agreement that additional study is not warranted. The region has two other possible recommendations including "do nothing", which

perhaps is in fact a reasonable option given the planned development of parallel routes and the lack of a perceivable large benefit to traffic flow in the data provided by Mr. Nykoluk, or transfer ownership back to the Town. Given that the Town had already invested significant time and resources in the past to develop the official plan, perhaps this would also in fact be a reasonable option.

Thank you for taking this into consideration as you make your decision. If you have the opportunity to drive down our portion of the Doane Road, you will quickly understand why we are fighting so hard to save this little piece of paradise. We hope that that the Region will listen to the voices of its residents and councils.

Sincerely,

Amanda Black