

Clark, Carol

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

fyi

From: Amanda Black
Sent: February-01-12 12:33 AM
To: Rob Baldwin; Beverley Booth
Cc: Colleen Black; Ian Black; M & M F; apennington ; Kevin; edchewerda ; Aaron and
 Melanie Logan; saleswiedemanns ; Jennifer Rightmyer; Marlene Johnston; Cathy Morton; Tara Roy-
 Diclemente; John Eaton; Virginia Hackson; Mayor Emmerson;
 flamanna@eastgwillimbury.ca
Subject: Re: Alignment of Doane Road

Dar Mr. Baldwin,

Thank you for providing me with information regarding the LSRCA's technical review of the Region's final EA. It would appear that the LSRCA in fact does have concerns over the Region's preferred route of widening the Doane Road in its existing location and had requested further information. Indeed from a natural environment perspective, it would appear that the LSCRA does not seem to support this alternative. However, it is unclear whether the Official Plan Alignment for the Doane Road was ever considered by or presented to the LSRCA as well.

The residents of the Doane Road would like to kindly request copies of all communications that you have had with respect to the Doane Road EA, including earlier correspondence that would indicate how the natural environments were assessed by the LSRCA for the Doane Road alternatives, both the Official Plan (OP) Alignment (southernmost) and the Region's Preferred Alternative of widening the existing Doane Road. Please note that the Official Plan alignment is **not** the same as the region's Alternative 2A. In particular, we would like information/correspondence on the LSCRA's position on the edge impacts of the alternatives. Has there in fact been a study that outlines the existing edge effects to the intact deciduous forest and the potential changes in edge impacts as a result of the OP road alignment?

Our concerns with respect to the LSRCA's final comments indicating support of the Regions's preference in the letter of September 19th, 2011 are as follows:

Point 1: Utilizing existing roadways is preferred over creating new ones
 Is there mention in the EA report that the lands that would be used to create the OP alignment will be developed, thereby creating new roads regardless of where the 4 lane Doane Road is located?

Point 2: Other impacts would negatively affect wellhead protection areas
 Where are these protection areas and what are the actual impacts that have been identified for each of the alternatives including the OP alignment? It is our understanding that the wellheads are to the north which in fact would provide greater support for the southernmost OP alignment

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Point 3: Impacts to fish habitat would be minimized and improved where possible
Would the OP alignment have less impact since the regulated waterways have been identified as seasonal? In this case, the OP alignment should be the preferred solution.

Point 4: Other alternatives would affect natural heritage features
The alternative that involves widening the Doane Road in its current location impacts the forest at the corner of Doane Road and Leslie Street. How does the existing Doane Road alignment minimize impacts to natural heritage features versus the other considered alignments? How does the OP alignment have more impact on natural heritage features? Where are the assessment studies for the natural heritage features that have been mentioned? When assessing the potential impacts, where are the impact/risk analyses?

Point 5: It appears that the decision to use the existing Doane Road as the preferred solution is based on transportation and cost. What is the overall cost difference between the existing Road and the OP alternative? Perhaps if the OP alignment is better from a natural environment perspective and only slightly more in cost, thereby satisfying the concerns of the residents and the Town, then the OP alignment should be the preferred solution.

Lastly, we would like to know what recourse the LSRCA has through the Lake Simcoe Protection Act to refuse to allow an expansion of the existing Doane Road through the Holland Landing Conservation Area. As you are well aware, one of the intents of the EAS is to protect Ontario's environment.

We look forward to your responses in this matter.

Sincerely,

Amanda Black

Rob Baldwin wrote:

Dear Ms Black

The LSRCA has provided formal comments on the Doane Rd. Environmental Assessment to York Region. The preferred alternative proposed by York Region is acceptable to the LSRCA for several factors including the use of an existing road platform instead of developing a new road platform. Also other options (all southern alignments) would negatively affect wellhead protection zones south of Doane Road.

A copy of our letter is attached.

Thank you,

01/02/2012

<image002.jpg> **Rob Baldwin**
Director, Planning and Development Services
Lake Simcoe Region Conservation Authority
120 Bayview Parkway, Newmarket, Box 282, ON L3Y 4X1
905.895.1281 x248 | 1.800.465.0437 | r.baldwin@lsrca.on.ca | lsrca.on.ca

From: Amanda Black
Sent: Wednesday, September 14, 2011 7:43 PM
To: Beverley Booth
Cc: Charles Burgess; Ian Walker
Subject: Re: Alignment of Doane Road

Dear Ms Booth,

I was wondering if you or your colleague, Mr. Burgess, have had an opportunity to respond to the email I sent on Wednesday August 31st requesting information on the LSRCA's position on development that is planned for the Town of East Gwillimbury, in particular the Doane Road. The region has indicated that the LSRCA supports the region's preferred option for the Doane Road however no official documentation has been produced that supports this claim.

I would greatly appreciate if you could provide me with any documentation that supports this claim or advise me if in fact none is available at this time. Documentation should have been produced prior to the 29th of August.

Thank you for your assistance in this matter.

Sincerely,

Amanda Black