
From: Mayor Emmerson [mayor.emmerson@townofws.ca]
Sent: February 1, 2012 7:59 AM
To: Llewellyn-Thomas, Kathleen
Cc: Clark, Carol
Subject: FW: Transportation Services Committee Meeting - February 1, 2012
Attachments: TSC.pdf

fyi

From: Aaron and Melanie Logan
Sent: February-01-12 1:24 AM
To: Mayor Emmerson; regional.chair@york.ca; regionalclerk@york.ca
Cc: vhackson@eastgwillimbury.ca; mjohnston@eastgwillimbury.ca; troydiclemente@eastgwillimbury.ca; jeaton@eastgwillimbury.ca; flamanna@eastgwillimbury.ca; twebster@eastgwillimbury.ca; M & M F; Amanda Black; apennington(kevin Jody L; Mark.Nykoluk@york.ca; saleswiedemann: Jennifer Rightmyer
Subject: Transportation Services Committee Meeting - February 1, 2012

Mayor Emmerson,

Please find attached correspondence for consideration by the Transportation Services Committee relating to the Doane Road Class EA currently being undertaken by the Region.

Please note that this correspondence has been forwarded with little time to be added to the meeting agenda as there was no formal correspondence from either the Region or the Town of East Gwillimbury detailing the inclusion of the filing of the Doane Road Class Environmental Assessment provided to our household. I became aware of the February 1, 2012 Transportation Services Committee meeting through another Doane Road resident on the evening of January 30, 2010.

Due to the lack of notification of the inclusion of this item on the agenda for the February 1, 2012 committee meeting, I am unable to attend the meeting and express my concerns in person due to work conflicts.

Regards,
Melanie Logan

01/02/2012

January 31, 2012

Region of York
17250 Yonge Street
Newmarket, Ontario
L3Y 6Z1

Attention: Mayor W. Emmerson, Chair
Transportation Services Committee
Regional Council

Re: Filing of Doane Road Class Environmental Assessment
Transportation Services Committee Meeting February 1, 2012

Please accept this correspondence as input to the Regional Transportation Services Committee Revised Agenda Item D. 1. Please note that this correspondence has been forwarded with little time to be added to the agenda as there was no formal correspondence from either the Region or the Town of East Gwillimbury detailing the inclusion of the filing of the Doane Road Class Environmental Assessment provided to our household. I became aware of the February 1, 2012 Transportation Services Committee meeting through another Doane Road resident. Due to the lack of notification of the inclusion of this item on the agenda for the February 1, 2012 committee meeting, I am unable to attend the meeting and express my concerns in person due to work conflicts.

As a resident of Doane Road as of May 17, 2010, I have been involved with the Class EA project since the Public Consultation Meeting conducted by the Region in June 2010. As an environmental professional, who actively worked in the environmental consulting industry for 13 years, and currently as a college professor teaching environmental technology I have several concerns related to the existing Doane Road Class Environmental Assessment (EA) study and the manner to which information has been presented to the public and the Town of East Gwillimbury municipal council.

I acknowledge that correspondence has been forwarded by Mark Nykoluk, Senior Project Manager, Regional Municipality of York on December 8, 2011 providing comment on the below noted concerns, however, the contents of the correspondence did not provide additional information or reference to contents of technical reports to provide sufficient data to allowed me to review and assess the existing Doane Road EA evaluation or findings to satisfy that my concerns have been addressed sufficiently.

Concern A: Potential for Adverse Shallow Groundwater Aquifer Impacts

In my professional opinion, the Region and their consultant have neglected to sufficiently characterize the shallow groundwater aquifer upon which several residents rely on for their potable groundwater

supply through the existing level of detail as part of the current EA. The proposed road design will require dewatering based on the preliminary designs, and may include permanent tile dewatering which may significantly alter the water level in our dug well as well as the water supplies of other Doane Road residents.

The level of detail studied by the Region's consultant included a review of Ministry of the Environment (MOE) well records, with no door to door well survey or inspection program being completed. It is important to note that as far as I am aware there is no available MOE well record for our well, which signifies that our water supply has not been considered as part of the existing EA. In order to accurately assess the potential for dewatering impacts, an in-situ pumping test would be the most representative method. This level of investigation may have been undertaken as part of an Individual EA, but not generally assessed under a Municipal Class C EA (which was conducted by the Region). The Region has demonstrated their neglect in appropriately assessing shallow water supplies during watermain construction along Ninth Line and 16th Avenue in Richmond Hill and in my opinion, in order to avoid similar outcomes during the Doane Road construction, an appropriate level of investigation would be prudent. This demonstrates that a higher level of investigation is appropriate for this particular EA.

The depth to static groundwater as measured at our water supply well ranges between 0.26 m to 0.53 m below grade. Under provincial legislation, depth to groundwater <2 m

Correspondence provided to me by Mark Nykoluk, Senior Project Manager, Regional Municipality of York on December 8, 2011 detailed information relating to the level of detail conducted as part of the EA and Groundwater/Hydrogeological Study. While the letter aims to persuade that the Region has sufficiently characterized the shallow groundwater regime through investigations conducted in the vicinity of the Regional water well located on the west side of Leslie Street, north of Doane Road, the letter does not specifically answer or address any of my concerns regarding my personal water supply. Mr. Nykoluk's correspondence also states that the project team investigated further refinements to the preliminary design that have avoided the need for direct impacts to our property. The Region has not forwarded a written account of such refinements or additional study investigations that have proven that there will be no impacts to the shallow groundwater aquifer and our personal water supply.

Concern B: Misrepresentation of EA Preferred Alignment Assessment Information

The Region presented information to the public in the spring/summer of 2010 that indicated that the EA process that EQUALLY weighted the proposed Alignment 2A with the existing Doane Road as options.

The Region continued to present this information for a year, at which time the EA information presented in the spring of 2011 reported the existing Doane Road as the only preferred option without explanation or a presentation of the information used to assess this change. When I personally asked for an explanation of this discrepancy at the spring 2011 public consultation meeting, I was not offered a response that satisfied my inquiry.

Correspondence from Mark Nykoluk on December 8, 2011 also attempted to provide rationale for the Region's perspective on this concern. While Mr. Nykoluk notes that information presented at the second Public Consultation Centre meeting held on April 14, 2010 identified only the existing Doane Road Alignment 3 as the preferred alternative, I disagree. Paperwork provided to the public at the meeting and the subsequent meeting in June 2010 identified the existing Doane Road Alignment 3 and the Alignment 2A as equally weighted options in tabular format.

My concern is that if errors and/or omissions have been presented to the public as part of the consultation meetings, how confident can the residents be on the accurate presentation of the EA assessment information and the contents of the final EA report?

Concern C: Evaluation of Environmental Impacts

Information in the EA public consultation documents that presents the existing Doane Road as the preferred option for the environment category. As an environmental professional, I disagree that the existing Doane Road option would have less environmental impact when compared to other potential alignments including the alignment as outlined in the Town of East Gwillimbury Official Plan. Expanding the existing Doane Road would expand crossings at two Lake Simcoe regulated watershed perennial (permanent) tributaries, transect another LSRCA regulated area near the corner of Doane Road and Leslie Street, construction has the potential to impact shallow water supplies and the proposed existing Doane Road alignment is planned to transect a portion of a significant forest at the corner of Doane Road and Leslie Street.

Rationale presented for selecting the existing Doane Road as the preferred option during the EA are summarized as follows:

- Lake Simcoe Region Conservation Authority (LSRCA) supports the use of existing roads to minimize impervious areas.
- Alternative 2A impacts areas of seasonal (i.e. intermittent or ephemeral stream) fish habitat and larger areas of terrestrial habitat and vegetation compared to existing Doane Road
- The existing Doane Road results in the lowest impacts to class 1-2 agricultural soils

Information available to the public thus far in the EA process do not mention LSRCA regulated areas (including permanent fish habitat areas), impacts to the shallow groundwater aquifer or significant forested areas in the selection process.

As I have been informed, the reasoning for requiring an expansion to Doane Road (whether it be the existing Doane Road or a realigned Doane Road to 4 lanes) is due to the projected urbanization and future development of the Queensville Community. The lands through which the alternative alignments to the south of the existing Doane Road have been slated for future residential development, which will include service roads, residential dwellings and associated structures, all of which create impervious areas. Regardless of the location of the expanded Doane Road, impervious areas are going to be

created during future development, which in my opinion negates using the argument of selecting the existing Doane Road as the preferred solution to minimize impervious areas and itemizing this as rationale for determination of environmental concerns for selecting the preferred option as part of the EA.

Correspondence from Mark Nykoluk on December 8, 2011 reported that the Region considered both the existing and future conditions during the evaluation. Information presented to the public and conversations I personally held with project team members from the Region's consultant URS at the public consultation meeting in June 2010 did not indicate this is true.

From a cultural stand point, the cultural "feel" of the existing Doane Road as a tree-lined rural road, one of the last of such roads that represents the cultural heritage of the community would be lost through the expansion of the existing road. Alternative road alignments to the south of the existing Doane Road would allow for the heritage feel to the existing Doane Road to continue for generations to come. The information presented by the Region and their consultant do not appear to have considered this during the preferred option selection process. These points have all been raised by the residents during the consultation meetings and in individual meetings with representatives of the Region all of which seemed to by-pass the EA process without consideration.

Correspondence obtained by the residents from the LSRCA with regard to the Doane Road EA note that the northerly adjusted existing Doane Road alignment requires the acquisition of lands currently owned and managed by the conservation authority. The LSRCA notes that the conclusion and preferred option selecting the existing Doane Road as the preferred alternative was conducted without a complete substantiation and evaluation of alternatives. Perhaps if this information was included in the original alignment selection process, the existing Doane Road would not have been the preferred alternative.

Concern D: Provincial Statute Supersedence

I have verbally requested clarification at each public consultation information centre meeting conducted since May 2010 for a representative from the region to explain where in provincial statues; it states that the Environmental Assessment Act supersedes the Planning Act through which the Official Plan was created. Where is it written that the results of the EA is the sole document on which to base the location of the future Doane Road?

I still have not had a response from the region that addresses this concern. Perhaps this concern should be investigated and addressed prior to the filing of the EA report and the selection of the existing Doane Road as the preferred alternative.

Request to the Transportation Services Committee

Based on the information provided to the public during the consultation meetings and correspondence forwarded by the Region to our residence and my outstanding concerns, I respectfully request that the

Transportation Services Committee not support the filing of the Doane Road Class EA report without additional study to address such sensitive concerns.

Please note that should the Transportation Services Committee recommend the filing of the Doane Road Class Environmental Assessment report to Regional Council as currently prepared, we will be filing a request for a Part II Order to the Ministry of the Environment.

Thank you for the opportunity to present my concerns regarding the Doane Road Class Environmental Assessment. I would welcome the opportunity to meet with any members of the committee to further discuss this project.

Regards,

Melanie Logan