

13

DOANE ROAD ENVIRONMENTAL ASSESSMENT STUDY UPDATE YONGE STREET TO WOODBINE AVENUE TOWN OF EAST GWILLIMBURY

(Regional Council at its meeting on June 23, 2011 received and referred this report to the Transportation Services Committee meeting of September 7, 2011 for a more detailed presentation and report from staff on the issues surrounding this matter.)

The Transportation Services Committee recommends:

1. Receipt of the communication from Fernando Lamanna, Deputy Clerk, Town of East Gwillimbury, dated May 17, 2011, regarding 'Doane Sideroad Re-alignment';
2. Receipt of the communication from Fernando Lamanna, Deputy Clerk, Town of East Gwillimbury, dated June 9, 2011, pertaining to letter received from D. and C. Black, Queensville, regarding 'Realignment of Doane Road';
3. Receipt of the communication from Fernando Lamanna, Deputy Clerk, Town of East Gwillimbury, dated June 9, 2011, pertaining to e-mail received from J. LaPlante, regarding 'Realignment of Doane Road'; and
4. Adoption of the recommendation contained in the following report dated June 7, 2011 from the Commissioner of Transportation Services.

1. RECOMMENDATION

It is recommended that this report be received for information.

2. PURPOSE

This report is to inform Council that the preferred alternative identified through the Doane Road Improvements Environmental Assessment Study (EA Study) is to reconstruct/widen Doane Road along the existing alignment between Old Yonge Street and Woodbine Avenue, in the Town of East Gwillimbury.

3. BACKGROUND

Growth in East Gwillimbury is being accommodated through community plans, including the Queensville Community Plan (OPA 115 and 89)

The Growth Plan for the Greater Golden Horseshoe (June 2006) (the “Growth Plan”) indicates that the Region will experience significant growth in population and employment in the coming decades. Approximately 10% of this growth is planned to occur in the Town of East Gwillimbury and specifically within the community of Queensville.

Prior to the release of the Growth Plan in June 2006, the Queensville Community Plan (OPA 89, 115) was developed as a means of planning for future population and employment growth in this area. The Queensville Community Plan is depicted in *Attachment 1*.

Doane Road will be a major arterial road in the Town of East Gwillimbury and in the 1998 Queensville Community Plan had been shown to be re-aligned on a new southerly alignment

Existing Doane Road is a two-lane road located north of Mount Albert Road and south of Queensville Sideroad, and extends from Yonge Street easterly to McCowan Road. A context plan is provided as *Attachment 2*, and a location plan is provided as *Attachment 3*.

Doane Road is under the jurisdiction of the Region between Yonge Street and Woodbine Avenue, and under the jurisdiction of the Town of East Gwillimbury east of Woodbine Avenue. Doane Road has not been improved since being transferred from the Town of East Gwillimbury to the Region in 2000.

Future Doane Road will be a critical component of the Queensville Community Plan serving east-west travel to and from the community of Queensville.

Within the Queensville Community Plan, Doane Road was envisioned to be realigned to a southerly alignment, as indicated in *Attachment 1*, subject to the completion of an Environmental Assessment Study.

The Doane Road Improvements Environmental Assessment (EA) Study began in March 2009

In March 2009, York Region initiated a Schedule ‘C’ Municipal Class Environmental Assessment and Preliminary Design Study to identify potential improvements to Doane Road between Yonge Street and Woodbine Avenue in the Town of East Gwillimbury.

The study involved confirming the need for improvements to Doane Road through a traffic analysis, assessing and evaluating “Alternative Solutions”, and generating,

assessing and evaluating various alternative designs based on the potential impacts to all aspects of the environment, as well as transportation and cost considerations.

A broad range of alternative solutions was developed and assessed during the Class EA, including widening along the existing alignment, northerly and southerly shift in the alignment and non-widening alternatives such as transit improvement, and travel demand management

The primary objective of the study was to investigate the need for improvements to Doane Road, to assess and evaluate various alternative solutions (e.g. improve existing Doane Road, realign Doane Road, transit improvements, improve other municipal roads, etc.), to assess and evaluate various alternative designs corresponding to the alternative solutions that were carried forward, and to complete the preliminary design of the preferred alternative design.

The study confirmed that widening Doane Road to four lanes between 2nd Concession and Woodbine Avenue is necessary to accommodate the planned growth in the Queensville Community Plan

Traffic analysis indicated a need to widen Doane Road to four lanes between 2nd Concession and Woodbine Avenue, while maintaining the existing two lanes between Yonge Street and 2nd Concession. This information was presented at the 2nd Public Consultation Centre (PCC) held in June 2009. As a realigned Doane Road was indicated in the Queensville Community Plan, the project team was obligated to include this realignment as an option to be investigated as part of the next stage of analysis. The range of options that were to be considered during the subsequent stages of work is provided in *Attachment 4*.

Through the work undertaken during the Environmental Assessment Study, widening Doane Road along the existing alignment was determined to be the preferred solution

Following an extensive analysis and evaluation of realignment options to the south including the OPA 89/115 option, options along the existing alignment, and options to the north, the preferred solution to widen Doane Road along the existing alignment was identified.

The preferred solution was presented at the second Public Consultation Centre in April 2010, and consisted of widening Doane Road along the existing alignment

The recommendation for improving existing Doane Road was presented for review and comment at the second Public Consultation Centre held on April 14, 2010. At that meeting, valuable feedback from residents along Doane Road as well as other stakeholders was provided.

The recommended solution included widening Doane Road along the existing alignment to four lanes between 2nd Concession Road and Woodbine Avenue, with a minor realignment to the south at Leslie Street to accommodate an at-grade intersection. The recommended solution included eliminating the jogs at Woodbine Avenue and 2nd Concession Road, and addressing alignment issues along the two lane section of Doane Road between 2nd Concession Road and Yonge Street.

Some stakeholders voiced their objection to the recommended solution to East Gwillimbury Council in April 2010

On April 19, 2010, a delegation of local residents addressed East Gwillimbury's Council and expressed their concern regarding the recommended solution to widen Doane Road along the existing alignment between 2nd Concession and Woodbine Avenue. Objections included impacts to the natural environment and to existing residents, as well as the need to conduct a Municipal Class Environmental Assessment.

In May 2010, East Gwillimbury Council expressed that they do not support the recommended solution to widen Doane Road along the existing alignment between 2nd Concession and Woodbine Avenue

On May 3, 2010, East Gwillimbury Council passed a resolution (CWC2010-156) stating that "Council supports the need for the Doane Road improvements from Yonge Street to Woodbine Avenue including a Highway 404 full interchange to support the Town's growth projections in accordance with the approved alignment in the Queensville Community Plan subject to minor modifications following a southerly realignment". The resolution further stated "that council does not support the preferred alignment that York Region has chosen through the EA process and that Council notify the Region and residents concerned with their issue, of this decision".

4. ANALYSIS AND OPTIONS

In response to stakeholder and Town comments, two alternative solutions, one along the existing alignment and one along a southerly realignment, were developed to a preliminary design level of detail

Before, during and after the second Public Consultation Centre, the project team received valuable feedback from residents along Doane Road as well as other stakeholders, both in support and opposition to the recommended plan. A number of key concerns raised during the second PCC and subsequently submitted to the project team involved the potential impacts associated with widening Doane Road to four lanes between 2nd Concession Road and the Highway 404 Extension.

Further consultation with residents and Town of East Gwillimbury staff took place to ensure our project team had a complete understanding of the existing and future conditions in this area

In an effort to address these concerns, York Region invited the stakeholders between 2nd Concession Road and the Highway 404 Extension that were impacted by the recommended solution to attend a Focus Group Workshop which took place on June 29, 2010. All stakeholders were welcome to attend, however, the workshop focused only on the section of Doane Road between 2nd Concession Road and the Highway 404 Extension. The Focus Group Workshop provided details on the selection of the recommended plan, and allowed those who would be potentially impacted to have their questions answered and concerns addressed.

Following the Focus Group Workshop and in an effort to respond to the concerns raised regarding the impacts of improving existing Doane Road, the project team decided to develop both the recommended Existing Doane Road Alternative and the most preferred Southerly Realignment Alternative (2A) to a preliminary design level of detail to verify the results of the evaluation. A letter notifying of the commencement of the preliminary design stage was mailed to all stakeholders on the project team's mailing list on August 18, 2010.

The additional consultation and analysis reconfirmed the recommended alternative of widening Doane Road along the existing alignment and this was presented at the third Public Consultation Centre (PCC) in April 2011, and consisted of widening Doane Road along the existing alignment

The third Public Consultation Centre was held on April 5, 2011 to present the findings of the work to date. Approximately 90 stakeholders attended. The recommended solution remained widening Doane Road along the existing alignment. Additional information was presented in terms of impacts and mitigation.

Feedback on the recommended design has been generally positive, however some objections remain

Prior to the public meeting, members of the project team met with stakeholders whose properties would be directly impacted as a result of the recommended plan. These one-on-one meetings provided valuable input to the study process, and in some instances have resulted in changes to plan as presented to the public in April. (*see Attachment 5*)

Response letters have been provided to all stakeholders who provided comments. As well, many one-on-one meetings including site meetings and telephone conversations have taken place to obtain feedback and discuss concerns. Regarding impacts to the natural environment, extensive consultation with Lake Simcoe Conservation Authority has taken place, resulting in their support for the preferred solution.

With regards to the process being followed and the need to conduct a Municipal Class Environmental Assessment, both the Region's legal counsel and the Ministry of the Environment have indicated that the process being followed is correct and required.

The Environmental Study Report for the Doane Road EA Study is now being finalized for filing on the public record in late June 2011

The Environmental Study Report is now being finalized, and a Notice of Study Completion will be placed on the public record in late June 2011 for review in accordance with the requirements of the Environmental Assessment Studies Act. Notification letters will be mailed to all individuals on the project team's mailing list. The letters and the newspaper notice will provide information about the locations where the Environmental Study Report can be viewed, as well as contact information for individuals wishing to comment on the Environmental Study Report.

The Town has been advised of the Region's intent to file the Environmental Study Report for the Doane Road EA Study in late June 2011

A presentation to the Town's Committee of the Whole occurred on June 6, 2011. The purpose of the presentation was to provide an update to the Town following the third public open house meeting held on April 5, 2011, and to advise in advance of the Region's intent to file the Environmental Study Report at the end of June for an extended public review period of 45 days. The extended period is to account for the summer filing. The Town's Committee of the Whole received the presentation.

5. FINANCIAL IMPLICATIONS

There are sufficient funds in the approved capital 2011 budget for the subsequent stages of this work, including detailed design and construction.

6. LOCAL MUNICIPAL IMPACT

Road improvements to Doane Road between Yonge Street and Woodbine Avenue will address anticipated future transportation servicing deficiencies in York Region, specifically in the Town of East Gwillimbury.

The recommended solution to widen Doane Road along its existing alignment is not reflected in the Queensville Community Plan (OPA 115).

In June 2010 the Town of East Gwillimbury adopted a new Official Plan. Schedule B-2 of the new Official Plan states that "Doane Road Alignment Under Review Through the EA Process". The Town's new Official Plan is not yet approved and has been appealed to

the Ontario Municipal Board. The Town's new Official Plan will need to reflect the conclusions of the "approved" EA.

Upgrading this road to the Regional standards will provide a strong backbone to support the current and planned developments along this corridor, and the anticipated increase in level of traffic that will be generated.

Regional staff will continue to work closely and cooperatively with staff from the Town of East Gwillimbury to accommodate local municipal requirements.

7. CONCLUSION

The Class Environmental Assessment for improvements to Doane Road began in March 2009. Three Public Consultation Centre meetings have been held including numerous meetings with stakeholders and agencies. In response to comments received, the Region has gone beyond the normal requirements for this type of study by developing two preliminary designs in an effort to fully understand their impacts.

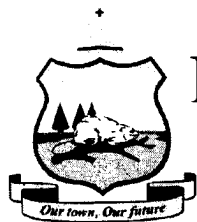
The recommended solution resulting from the work done to date indicates that improvements to Doane Road should occur along the existing alignment, with a widening to four lanes between 2nd Concession and Woodbine Avenue.

The Town of East Gwillimbury has stated its support for the reconstruction of Doane Road between Yonge Street and Woodbine Avenue, including the Highway 404 interchange. However the Town had indicated in May 2010 that they did not support an alignment along the existing right-of-way between Leslie Street and 2nd Concession. More recently, the Region made a presentation to the Town and there was no change to the Town's position.

For more information on this report, please contact Paul Jankowski, General Manager of Roads at extension 5901.

The Senior Management Group has reviewed this report.

(The five attachments referred to in this clause are attached to this report.)



Town of East Gwillimbury

Fernando Lamanna, BA

Deputy Clerk
Legal and Council Support Services
905-478-4282 x1240
flamanna@eastgwillimbury.ca

May 17, 2011

Denis Kelly
Regional Clerk
Regional Municipality of York
17250 Yonge Street
Newmarket, ON L3Y 6Z1



REGIONAL MUNICIPALITY OF YORK
CLERK'S OFFICE
File No. - P43

Dear Denis Kelly:

For your information and records, at its regular meeting held on May 16, 2011, the Municipal Council of the Town of East Gwillimbury enacted as follows:

BE IT RESOLVED THAT the email from U. Wiedemann, dated May 9, 2011, regarding the Doane Sideroad Re-alignment be received; and

THAT the Municipal Council of the Town of East Gwillimbury forward this correspondence to Community Programs & Infrastructure for information; and

THAT the Municipal Council of the Town of East Gwillimbury forward this correspondence to Region of York for information.

If you have any further questions feel free to contact the undersigned.

Yours truly,

Fernando Lamanna, BA
Deputy Clerk
Legal and Council Support Services

cc: Mark Nykoluk, P.Eng.
Senior Project Manager

"Our town, Our future"

Lamanna, Fernando

From: Foster, Kathleen
Sent: Tuesday, May 10, 2011 8:12 AM
To: Lamanna, Fernando
Subject: FW: Agenda May 16th The Doane Sideroad Re-alignment

Kathleen Foster
Municipal Clerk
Town of East Gwillimbury
19000 Leslie Street
Sharon, Ontario
L0G 1V0
Phone: 905-478-3821

Orle

From: Webster, Thomas
Sent: May 9, 2011 10:10 PM
To: Hackson, Virginia
Cc: Foster, Kathleen; Hunt, Wayne
Subject: Re: The Doane Sideroad Re-alignment

Should be forwarded to next Council and to York Region project team.

I am not aware of route announcement on May 16th.

I will copy Kathleen and Wayne.

Thanks TRW

From: Hackson, Virginia
Sent: Monday, May 09, 2011 10:05 PM
To: Webster, Thomas
Subject: Fw: The Doane Sideroad Re-alignment

FYI
Ginny

From: uwe wiedemann [mailto:saleswiedemanns@hotmail.com]
Sent: Monday, May 09, 2011 09:40 PM
To: Hackson, Virginia
Cc: Morton, Cathy; Johnston, Marlene; Roy-DiClemente, Tara; Eaton, John
Subject: The Doane Sideroad Re-alignment

Dear Mayor Hackson and Council Members:

As a property owner and businessman who has been in operation in this community since 1965, I would like to express my concerns with regards to the re-alignment of Doane Road. As the owner of Wiedemann's Car Sales and the adjacent two and a half acre property directly to the south, as well as my private residence located at 19570 Leslie St. (across from the New Leaf Living property) I have serious concerns for the re-alignment and how this will seriously impact both my business and personal properties.

Let it be said that I am in total support of the need for the re-alignment to allow for the future growth as set out by the official Town Plan and the Queensville Development Plan. It is my understanding that the Region of York has now

decided that this re-alignment of the existing Doane Road will be to the "north" and NOT to the "south" as officially decided in the Town's official plan and Master Transportation Plan.

It is my understanding that the southern route has been accepted by all residents and stakeholders since the Official Plan was first documented in 1998 and later revised in 2003. I believe that the decision by the Region in choosing the northern route is the worst of all possible routes due to geographical, environmental, safety issues, and the negative impact on all residents living on the Doane Sideroad. In regards to the safety concerns, I am sure you are well aware of the high volume of accidents already occurring between the entrance for New Leaf, the service station and Doane Sideroad as it exists now. This is due to the elevation differences on Leslie St. between these roads. I believe some of these involved fatalities.

If the Region is to choose a route that has the "least" amount of impact on the residents, geographical issues and environmental concerns, etc., I believe the original decision for the route to the "south" is still the best choice to achieve the "least" amount of impact on all these issues. I believe that the decision to change the route from the south to the north is not in the best interest of the residents but exists only because of the opposition of New Leaf Living.

New Leaf Living states in a letter to the Region dated December 7, 2009, that should the road go through their property, they could no longer "operate" their business. I do not believe this to be true as New Leaf has a property of 120 acres and will lose only approximately 10 acres according to the official plan. These 10 acres are currently used only as farm land. It is apparant that New Leaf will lose one building on Leslie St., that they purchased knowing of the official plan and its consequences that this house would need to be expropriated as part of this plan. New Leaf was well aware of the official plan and attended the meetings pertaining to the decision and had no objections at that time. I do not believe that the minor impact on New Leaf should take precedence over the major impact of the north route for so many other community residents. There was no effort made by the region, to somehow resolve this problem with New Leaf and the adjacent property owner, being myself, to perhaps make minor changes where New Leaf would not be impacted. I believe it is still a viable option and am willing as the adjacent property owner to work with the Town and the Region to make such changes.

I have been in contact regularly since the fall of 2008 with the Region. They have made no attempt to address my concerns or the concerns of the majority of the property owners that this route will dramatically impact.

It is also my understanding that you as mayor and all of you as council members are also against the Region's decision to choose the northern re-alignment of Doane Road. The planning department and engineering department of East Gwillimbury have done an outstanding job in putting together the Official Plan and Transportation Master Plan. Although I know this is a "regional road" these plans should be taken into serious consideration by the Region in working together with the Town and it's constituents. I believe that the Region has not given the original southern route fair consideration due to the concerns of New Leaf and only New Leaf.

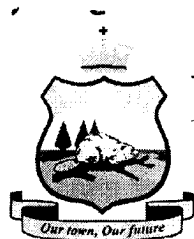
I know you are well aware of the petition and letters of concern from the citizens directly impacted by the change to the "north" route and I hope that you as our mayor and town council members will support the concerns of its residents and convince the Region that there are viable other options for the "south" route.

At the upcoming meeting to be held on May 16th, I believe that the region is to present it's preferred route. I also believe it is to be the route to the "north". I hope that the town will oppose this decision and ask that further studies be done to further explore the original plan for the "southern" route as laid out in the East Gwillimbury official plan and transportation master plan.

I would appreciate that you confirm receipt of this letter.

Yours sincerely,

Uwe Wiedemann



Town of
East Gwillimbury

REGION OF YORK
CLERK'S OFFICE

FILE NO. -

P43.

Fernando Lamanna, BA

Deputy Clerk
Legal and Council Support Services
905-478-4282 x1240
flamanna@eastgwillimbury.ca

June 9, 2011

Regional Municipality of York
17250 Yonge Street
Newmarket, ON
L3Y 6Z1

Attn: Denis Kelly, Regional Clerk



Dear Mr. Kelly:

For your information and records, at its regular meeting held on June 6, 2011, the Municipal Council of the Town of East Gwillimbury enacted as follows:

BE IT RESOLVED THAT the letter from D. & C. Black, Queensville, received May 27, 2011, objecting to the realignment of Doane Road as presented in the latest proposal by York Region, be received;

THAT the Municipal Council of the Town of East Gwillimbury forward this correspondence to Community Programs & Infrastructure for information; and

THAT the Municipal Council of the Town of East Gwillimbury forward this correspondence to the Region of York for their information.

If you have any further questions feel free to contact the undersigned.

Yours truly,

Fernando Lamanna, BA
Deputy Clerk
Legal and Council Support Services

Encl.

cc: Mark Nykoluk, P.Eng. Senior Project Manager Transportation Services

"Our town, Our future"

19000 Leslie Street, Sharon, Ontario L0G 1V0 Tel: 905-478-4282 Fax: 905-478-2808
www.eastgwillimbury.ca

RE: REALIGNMENT OF THE DOANE ROAD

Dear Mayor Hackson and Councillors of East Gwillimbury

orig.

As a forty year resident of the Doane Road and a taxpayer, I wish to express my vehement objections to the realigning of the Doane Road as presented in the latest proposal by York Region. The plan that was passed and approved by all levels of government is still the preferred route.

While it is apparent that growth is inevitable, EQUAL consideration should be given to all concerned parties - both individual homeowners as well as New Leaf Living, a profit making enterprise.

The fact that there is a viable alternative, the original plan, suggests that a compromise could be worked out between New Leaf Living, a private company, and the Region. It appears that New Leaf is the sole opponent of the approved plan but given the fact that only a fraction of their land holdings would be affected does not seem just considering the impact on the property owners of the Doane Road. The disruption to their lives is equally valid. New Leaf bought property on Leslie Street, long after the Queensville Plan had been approved and made improvements to it only last year. It would appear that this was an attempt to circumvent expropriation. A reworking of the interchange could result in a plan acceptable to all parties involved.

The land that incorporates the realigned Doane Road, as presented in the approved plan, is slated for future development but now is the time to put in the realigned road when there are no obstructions i.e.: houses, wells, septic systems, ponds and driveways to consider. It is a clean slate. It is easier to build houses around a road than trying to fit a road around established homes. It seems incomprehensible to have a four lane arterial road leading from a major highway cutting through a residential country road.

Widening of the Doane Road is not the answer to the future traffic flow. The problem is getting traffic east to west from the 404 to Bradford. The only real solution is the Bradford Bypass, which has been put on hold by the Ontario Government. If this were to be built as a toll road, it could be constructed sooner and the cost subsidized by the tolls. This would alleviate the pressure on the side roads as the Doane, for example, only leads to Holland Landing, which would then face increased traffic volume. The other mitigating factor is the topography of the Doane Road, which would also present major problems, especially given the fact that the road is only four lanes for 1.25 miles and then will be reduced to two lanes.

As a group, we, the Doane Road residents, have been misled constantly during the past five years. In 2003, the Ontario Municipal Board passed the revised Queensville Plan, which had the Doane Road realignment following the southern most border of the plan. If this plan is followed, not one tree would have to be cut down or houses expropriated. It would also prevent any wells or septic systems being affected, ponds being drained and

an entire drainage system altered. Instead, this simple country road, with a traffic flow of 57 cars per day, is to be pilloried. This is the last surviving tree-lined country road in East Gwillimbury that reflects our agricultural heritage. The magnificent colours of the mature maple trees attract many photographers every autumn. It is not only the residents who enjoy the peaceful setting but also people from the surrounding communities, who walk, bike and run the road throughout the year.

I would also like to point out that working with Ontario Hydro approximately ten years ago we were able to reroute a major power line to the Queensville Side Road to avoid cutting the trees along the Doane Road. If a major corporation can see the value in preserving the trees and the environment, why can't a supposedly environmentally conscious government see it? Not only are they willing to cut mature, decade old trees but they are also prepared to expropriate protected forest lands at Leslie and the Doane Road.

The impact on the environment cannot be overstated. On our property alone we have over 20 species of birds as well as deer, beaver, muskrats, porcupines, opossums, coyotes, wild turkeys and raccoons. A major road, complete with streetlights, would interfere with the existing natural habitat abutting the proposed roadway. The fact that a regional well is located at the foot of Leslie and Doane Road, and that the land in question is on an aquifer with many small creeks leading into Lake Simcoe must also be taken into account. The water supply is already threatened and the sewage questions remain as the expense of the big pipe cuts profitability.

The Town worked hard on developing the Official Plan and the Transportation Plan and held many meetings with taxpayers and interested parties and should be applauded for their efforts.

I would like to reiterate that all levels of government had supported and approved the realignment as per the original proposal and, as of 2010; the Town does NOT support the region's realignment to the existing Doane Road. The approved plan is the least intrusive to the surrounding properties and makes the most sense. It does make one question the need to have a municipal government, as their perspective is not respected. After all, they know their communities and the electorate's wishes and tried to incorporate them into the plan after numerous consultations only to have them ignored.

We would ask that the Mayor and Council members continue to support the approved plan and ask that the Region reexamine the southern option and seek out a compromise with New Leaf Living that would have minimum impact on all concerned parties.

Sincerely

Donald and Colleen Black
1184 Doane Rd E
Queensville, ON



Town of
East Gwillimbury

Communication #3

Fernando Lamanna, BA

Deputy Clerk
Legal and Council Support Services
905-478-4282 x1240
flamanna@eastgwillimbury.ca

June 9, 2011

Regional Municipality of York
17250 Yonge Street
Newmarket, ON
L3Y 6Z1



REGION OF YORK
CLERK'S OFFICE

FILE No. -

P43

Attn: Denis Kelly, Regional Clerk

Dear Mr. Kelly:

For your information and records, at its regular meeting held on June 6, 2011, the Municipal Council of the Town of East Gwillimbury enacted as follows:

BE IT RESOLVED THAT the e-mail from J. LaPlante, dated May 12, 2011, regarding support for the realignment of Doane Road as per the Official Plan, be received;

THAT the Municipal Council of the Town of East Gwillimbury forward this correspondence to Community Programs & Infrastructure for information; and

THAT the Municipal Council of the Town of East Gwillimbury forward this correspondence to the Region of York for their information.

If you have any further questions feel free to contact the undersigned.

Yours truly,

Fernando Lamanna, BA
Deputy Clerk
Legal and Council Support Services

Encl.

cc: Mark Nykoluk, P.Eng. Senior Project Manager Transportation Services

"Our town, Our future"

19000 Leslie Street, Sharon, Ontario L0G 1V0 Tel: 905-478-4282 Fax: 905-478-2808
www.eastgwillimbury.ca

From: Jody L [jody.laplane@gmail.com]
Sent: Thursday, May 12, 2011 1:06 PM
To: Hackson, Virginia; Morton, Cathy; Johnston, Marlene; Roy-DiClemente, Tara; Eaton, John
Cc: mandmfarr; saleswiedemanns@hotmail.com; ed.chewerda@rogers.com; edchewerda@rogers.com
Subject: Doane Road EA

Mayor & Council

Further to Mr. Wiedemann's email of May 9th, we would like to add our support and request Council's continued support of the realignment of the Doane Road as per the Official Plan.

There has been no consistency between previously approved documents and the ongoing Regional EA.

I would like to draw Council attention to Section 7 of the Town's Official Plan.

The policies of this Plan were developed on the basis of Infrastructure Master Plans that were conducted based on the long term build-out of the community. These plans have been coordinated with the similar master plan work undertaken by the Region of York. The long term vision and requirements for infrastructure planning are consistent with the policies of the Provincial Policy Statement and the Region of York Official Plan and support the objective to provide cost-effective planning and design for all forms of infrastructure.

The Town's and Region's long term Master Plans for water, wastewater and transportation infrastructure completed in support of this Plan, have been undertaken through an integrated process that coordinated the Planning Act exercise of developing this Plan with the Municipal Class Environmental Assessment (EA) process.

As such, all roads, water and wastewater infrastructure contemplated and identified in this Plan shall be deemed to have satisfied phases 1 and 2 of the Class EA process.

I question the Region's statement that an Official Plan doesn't bind the EA process, when the Town's Official Plan says it does and is consistent with the Class EA process. I believe everyone is confused by the Region's statement and clouded everyone's judgment by following the wrong policies.

The asterisk on the Doane Road realignment was only added late in your OP process after we objected to the ongoing Doane Road EA. It's not consistent with your policy statement above or the previous approved Queensville Plan or your Master Transportation Plan.

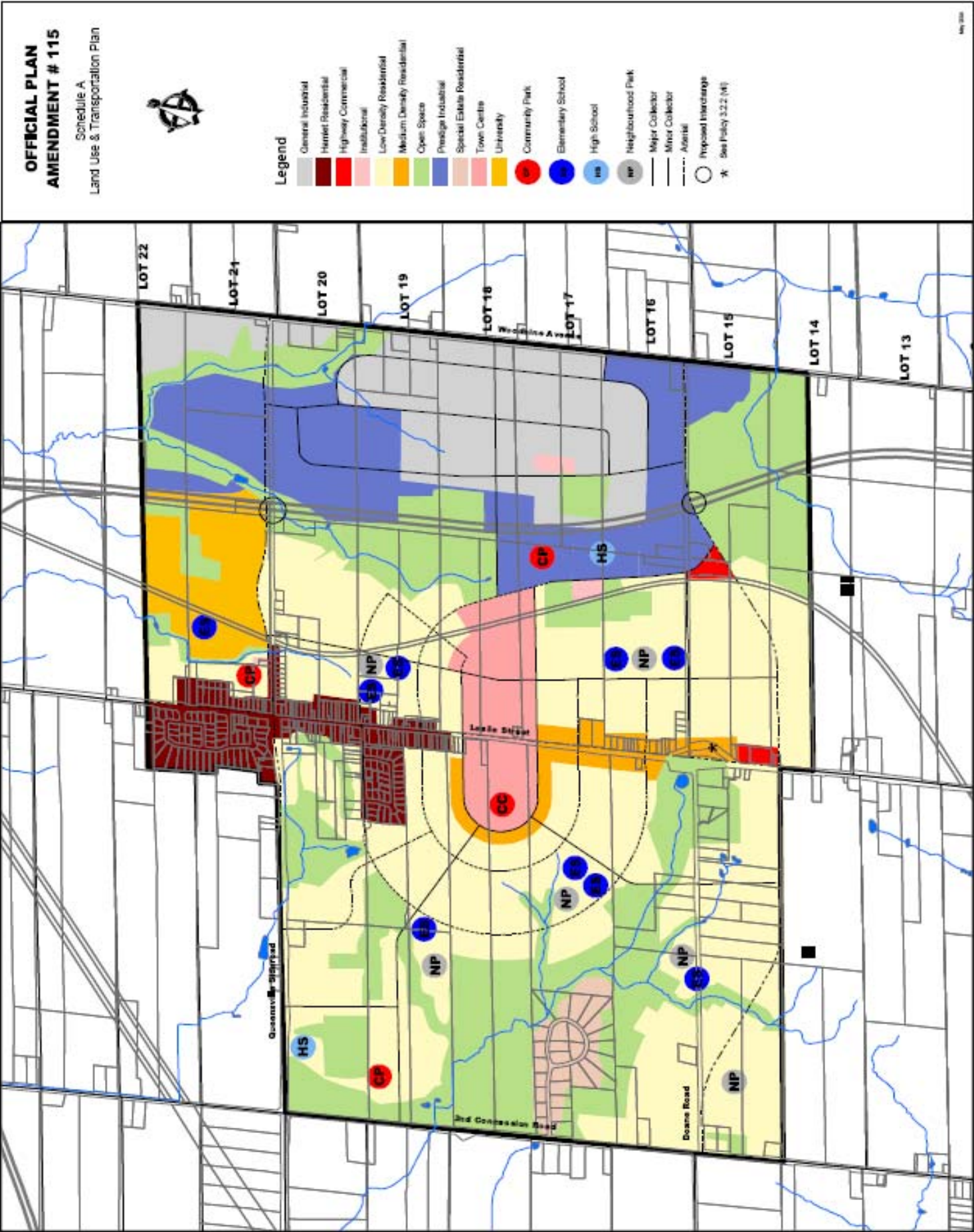
It's difficult to understand the rationale by the Region staff to not recognize the previous planning documents approved by the Town and the Region, approval of the Master Transportation Plan by Regional Transportation and Planning Staff, the policy mentioned above. Yet they are recommending the road be constructed through a "Natural Core Area", well head protection zone with high vulnerability soils

and an huge grade differential at the intersection of Doane and Leslie which I suspect will cost much more than going through an open farmers field.

We have submitted to the previous Council a petition signed by all residents supporting the realigned Doane Road. We seek Council's continued support and request that the Region begin the EA of the Doane Road realignment at phase 3.

Thank You

Jody LaPlante



REGIONAL CONTEXT MAP

DOANE ROAD IMPROVEMENTS

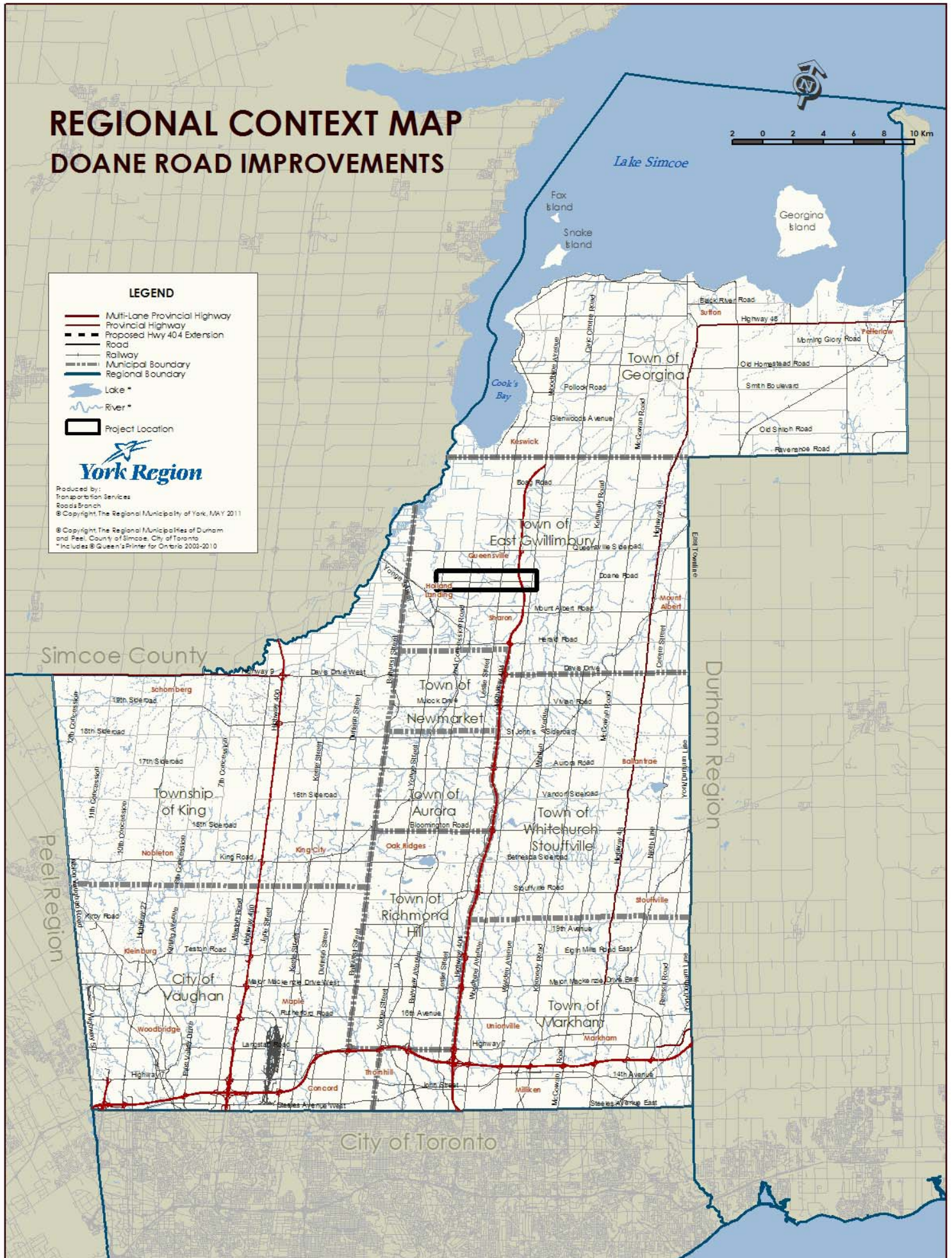
LEGEND

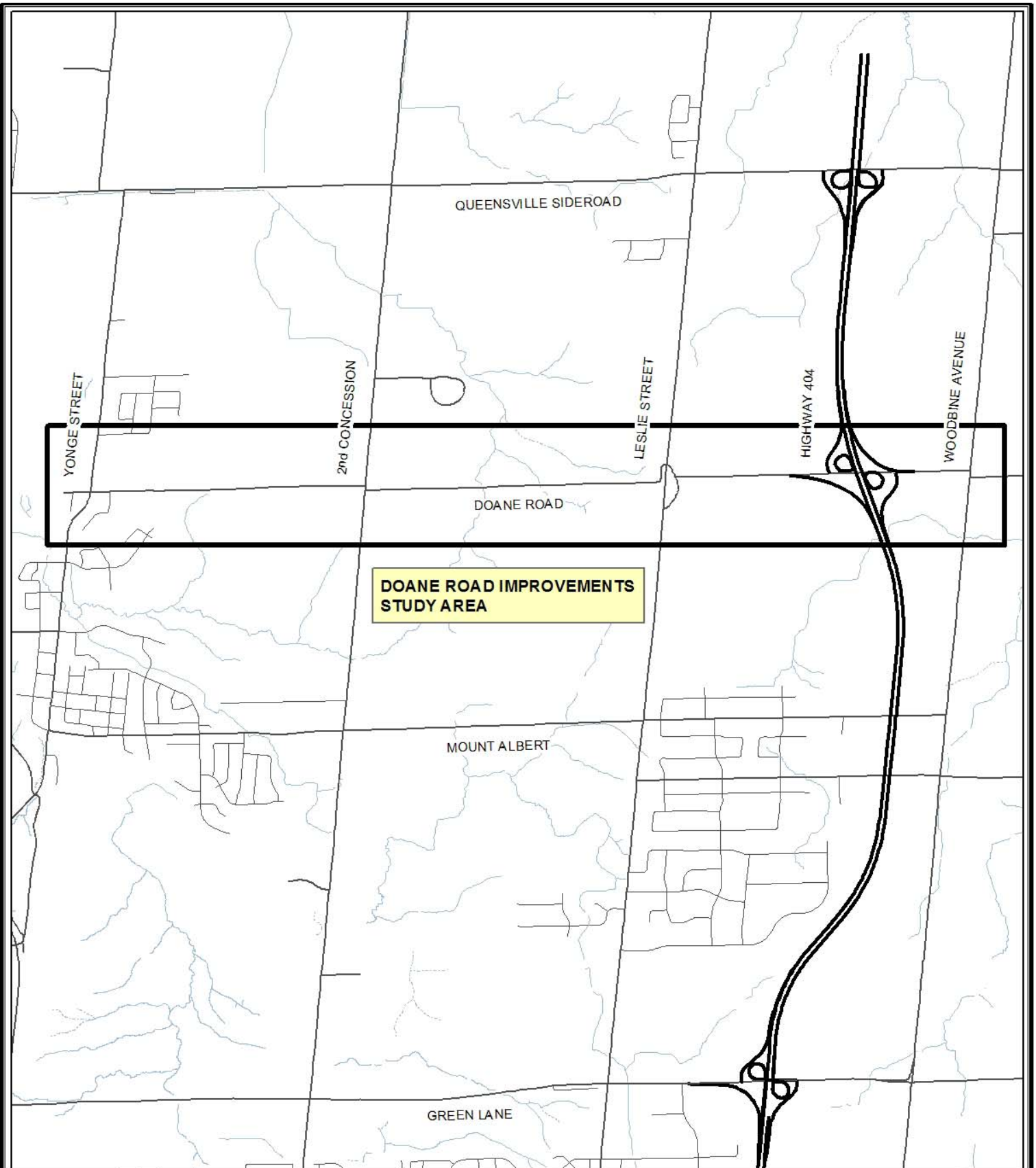
- Multi-Lane Provincial Highway
- Provincial Highway
- Proposed Hwy 404 Extension
- Road
- Railway
- Municipal Boundary
- Regional Boundary
- Lake *
- River *
- Project Location

York Region

Produced by:
Transportation Services
Roads Branch
© Copyright The Regional Municipality of York, MAY 2011

© Copyright The Regional Municipalities of Durham
and Peel, County of Simcoe, City of Toronto
* Includes © Queen's Printer for Ontario 2002-2010





**DOANE ROAD IMPROVEMENTS
STUDY AREA**

DOANE ROAD IMPROVEMENTS LOCATION PLAN

DOANE ROAD
YONGE STREET to WOODBINE AVENUE
TOWN OF EAST GWILLIMBURY



510 255 0 510 Meters

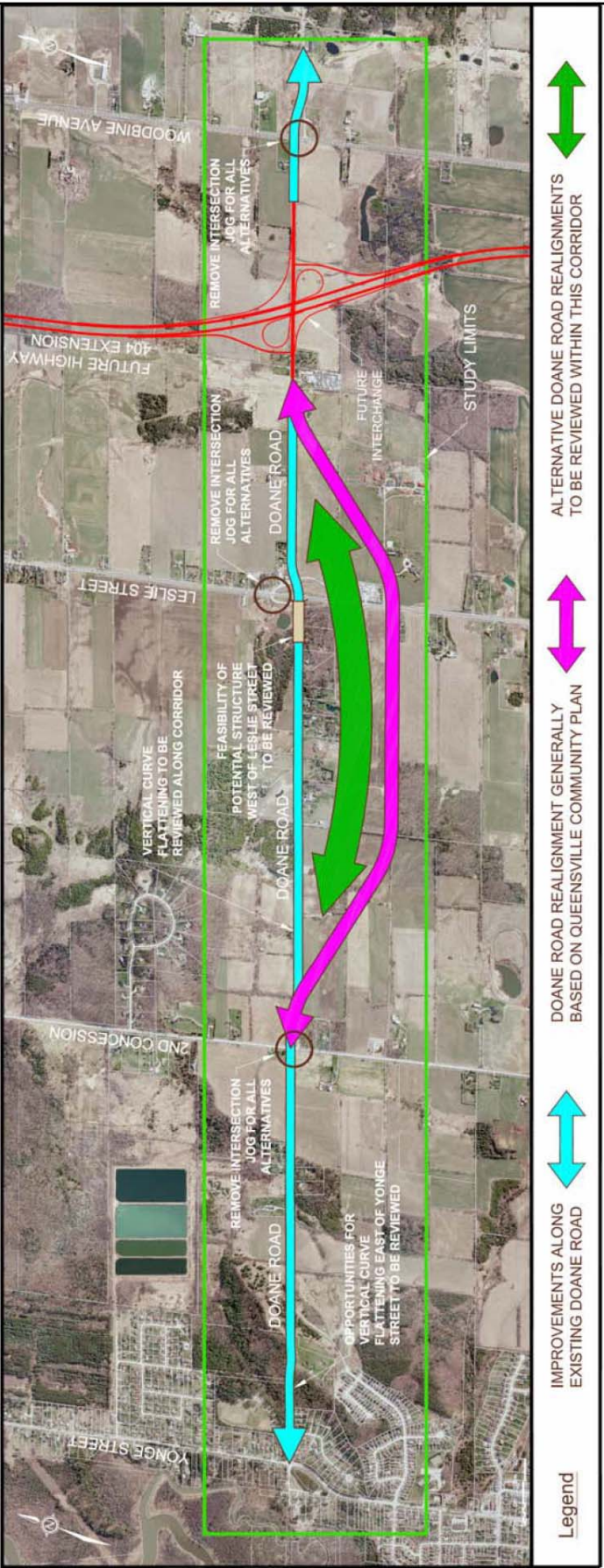


ROADS BRANCH - CAPITAL DELIVERY



Produced By: Roads Branch - Capital Delivery
© Copyright, The Regional Municipality of York, MAY 2011
© J.D. Barnes Limited, 2007 Orthophotography

Alternative Solutions Presented at the First Public Meeting (June 2009)



Recommended Alternative Solution - 2nd Concession to Woodbine Avenue

