

Kleinburg and Area Ratepayers' Association

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November 18, 2013

To: Attention: Clerk's Department
City of Vaughan
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1
CC: Mayor, Members of Council

C 7
COMMUNICATION
CW (PH) - <u>Nov 26/13</u>
ITEM - <u>9</u>

Re: Block 55 East Kleinburg Summit (BL55.2013) – Public Hearing for Block Plan Approval Application

Kleinburg and Nashville are historic villages on the growing edge of the GTA. We still have the luxury of farmland and green spaces to our north, and are blessed to have the Humber River Valleys as part of our natural landscape enjoyed by all. However, overall plans for the area are to develop at a rapid pace and at densities out of character and not compatible with historic villages. If not checked, the villages will be swallowed up and paved over. The designation of the historic district is meant to protect the villages; however, if they become surrounded with higher density growth, they are not likely to survive as historic villages. KARA believes that much of Vaughan's rural heritage has been lost and that we should be working to preserve that which we have left. Many people are drawn to, and visit our area to enjoy the country feel, natural beauty of the Humber Valleys, historic charm of the villages, and open green spaces around Kleinburg and Nashville.

We believe the proposed population increase for Kleinburg/Nashville, from 3800 currently, to over 21,000 by 2031 is far too much, far too fast for the area to absorb. It is 5 times the rate of growth of the average for Vaughan in the new official plan projecting out to 2031. Adding thousands of residents into these areas will significantly increase traffic, congestion, and air pollution in the areas. Many areas in Kleinburg/Nashville today are served by rural roads. Huntington, Kirby and Kipling roads are not through roads. Nashville and Teston lead through the historic villages. As such, none of these roads will become transit corridors. In addition, there are jogs at Pine Valley/Teston and Kirby/Pine Valley. As far as we understand no road improvements are planned in the near future.

To maintain the historic and country feel to the district which attracted the current residents in the area and to help manage traffic through the historic villages, we believe most of these roads should continue to retain their rural character. The villages have significant traffic congestion today – they cannot handle this type of additional density to the north, west and east along with the accompanying traffic. Where will the traffic go? There are very few alternatives and few through east-west routes north of Major Mackenzie. It was KARA's belief this type of density should have been kept south of the conservation district giving heritage the chance to survive on the northern boundary of the GTA.

During the Vaughan Official Plan 2010 and the North Kleinburg-Nashville Secondary Plan reviews KARA took the position that it agrees that innovative planning can create sustainable and vibrant communities in which people can live, work, and play with much less dependency on the automobile, and be much more friendly towards pedestrians, cyclists, and mass transit. Higher densities along transit corridors and easier access to transit must be encouraged. That said it is of vital importance that this policy should lend itself to conserving of green spaces. In this regard KARA has not been in opposition to higher densities and growth where it makes sense but that did not mean density everywhere. As such, KARA did not support development this intense in study areas 5 & 6, now referred to as Block 55. Our concerns were largely not taken into consideration in the ultimate decisions that were made.

Block 55 is surrounded by Greenbelt and Natural Heritage areas including the East Humber River Valley. Introducing an island of development in the middle of protected countryside with this density KARA felt just didn't fit. KARA made submissions in 2010 that it would not be possible to build a complete community due to its isolation and special location. KARA took the position that there are environmentally sensitive areas within

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block 55 which warrant further study and protection. Developing across these areas should not be allowed, open access and proper buffers should be maintained to all green spaces.

KARA also is of the opinion that any new development in the area should be phased relative to other projects around them and be modest given the very large developments in blocks 40/47, 61 and the lack of transportation infrastructure. It also needs to be respectful of Humber Valley lands, environmentally sensitive lands, and greenbelt protected areas. Heritage properties identified should be protected and connections re-established to heritage structures that have been lost. KARA also suggested during the planning review process that more focus should be given to preparing an agricultural lands preservation economic strategy prior to any additional development. To date no such study has been conducted that we are aware.

The above provides some context into how KARA has been engaged in the process and remains so. Based on the limited information distributed to the public in the mailed notice on the Block Plan public hearing on November 26, 2013 we have the following preliminary comments:

1. Development of block 55 is premature - blocks 61 (Nashville Heights, Kleinburg Heights, Lake Rivers) 40/47 (Pine Heights) and the eastern portion of block 62 (Humber North and Kerrowood) currently underway should be largely built out first
2. The number of units in Block 55 should be reduced significantly from the 860 proposed (refer to secondary plan – 30 pph, 3.37 per unit, Block 55 73Ha = less than 650 units)
3. There should be only single family homes in block 55 (no semis, no townhomes)
4. Commercial development in block 55 is not viable
5. No development in environmentally sensitive special study areas should be considered in block 55
6. Strict architectural controls be put in place with direct community involvement (No “cookie cutter” development)
7. Sustainable building design
8. Significantly enhanced natural buffers to the existing Briarwood community (Theresa, Briarose & Paula) abutting to the north and west
9. Rural character of Kipling Ave. must be maintained
10. Natural heritage should be maintained, minimal alteration
11. The resulting community should have enhanced natural buffers to visually obscure it from the surrounding arterial roads of Kirby, Kipling and Teston
12. Arterial road access to Block 55 needs close review with community input (see concept plans of 2009)
13. Site servicing along hydro corridor should be explored.
14. Safe non road trail connections to the Kleinburg core need to be identified
15. Community involvement in the destination of lands to be dedicated (TRCA?, City?, Heritage Trust?)
16. Enhanced and prudent setbacks from hydro corridor and trans-Canada pipeline
17. A detailed tree inventory of the site is required before any grading activity commences, with a view to moving trees to buffer areas
18. Minimize channel crossings
19. Non compliant uses (construction yard activities) in the north west section of Block 55 should cease immediately
20. Kipling wetlands as well as Kirby wetlands are to be protected , preserved and enhanced
21. Local wells will not be compromised by construction activity on block 55
22. All consultants reports in support of the block plan be made available on the City’s website for public and possible peer review
23. The public should have 2 weeks to review future comprehensive staff reports relating to the Block 55 Plan approval and not the less than 3 business days that seems to be the norm. This provision should extend to future site plan applications on block 55 as well.

Respectfully Submitted by the
Kleinburg and Area Ratepayers' Association Board of Directors,
Ken Schwenger
President