

From: mark inglis <[REDACTED]>

Sent: Friday, January 13, 2023 11:16 AM

To: Gina Ciampa <Gina.Ciampa@vaughan.ca>

Cc: Dave Share <[REDACTED]>; Kathryn Angus <[REDACTED]>

Subject: [External] COPPER KIRBY DEVELOPMENTS LIMITED (PHASE 1)

I have reviewed the Committee of the Whole report regarding COPPER KIRBY DEVELOPMENTS LIMITED (PHASE 1). The following are my comments:

1. There still is no indication of a pedestrian or cycling link to the Village of Kleinburg. The precedent was set by the developer at Kirby / Kipling / Teston. The Pedestrian and Cycling Task Force recommended: "Regional roads/local collector roads should be given priority when it comes to designating cycling routes, where they will connect to existing routes.
2. The density has significantly been reduced from the previous plan. Without adding density, it puts more pressure to develop in the Oak Ridges Moraine Greenbelt. This would be a missed opportunity to provide housing in designated development areas.
3. At the northwest corner of the property is a typical suburban solution of properties cutting off natural pedestrian routing. There needs to be a public access from the internal road to the intersection of Kirby and Hwy 27. At the west end of Kirby, where it meets the Humber Valley is a destination for non-motorized recreationists. The public access would facilitate that desire line toward the intersection without directing those recreationists out to the busy Hwy 27 and Kirby roads (safety issue). Anecdotally, pedestrians and cyclists travel the verges of Hwy 27 between Kleinburg Village, Copper Creek Golf Course and Kirby Road. Youth from Kleinburg are hired by the golf course and their mode of transportation is bicycle. Despite lack of facilities, pedestrians are frequently observed on the gravel edges of the highway.
4. Overland flow routes should also be designated as public walking/cycling access.
5. As we frequently travel on foot through Kleinburg, we see also many of the community doing the same thing. There should be a formalized public access link to the subdivision to the south through the TransCanada easement lands to create the permeability that our Vaughan planning staff should be flagging in all developments.
6. The following are from the 2017 Final Report of the Pedestrian and Cycling Task Force: 1.1 Promote the **"Vaughan Super Trail"**, to inform an updated Pedestrian and Cycling Master Plan.
 - 1.2 **Connect off-road cycling and hiking pathways** such as the Bartley Smith and William Granger Greenways; build east-to-west, off-road pathways such as the TransCanada Pipeline trail and the 407 Hydro Corridor trail.
7. Accordingly, Item no. 5 above would connect to the proposed Vaughan Super Trail (see attached)
8. Without the documentation in my files, I recall that there was a call for locating a community centre in this development. None is shown on the Block 55 Northwest Block Plan. I would defer to Marilyn lafrate to confirm if this was discussed with the developer.

Thank you for considering these comments.

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Mark Inglis

Former co-chair of the Pedestrian and Cycling Task Force

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Mark Inglis

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