

From: Clerks@vaughan.ca
To: John Britto
Subject: FW: [External] COPPER KIRBY DEVELOPMENTS LIMITED
Date: Thursday, November 23, 2023 2:34:54 PM
Attachments: [image.png](#)
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Communication
CW(1) – November 28, 2023
Item No. 5

From: mark inglis <yorkurbanist@gmail.com>
Sent: Thursday, November 23, 2023 2:30 PM
To: Clerks@vaughan.ca; Marilyn lafrate <Marilyn.lafrate@vaughan.ca>
Cc: Kathryn Angus [REDACTED]
Subject: [External] COPPER KIRBY DEVELOPMENTS LIMITED

Hi Marilyn

I have reviewed for the second time this subdivision draft plan. The draft plan continues to ignore the need for pedestrian and cycling access within and between this new development and the core of Kleinburg. Excerpts from the Pedestrian and Bicycle Master Plan follow. There are no pedestrian facilities to link this community alongside Regional Road 27. Using a precedent, when Kleinburg Summit was constructed, it included a walkway to connect the village along Stegman's Mill Road. The same criteria exist for this development. The Implementation Policies state that facilities are to be on Arterial Roads, of which Regional Road 27 is one.

Generator	Pedestrian Facilities Implementation Policies
Arterial Road 	On both sides of arterial roads.
Collector Road 	On both sides of collector roads.
Local Road 	On at least one side of all local roads.

Regarding cycling, the report quotes the Task Force recommendations: *b. Regional roads/local collector roads should be given priority when it comes to designating cycling routes, where they will connect to existing routes.*

The following is a cut of the area of this development from the Pedestrian and Bicycle Master Plan. Trails 13 and 14 are specified along the north edge and valley lands adjacent to the development. Trail 14 should be planned and constructed by the developer in accordance with the guidance from the Master Plan. This should be "Routine Accommodation" "Through Development - Block Plans, Subdivisions" as determined by this implementation excerpt from the Master Plan.



ACTIVE TRANSPORTATION IMPLEMENTATION FRAMEWORK

Routine Accommodation - Leveraging Capital Projects and New Development

1. Through development:
 - Intensification Areas / Secondary Plan Areas - Vaughan Metropolitan Centre, Promenade, Weston/Highway 7, Concord, Vaughan Mills Centre, etc.
 - Block Plans, Subdivisions, Site Plans, etc.
2. As part of comprehensive capital projects:
 - a. Internal
 - Capital Projects - State of Good Repair (e.g. in conjunction with watermain replacement, road resurfacing, etc.)
 - Capital Projects - Growth (Sidewalks, Streetlighting, Cycling, Multi-use Recreational Trails and Pavement Markings, etc. in conjunction with new road construction and re-construction, intersection and crossing improvements, etc.)
 - Capital Projects - Traffic (in conjunction with corridor studies, operational reviews, pavement markings contracts, traffic calming, etc.)
 - b. External (Third Party)
 - York Region Road Widening Projects
 - Active Transportation facilities within the boulevard
 - Multi-use Recreational Trails Crossing opportunities
 - The Ministry of Transportation of Ontario, Metrolinx, Link427, Toronto and Region Conservation Authority, etc.
 - Active Transportation facilities incorporated into bridge and interchange designs
 - Multi-use Recreational Trails Crossing opportunities

Also, this draft plan is remaking the design errors of the past. There is no opportunity for a direct pedestrian-bicycle link to the intersection with Kirby or to the side of Regional Road 27.

Please include this in comments regarding the Draft Plan.

Yours truly
Mark Inglis
former co-chair Pedestrian and Cycling Task Force

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