

Kleinburg and Area Ratepayers' Association

P.O. Box 202, Kleinburg, Ontario, L0J 1C0

Email: kara@kara-inc.ca Website: www.kara-inc.ca

June 14, 2010

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

CC: Mayor, Members of Council
York Region Planning and Development Committee, Mayor James Young, Chair
Mr. Bryan Tuckey, Commissioner of Planning, York Region

Re: Kleinburg/Nashville Secondary Plans - KARA Comments, Concerns and Questions

KARA 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 much more friendly towards pedestrians, cyclists, and mass transit. Higher densities along transit corridors and easier access to transit must be encouraged. In this regard, KARA has not been in opposition to higher densities and growth just south of the villages of Kleinburg and Nashville, in particular along Major Mackenzie in Block 61 near the new 427 terminus.

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, the plans are to develop the area 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 high 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. Adding thousands of residents into these areas will significantly increase traffic, congestion, and air pollution in the areas. All these areas today are served by rural roads. Huntington 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. To maintain the historic and country feel to the district, and to help manage traffic volumes through the historic villages, we believe these roads should remain 2-lane rural roads. The villages are congested today – they cannot handle this type of additional density to the north along with the accompanying traffic. Where will the traffic go? Where is the traffic study? There are very few alternatives and none east-west north of Major Mackenzie. KARA believes this type of density should be kept south of the villages giving them the chance to survive on the northern boundary of the GTA.

Any new development in the area should be phased and modest given the very large developments recently approved 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. We also believe more focus should be given to preparing an agricultural lands preservation economic strategy prior to any additional development.

There is far too much on-road cycling proposed in the plans. Physically separated cycle paths are needed to encourage cycling and make it safe.

KARA's specific comments regarding the various areas identified in the secondary plan are as follows:

Area 1.

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To date, the villages have been buffered by having lower density, larger lot developments between the villages and much higher density developments to the south. Indeed, we understand the plan for Nashville Heights includes similar buffering for the village of Nashville. This should continue for Area 1, north of Nashville. KARA agrees this area should be low density residential, supporting the main street mixed-use village. This would be in keeping with the entire Kleinburg/Nashville heritage conservation district.

The concept of back laneways on either side of Nashville Road, and in Area 1, is not appealing. While the appearance of the properties from the main streets may be enhanced, the laneways are typically unsightly, congested, and extremely unappealing as witnessed in other neighbourhoods.

We also noted that in the future transportation plan, Nashville Road is designated as a major arterial road. We believe this was a mistake and trust that this will be corrected. Nashville Road should be transferred to the City as soon as possible with truck restrictions put in place.

Area 2.

This area north of the historic village of Nashville is surrounded by the Humber valley green space to the north and east, agricultural lands to the west, and large lot residential development to the south. Introducing an island of medium high density (50 people/Ha) in such a setting just does not fit with the surrounding properties. We strongly prefer this land remain agricultural. 3 to 5 stories and significant mixed use is not appropriate in such a rural setting. There are no roads to the north, and no direct roads to the east or west. There is only Huntington Road to the south. Higher densities north of Nashville, will inevitably lead to more traffic in Nashville and Kleinburg. We believe a much lower density is warranted for Area 2 because of this. No development should proceed in this area until a comprehensive traffic plan is in place and the impacts on the villages of Kleinburg and Nashville are understood.

Areas 5 & 6

Area 5 & 6 are completely surrounded by Greenbelt and Natural Heritage areas including the East Humber River Valley. Introducing an island of medium high density into the middle of a green area just doesn't fit. Connections to roads will be made through areas designated as greenbelt. Where are the services (water, sewage, etc) going to come from? They'll have to go through greenbelt. KARA is opposed to development in these areas. KARA believes it will not be possible to build a sustainable community in this area and that the lands in Areas 5 & 6 are a prime opportunity to expand the greenbelt rather than creating an island of development in the midst of it.

There are environmentally sensitive areas within areas 5 & 6 which warrant further study and protection. Developing across these areas should not be allowed, and proper buffers should be maintained with all green spaces.

Additional comments on the details of the plan can be found in the appendix with our written submission.

Sincerely,



Ken Schwenger
President, KARA

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Appendix – Additional Comments

- What does transit priority network along Major MacKenzie Drive and Highway 27 south of Major MacKenzie Drive mean? We support intensification of transit i.e GO Station around 427 corridor. We do not support the intensification of Major MacKenzie east of Hwy 27.
- Why no cycling link inside the Huntington community down into the village...?
- Sustainability - We believe that putting people north of Nashville Rd, and in the Kipling community is not sustainable(i.e. provincial policy statement). They will all be car dependent for work, recreation and most shopping and maybe to take their children to school
- Study Process - 10 principles- (c) All new development shall be designed to be compatible with the scale and character of the existing community. How is 5 storey building even remotely close to "single family character and scale" all across Kleinburg-Nashville. This is the wrong place to build this built form.
- Kleinburg has wanted to bury overhead wires since the 1970's with no luck
- How many single family homes versus towns, semi's and apartments are in each development? 1.2 hectare apartment block is too big for our area. This development should be along Major Mac at 427.
- Why did they place the School along Huntington? Creates lots of traffic/access/egress challenges. If it is meant to serve the community, why not embed it into the community? Also, more people inside the area will now drive their children because of distance and safety. We need to place the school where people will walk!
- Parkland Area 2 looks lean. Also why place the park next to the school site? The school will have its own playground and to place the community park next to it is a bit of a waste. The main park should be central to the entire community so that it is accessible by walking by all residents. What is the % parkland proposed?
- The Plan - Page67 Principles (iv) "All new development shall reinforce the role of North K-N within the City as a rural village centre, while maintaining the integrity of the surrounding countryside area. 5 stories is rural?
- We understand that these plans have been developed to meet Region/Provincial needs, but you have to use some common sense. The City has just approved two communities with significant densities and population (3 times our existing population) in South Nashville. Let's see how these play out, before we start to shove more people North of Nashville and East of Kleinburg into orphan communities with no transportation or transit links.
- Given the orphan nature of these proposed communities, there is no reasonable expectation that these people will be served by public transit. We really are just building denser urban sprawl.
- P 71...How many people is 6400 residents and jobs?
- Bike and pedestrian lanes should be physically separated from roadway or people won't use them.
- On P 92....(iii) This should read "High quality SOFT landscape treatment"
- Diagram Area 1 needs a larger park that perhaps could be a central village feature for residents and visitors.
- Diagram Area 2 - Anything above 2-3 stories is not acceptable. Too much intensification, too large an intensification block. Putting the SWM near the neighbourhood park, may not be the best safety plan. As stated before Parks should be in the centre of the village.
- Diagram Area 5,6 Natural heritage area does not support large scale residential development.
- Buffer extension (30 meter) on Kipling – there should be an extension of the wetlands along Kipling
- All new buildings should have heritage appropriate architecture only
- Kara does not support access out to Kirby through greenbelt (these lands are not in the study area) This is dangerously close to Kirby wetlands (attempts to fill in the wetlands a number of years ago were stopped, but fill not removed – this is another issue).
- We do not support potential roads to Teston through Greenbelt to the south of study area 6, this inclusion pre-supposes development in the greenbelt (totally rejected by KARA)

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- A local road connection between areas 5 and 6 is not recommended because it would cross an environmentally sensitive area (this is a significant issue – how do they propose to cross the valley area – bridge?)
- Special Study Areas should be placed in the Greenbelt and part of the natural heritage area. They are environmentally sensitive, headwater area.
- Parkland distribution should be at least 5% dedication of land with no cash in lieu accepted.
- We note that a school site in area 5/6 was in earlier plans but now has been removed. We believe there is no suitable site for a school because of the hydro corridor, trans-Canada pipeline and setback requirements. This further limits the prospects for fostering a complete community.
- Hydro Corridor - why are we developing lands that are bisected by a hydro corridor?
- Too much of the trail system is on road trails. Some of the trail system assumptions are dependent on land owner co-operation. More direct off road trail links to the core are required
- Are retail facilities necessary or viable in area 5/6? Will they be heritage? Is mixed use economically viable. Should that not be more be oriented to the core? (since the Kleinburg Market closed, residents can't even buy bread or milk anywhere in the core)