

COMMITTEE OF THE WHOLE (WORKING SESSION) MAY 28, 2002

**CITY INITIATED AMENDMENT TO BY-LAW 1-88
DRIVEWAY AND CURB CUT CONFIGURATION
FILE 1.6.6.3**

Recommendation

The Commissioner of Planning recommends:

That this report regarding a City-wide review of current driveway and curb cut standards BE RECEIVED as further information.

Purpose

To provide further information for Council's discussion of the review of By-law 1-88 standards related to driveway and curb cuts.

Background - Analysis and Options

On March 18, 2002, Vaughan Council adopted the recommendation of the Committee of the Whole for Item 15, Report No. 18 (City Initiated Amendment to By-law 1-88, Driveway and Curb Cut Configurations), as follows:

- “1) That a public hearing not be held at this time;
- 2) That this matter be deferred to a Committee of the Whole (Working Session) at the end of May 2002, for further information to be provided by Planning and Engineering staff, and discussion;
- 3) That the following report of the Commissioner of Planning, dated February 18, 2002, be received:
- 4) That the following deputations and written submissions be received:
 - a) Ms. Nadia Magarelli, Weston Down's Ratepayers Association, 81 Blackburn Boulevard, Woodbridge, L4L 7J5;
 - b) Ms. Sonia Liscio, 1 Blackburn Boulevard, Woodbridge, L4L 7J2, and written submission, dated March 4, 2002;
 - c) Ms. Lisa Durante, 65 Babak Boulevard, Woodbridge, L4L 0A7, and written submission, dated March 4, 2002;
 - d) Ms. Nadia Leblanc, 333 Blackburn Boulevard, Woodbridge, L4L 8K3, and written submission, dated March 4, 2002;
 - e) Mr. Gaetano D'Orio; and
- 5) That the following submissions, be received:
 - a) Ms. Cathy Ferlisi, dated March 4, 2002;
 - b) Mr. Joseph Belsanti, 71 Sterling Crescent, Maple, L6A 1A1, dated March 3, 2002; and
 - c) Mr. Robert Klein, Kleinburg and Area Ratepayers Association, Daleview Court, Kleinburg, L0J 1C0, dated March 4, 2002.”

Other Municipalities

Staff has contacted a number of area municipalities respecting driveway widths and curb cut standards and provide the following summary for comparison purposes:

- 1) Richmond Hill
- Single Car Garage – Maximum width of a driveway apron shall be 4.25 metres.
- Double Car Garage – Maximum width shall be 6.0 metres
- All Other Garages – Maximum width shall not exceed 7.5 metres.

The Engineering Department is responsible for curb cuts and indicates that the maximum curb cut (7.5 m) would be applicable on lots greater than 15 metres.

- 2) Town of Markham
- Driveway widths within newer urban areas (By-law 177-96 Table B2-Part 2 Standards for R2 Zone) are as follows:

Lot Frontage	Maximum Driveway Width
10.7 m to 12.19 m	3.5 metres
12.2 m to 13.29 m	4.5 metres
Greater than 13.3 m	6.1 metres

There are no specific requirements for curb cuts in Markham's By-laws. The Engineering Department is responsible for curb cuts and uses the following standards:

Lot Frontage	Maximum Curb Cut
5.9 m to 6.99 m	Mutual drive 3.0 metres max/unit
7.0 m to 11.99 m	3.7 metres single car
12.0 m to 14.99 m	6.0 metres double car
15.0 m to 16.79 m	7.0 metres triple car
16.8 m to 19.09 m	Circular drive is permitted only with two single curb cuts (3.7 metres)

- 3) Town of Newmarket
- On lots less than 11.5 metres, -66% of the lot frontage can be used for driveways.
- On lots greater than 11.5 metres, -50% of the lot frontage can be used for driveways.

Newmarket Zoning By-law does not include curb cut requirements. The Engineering Department is responsible for curb cuts and assesses each request on an individual basis.

- 4) Town of Orangeville
- | Lot Frontage | Driveway Width |
|---------------------|--|
| Less than 6.7m | Maximum width 3.8 m or 60% of lot frontage whichever is lesser |
| 6.8 m to 8.9 m | 4.0 metre maximum width |
| 9.0 m to 12.0 m | 5.2 metre maximum width |
| 12.1 m to 15.0 m | 6.0 metre maximum width |

Greater than 15.0 m

8.5 metre maximum width or
50% of lot frontage, whichever
is less.

Curb cut widths are not included in the By-law. The Engineering Department assesses curb cut requests, generally based on the maximum driveway width permitted.

Conclusion

As per Council's resolution of March 18, 2002, this item has been brought forward to the Committee of the Whole (Working Session) for further consideration and discussion. The Director of City Engineering and Public Works will provide Committee with additional information (under separate cover) regarding curb cut issues on a City-wide basis. Based in the information provided, Staff requires direction with respect to the scheduling of a Public Hearing.

Attachments

1. Extract from Council Minutes of March 18, 2002, respecting Item 15, Committee of the Whole Report No.18.

Report prepared by:

Arto Tikiryan, Senior Planner, ext. 8212

Marco Ramunno, Manager, Development Planning, ext.8485

Respectfully submitted,

MICHAEL DeANGELIS
Commissioner of Planning

JOANNE ARBOUR
Director of Community Planning

/CM

R:\SER\WORKING\TIKIRYAA\Driveway Curb Cut.CW.dot

ATTACHMENT NO. 1

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 18, 2002

Item 15; Report No. 18, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on March 18, 2002.

**15 CITY-INITIATED AMENDMENT TO BY-LAW 1-88
DRIVEWAY AND CURB CUT CONFIGURATION
FILE 1.6.6.3**

The Committee of the Whole recommends:

- 1) That a public hearing not be held at this time;
- 2) That this matter be deferred to a Committee of the Whole (Working Session) at the end of May 2002 for further information to be provided by Planning and Engineering staff, and discussion;
- 3) That the following report of the Commissioner of Planning, dated February 18, 2002, be received;
- 4) That the following deputations and written submissions be received:
 - a) Ms. Nadia Magarelli, Weston Downs Ratepayers' Association, 81 Blackburn Boulevard, Woodbridge, L4L 7J5;
 - b) Ms. Sonia Liscio, 1 Blackburn Boulevard, Woodbridge, L4L 7J2, and written submission, dated March 4, 2002;
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 - d) Ms. Nadia Leblanc, 333 Blackburn Boulevard, Woodbridge, L4L 8K3, and written submission, dated March 4, 2002;
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 - a) Ms. Cathy Ferlisi, dated March 4, 2002;
 - b) Mr. Joseph Belsanti, 71 Sterling Crescent, Maple, L6A 1A1, dated March 3, 2002; and
 - c) Mr. Robert Klein, Kleinburg and Area Ratepayers' Association, Kleinburg and Area Ratepayers' Association, 8 Daleview Court, Kleinburg, L0J 1C0, dated March 4, 2002.

Recommendation

Council adopted the following resolution at the Council meeting of February 25, 2002:

"By deferring this matter to the Committee of the Whole meeting of March 4, 2002."

The Committee of the Whole recommends:

- 1) That a public hearing not be held regarding this matter;
- 2) That the following report of the Commissioner of Planning dated February 18, 2002, be received; and
- 3) That the deputation of Ms. Nadia Magarelli, Weston Downs Ratepayers' Association, 81 Blackburn Boulevard, Woodbridge, L4L 7J5, be received.

EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 18, 2002

Item 15, CW Report No. 18 – Page 2

Recommendation

The Commissioner of Planning recommends:

That Staff be directed to schedule a public hearing to consider a City-initiated amendment to the by-law with respect to City zoning standards for driveway and curb cuts.

Purpose

To seek Council's direction regarding the review of the provisions of By-law 1-88 related to driveway and curb cut standards, and the effect on utility equipment, on-street parking and streetscapes.

Background - Analysis and Options

The broad issues surrounding reconfiguration of driveways and curbs after home occupancy, often resulting in by-law and grading infractions, has been an ongoing concern in the City. Apart from enforcement, the alternative option is to change driveway widths and curb cuts standards, which may then have impact on the availability of on-street parking, urban design, streetscape and boulevard landscaping. More particularly, the current zoning standards and engineering design standards serve to accommodate driveways crossing the City boulevard, without interfering with the safe placement of required utility equipment, such as catchbasins, hydrants, telephone pedestals, cable boxes and streetlights.

A review of the current standards would address such matters as:

- Curb cut widths and location
- Width of driveway based on garage size
- Driveway alignment between street and garage
- Circular driveways
- Consideration of the results of a similar review undertaken approximately ten years ago

Such a review would not be intended to compromise the results of the recently completed Design Standards Review.

In this respect, a petition was recently received from the residents of Siderno Crescent, requesting that the City consider amendments to the provisions of By-law 1-88 to increase the driveway width at the curb. Currently, the maximum driveway width permitted is 6m measured at the street curb, and a combined width of 9m for circular driveways. The petition claims that where curb cuts are not aligned with the garage doors, drivers have unknowingly run over curbs on entry and exit of driveways, and lost control of the vehicle. Siderno Crescent is comprised mainly of lots with 18m frontages, and homes with double and triple car garages.

Conclusion

To accurately assess the current driveway and curb cut standards, and to gain public input, Staff is requesting direction from Council with respect to scheduling a Public Hearing to consider a City-wide amendment to the by-law. The issues to be considered will be further refined at the Public Hearing stage.

Attachments

Council Extract, Item 6, Report No. 12, Committee of the Whole

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 18, 2002

Item 15, CW Report No. 18 – Page 3

Report prepared by:

Arto Tikiryan, Senior Planner, ext. 8212

Bianca M.V. Bielski, Manager, Development Planning, ext. 8485

/CM

(A copy of the attachments referred to in the foregoing have been forwarded to each Member of Council and a copy thereof is also on file in the office of the City Clerk.)

March 4, 2002

Item 15
CW Mar 4/02

Mayor and Members of Council
City of Vaughan
2141 Major Mackenzie Drive
Vaughan, Ontario
L6A 1T1

Re: Item #15 – City Initiated Amendment to By-Law 1-88
Driveway and curb cuts
File 1.6.63

Dear Mayor and Members of Council,

Weston Downs has always been proud of our high standards and the majority of the residents have strived to maintain these standards. It is unfortunate that we have a local councillor who does not live in Weston Downs and has repeatedly attempted to erode our Urban Design Guidelines.

We were very disappointed when our local councillor chipped away at the interlocking driveway standard. It took hundreds of hours of volunteer ratepayers time to ensure that this driveway standard continues to be upheld in spite of the local councillors attempts to obtain exceptions.

As you all know he continually lost his attempts at eroding the driveway material exemptions and now he has turned his attention to the driveway widths.

Our Urban Design Guidelines indicate that three car garages must taper to the width of a two-car garage and that the combined width of a circular driveway be 9 meters as per By-law 1-88. The majority of three car garages in Weston Downs adhere to this guideline. Our by-law system is a complaint based system; this was the way it was designed to work. Though the rules apply to everyone, like all the other by-laws, they are only enforced when someone complains.

The argument that there are some illegal curb cuts does not justify changing the by-law. The majority of three car garages adhere to tapering to a two-car garage. Others have gone through the Committee of Adjustments process, which allows for input and objections from the neighbour to any proposed curb cut.

There are some illegal curb cuts. There are also some dogs running at large. There are also cars parked illegally. There are also trees cut down illegally. There are also buildings built without permits. Does this justify changing the rules? If anything it is incumbent on this council to hire more by-law officers to enforce the rules and stop intervening personally to bend the rules for certain individuals.

In my personal situation I live in a corner house and next door to a three car garage. Since I cannot park in front of my home due to the proximity to an intersection the only parking space on the street for my guests is between my neighbour and myself. If By-law 1-88 is ever changed to increase the width of driveways for the three car garages I will have no short term parking on the street for my guests. My neighbour however will have gained a parking spot at my expense and I would lose my right to object since he would not have to apply to Committee of Adjustments for a variance.

By changing the by-law the city would in essence be selling a piece of the road to a resident for his own personal use at no cost with no regard for the abutting neighbour who may have a two car garage. This is unfair. Why would the city want to change a by-law for one street whose only motivation is to avoid the current process of applying to Committee of Adjustments because they want to avoid the processing fees and objections from their neighbours.

Why should we the taxpayers of the City of Vaughan incur the expense of a Public Hearing when there is due process in place for curb cuts. This is obviously a case of self interest on the part of the handful of residents from a new street that are trying to avoid incurring the processing costs.

This issue has been introduced as a result of one street, one area, namely Weston Downs. However, the implications of opening up By-law 1-88 with respect to driveway and curb cut configurations is far reaching and covers all of Vaughan. This is not a Bernie DiVona issue. If you open up By-law 1-88 to allow curb cuts for three car garages you better be prepared to allow curb cuts for the one and two car garages who also want more parking spaces with no regard to streetscape, snow storage and spaces on the street for parking. What is fair for Weston Downs is fair for Maple, Kleinburg, Concord, Thornhill and the rest of Woodbridge.

The issue of curb cuts is an issue in the new areas of Block 32 and 39 where there has been a lot of pressure to pave over grass and illegally cut curbs. By opening up By-law 1-88 instead of enforcing it you will be opening up a can of worms and essentially a free for all. You cannot discriminate against the smaller lots, allowing free curb cuts just for the "large Weston Downs lots" who don't need the extra parking while discriminating against the one and two car garages on wide shallow lots who are in desperate need of additional parking spaces. Many of the residents on wide shallows would quickly give up their front lawns for parking spaces and would want to extend them down to the curbs.

Up to now the process and the cost of applying to Committee of Adjustments has been a deterrent to most residents considering a curb cut. Yes there are some illegal curb cuts however this is the exception. When you have a complaint based system there will always be some contraventions of the by-law that have not been caught. This does not mean that you trash the by-law.

I ask that the Councillors vote based on the facts as you did on February 18th, unanimously turning down the recommendation for a public hearing on By-law 1-88 and not vote based on the lobbying of the local councillor.

Yours truly,


Sonia Lisicio

March 4, 2002

Item 15
CW Mar 4/02

Mayor and Members of Council
City of Vaughan
2141 Major Mackenzie Drive
Vaughan, Ontario
L6A 1T1

Re: Item #15 – City Initiated Amendment to By-Law 1-88
Driveway and curb cuts
File 1.6.63

Dear Mayor and Members of Council,

Weston Downs is over 18 years old. Three car garages are not a new or unique phenomenon in Weston Downs. Why are we entertaining one street's request to open By-law 1-88 to increase the maximum driveway widths, in the development of the last 5% of Weston Downs. Over the last two decades curb cuts has not been a significant issue for Weston Downs nor the rest of Vaughan. In fact, this item was initiated solely because of a petition from one new street in Weston Downs.

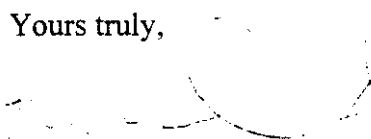
It would be unfair to take away my right to object at Committee of Adjustments in case my neighbour who has a three car garage decides to cut their curb thereby reducing the grass between our properties, reducing the area for snow storage and eliminating the parking spot on the street in front of my home.

The Committee of Adjustments provides a mechanism for homeowners who are seeking a curb cut. This process ensures that neighbours in the vicinity are informed and are provided with the opportunity to object and plead their case if they so desire. A change to By-law 1-88 to increase driveway widths would take away the opportunity to object.

The only people who would attend a public hearing are the ones who do not want to go through the process of Committee of Adjustments for a curb cut. This issue should be seen for what it really is, an attempt by residents of one street to avoid processing fees. They do not own the street curb and they have no right to just chop it off at no cost.

I kindly ask that this council turn down the request for a public hearing. Public hearings cost money and the taxpayer should not be paying for a few residents who do not want to pay the processing fees and do not want to hear objections from their neighbours.

Yours truly,


Lisa Durante
65 Babak Boulevard
Woodbridge, Ontario

Item 15
CW Mar 4/02
N. Leblanc

March 4, 2002

Mayor and Members of Council
City of Vaughan
2141 Major Mackenzie Drive
Vaughan, Ontario
L6A 1T1

RE: Item #15 City Initiated Amendment to By-law 1-88
Driveway and Curb Cut Configuration
File 1.6.6.3

I, Nadia Leblanc, reside in Weston Downs and I do not support the recommendation of the Commissioner of Planning to schedule a public hearing to consider an amendment to the By-law 1-88 with respect to City zoning standards for driveway and curb cuts.

I have been a resident in Woodbridge for over 24 years and my family has built a home on a ¾ acre lot consisting of 4 garages and I a home on a 80 foot frontage (25m) lot consisting of 3 garages. We have followed the standards of the By-Law 1-88 and zoning regulations for driveway and curb cuts. It would be unfair for Members of Council to open up the issue to a public hearing when abutting and abiding neighbors for many years, like myself, bought and built expecting certain standards. Following the logic of those signing the petition our 4 car garage should have a 4 car width entrance instead of the 6 m standard (2 car width).

It is frustrating to hear new homeowners now want to alter these standards and dramatically change the street landscape in order to satisfy their convenience. The street in question claims their Crescent is comprised mainly of lots with 60 foot frontage (18m) with homes with double and triple garage who unknowingly run over curbs and lose control of their vehicle.

Firstly, Weston Downs, which has been established for over 18 years, has mostly lots that consist of double or triple car garage and the majority have followed the zoning driveway standards.

Secondly, the street wanting change is a Crescent, with minimal traffic, not a thoroughfare, like my street Blackburn, which connects to main arterial roads. As a result, many of my neighbors and I who have 80 to 200 foot lots and have followed the By-Law 1-88 standard, do not have any problems entering or exiting our driveways. Please recognize a maximum driveway width permitted is 6 meters which is over 20 feet which generously accommodates a car entering or exiting a driveway.

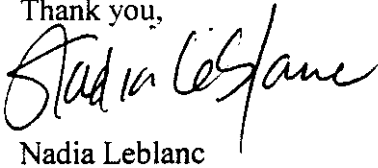
Thirdly, though I have lived most of my life in a house with a 4 car garage neither my self or my siblings have ever run over the curb and lost control of our car as we backed out the 6m entrance. I would suggest that their excuse is a stretch.

Lastly, residents concern regarding driveway parking. With a 3 car garage following By-Law 1-88 standards, residents already have a minimum 8 car capacity on their driveway (3 cars parked in garage, 3 on the garage exterior and 2 at the driveway entrance). It is evident there is enough parking for the homeowner. Council should be concerned with residents who find this not enough vehicle parking as there may be a chance of a boarding house in the making.

The City of Vaughan By-Law 1-88 was created for the intention to preserve streetscape and boulevard landscaping and standardize urban designs. By altering the By-Law we are creating hazardous situations especially during snow removal season where there is a reduction of snow storage between houses resulting in very high snow banks which impedes vision. Now this is a concern.

There is a process that the resident can follow if they want curbs cut and that is going to Committee of Adjustments. It will allow the neighboring resident an opportunity to provide input and object if they so wish. A process which has been open to all and has been used by other residents in Weston Downs over the past 18 years. This issue should be recognized for what it is. It is an attempt by a few residents to avoid incurring Committee of Adjustment and curb cut fees at the expense of the rest of the taxpayers.

Thank you,

A handwritten signature in black ink that reads "Nadia Leblanc". The signature is written in a cursive, flowing style.

Nadia Leblanc

Deferred
ITEM # 15
ADDITIONAL
INFORMATION
CW Mar 4/02

March 4, 2002

Mayor and Members of Council
City of Vaughan
2141 Major Mackenzie Drive
Vaughan, Ontario
L6A 1T1

RE: Item #15 City Initiated Amendment to By-law 1-88
Driveway and Curb Cut Configuration
File 1.6.6.3

We do not support the recommendation of the Commissioner of Planning to schedule a public hearing to consider an amendment to the By-law 1-88 with respect to City zoning standards for driveway and curb cuts

During the summer months, we as members of the Co-operative of Vaughan Ratepayers Association worked extensively on the City of Vaughan Design Standards Review Document. This was a very detailed and co-operative process between city staff, developers groups, ratepayers groups and the consultant Tottem Sims Hubicki Associates.

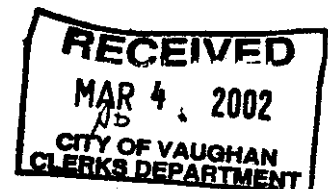
During this process the issue of curb cuts was discussed several times. We direct you to the following sections of the City of Vaughan Design Standards Review Document, which was finalized January 2002:

Section 3.2.1 Relationships Between the Public and Private Realm

Reduce the amount of driveway permitted to cross the public-right-of-way, thereby improving the pedestrian realm by creating a better balance between landscaped area and the public sidewalk.

Section 3.4.5 Parking: Minimizing the Presence of Garages and Driveways

Multiple curb cuts at the street edge interfere with pedestrian activity on sidewalks and reduce opportunities for street tree planting, placement of utilities and street parking.



Section 3.4.7 Driveways and Tandem Parking

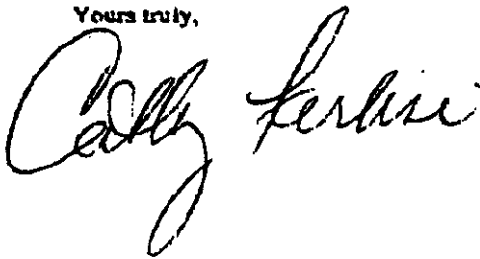
The draft plan of subdivisions must be reviewed and approved to ensure that lots have the appropriate curb frontages and driveways are straight and non-tapered. (specific discussions on several occasions confirmed that three car garage driveways would continue to taper to two car widths as per By-law 1-88).

Require the submission of engineering construction drawings that will specify the location and size of driveways on a lot. Driveway locations must include the locations of all on street hardware and provide for driveway widths that comply with the zoning by-law.

We do not support a public hearing on curb cuts since we discussed curb cuts as part of the Design Standards Review process, which was a comprehensive, and time consuming process.

Such a review will compromise the results of the recently completed Design Standards Review and puts into question whether all of the parties were bargaining and discussing the issues in good faith.

Yours truly,



Item 15
CW Mar 4/02
KARA

March 4, 2002

Mayor and Members of Council
City of Vaughan
2141 Major Mackenzie Drive
Vaughan, Ontario
L6A 1T1

RE: Item #15 City Initiated Amendment to By-law 1-88
Driveway and Curb Cut Configuration
File 1.6.6.3

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Such a review will compromise the results of the recently completed Design Standards Review and puts into question whether all of the parties were bargaining and discussing the issues in good faith.

Yours truly,

*For Kler
K.A.R.A.*

Traub, Debi

From: Joseph Belsanti [joseph.belsanti@rogers.com]
Sent: Sunday, March 03, 2002 9:16 PM
To: kadiss@city.vaughan.on.ca; raccom@city.vaughan.on.ca; divonab@city.vaughan.on.ca;
rosatig@city.vaughan.on.ca; ferrim@city.vaughan.on.ca; dibiasem@city.vaughan.on.ca;
frustagj@city.vaughan.on.ca; mayor@city.vaughan.on.ca

Subject: Subject: Item #15 - City Initiated Amendment to By-Law 1-88
March 4, 2002

Mayor and Members of Council
City of Vaughan
2131 Major Mackenzie Drive
Vaughan, Ontario
L6A 1T1

Deferred
ITEM # 15
ADDITIONAL
INFORMATION
CW Mar 4 102

Subject: Item #15 – City Initiated Amendment to By-Law 1-88
Driveway and curb cut configuration
File 1.6.6.3

I hereby **object** to the recommendation of the Commissioner of Planning with respect to scheduling a public hearing to consider an amendment to By-law 1-88 with respect to City zoning standards for driveway and curb cuts.

Any changes to the current process which forces a resident seeking a curb cut to apply to the Committee of Adjustments will only weaken the position of residents like myself who find themselves in the position of living next door to a resident who wants to widen their driveway with no consideration for their neighbour. It will also eliminate the little green space that exists between home given the construction of high density residential zones.

I am currently objecting to an application for a curb cut at the Committee of Adjustments. To lose that right would be undemocratic.

Curb cuts have the following negative impacts on neighbours like myself:

- reduction in snow storage area between homes and on the street boulevard, resulting in very high dangerous snow banks which impede vision
- negative modification to drainage between homes as asphalt does not absorb water
- aesthetically, asphalt is unattractive compared to grass or landscaping
- the widened driveways most always result in a departure from the 50% soft landscaping rule for homes
- loss of a street parking space for the rest of the neighbours' visiting friends and family, while my neighbour is the only one who gains a parking space on his property at the expense of the rest of the street
- any car parking in this once large space on the street will now inevitably overhang my driveway for the personal benefit of my neighbour, resulting in possible collisions as we back out of our own driveway
- the curb cut will interfere with the safety of children on the street who often stop and play in this area
- we were hoping for an additional city tree in this area not asphalt
- many of these curb cuts like my neighbours are to support basement apartments which may or may not be legal

In conclusion, it would be very short sighted for this city to open up this issue to a public hearing, which will only attract residents who want to build parking lots in front of their homes. We the abutting neighbours who bought expecting a certain standard will be denied the only voice we have which is at the Committee of Adjustments and at the Ontario Municipal Board.

I respectfully ask that you consider the position of residents like myself who bought homes based on respect and enforcement of By-law 1-88: The intent of this By-Law was not to allow the widening of driveways that would encroach on the freedom for individuals – like myself – who wish to enjoy their property as such as possible the way God made it –green, not with asphalt. It is important for you to protect the opportunity for residents like myself to object to curb cuts. Residents, like myself, demand of our municipal representatives that they not weaken existing By-Laws but strengthen them and enforce them. Enforce the existing By-Laws. They were obviously put into place to provide harmony in the neighborhoods within Vaughan. To weaken them is a strong message to the residents of Vaughan that this municipal government is unable or unwilling to enforce the existing by-laws.

Sincerely,

Joseph Belsanti
71 Sterling Crescent
Maple, Ontario
L6A 1A1