

COMMUNICATIONS

Distributed June 3, 2011

		Report No.	Item No.	Committee
C1.	Mr. Antony Niro, dated May 31, 2011.	30	21	Committee of the Whole
C2.	Memorandum from the Commissioner of Engineering and Public Works, dated May 31, 2011.	30	4	Committee of the Whole
C3.	Memorandum from the Commissioner of Community Services, dated June 7, 2011	30	14	Committee of the Whole

Distributed June 6, 2011

C4.	Memorandum from the Commissioner of Legal & Administrative Services & City Solicitor, dated June 6, 2011.	30	19	Committee of the Whole
C5.	Mr. Frank Zoghi, York Regional Collision Center, dated June 2, 2011.	30	19	Committee of the Whole
C6.	Mr. Sid Preece, Hedgerow Estates Homeowners' Association, dated June 6, 2011.	30	23	Committee of the Whole
C7.	Mr. Harvey Dennis, Ontario Auto Body Association, dated June 6, 2011.	30	19	Committee of the Whole

Distributed June 7, 2011

C8.	Memorandum from the Director of Development Planning, Director of Development/Transportation Engineering and the Director of Parks Development, dated June 6, 2011.	30	23	Committee of the Whole
C9.	Ms. Maria Imperiale, Imperial Legal Services Inc., dated June 2, 2011.	30	19	Committee of the Whole
C10.	Mr. Frank Zoghi, York Regional Collision Center, dated June 6, 2011	30	19	Committee of the Whole
C11.	Mr. Joe Buntic, Desjardins General Insurance Group, dated June 6, 2011.	30	19	Committee of the Whole
C12.	Mr. Rick Pfeiffer, The Economical Insurance Group, dated June 6, 2011.	30	19	Committee of the Whole
C13.	Brochure and Information package entitled, "Towing Rate Study 2011", dated June 7, 2011.	30	19	Committee of the Whole

Please note there may be further Communications.

**Subject:** Item 21, Report Number 30 CW May 31, 2011 - Go Station Kirby

<p style="text-align: center;">c 1</p> <p>Item # <u>21</u></p> <p>Report No. <u>30 CW</u></p> <p><u>COUNCIL - June 7, 2011</u></p>
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**From:** antony.niro@timeforchangevaughan.ca [mailto:antony.niro@timeforchangevaughan.ca]

**Sent:** Tuesday, May 31, 2011 10:24 AM

**To:** Clerks@vaughan.ca

**Cc:** maruizio.bevilacqua@vaughan.ca; Rosati, Gino; Di Biase, Michael; Schulte, Deb; Iafrate, Marilyn; Carella, Tony; DeFrancesca, Rosanna; Racco, Sandra; Shefman, Alan; gsorbara.mpp.co@liberal.ola.org

**Subject:** Item 21, Report Number 30 CW May 31, 2011 - Go Station Kirby

Please submit these comments for the above noted item.

Dear Members of Council,

I read with happiness the motion brought forward by Councillor Iafrate regarding the prioritization of the Go Station at Kirby Side road in North Maple. I live in the community directly adjacent to the mentioned New Go Station and know that the implementation of this Go station sooner rather than later will help ease the number one concern of most residents of Vaughan....Traffic.

Last October, the voters elected a majority of New Members on this council who represent Change from the old way. The Old Way is putting more cars on our streets. The New Way is to put the people who drive those cars onto trains. This is a step in the right direction towards change and all of council has our full support for such an initiative.

It is initiatives like this that should be brought more often to this council, especially from the New Members who took over the positions from the old members who clearly mismanaged the priorities of its citizens.....and the citizens did not forget that mismanagement this past October. We care.

Unfortunately in this case, actions speak louder than words. There must be physical changes that are visual to the eye in order to be recognized by the voters. This is a fact. This is a step in the right direction, but the citizens need more. They need physical transit improvements, and not just words. I understand that the GO Station is not under the responsibility of the City, it is the Province and all you can do is make a stern statement supporting the position.

Our Province is supposed to support our communities. Our communities are most directly represented by our local politicians. Perhaps the resolution of the City should be strengthened to include sending a contingent of staff to the Province to advocate for more. Politicians can attend the meeting with them to push hard. The squeaky wheel always gets the oil.

If council would like, I would suggest adding the following wording to the end of the resolution:

THAT council directs staff to meet with appropriate members of Metrolinx, GO, and the Province as often as needed to advocate for council's priorities with the goal of convincing them to identify, fund and build the go station at Kirby by the end of 2014.

I look forward to listening to Council this afternoon and the item and what councillors have to say about it.

-Antony

Antony Niro  
Founder  
Time For Change Vaughan

**DATE:** May 31, 2011

**TO:** Mayor and Members of Council

**RE:** **COUNCIL MEETING – JUNE 7, 2011**  
**AWARD OF TENDER T11-101**  
**INTERSECTION IMPROVEMENTS**  
**EDGELEY BOULEVARD AND HIGHWAY 7**  
**WARD 4**

C	<u>2</u>
Item #	<u>4</u>
Report No.	<u>30 CW</u>
<u>COUNCIL June 7, 2011</u>	

**Recommendation**

The Commissioner of Engineering and Public Works in consultation with the Director of Purchasing Services and the Director of Reserves and Investments recommends:

1. That Tender T11-101, Intersection Improvements – Edgeley Boulevard and Highway 7 be awarded to D&A Road Services Inc. in the amount of \$144,404.50, plus applicable taxes;
2. That a contingency allowance in the amount of \$15,000.00, plus applicable taxes be approved within which the Commissioner of Engineering and Public Works or his designate is authorized to approve amendments to the Contract;
3. That a Geotechnical and Material Testing amount of \$2,000.00, plus applicable taxes be approved to ensure compliance with all applicable standards;
4. That a Utility Relocation amount of \$50,000.00, plus applicable taxes be approved; and
6. That the Mayor and City Clerk be authorized to sign the appropriate documents.

**Contribution to Sustainability**

The construction of the intersection improvements will ensure that an acceptable level of service by the City's infrastructure is maintained for motorists and the general public working, shopping and travelling in the Edgeley/Hwy 7 area.

**Economic Impact**

The total project cost of \$222,000.00, which includes a contingency allowance, geotechnical inspection, material testing, utility relocation and treasury administration falls within the approved budget amount and as such, there is no additional economic impact to the 2011 Capital Budget (Capital Project No. EN-1863-11).

Long range financial implications will include operating and maintenance costs including long term replacement associated with this type of infrastructure which are not quantified at this time.

**Communications Plan**

Once the project is awarded, Engineering Services staff will advise the Mayor and Members of Council and will distribute a notice of construction to the affected residents and businesses.

**Purpose**

Council approval to award Tender T11-101, Intersection Improvements – Edgeley Boulevard and Highway 7.

**Background - Analysis and Options**

The work covered by this tender includes the construction of a southbound right turn lane on Edgeley Boulevard onto Highway 7. See Attachment No. 1 for project location. All necessary permits and approvals have been obtained.

The tender was advertised in the Daily Commercial News, on the Ontario Public Buyers Association (OPBA), on Biddingo and on the City webpage and closed on May 27, 2011. Construction is scheduled to commence in June and is expected to be completed by the end of July 2011. A total of 15 sets of bid documents were picked up from the Purchasing Services Department and the following 5 bids were received:

<u>Contractor</u>	<u>Total Bid Amount (excl. H.S.T.)</u>
D&A Road Services Inc.	* \$144,404.50
Aloia Bros. Concrete Contractors Ltd.	* \$150,958.83
Ashland Paving Ltd.	\$156,790.55
Vaughan Paving Ltd.	\$159,247.66
614128 Ontario Ltd. o/a Trisan Construction	\$212,538.46

\* Corrected for arithmetic error

The estimated cost for this project, including geotechnical inspection and material testing, a contingency allowance, utility relocation, treasury administration and all applicable taxes is \$222,000.00 and is calculated as follows:

D&A Road Services Inc. (excluding H.S.T.)	\$ 144,404.50
Contingency Amount (approx. 10%)	\$ 15,000.00
Geotechnical Inspections and Material Testing (estimated)	\$ 2,000.00
Utility Relocation	<u>\$ 50,000.00</u>
Sub-Total	\$ 211,404.50
H.S.T. (1.76%)	<u>\$ 3,720.72</u>
Total	\$ 215,125.22
Treasury Administration (3%)	<u>\$ 6,453.76</u>
Net Total Cost	\$ 221,578.98

**ROUNDED \$ 222,000.00**

Engineering Services staff have reviewed the submitted bids and are satisfied that D&A Road Services Inc., which has successfully completed similar work for the City in the past, is deemed qualified to undertake this project. Therefore, it is appropriate to award this contract to the low bidder, D&A Road Services Inc.

The engineering estimate for the construction of this project was \$215,000.00, excluding H.S.T.

### **Relationship to Vaughan Vision 2020/Strategic Plan**

In consideration of the strategic priorities related to Vaughan Vision 2020, the recommendations of this report will assist in:

- Pursue Excellence in Service Delivery;
- Enhance and Ensure Community Safety, Health & Wellness; and
- Lead and Promote Environmental Sustainability

This report is consistent with the priorities previously set by Council.

### **Regional Implications**

York Region has issued their approval and will be advised of project commencement.

### **Conclusion**

Staff recommends that this contract be awarded to D&A Road Services Inc. in the amount of \$144,404.50, plus applicable taxes.

### **Attachments**

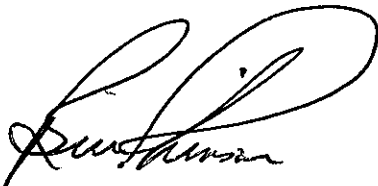
1. Location Map

### **Report prepared by:**


Colin Cassar, C.E.T., Senior Engineering Assistant, ext. 8756

Vince Musacchio, P. Eng., PMP, Manager of Capital Planning and Infrastructure, ext. 8311 <sup>v7</sup>

Respectfully submitted,



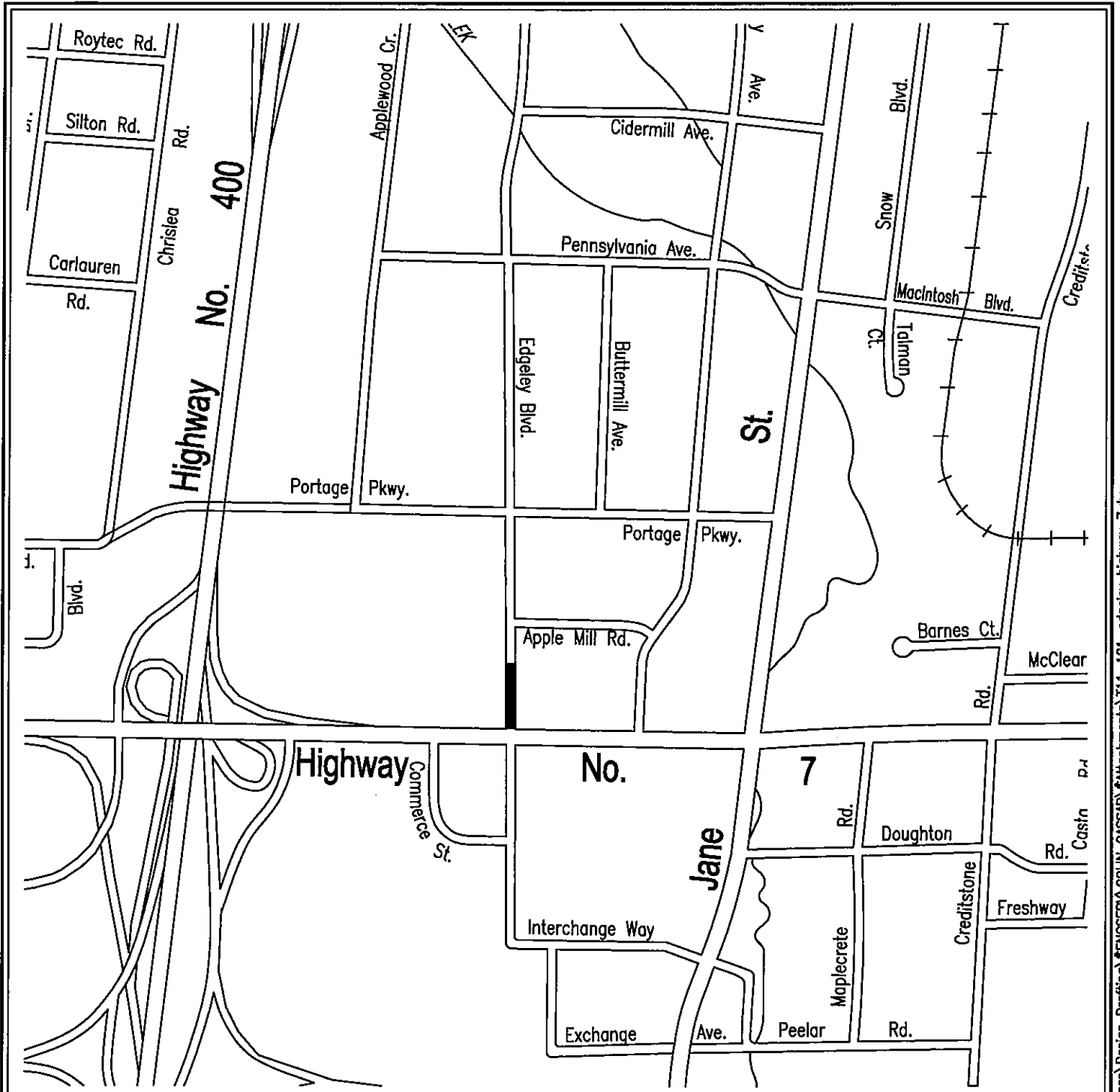
Bill Robinson, P. Eng.  
Commissioner of Engineering and Public Works



For Jack Graziosi, P. Eng., M. Eng.  
Director of Engineering Services

CC:mc

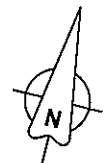
# ATTACHMENT No. 1



## INTERSECTION IMPROVEMENTS EDGELEY BOULEVARD AND HIGHWAY 7 T11-101

### LEGEND

**█** SITE LOCATION



NOT TO SCALE



## memorandum

**DATE:** June 7, 2011

**TO:** Mayor Bevilacqua and Members of Council

**FROM:** Marlon Kallideen, Commissioner of Community Services

**COPY:** Clayton Harris, City Manager  
Jeffrey Abrams, City Clerk  
Mary Reali, Director of Recreation and Culture  
Paul Compton, Recreation Manager

**RE:** Amendment to Policy and Operating Procedures for Older Adult Clubs in the City of Vaughan – Committee of the Whole – May 31, 2011 - Report No. 30, Item 14

c <u>3</u>
Item # <u>14</u>
Report No. <u>30 CW</u>
<u>COUNCIL - June 7, 2011</u>

At the May 31, 2011 Committee of the Whole meeting, Council requested that staff prepare a report on the costs associated with the amendment to the policy and operating procedures for Older Adult Clubs.

The proposed amendments will provide a grant for the first two (2) years and will eliminate payment by the City of additional services such as cable TV, furniture, storage space, etc. The City will continue to provide available space at no cost, as well as, one (1) free picnic permit and two (2) free gym/hall permit for special events per year. The annual costs would be as follows:

- Grant: year one \$500; year two \$250, thereafter \$0;
- Available meeting/program space at no cost\*;
- One (1) picnic permit annually at no cost\*; and,
- Two (2) gym/hall permits within regular hours of operation annually at no cost\*.

\*The current hourly rental cost of a meeting room permit based on a typical community service organization is \$11.31 for non prime time and \$17.40 for prime time. Park permit fees for a picnic range from \$200 to \$300 and gym fees range from \$425 to \$850 depending on the length of the events. There is potential that we could be turning away rental revenue if the space is allocated to a new club. The goal of the amendments is to provide new clubs with space (room, park, gym) that is currently available and not permitted by other users or used for City programs, so this cost is considered to be minimal.

Respectfully submitted,

Marlon Kallideen  
Commissioner of Community Services



**DATE:** June 6, 2011  
**TO:** Mayor and Members of Council  
**FROM:** Janice Atwood-Petkovski  
**RE:** City of Vaughan - Licensing By-Law  
Committee of the Whole – Item # 19.1  
May 31, 2011

c 4  
Item # 19  
Report No. 30 CW  
COUNCIL - June 7, 2011

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The following is in response to depositions made and questions asked at the Committee of the Whole meeting of May 31, 2011

Excessive Tow Charges by Vaughan Towing Companies

A representative of RBC spoke on behalf of the insurance industry. Insurance companies see tow charges through insurable vehicle collision claims. Staff was first contacted by the insurance industry in June 2010, complaining about the state of regulation of the tow truck industry within the City of Vaughan.

Excessive tow charges were routinely experienced in Vaughan: typically 4-5 times typical tow charges seen in adjacent and surrounding municipalities. Routinely, charges in excess of \$1,000 were being charged, due to generous rates and lack of regulation around 'a la carte' additional fees: wait time fees of \$5.00 per minute or up to \$300 per hour; re-tow charges; excessive storage fees; etc.

Staff had similar complaints brought to the City's attention by the York Regional Police, where residents had complained to them about feeling 'gouged' by excessive tow charges.

Staff met with Staff Sergeant Tony Cusimano and Les Young of the YRP in the summer of 2010, and with representatives of the insurance industry, in the winter of 2011 to discuss moving forward with better regulation of tow truck industry. It was these consultations which brought the matter front and center to the City's attention. As a result, Staff are recommending tighter regulations for tow trucks.

Staff convened a meeting with members of the tow truck industry on May 3, 2011 to discuss tighter regulation of fees.

It should be noted that virtually all other large GTA and surrounding municipalities have tightened up their fee regulation significantly over the last several years, and the tow industry is apparently able to continue to stay in business and operate within the confines of such regulation.

The insurance industry urges Vaughan to adopt a lower storage rate maximum, in keeping with other municipalities.

A representative of public garages made a deputation that “public garages were not consulted” about storage fees. Staff note that public garages are engaged in auto body & mechanical repairs, to which storage fees are not normally applied. The storage fees under consideration do not apply to public garages, but to the amount that tow truck companies may charge vehicle owners for ‘storage’ within the context of a tow.

Currently:	No regulation of storage charges by tow companies.
Toronto:	\$20/day.
Mississauga:	\$25/day.
Brampton:	\$60/day.
Staff Proposed:	\$60/day outside storage; \$100/day indoor storage.
Insurance Proposal:	\$25/day; OR \$25/day outdoor; \$40/day indoor only if storage open 24/7.

The insurance industry expressed concern with an “a la carte” approach, allowing the inclusion of other ancillary charges such as dollies. The insurance industry would prefer to see an all-inclusive maximum per tow, adjusted only by storage fees (capped) and a per kilometer fee when towed outside the City. The insurance industry has also urged capping of the ‘secondary tow’ (where the first tow is capped, there is a tendency to see secondary tows).

The tow industry representative expressed concerns that the cost of wear and tear on dollies must be compensated.

Staff had proposed allowing tow operators to charge up to \$60. for the use of dollies.

Currently:	\$250 accident tow plus \$2 / km outside City; Non-accident rate [re-tow] not regulated
Toronto:	Accident: \$166 City; \$188 Highway Non-accident rate [re-tow] \$88.
Mississauga:	\$230 all inclusive accident tow rate Non-accident rate [re-tow] \$100 plus \$3/km
Brampton:	\$200 all inclusive accident plus \$50 admin. & \$10 spill Non-accident rate not regulated
Staff Proposed:	Accident rate no change proposed; \$125 Non-accident; Dolly Use \$60. \$3./km outside City

A third deputant spoke to the applicability of By-law 2549. That By-law, enacted in 1961, provides for the regulating, etc, of salvage yards. There are no salvage yards in Vaughan.

Questions about the following issues were also asked:

1. Mobile signs and the removal of signs with outdated information; and,
2. Rationale for fees for Adult Entertainment Parlours, Body Rub Parlours, and Taxi Cab licenses.

Mobile signs:

Public Works has advised as follows:

For their normal messaging purposes, Public Works uses 41 mobile signs that are located throughout the City. These mobile signs are used to: advertise changes to waste collection dates as a result of public holidays; promote waste collection program changes (stop and start of yard waste, double-up days, etc.); and, promote significant events related to Public Works and/or the City e.g. Public Works Day, SantaFest parade etc. Due to the number of program changes and holiday events during a calendar year, these signs are normally in place throughout the year and are not removed after a specific event has passed.

The Director of Public Works has indicated that based on the contract language for the supply of these signs, wording changes made part way through a month incurs additional charges. To try and mitigate these extra costs, Public Works often has two distinctly different messages on the sign boards; one message on one side, and a different message on the other side of the sign. This allows time for the contractor to make the necessary wording changes, while ensuring at least one message is still relevant to the public.

With respect to signs located on private property, the Building Standards Department which is responsible for issuance permits under the sign by-law has advised that for private properties regulated by City By-law 203-92, is amended, mobile sign permits are issued to business premises in 21 day periods. (Permits issued for 21 days on, 21 days off), after which the permit expires and the sign must be removed. The sign by-law does not regulate the content of the sign other than the sign must be associated with the business premise and the lawful use of the property.

The by-law also provides in part under the prohibited signs section (Section 5.14) that no person shall display, erect, etc., "any obsolete sign which no longer advertises a business conducted or a product sold. Such obsolete sign shall be removed with 3 days of the closing of the business".

Rationale for certain fees.

A license fee justification study was conducted in 2004 with the Budget and Finance Department using data supplied by the Licensing and Permits Section, Enforcement Services, Building Standards and the Fire Department for labour minutes involved and enforcement activities related to each licensing category. As indicated during Committee meeting, the bulk of the fees associated with the regulation of the Adult Entertainment Parlours, Body Rub Parlours is related to enforcement. Enforcement Services has advised that these types of establishments are inspected once or twice per month with up to four enforcement staff conducting the inspection. Approximately 64 hours per month of inspection time is allotted plus allotments for supervision and vehicle costs.

Taxi cab owner license plate fees (initial) for regular taxi cabs and accessible vehicles were historically established based on comparable fees in adjacent and neighbouring municipalities. Staff have benchmarked these fees in other jurisdictions and found Vaughan's rate to be comparable with them. The following are some comparators:

Richmond Hill	- \$ 5,000.00
Markham	- \$ 5,351.00
Mississauga	- \$ 4,638.00

As a point of clarification in reference to the statement in the correspondence from Mr. Zoghi, owner of York Regional Collision Center, contrary to the assertion that there are 600 tow trucks and a minimum of 600 tow truck operators in the City of Vaughan, City Licensing records reveal only 274 licensed owners and 221 licensed operators.

Respectfully submitted,



Janice Atwood-Petkovski  
Commissioner of Legal & Administrative Services  
& City Solicitor

c Clayton D. Harris  
City Manager

Jeffrey Abrams  
City Clerk

2234101 ONTARIO INC O/A

# YORK REGIONAL COLLISION CENTER

71 VILLARBOIT CRESENT –UNIT # 2, CONCORD, ONTARIO L4K 4C7

[www.yrcc.ca](http://www.yrcc.ca)

PHONE: 905-738-4422 FAX: 905-738-4490

06-02-2011

ATTENTION:

MARILYN IAFRATE  
HON. MAURIZIO BEVILACQUA

CC:

MICHAEL DI BIASE  
GINO ROSATI  
ALAN SHEFMAN  
SANDRA YEUNG RACCO  
TONY CARELLA  
DEB SCHULTE  
ROSANNA DEFRANCESCA

c. 5
Item # 19
Report No. 30 CW
<u>COUNCIL - June 7, 2011</u>

To whom this may concern,

My name is Frank Zoghi, and I am the owner and operations manager here at York Regional Collision Center, Aurora Roadside Assistance and the York Region towing association.

York Regional Collision Center is not my first body shop. York Regional Collision Center was opened over a year ago, but I have been in the industry for the past 15 years. The York Region Towing Association was organized a couple years ago in attempts to work with the City and ensure reasonable and fair rates.

I chose to locate my new shop in the City of Vaughan because I understood that that the City of Vaughan not only protects the residents of Vaughan, but the business's as well. None of the insurance companies operate in the City of Vaughan, but they have more than their share of say for what the charges should be for the towing and storage. The insurance companies are referring to other city rates and expecting the City of Vaughan to match them. The automobile insurance rates vary by the City which you live in, and every City does not have the same insurance rate. Why is towing and storage any different? There are many expenses and changes in the cost of living that has changed since the last by-law was amended, and all of these factors should be considered before any changes are made.

About a year ago I was advised that the insurance companies were discussing the rates and bylaw changes with the City of Vaughan licensing department. I spoke with Dave, Larry and Joesph regarding this matter requesting an opportunity to present my input but they advised me that the issue does not concern me and that I would be notified of any changes. I then wrote a letter to the City of Vaughan licensing department and clerk's office requesting an invitation for the meetings relating to the towing and storage by law and they have been updating me and advising me of the meetings.

The changes that will be made to the by-law will affect all of the towing companies and all of the body shops. But no one has advised any of the body shops of the changes that will be occurring, and they should be entitled to a notice of these changes.

The first meeting I attended was on 05/03/2011. In this meeting, the towing and storage rates were discussed. The information and numbers that the insurance companies have proposed are not fair and unacceptable.

There are no storage charges in the city of Toronto; City of Toronto allows the company to charge whatever is registered on their rate sheet. My research has shown that the storage in the City of Toronto is ranging from \$90/day to \$100/day. In the meeting Dave mentioned storage in the City of Toronto is \$20.00/day, and this is incorrect. There is nowhere in Toronto that allows you to leave a vehicle that was involved in an accident for \$20.00/day.

In the City of Mississauga storage is \$25/day. But you are not taking into count that there are also only 3 towing companies in Mississauga, and all 3 of them are contracted by the City of Mississauga. This means that these companies have guaranteed work and they are not competing with one another or any other companies. Mississauga is also in the mist of making changes to their by law to increase the towing and storage rates.

In the City of Vaughan there are 600 tow trucks, equalling 600 tow truck operators at the minimum. Most of these companies will hook 1-3 wrecks every other week. But the tow truck operators have to keep pumping fuel for into their trucks everyday regardless if they are making money or not.

- The estimated fuel expense for a tow truck operator is \$180.00/day=\$65,700.00 annually for fuel alone.
- The estimated costs to keep a truck on the road is \$196/day=\$71,540.00 annually jus to keep the truck on the road.
- 600 tow trucks x \$240.00 =\$144,000 annually to renew plates.
- 600 tow truck operators minimum x \$150.00=\$90,000.00 annually to renew their operating license.

That is a total of \$234,000.00 minimum paid for licensing fees annually.

The existing by-law was set 6 years ago at \$250.00 since that date; the cost of fuel has increased by 73%. I had a quotation done for the amount that it would cost for one day of storage, and it was estimated at \$64.85/day. This amount is more than Dominion, R.B.C, State Farm, Certas, and other insurance companies currently pay for daily storage fees.

When storage fees are charged, we are not only charging for the storage services, we are also charging for any other necessary services that are required such as:

- *Having a safe and secured pound to store the vehicle*
- *Having someone at the pound to help customers( collecting and advising customers on the steps they need to take)*
- *Having someone answer phone calls*
- *Opening the pound for insurance companies to inspect vehicles*
- *Helping customers take out their personal belongings and plates off the car*
- *Hiring specialists to properly remove anti freeze, oil and any other spills that may effect the environment*
- *Administration paper work, payouts with insurance companies,*
- *Clean up paint,(smallest is \$300-\$500,largest is \$1000-\$10,000)*
- *Seal and Repaint parking lines*

This list goes on, but all we are charging is one storage fee out of good faith.

The second meeting I attended was on 05/31/2011. In this meeting the matter was deferred. I contacted Marilyn lafrate to discuss my concerns, and propose my input and we scheduled a meeting for Thursday June 9<sup>th</sup>. Later that day, her assistant called me and advised me that there was going to be a decision made on Tuesday June 7<sup>th</sup>, and I would not have an opportunity to address my concerns.

I would appreciate some time to discuss our perspective and for you to consider our expenses to maintain our companies and vehicles. Although I have attempted to participate in the input that will affect your decisions, no one has granted me an opportunity to explain our costs. There is 600 towing companies in the City of Vaughan that will be affected by the changes made to the by-law, therefore there is 600 families affected by the changes you will make as well.

Please allow me the opportunity to discuss this matter with the City before the decisions are made. I am only requesting your time to hear what I have to say. You have only heard what the insurance companies have proposed and their facts are not accurate, or misleading.

Please contact me after reviewing this and I hope that we can discuss this matter further before the by-law is amended.

Thank you for your time and consideration.

Frank Zoghi

Office: 905-738-4422  
Fax: 905-738-4490  
Cell: 416-346-8188  
Email: [fzoghi@yrcc.ca](mailto:fzoghi@yrcc.ca)



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**Subject:** CITY OF VAUGHAN BY-LAW-URGENT

**Attachments:** CITY OF VAUGHAN.docx

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**From:** Karina Ali [mailto:kali@yrcc.ca]

**Sent:** Friday, June 03, 2011 4:31 PM

**To:** Rosati, Gino; Barbieri, Enza; DeBuono, Michelle; camaurizio.bevilacqua@vaughan.ca; Ciafardoni, Joy; Di Biase, Michael; Panicali, Adele; Schulte, Deb; Ciampa, Gina; Iafrate, Marilyn; Tarantini, Maria; DeFrancesca, Rosanna; Tamburini, Nancy; Racco, Sandra; Furfaro, Cindy; Shefman, Alan; Traub, Debi

**Subject:** CITY OF VAUGHAN BY-LAW-URGENT

## Karina Ali

YORK REGIONAL COLLISION CENTER  
71 VILLARBOIT CRESENT, UNIT #2, CONCORD, ONTARIO, L4K 4C7  
PHONE: 905-738-4422 X 221 FAX:905-738-4490  
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~ PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS EMAIL ~

Hedgerow Estates Homeowners' Association  
25 Hedgerow Court  
Kleinburg, ON  
L0J 1C0

C-26-  
Item # 23  
Report No. 30 CW  
COUNCIL - June 7, 2011

June 6, 2011

To: Commissioner of Planning, City of Vaughan  
CC: Mr. Jeffrey Adams, City Clerk  
Mayor and Members of Vaughan City Council

Re: Hedgerow Estates Homeowners' Association (HEHA) Concerns, Comments and Question regarding Official Plan Amendment File OP.03.007 - "Humber North Extension"

This letter is further to the meeting of the Committee of the Whole held in Vaughan Council Chambers on Tuesday, May 31, 2011. Following lengthy discussion, Vaughan City Council directed the interested parties meet to establish agreement on how best to answer the question of placement of a more centrally located park facility while at the same time maintaining the buffer between Hedgerow and Humber North which had been agreed to by all the parties including the previous Vaughan Council over the past 5-6 years.

Following the meeting Councilor Iafrate has co-ordinated discussions between the participants in an effort to find common ground allowing us to proceed with minimal delay while best maintaining the various parties' interests. The issues and HEHA's revised position we list as follows:

1. **Park should be central to the community.** If we view the community as Hedgerow and Humber North, rather than just the latter, the linear park which has been agreed to in the past is the centre of the community. This not only provides a park for both communities but serves as part of the mechanics of bringing the communities together in a shared facility. We would encourage a path from Hedgerow through to Humber North. Although Hedgerow is a mature community, many of the homeowners have young grandchildren frequently visiting who would benefit greatly from a park facility. Residents from both communities could enjoy the benefits of a morning/evening walk without having to walk on Hwy 27 which many are uncomfortable with.
2. **Southern most property is not moving ahead at this time.** I understand the landowner is in the process of preparing a letter indicating the site will proceed in conjunction with the other properties. If this commitment is not forthcoming perhaps the north landowners could agree with the concept of preserving sufficient lots in the northern section of Humber North as potential parkland if in fact the southern-most parcel of the Humber North development decides not to proceed with a view to moving to Point 1 status when the southern most property does proceed. I only suggest this for consideration by the builders with a view to moving the approval process ahead.

3. **No access to an active park if the buffer is deemed as a passive park.** Hedgerow Estates Homeowners' Association executive agree with part of the buffer being designated an active park. Preference would be given to the park site being located towards the Hwy 27 end of the buffer and would not interfere with homes on Hedgerow Lane with a path/walkway connecting the two communities through to the park.

I believe by working ahead with these three suggestions as a reference point we can satisfy the concern of the various interested parties and provides a win win solution for the residents of both communities.

We in Hedgerow have reviewed the subdivision plans and recognize and appreciate the large amount of work that has gone into making this a low impact development. We encourage Council to view the spirit of our discussion as evidence of community building and encourage you to move the approval agenda ahead to the next steps in the development process.



Sid Preece  
Director

---

**Attachments:**

scan.pdf



scan.pdf (1  
MB)

-----Original Message-----

From: Sid Preece [mailto:SPreece@gsigroup.com]

Sent: June-06-11 9:14 AM

To: Iafrate, Marilyn; Abrams, Jeffrey; Clerks@vaughan.ca; rhumphries@humphriesplanning.com

Cc: Schulte, Deb; sagatj@aecl.ca; turfryer@sympatico.ca; Barbara BOYD; barry jones; 'Ken Schwenger'; Sid Preece

Subject: Emailing: scan

Marilyn

Attached is a summary of our discussion at the HEHA executive meeting last week. Please submit our comments to the discussion on the Humber North development project scheduled for Vaughan City Council Tuesday June 7 at 1PM. Should you wish to discuss any part of the letter with me prior to the meeting don't hesitate to call on my cell at 647 401 2588.

Hopefully this will help move the agenda along

Sid Preece  
Director, HEHA

Your message is ready to be sent with the following file or link attachments:

scan

Note: To protect against computer viruses, e-mail programs may prevent sending or receiving certain types of file attachments. Check your e-mail security settings to determine how attachments are handled.

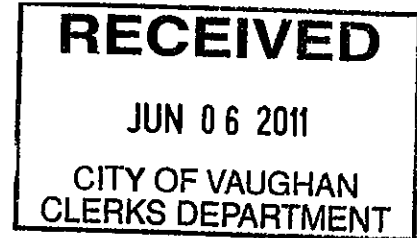
ONTARIO AUTO BODY ASSOCIATION  
26 HALLOW CRESCENT  
TORONTO, ONTARIO  
M9W 2V9  
TEL: 647-457-1572  
FAX: 416-622-8437

C <u>7</u>
Item # <u>19</u>
Report No. <u>30 CW</u>
COUNCIL - <u>June 7, 2011</u>

**HAND DELIVERED**

June 6, 2011

**City of Vaughan**  
**2141 Major Mackenzie Drive East**  
**Vaughan, Ontario**  
**L6A 1T1**



Attn: City Clerk's Office

On May 31, 2011 I attended a public meeting with respect to the issue of a by-law concerning the capping of tow truck fees and storage rates.

The city allowed for any persons wanting to speak to this matter to come forward and give a 5 minute submission on the proposed by-law.

One person from RBC Insurance attended and spoke to issue of storage charges and was told by the chair to submit any material and or documents for the city department to review and or consider.

I was the next speaker and brought to the council the issue revolving around the storage and how the auto body facilities were involved in the charging of storage.

My concerns were that no one from the City contacted the auto body repair facilities that hold public licenses to operate in the City of Vaughan as to their input and what should be a fair and reasonable amount for storage charges.

When I finished my address to the council I was told to send in any documents and or material to the city to consider and or review.

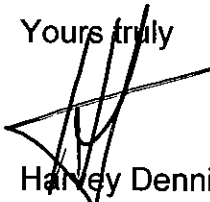
On Thursday June 2, 2011 I am told by a towing company that the City Council will be dealing with the issue of towing and storage on Tuesday June 7, 2011.

If I am to properly prepare reasons, issues, prices on this matter I require more than 4 business days to do so.

I am asking that the council meeting with respect to the discussions on this matter on June 7, 2011 be deferred so I may file all material related to the concerns of the industry and that the city can review and discuss the issues revolving the capping of towing and storage rates.

It is my position that any license holder related to the towing and storage business in Vaughan should be allowed to have some input as to a capping of rates that are being charged.

Yours truly

A handwritten signature in black ink, appearing to read 'Harvey Dennis', written over a horizontal line.

Harvey Dennis  
President

c.c. Hon. Maurizio Bevilacqua, P.C. Mayor  
Gino Rosati Regional Councillor  
Michael Di Biase Regional Councillor  
Deb Schulte Regional Councillor  
Marilyn Iafrate Councillor  
Tony Carella Councillor  
Rosanna DeFrancesca Councillor  
Sandra Yeung Racco Councillor  
Alan Shefman Councillor



C 8  
Item # 23  
Report No. 30 CW  
COUNCIL - June 7, 2011

**TO: Honourable Mayor & Members of Council**

**FROM: Grant Uyeyama, Director of Development Planning  
Andrew Pearce, Director of Development/Transportation Engineering  
Paul Gardner, Director of Parks Development**

**DATE: June 6, 2011**

**RE: Official Plan Amendment File OP.03.007  
1321362 Ontario Inc., 11336 Highway 27 Limited Partnership, and Kleinvit  
Estates Inc. (and 1422174 Ontario Ltd – Lea Vivot)  
Ward 1**

Recommendation

The Director of Development Planning, Director of Development/Transportation Engineering, Director of Parks Development, and in consultation with the Director of Parks and Forestry Operations, recommend:

1. THAT the following provisions be added to Recommendation 2 of the Committee of the Whole report (Item 23) from the Acting Commissioner of Planning and the Director of Development Planning dated May 31, 2011:
  - "d) the provision of a low maintenance acoustical earth berm of 20-24 m in width be located within the minimum 24 m wide community edge buffer along Highway 27, and be well landscaped with large caliper coniferous and deciduous tree planting and other naturalized landscaping at a 3:1 slope and height of 3.9 m in accordance with City standards;
  - e) the implementing Official Plan Amendment include policies and mapping to permit either single detached residential or open space park uses on the lots identified by the Parks Development Department on Attachment #6 (hatched area approximately 1.8 ac). If the linear park identified in the southern subdivision (1422174 Ontario Ltd. (Lea Vivot), 19T-08V06) is not conveyed to the City within two (2) years of the first Draft Plan of Subdivision Approval on the lands subject to this Official Plan Amendment (the 3 subdivisions to the north), this area (hatched) will be developed as open space and conveyed to the City as parkland. Should parkland be conveyed from the southern subdivision (19T-08V06) within 2 years of the first Draft Plan Approval of the 3 subdivisions to the north, these lands (hatched) shall be developed for low-density residential uses.
2. THAT when the respective Zoning By-law Amendment (Files Z.03.008, Z.08.035, Z.08.036) and Draft Plan of Subdivision (19T-03V02, 19T-08V04, 19T-08V05) applications are brought forward for Council's consideration in Fall 2011, that appropriate zoning requirements including the provision of a Holding "H" provision and draft plan of

subdivision conditions including a no pre-sales agreement be proposed for incorporation into the respective implementing zoning by-law amendments and subdivision agreements for the 3 subject properties.

### Background

On May 31, 2011, the Committee of the Whole recommended the following:

"That consideration of this matter be deferred to the June 7, 2011 Council Meeting, to allow staff to address the following:

- a) the berm along Highway 27;
- b) the parkland request;
- c) status from TRCA with respect to the Future Residential parcel of land; and
- d) to confirm that the landowner at the southern portion will be participating."

### Technical Information/Response

#### 1. Slope of Berm Along Highway 27

The Development Planning Department (Urban Design Section), Development/Transportation Engineering Department, and Parks and Forestry Operations Department reviewed the appropriateness of the 3:1 slope of the berm (City standard) in relation to slopes of 2:1, 2.5:1 and combinations of these slopes. The appropriateness of the slope would need to consider allowance for coniferous and deciduous tree planting and larger caliper sizes, periodic maintenance respecting the ability for grass cutting vehicles to access the slope safely, and noise attenuation. It was concluded that the earth berm proposed along Highway 27 should be at a 3:1 slope and height of 3.9 m, as originally recommended.

This conclusion was based on an analysis of 4 different cross-section options (Attachments #2 to #5 to memo) reflecting various slope options for the earth berm, which were super-imposed on the drawing depicting the 3:1 slope (ie. Attachment #8 - Committee of the Whole report). A "Pros and Cons" chart was prepared (Attachment #1 to memo) based on technical comments received from the 3 City Departments. Following a detailed analysis of each of the cross-section options and their "Pros and Cons", it was determined by staff that the original proposal of installing a 3:1 slope on both the west half (residential lots) and east half (Highway 27) was the most appropriate design to achieve the design objectives of the plan, and the surrounding residents expectations. The proposed 3:1 slope provides opportunity for periodic maintenance; a berm height to meet the noise attenuation requirements; and, a slope that can accommodate an extensive naturalized planting design that can include substantial large caliper deciduous trees and coniferous trees that are 3 m high.

On June 3, 2011, Urban Design Staff discussed the numerous berm options with local resident Mr. Bob Klein, and based on Mr. Klein's comment that the Kleinburg residents expect that this berm will include a substantial landscape screen along Highway 27, it is imperative that the berm slope not exceed 3:1 in order to accommodate the necessary size and density of planting. Mr. Klein agreed with staff's position that the berm slope remain at 3:1 on both sides as proposed by the applicants.

#### 2. Environmental Status of 1422174 Ontario Ltd. (Lea Vivot) Site

The Toronto and Region Conservation Authority (TRCA) and the Vaughan Development/Transportation Engineering Department have confirmed below that the most southerly property (immediately north of the Hedgerow subdivision) is not contaminated. The applicant is actively working with the TRCA to respond to the violation respecting the filling that occurred in the valley and restoration mitigation, in order that the applicant can obtain a TRCA



Permit and advance their development applications (ie. Official Plan Amendment File OP.03.007, Zoning By-law Amendment File Z.08.037, and Draft Plan of Subdivision File 19T-08V06).

a) Toronto & Region Conservation Authority (TRCA)

On June 3, 2011, the TRCA provided the Development Planning Department with copies of correspondence dated November 20, 2009, July 13, 2010, September 10, 2010, and November 30, 2010, between the TRCA and Mr. Rudy Bratty for 1422174 Ontario Limited (Lea Vivot). Several on-site meetings took place during this period, which included Ms. Lea Vivot, and the submission of supporting documents to address the following matters: the erosion and sediment control deficiencies; and, the submission of a satisfactory restoration plan and geotechnical/soils report that would be required to address an outstanding violation to remove fill material that had been deposited in the Humber River valley system. The restoration plan would address the amount of fill that had been placed on the site, and methodology of removal and overall restoration of the site. The geotechnical/soils report would determine the level of imported fill material and the original native material on the valley slope.

The letter dated November 30, 2010 indicated that on November 10, 2010, the applicant's engineering consultant – Terraprobe submitted a Subsurface Investigation report, which was reviewed by the TRCA and found to be acceptable. The findings identified the following:

- the thickness of the deposited fill material ranges from 0.8 m to 3.5 m;
- the material poses no instability or erosion hazard risk;
- the long-term stable slope line is located at the physical top-of-bank; and,
- based on the clean quality of the tested fill material and the inclination of the altered slope, it is recommended in the submitted report that the fill material remain in place as it does not represent a physical or environmental hazard, subject to: a formal restoration planting plan being submitted to restore the altered slope with native, non-invasive plantings; the provision of a layer of topsoil where clustering of trees and plant material can be implemented; the submission of a plan outlining methods/solutions to reduce/eliminate erosion due to drainage on the slope; and, acknowledgement from the applicant that the restoration slope/filled area will not form part of the developable portion of the site.

The TRCA further indicated that they were prepared to move forward with a TRCA Permit Application, which would require the submission of the restoration planting plan and drainage plan. The TRCA was also amenable to conducting another site walk with the applicant to identify and delineate the limits of the natural features on the subject lands in order to advance the development applications (City Files OP.03.007, Z.08.037, 19T-08V06), however, completion of the review was pending the satisfactory resolution of the outstanding violation and the associated TRCA Permit.

b) Vaughan Development/Transportation Engineering Department

A Phase 1 Environmental Site Assessment (ESA) prepared by Try Environmental Services Inc. dated December 10, 2007 has been submitted for the subject lands, which acknowledges the existence of the fill material, however, notes that a previous geotechnical investigation did not encounter any subsurface materials that appeared to have been adversely impacted. This Phase 1 ESA will need to be approved by the City and a Record of Site Condition filed with the Ministry of Environment before development can proceed on the property.

3. Development Status of 1422174 Ontario Ltd. (Lea Vivot) Site

Development applications have been submitted on the lands owned by 1422174 Ontario Ltd. (Lea Vivot) for Official Plan Amendment (File OP.03.007), Zoning By-law Amendment (File Z.08.037), and Draft Plan of Subdivision (File 19T-08V06). As noted earlier, the applicant is addressing TRCA matters respecting the filling of the valley, restoration plan, and obtaining a TRCA Permit, in order to allow the TRCA to advance review of their development applications. On June 1, 2011, Ms. Rosemarie Humphries of the Humphries Planning Group indicated to staff that she was going to obtain a letter from Ms. Vivot's lawyer to confirm that Ms. Vivot was active in pursuing development approvals on her lands. As of the morning of June 6, 2011, staff had not received written confirmation to this effect.

4. Parkland

The Parks Development Department in consultation with the Development Planning Department, provides the following comments:

- it is a standard condition of Draft Plan of Subdivision approval that the participating owners execute a developer's group agreement which addresses the provision of services and community use lands;
- based on the area of the 4 proposed subdivisions (59.98 ac), the preliminary estimate of the net developable area is 53.84 ac. Based on the City's requirement of 5% net developable land, this would yield a requirement of 2.69 ac of parkland. The proposed linear park is approximately 2.35 ac. The shortfall of parkland (0.34 ac) must be accounted for as land (not cash-in-lieu) within the proposed subdivision. The southerly portion of the proposed linear park is encumbered by a Bell Telephone easement. This easement area is not recommended to be included in the parkland dedication calculation;
- the lands shown as hatched on Attachment #6 to this memo should be designated in the implementing Official Plan Amendment as open space/residential (approx. 1.8 ac). If the linear park identified in the southern subdivision (19T-08V06) is not conveyed to the City within two (2) years of Draft Plan Approval on the lands subject to this amendment, this area (hatched) will be developed as open space and conveyed to the City as parkland. Should parkland be conveyed from the southern subdivision (19T-08V06), these lands (hatched) shall be developed for low density residential uses;
- in the past, the City of Vaughan has required a developer's group to convey parkland upon the registration of the first Plan of Subdivision (eg: Woodbridge Neighbourhood 3 North (Velmar Downs Park). This request can be made to this developer's group;
- in Official Plan Amendment #601 (Kleinburg-Nashville Community Plan), Subsection 4.6 permits linear parks subject to certain criteria, including creating linkages to connect parks, open spaces and environmental features of a minimum of 25 m wide and includes public trails, bicycle paths, seating areas, signage and lighting; and,
- the linear park is proposed to be developed with a playground, public walkway connections from Highway 27 to the Humber Valley and from the Hedgerow Subdivision to the proposed subdivisions to the north, seating areas, signage and lighting.

The Development Planning Department recommends that the implementing Official Plan Amendment include policies and mapping to permit residential and open space park uses on the lots identified by the Parks Development Department on Attachment #6 with the maximum 2 year time stipulation as discussed above. Similarly, when the respective Zoning By-law Amendment and Draft Plan of Subdivision applications are brought forward for Council's consideration in Fall 2011, that appropriate zoning requirements including a Holding "H" provision and draft plan of

subdivision conditions including a no pre-sales agreement be proposed for incorporation into the implementing zoning by-law amendments and subdivision agreements. A recommendation to this effect is included above.

Both the Hedgerow Homeowners Association and Kleinburg and Area Ratepayers' Association (KARA) have written to the City in correspondence dated June 6, 2011 (Attachment #7) and May 30, 2011 (Attachment #8), respectively. The above-noted comments from the Parks Development Department addresses the concerns of Hedgerow in that the linear park on the Vivot property would be central to both the Hedgerow and Kleinburg North communities; the linear park would be predominantly passive including trails and include a small active portion for a playground; and, that appropriate measures will be taken to reserve land for a park that is central to the 3 subject properties should the Vivot site not develop within 2 years of the approval of the first draft plan of subdivision for the 3 subject properties. KARA's letter was written prior to the May 31, 2011 Committee of the Whole meeting and their comment with respect to the provision of a berm within the linear park was not largely supported by members of the Committee, and there was clarification from Mr. Klein that a berm was never contemplated for the linear park. However, KARA's comment for an easily accessible and centrally located park has been addressed in the comments of the Parks Development Department.

Attachments

1. Cross-Section of Earth Berm – Pros & Cons
2. Cross-Section of Earth Berm – Option "A"
3. Cross-Section of Earth Berm – Option "B"
4. Cross-Section of Earth Berm – Option "C"
5. Cross-Section of Earth Berm – Option "D"
6. Alternative Park Location
7. Hedgerow Homeowners Association E-mail – June 6, 2011
8. Kleinburg and Area Ratepayers' Association Letter – May 30, 2011

Report prepared by:

Frank Milkovitch, Urban Designer/Landscape Architect  
Rob Bayley, Manager of Urban Design  
Tony Magliocchi, Manager of Development Services  
Jason Inwood, Manager of Parks Operations  
Paul Gardner, Director of Parks Development  
Grant Uyeyama, Director of Development Planning

Respectfully submitted,

  
GRANT UYEYAMA  
Director of Development Planning

  
PAUL GARDNER *PER.*  
Director of Parks Development

  
ANDREW PEARCE  
Director of Development/Transportation  
Engineering

Copy to: Clayton Harris, City Manager  
Jeffrey A. Abrams, City Clerk

GU/  
R:Ser/Working/Uyeyamag/KleinvitOP.docx

## **BERM OPTIONS: PROS AND CONS**

### **ORIGINAL PROPOSAL - RECOMMENDED OPTION**

#### **3 : 1 slope along Hwy. 27 (eastern half) and 3 : 1 slope along residential lots (western half)**

- PRO - 3 : 1 slope is a Vaughan Standard for berms.
- PRO - 3 : 1 slope is minimum recommended slope needed for coniferous tree planting.
- PRO - 3 : 1 slope is minimum recommended slope needed for grass cutting vehicles.
- PRO - Results in a substantial planted berm that includes large caliper size deciduous trees.

#### **OPTION 'A'**

#### **2.5 : 1 slope along Hwy. 27 (eastern half) and 2.5 : 1 slope along residential lots (western half)**

- PRO - Higher berm height of 4.4m is achieved.
- PRO - 2.5 : 1 slope is minimum recommended slope needed for caliper-stock deciduous tree planting.
- CON - Coniferous tree planting will not thrive in these conditions.
- CON - Mowing is not recommended for grass cutting vehicles.

#### **OPTION 'B'**

#### **2 : 1 slope along Hwy. 27 (eastern half) and 2.5 : 1 slope along residential lots (western half)**

- PRO - Larger berm height of 4.9m is achieved.
- PRO - 2 : 1 slope is minimum recommended slope needed for multi-stem tree planting & shrubs.
- CON - Caliper-stock deciduous tree planting and coniferous tree planting will not thrive in these conditions.
- CON - Mowing is not recommended for grass cutting vehicles.

#### **OPTION 'C'**

#### **2 : 1 slope along Hwy. 27 (eastern half) and 2 : 1 slope along residential lots (western half)**

- PRO - Largest berm height of 5.4m is achieved.
- PRO - 2 : 1 slope is minimum recommended slope needed for multi-stem tree planting & shrubs.
- CON - Caliper-stock deciduous tree planting and coniferous tree planting will not thrive in these conditions.
- CON - Mowing is not recommended for grass cutting vehicles.

#### **OPTION 'D'**

#### **2 : 1 slope along Hwy. 27 (eastern half) and 3 : 1 slope along residential lots (western half)**

- PRO - Higher berm height of 4.4m is achieved.
- PRO - 3:1 slope along residential lots allows for caliper-stock deciduous tree planting and coniferous tree planting. Minimum slope is achieved for grass cutting vehicles.
- CON - 2:1 slope along Highway 27 allows for a more naturalized and low-maintenance approach; installation of native species multi-stem trees, shrubs, perennials, and groundcovers (i.e. wildflowers, seedlings, & fescues), no caliper size deciduous or coniferous trees.

# Cross Section of Earth Berm

APPLICANT: 1321362 Ontario Inc. & Others  
LOCATION: Part of Lots 29 & 30, Concession 9



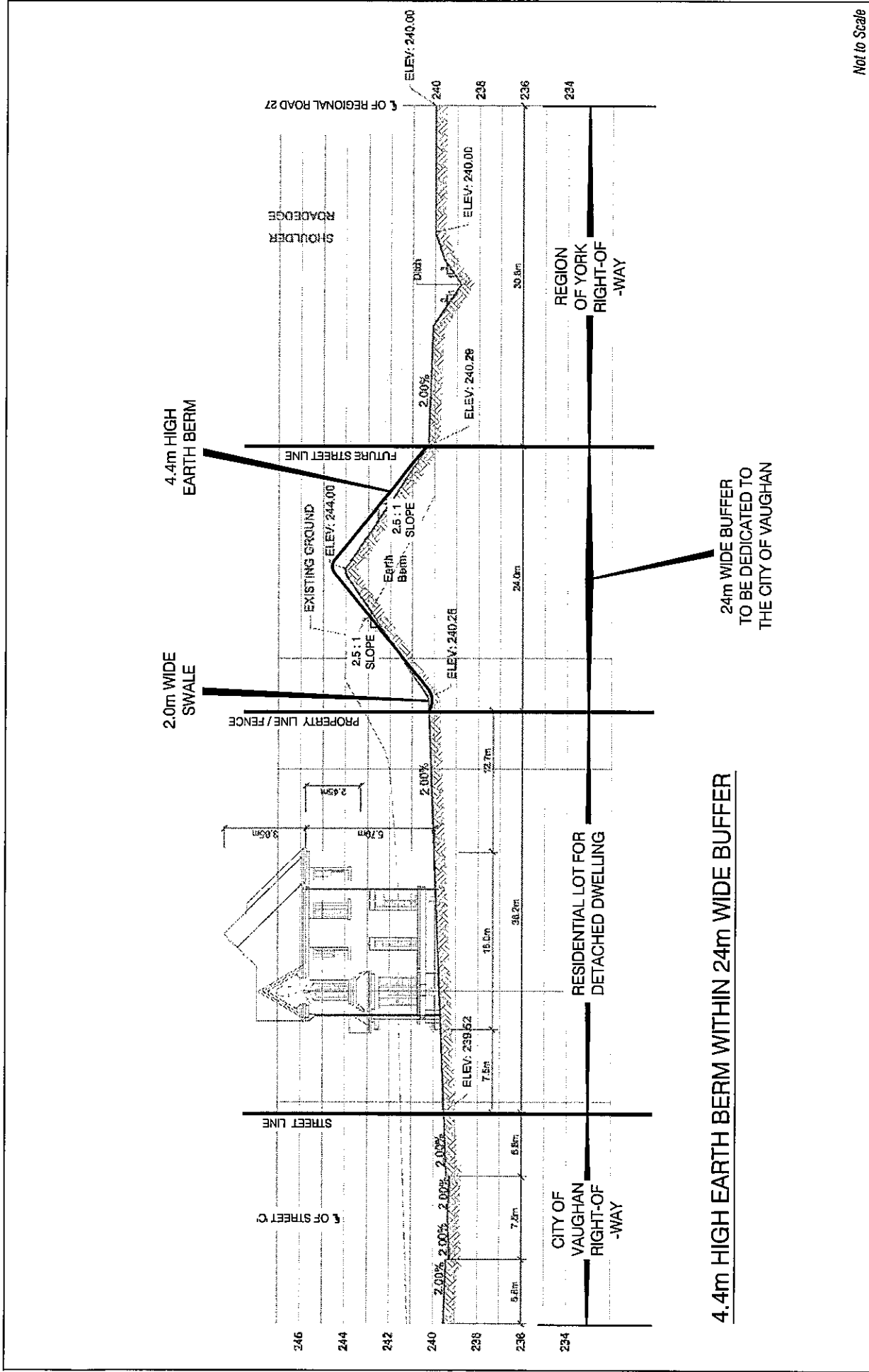
# Attachment - Pros & Cons

RELATED FILES:  
Z.03.008 / 19T-03/02  
Z.08.035 / 19T-08/04  
Z.08.036 / 19T-08/05

FILE:  
OP.03.007

DATE:  
March 03, 2011

# 1



Not to Scale

**4.4m HIGH EARTH BERM WITHIN 24m WIDE BUFFER**

24m WIDE BUFFER TO BE DEDICATED TO THE CITY OF VAUGHAN

**Cross Section of Earth Berm**



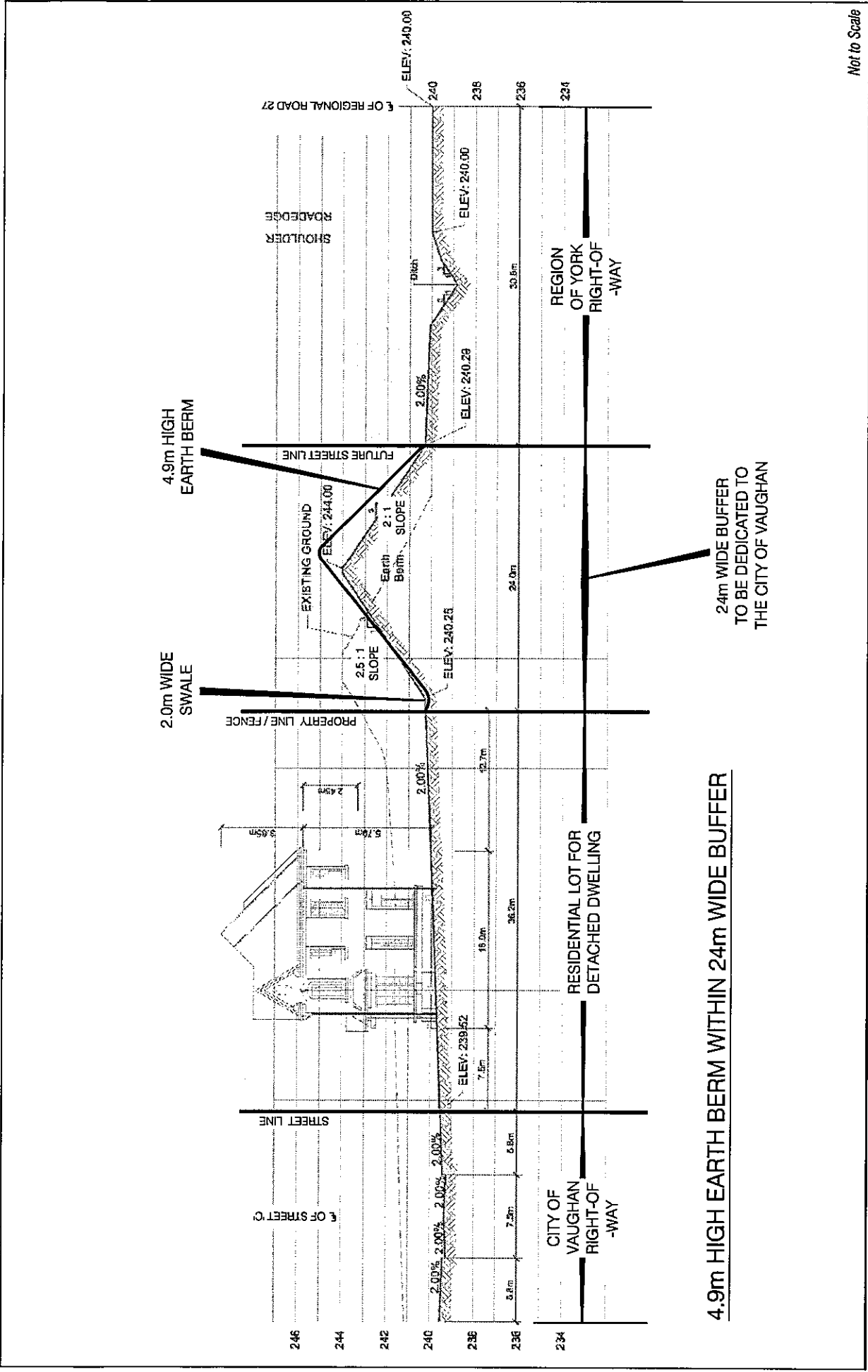
**Attachment - Option 'A'**

FILE: OP.03.007  
DATE: March 03, 2011

RELATED FILES:  
Z.03.008 / 19T-03V02  
Z.08.035 / 19T-08V04  
Z.08.036 / 19T-08V05

Development Planning Department

APPLICANT: 1321362 Ontario Inc. & Others  
LOCATION: Part of Lots 29 & 30, Concession 9



Not to Scale

**4.9m HIGH EARTH BERM WITHIN 24m WIDE BUFFER**

**Cross Section of Earth Berm**

APPLICANT: 1321362 Ontario Inc. & Others

LOCATION: Part of Lots 29 & 30, Concession 9

**VAUGHAN**

Development Planning Department

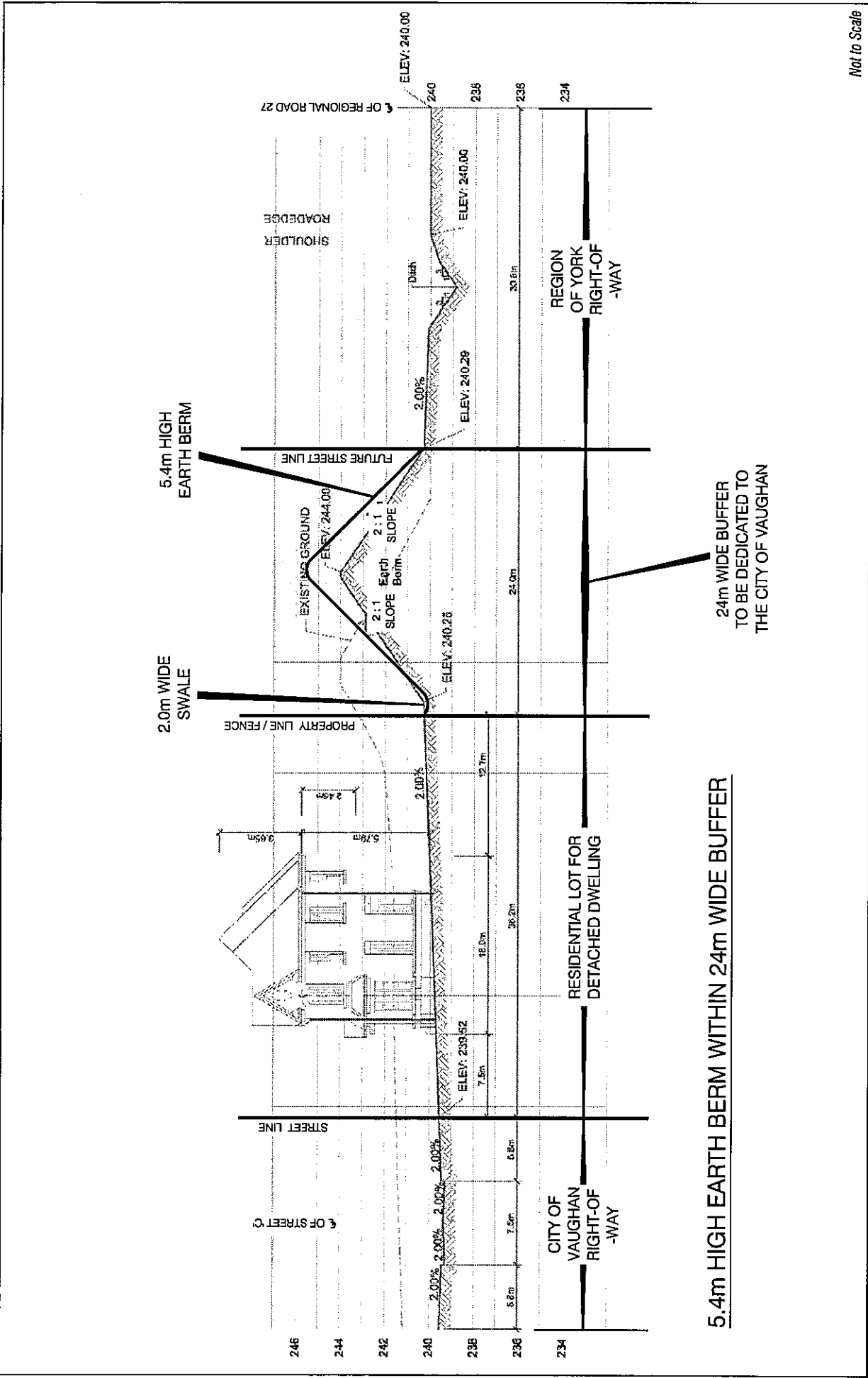
Attachment - Option 'B'

RELATED FILES:  
Z.03.008 / 19T-03/02  
Z.08.035 / 19T-08/04  
Z.08.036 / 19T-08/05

FILE: OP.03.007

DATE: March 03, 2011

3



Not to Scale

# Attachment - Option 'C'



Development Planning Department

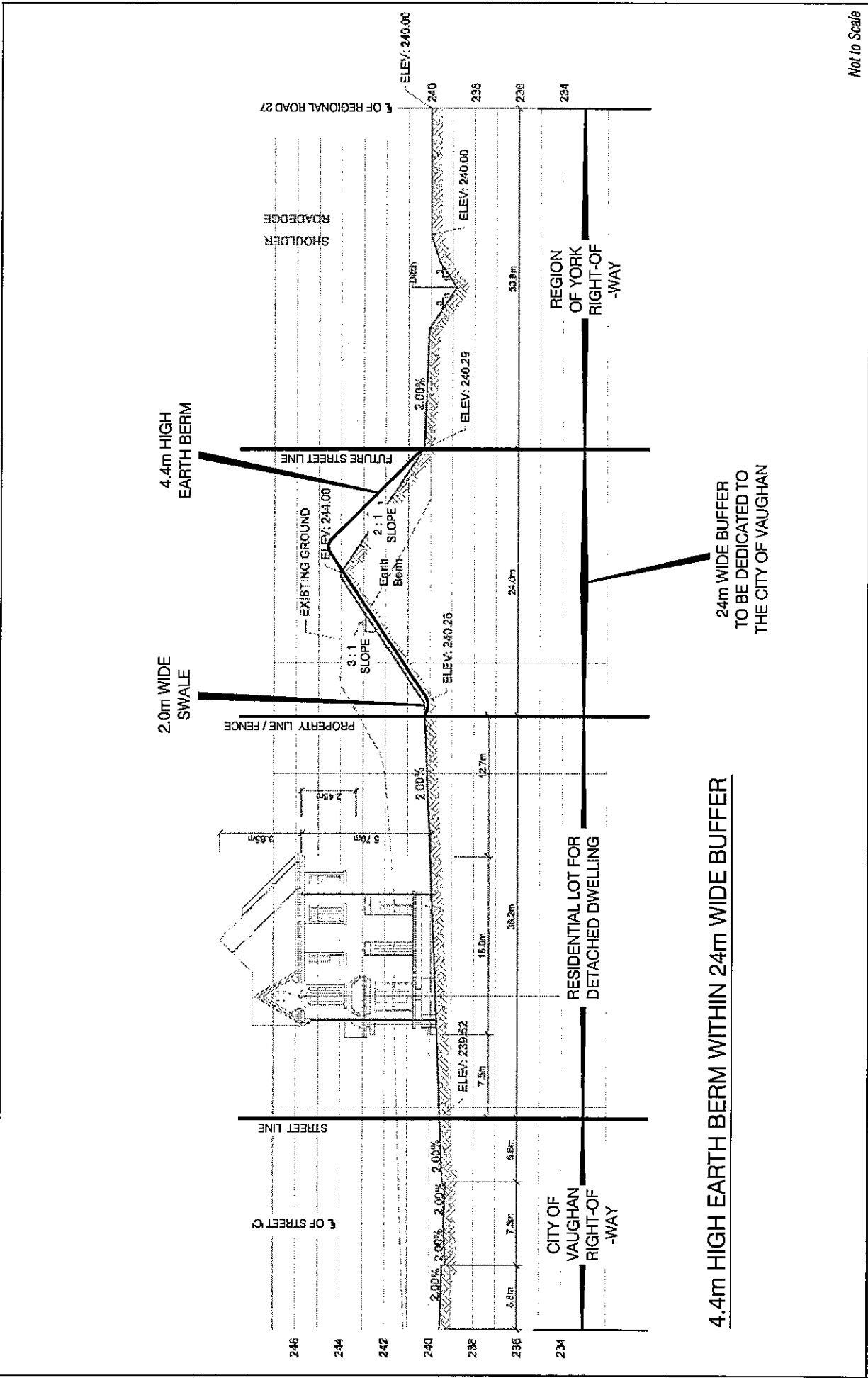
# Cross Section of Earth Berm

APPLICANT: 1321362 Ontario Inc. & Others  
 LOCATION: Part of Lots 29 & 30, Concession 9

RELATED FILES:  
 Z.03.008 / 197-03V02  
 Z.08.035 / 197-08V04  
 Z.08.036 / 197-08V05

FILE: OP.03.007  
 DATE: March 03, 2011

# 4



Not to Scale

**4.4m HIGH EARTH BERM WITHIN 24m WIDE BUFFER**

**Cross Section of Earth Berm**



Development Planning Department

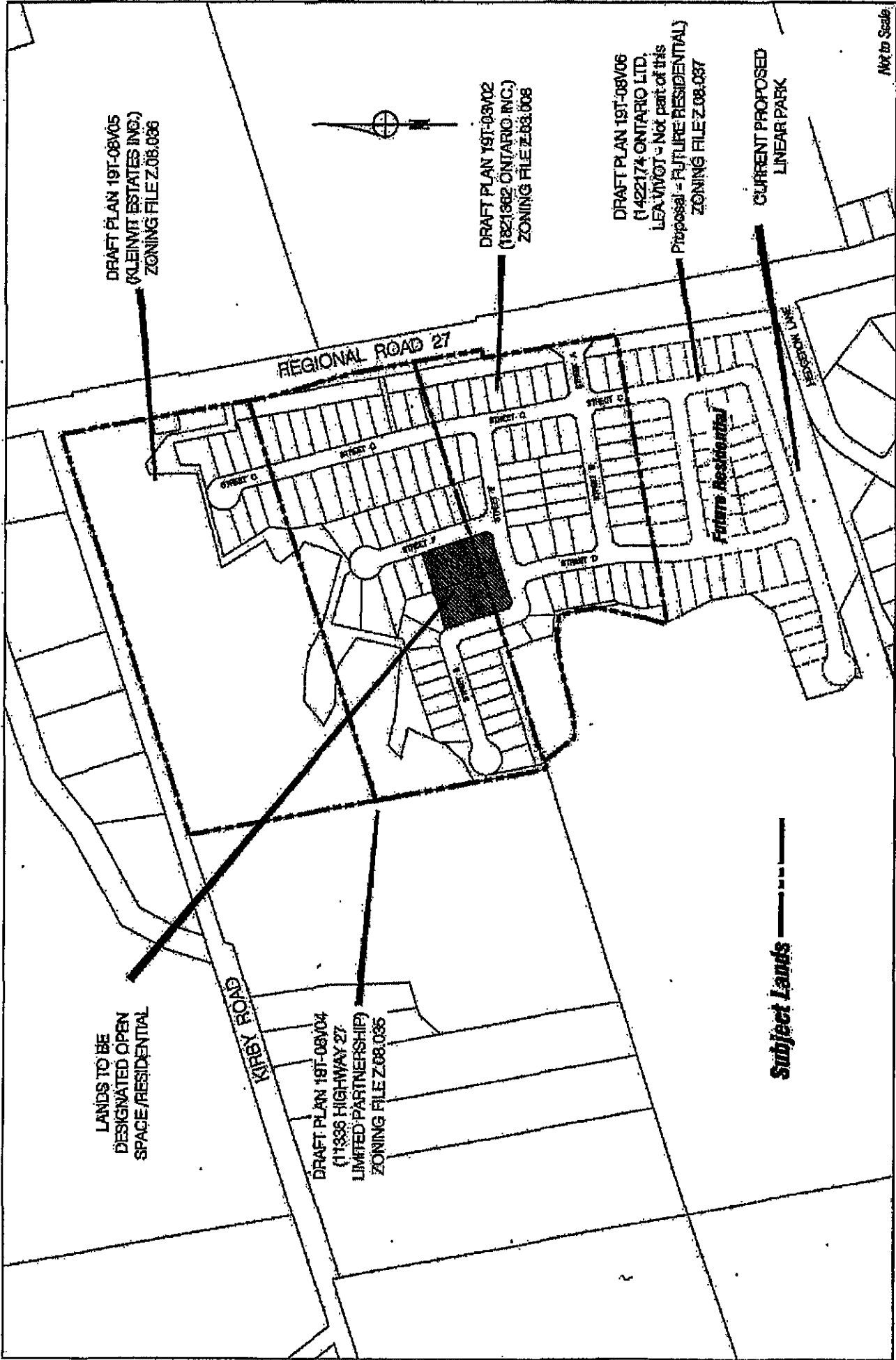
**Attachment - Option 'D'**

**5**

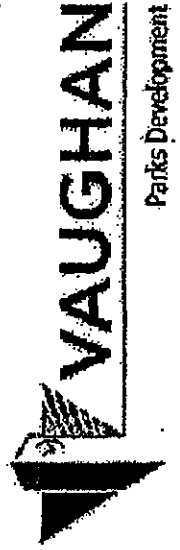
FILE: OP.03.007  
 DATE: March 03, 2011  
 RELATED FILES:  
 Z.03.008 / 19T-03V02  
 Z.08.035 / 19T-08V04  
 Z.08.036 / 19T-08V05

APPLICANT: 1321362 Ontario Inc. & Others  
 LOCATION: Part of Lots 29 & 30, Concession 9





# Alternative Park Location



Hedgerow Estates Homeowners' Association  
25 Hedgerow Court  
Kleinburg, ON  
L0J 1C0

June 6, 2011

To: Commissioner of Planning, City of Vaughan  
CC: Mr. Jeffrey Adams, City Clerk  
Mayor and Members of Vaughan City Council

Re: Hedgerow Estates Homeowners' Association (HEHA) Concerns, Comments and Question regarding Official Plan Amendment File OP.03.007 - "Humber North Extension"

This letter is further to the meeting of the Committee of the Whole held in Vaughan Council Chambers on Tuesday, May 31, 2011. Following lengthy discussion, Vaughan City Council directed the interested parties meet to establish agreement on how best to answer the question of placement of a more centrally located park facility while at the same time maintaining the buffer between Hedgerow and Humber North which had been agreed to by all the parties including the previous Vaughan Council over the past 5-6 years.

Following the meeting Councilor Iafrate has co-ordinated discussions between the participants in an effort to find common ground allowing us to proceed with minimal delay while best maintaining the various parties' interests. The issues and HEHA's revised position we list as follows:

1. **Park should be central to the community.** If we view the community as Hedgerow and Humber North, rather than just the latter, the linear park which has been agreed to in the past is the centre of the community. This not only provides a park for both communities but serves as part of the mechanics of bringing the communities together in a shared facility. We would encourage a path from Hedgerow through to Humber North. Although Hedgerow is a mature community, many of the homeowners have young grandchildren frequently visiting who would benefit greatly from a park facility. Residents from both communities could enjoy the benefits of a morning/evening walk without having to walk on Hwy 27 which many are uncomfortable with.
2. **Southern most property is not moving ahead at this time.** I understand the landowner is in the process of preparing a letter indicating the site will proceed in conjunction with the other properties. If this commitment is not forthcoming perhaps the north landowners could agree with the concept of preserving sufficient lots in the northern section of Humber North as potential parkland if in fact the southern-most parcel of the Humber North development decides not to proceed with a view to moving to Point 1 status when the southern most property does proceed. I only suggest this for consideration by the builders with a view to moving the approval process ahead.

## ATTACHMENT #7

3. **No access to an active park if the buffer is deemed as a passive park.** Hedgerow Estates Homeowners' Association executive agree with part of the buffer being designated an active park. Preference would be given to the park site being located towards the Hwy 27 end of the buffer and would not interfere with homes on Hedgerow Lane with a path/walkway connecting the two communities through to the park.

I believe by working ahead with these three suggestions as a reference point we can satisfy the concern of the various interested parties and provides a win win solution for the residents of both communities.

We in Hedgerow have reviewed the subdivision plans and recognize and appreciate the large amount of work that has gone into making this a low impact development. We encourage Council to view the spirit of our discussion as evidence of community building and encourage you to move the approval agenda ahead to the next steps in the development process.



Sid Preece  
Director

## ATTACHMENT #8

# *Kleinburg and Area Ratepayers' Association*

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

Email: [kara@kara-inc.ca](mailto:kara@kara-inc.ca) Website: [www.kara-inc.ca](http://www.kara-inc.ca)

May 30, 2011

To: Commissioner of Planning, City of Vaughan  
Cc: Mr. Jeffrey Abrams, City Clerk,  
Mayor and Members of Vaughan City Council

**Re: KARA Concerns, Comments, and Questions regarding Official Plan  
Amendment File OP.03.007 – “Humber North Extension”**

The Kleinburg and Area Ratepayer's Association (KARA) Board recently met with representatives of the developers for the properties on the west side of Highway 27, immediately north of Hedgerow Lane. We are grateful for the opportunity to review and comment on the plans.

KARA recognizes and appreciates the large amount of work that has gone into making this a low impact development. Extensive water management and energy efficient homes are significant in this development. We also appreciate the design of the buffer and berm along highway 27, creating a natural barrier to sight and sound from Highway 27.

Many of the concerns raised in our previous submission, dated October 27, 2008 have been addressed. However, the issue of parkland and a passive buffer along existing Hedgerow properties has not been addressed. A copy of our previous letter is attached for reference. KARA still believes that:

1. A passive buffer with an appropriate natural berm, should be implemented at the southern boundary of this development, creating space between the new development and existing Hedgerow properties. We do not believe the active linear park proposed along this boundary is appropriate.
2. A park, easily accessible to all residents of the new development, should be located more centrally in the development.

The fact that the southernmost property in the development is not participating at this time, heightens our concerns that appropriate parkland will not be available or accessible to new residents.

Sincerely,



Ken Schwenger  
President, KARA

## ATTACHMENT #8

# *Kleinburg and Area Ratepayers' Association*

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

Email: [kara@kara-inc.ca](mailto:kara@kara-inc.ca) Website: [www.kara-inc.ca](http://www.kara-inc.ca)

October 27, 2008

To: Mr. John Zipay, Commissioner of Planning, City of Vaughan  
cc: Mr. Michael DeAngelis, City Manager, Mr. Jeffrey Abrams, City Clerk,  
Mayor and Members of Vaughan City Council

**Re: KARA Concerns, Comments, and Questions regarding Official Plan Amendment File  
OP.03.007 And Zoning By-Law Amendments Files Z.03.008, Z08.035, Z.08.036 and Z.08.037**

The Kleinburg and Area Ratepayer's Association (KARA) has the following concerns, comments and questions with respect to the subject proposed changes and developments. We are working with The Hedgerow Estates Homeowner's Association who are the property owners immediately south of the proposed development and support the concerns they have raised. More specifically, KARA's questions and concerns are:

1. Significant dumping of fill occurred in 2000 and 2001 causing significant runoff into the Humber watershed as well as dust and noise pollution to Hedgerow residents. The dumping was halted by the TRCA. No further fill should be allowed and top of bank determination should remain as it was before this fill was placed.
2. The lands in Block 48 proposed as open space conservation zone, should be moved to TRCA ownership. This will eliminate any potential for future development of the valley lands and ensure the preservation of this watershed area.
3. The linear park proposed in Block 48 should be a passive buffer between the new development and existing properties on Hedgerow. The buffer should include a 3m berm and evergreen trees sufficient to shield views, noise and dust between the new development and Hedgerow. A walking and bicycle trail on the north side of the berm should be included in the plans, linking to a trail on Highway 27 and the Humber Valley Trail System. Park equipment to the east end, away from existing residential properties might be possible; however, we don't believe this to be sufficient park space nor a sufficient location for a park servicing the entire new development. A larger, more centralized, and more functional park should be included further north in the proposed development. The linear buffer should be owned by the TRCA and the park(s) owned by the city.
4. KARA would like the City to uphold the 30 m buffer requirement along Highway 27. Although we recognize the challenges created by the OMB decision regarding the Highway 27 buffer for the proposed Kerrowood Estates, we don't believe the proposed 20m buffers along Highway 27 are sufficient to create a 'natural' berm to sufficiently buffer the development from sound and view from the highway. KARA strongly opposes the use of sound attenuation walls. The natural setting around Kleinburg precludes the use of such walls. The buffer along Highway 27 should include a walking/bicycle path, separated from the highway, that will eventually link to the village of Kleinburg and the Humber Valley Trail System.
5. A system of walking/cycling trails around the perimeter of the proposed development should be explored including links to a Highway 27 trail and the Humber Valley Trail System.

## ATTACHMENT #8

# *Kleinburg and Area Ratepayers' Association*

P.O. Box 202, Kleinburg, Ontario, L0J 1C0  
Email: [kara@kara-inc.ca](mailto:kara@kara-inc.ca) Website: [www.kara-inc.ca](http://www.kara-inc.ca)

6. Planning should be done to build and link trails from Kirby Road down Hwy 27 to the village of Kleinburg. The trails should be separated from the highway by 'natural' barriers such as a berm and/or ditch.
7. What will become of the pond which exists on 11336 Hwy 27?
8. Densities should be in line with other new developments to the north of Kleinburg.
9. Appropriate traffic studies and upgrades to highway 27 should be included in the plan (e.g. turning lanes, speed controls, etc.). Are there any plans to bring transit north of Kleinburg and, if so, how might transit be accessed from this development?
  - a. Will this development seek LEED Neighbourhood certification or attempt to meet the standards emerging within this program?
  - b. Will the transportation network within and connecting to the proposed development reflect the concept of "complete streets" – recognizing all modes of travel and providing an appropriate weight to non-private auto?
10. What are the plans for water and sewer services for this subdivision?
11. Environment preservation/conservation
  - a. What are the plans for wetland/watercourse protection? An edge management plan should be included in the planning process to preserve and protect the surrounding watershed, woodlands, and bordering properties
  - b. KARA recommends a vegetation assessment and tree inventory be done and a tree preservation plan implemented
  - c. Backyards abutting green space do not facilitate public use or access to green space. Can access to green space be increased instead of being blocked by residences?
  - d. KARA would like assurance that the storm water management ponds will not be in the valley lands.
12. Final lot design and layout
  - a. Will there be implementation of appropriate architectural controls?
  - b. KARA would like input into developing the controls
  - c. KARA would like input into naming of streets

KARA looks forward to working with the developers, the Hedgerow Estates Homeowner's Association, the community, and city staff, on developing the final plan of subdivisions for these properties. We would appreciate receiving copies of the reports and studies indicated above. We believe that proactive engagement with the community will enable the resolution of the concerns raised above and ensure the development of a viable community, integrated with the existing communities, as well as other planned developments in the area.

KARA may be contacted by e-mail at [kara@kara-inc.ca](mailto:kara@kara-inc.ca), or by mail at the address above. We look forward to our next meeting.

Yours sincerely,



Ken Schwenger  
President, KARA

# IMPERIAL LEGAL SERVICES INC.

June 2, 2011

c 9
Item # 19
Report No. 30 CW
COUNCIL - June 7, 2011

**ATTENTION:**                   MARILYN IAFRATE  
  HON. MAURIZIO BEVILACQUA

**CC:**                               MICHAEL DI BIASE  
  GINO ROSATI  
  ALAN SHEFMAN  
  SANDRA YEUNG RACCO  
  TONY CARELLA  
  DEB SCHULTE  
  ROSANNA DEFRANCESCA

My name is Maria Imperiale. I am a Licensed Paralegal. I represent a vast majority of Auto Body Shops in the GTA and Vaughan, as well as Tow Truck Companies with problems that they experience with insurance companies regarding storage rates and Section 24's.

I was shocked when one of my tow truck clients approached me and advised me that the City of Vaughan was looking to Capp the Storage Fees in Vaughan. I immediately contacted my clients and advised them of the situation and they were in shock to hear about the situation, as the main businesses who will be affected by this are "THE AUTO BODY SHOPS" knew nothing about the Capping of the storage fees and about the Public Meeting in Vaughan on May 31, 2011. The capping of the storage rate will affect hundreds and hundreds of businesses in Vaughan.

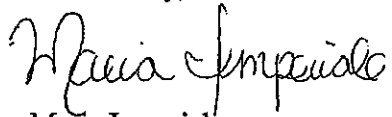
Rather, then depending solely on a meeting with 30 members of the tow truck industry. My opinion is that a letter should be sent to all members of the tow truck industry, auto body shops and insurance industry, so that everyone may have a chance to voice their opinion.

Insurance Companies believe that \$60 per day of storage is a reasonable amount of money to pay for storage, whereas the towing and body shop industry believe that \$75 per day is a fair amount to have a vehicle kept stored safely and securely. Insurance Companies and the public don't realize how costly it is to run an auto body shop or towing company. With a high cost of insurance for tow trucks and auto body repair facilities, taxes and the high cost of fuel, we feel that \$75 is a reasonable daily fee for storage.

In closing, I believe that more input and participation by all interested parties would be an asset to reaching an agreeable amount to the daily storage rate.

If you have any questions or concerns, please feel free to contact me.

Yours Truly,

A handwritten signature in black ink that reads "Maria Imperiale". The signature is written in a cursive style with a large initial "M".

Maria Imperiale  
Licensed Paralegal



## Hardychuk, Gloria

---

**From:** Bonsignore, Connie  
**Sent:** Monday, June 06, 2011 3:53 PM  
**To:** Hardychuk, Gloria  
**Subject:** FW: Correspondence for tomorrow's meeting

**Attachments:** 20110606\_154414.pdf



20110606\_1  
414.pdf (38 K)

Gloria:

Communication for Council meeting tomorrow.

Connie Bonsignore  
Administrative Assistant  
Office of the City Clerk  
Telephone: (905) 832-8585 Ext. 8280  
Email Address: connie.bonsignore@vaughan.ca

-----Original Message-----

From: Tarantini, Maria  
Sent: Monday, June 06, 2011 3:49 PM  
To: Abrams, Jeffrey  
Cc: Bonsignore, Connie; Iafrate, Marilyn  
Subject: Correspondence for tomorrow's meeting

Dear Jeff,

Attached is the correspondence for tomorrow's meeting on tow truck rates.

Take care,

Nicole for

Maria Tarantini

Executive Assistant to  
Ward 1 Local Councillor Marilyn Iafrate  
City of Vaughan

t: 905-832-8585 ext 8723  
e: maria.tarantini@vaughan.ca

-----Original Message-----

From: sharp-council@vgn.cty [mailto:sharp-council@vgn.cty] On Behalf Of sharp-council@  
Sent: Monday, June 06, 2011 4:44 PM  
To: Tarantini, Maria  
Subject: Scanned image from Council Copier

Reply to: sharp-council@vgn.cty <sharp-council@vgn.cty>  
Device Name: Council Copier  
Device Model: MX-2700N  
Location: City of Vaughan - 2141 Major Mackenzie Dr.W.

File Format: PDF MMR(G4)

Resolution: 200dpi x 200dpi

Attached file is scanned image in PDF format.

Use Acrobat(R)Reader4.0 or later version, or Adobe(R)Reader(TM) of Adobe Systems Incorporated to view the document.

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<http://www.adobe.com/>

**Attachments:** Accident Rate Review July 5 2005.ppt

<p style="text-align: center;"> <u>C 10</u>            Item # <u>19</u>            Report No. <u>30 CW</u>  <u>COUNCIL - June 7, 2011</u> </p>
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**From:** Frank Zoghi [mailto:fzoghi@yrcc.ca]

**Sent:** Monday, June 06, 2011 10:50 AM

**To:** 'gino.rosati@vaughan.ca'; 'enza.barbieri@vaughan.ca'; 'michelle.debuono@vaughan.ca'; 'camaurizio.bevilacqua@vaughan.ca'; 'joy.ciafardoni@vaughan.ca'; 'michael.dibiase@vaughan.ca'; 'adele.panicali@vaughan.ca'; 'deb.schulte@vaughan.ca'; 'gina.ciampa@vaughan.ca'; 'marilyn.iafrate@vaughan.ca'; 'maria.tarantini@vaughan.ca'; 'rosanna.defrancesca@vaughan.ca'; 'nancy.tamburini@vaughan.ca'; 'sandra.racco@vaughan.ca'; 'cindy.furfaro@vaughan.ca'; 'alan.shefman@vaughan.ca'; 'debi.traub@vaughan.ca'

**Subject:** please open attachment

Please see attachment of what was done in 2005 , we have re hired this same company to do an update report.

Thank You.

*Frank Zoghi-*

Mail Office line - 905-738-4422

Moblle - 416-346-8188

Fax - 905-738-4490

Email - [fzoghi@yrcc.ca](mailto:fzoghi@yrcc.ca)



**YORK REGIONAL COLLISION CENTER**

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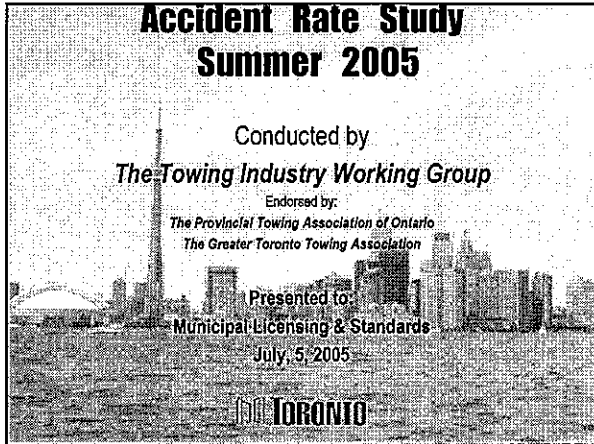
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**Accident Rate Study  
Summer 2005**

Conducted by  
**The Towing Industry Working Group**

Endorsed by:  
The Provincial Towing Association of Ontario  
The Greater Toronto Towing Association

Presented to:  
Municipal Licensing & Standards  
July, 5, 2005



 **TORONTO**

**Current Environment:**

1. Current "Accident Rates" are in severe disparity to overall actual service provision costs, and much lower than rates currently approved in less "operationally-expensive" neighboring municipalities.
2. The above results in some drivers' incentive to subsidize such rates through higher "secondary tow" fees and/or Repair-shop "referral commissions" which in turn, trigger Repair-Shop "add-on" charges and associated pound release difficulties.

**Equipment Costs\*:**

	<u>1997</u>	<u>2005</u>
⊖ Basic Wheel-lift:	\$50,750	\$70,000
⊖ Basic Flat Bed:	\$65,000	\$97,000

**Cost Increase 2005 vs. 1997**

⊖ Wheel-lift	<b>+ 37.9% !</b>
⊖ Flat Bed	<b>+ 49.2% !</b>

\* Applicable taxes not included

**Insurance Costs:**

	<u>1997</u>	<u>2005</u>
⊖ Basic 1-Ton Truck		
With NO Claims:	\$2,000	\$9,500

**Cost Increase 2005 vs. 1997**

**+375% !**

Note: Only 2 major Insurance Co's underwriting tow trucks in 2005 vs. approx 15 in 1997

**Fuel Costs:**

	<u>1997</u>	<u>2005</u>
⇒ Average Cost / Liter	\$0.43	\$0.88

**Cost Increase 2005 vs. 1997**  
**+ 104.6% !**

**Municipal Licensing Cost:**

	<u>1997</u>	<u>2005</u>
⇒ 1-Ton Tow Truck	\$292	\$908

**Cost Increase 2005 vs. 1997**  
**+210.9% !**

**4-Vehicle Fleet Company**

**Cost Increase Comparison 2005 vs. 1997**  
 (Based on 2-Wheel LR & 2-Flat Bed trucks)

⇒ Basic Wheel lift @ \$4,812.50* / unit x 2 = .....	\$ 9,625
⇒ Basic Flat bed @ \$8,000** / unit x 2 = .....	\$16,000
⇒ Insurance @ \$7,500 / unit x 4 = .....	\$30,000
⇒ Fuel @ \$0.45 / liter x 24,000 liters (80/day x300days) = \$10,800 x 4= .....	\$43,000
⇒ Licensing @ \$612 / unit x 4 = .....	\$ 2,448
⇒ Maintenance @ \$2,000 / unit x 4 = .....	\$ 8,000

**Additional Annualized Operating Costs for a 4truck fleet Co.**  
**2005 vs. 1997**  
**\$109,073**

\*Represents 25% of the \$19,250 increase vs. 1997 (based on a truck's 4-year life)  
 \*\*Represents 25% of the \$32,000 increase vs. 1997 (based on a truck's 4-year life)

**GTA Accident Rates' History:**

	<u>1997</u>	<u>2005</u>
⇒ City:	\$130.00	\$150.00 *
⇒ Hi-way	\$150.00	\$170.00 *

\*Reflects 2003 ad hoc Interim increase of \$20.00 across the board, which was not revisited / finalized

**Rate Increase 2005 vs. 1997**  
 ⇒ City: 15.3%  
 ⇒ Hi-way 11.7%

## **Other NEW Cost Challenges :**

- ⇒ **Driver Recruiting & Retention Crisis:**
  - Higher industry entry costs due to requirements compliance before income generation
  - Severe wage disparity vs. other transportation and even retail related fields
  - Increased driver retention challenges placing at risk the survival of some companies
- ⇒ **More Aggressive Insurance Requirements:**
  - Drivers must be at least 25 yrs of age
  - Drivers must NOT have more than 2 traffic offences
  - Drivers must have at least 2 years towing experience
- ⇒ **Increased On-Scene Responsibilities & Labour:**
  - Tow companies are now responsible for cleaning of hi-way debris
  - Towing companies are being billed if cleanup deemed unsatisfactory
  - Above results in substantial non-billable "on-scene" time for accident calls

## **Other NEW Cost Challenges : (cont.)**

- ⇒ **Increased "Specialty Equipment" Demand:**
  - Substantial increase in number of 4x4 light-trucks, SUV's AWD vehicles driven
  - Higher vehicle fragility due to utilization of computerized & plastic components
- ⇒ **Unprotected Scenes/Increased Risks:**
  - MTO's elimination of "E-Patrols" further increases dependency on towing industry's patrolling of major hi-ways while increasing injury risks for motoring public and tow truck operators at unprotected accident scenes
  - Substantial elimination of hi-way shoulders results in slower police response times
- ⇒ **Excessive Waiting at CRC's:**
  - Average vehicle reception wait approx. 45-60 minutes
  - Can reach up to 4 hours during peak hour / severe weather conditions
  - Single CRC operation after-hours results in excessive non-billable traveled mileage

## **Other NEW Cost Challenges: (cont.)**

- ⇒ **Increased Traffic Means Lower Productivity:**
  - Toronto's Hi-way 401 daily traffic in 1997= 490,000 vehicles \*
  - Toronto's Hi-way 401 daily traffic in 2005= 647,000 vehicles \*
  - Toll Hi-way 407 also congested and costly to service
- ⇒ **Increased Accident Service Demand:**
  - Metro Toronto's accidents in 1997= 168,000 \*
  - Metro Toronto's accidents in 2004= 210,000 \*

\*Statistical source: OSCR guide (MTO)

## **Industry's VITAL NEED For FAIR Compensation**

- ⇒ Prompt response and efficient delivery of overall Roadside Service can only be executed through the existence of sufficient equipment and skilled Tow Truck Operators.
- ⇒ The Towing Industry needs to be financially healthy not only to survive, but to execute the above delivery of services in a professional & responsible manner.

**Hence, our respectful request for  
a rate commensurate with our  
true operating expenses!**

**Increases' Summary**  
*Primary Operating Costs*  
*1997 vs. 2005*

- ⊖ **Fuel**.....104.6%
- ⊖ **Insurance**.....375.0%
- ⊖ **Equipment**
  - wheel lift.....37.9%
  - flat bed..... 49.2%
- ⊖ **Municipal Licensing**..... 210.9%

**Recommended New Rate\*:**  
(To be Indexed to Annual Cost of Living)

City: \$300.00      Hi-way: \$350.00

⊖ **All Inclusive of :**

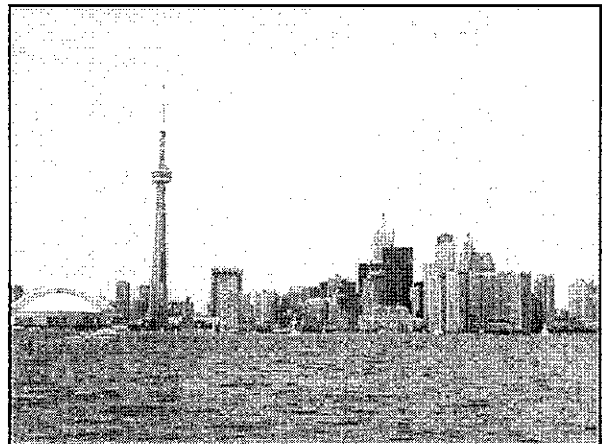
- ⊖ Up to 60 min on-scene labour and/or waiting time combined
- ⊖ Up to 30 min pre-drop wait at CRC

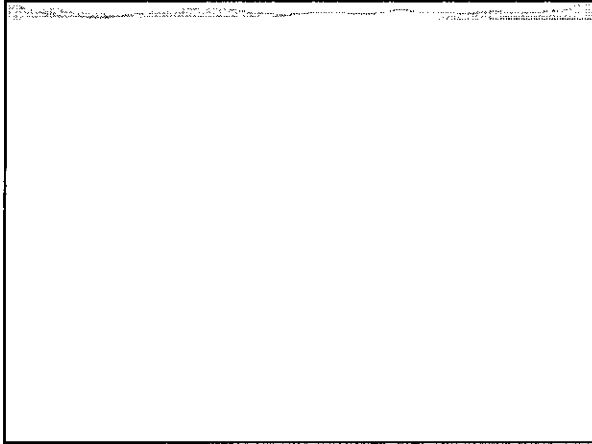
**Additional Charges:**

- ⊖ \$100.00 / hr billable in 15 min. increments

\* All above plus taxes (and toll-fees when applicable).

*Thank you  
for your time  
and  
kind consideration!*





## **Towing Industry** **An Essential Service?**

- ▷ ***Prompt and Efficient Response is a Must:***
  - ▷ To support Emergency Response Teams efforts in the freeing of trapped accident victims and/or or clear lanes for the arrival of such teams.
  - ▷ To prevent unnecessary additional traffic backlogs / congestion
  - ▷ To prevent additional injury through the "domino effect" occurrence of secondary accidents
  - ▷ For the rapid resumption of traffic flows
  
- ▷ ***Notable Examples:***
  - ▷ Hi-way traffic backlogs increase at a rate of 2 km every minute the road is blocked!
  - ▷ In 1997, a 14 hour Hwy 401 closure cost alone General Motors \$91MM in productivity!



**From:** Madore, Dave  
**Sent:** Monday, June 06, 2011 4:23 PM  
**To:** Chiarelli, Joseph  
**Subject:** FW: City of Vaughan meeting regarding storage rates

FYI

-----Original Message-----

From: joe.buntic@dgig.ca [mailto:joe.buntic@dgig.ca]  
Sent: Monday, June 06, 2011 4:16 PM  
To: Madore, Dave; Council  
Cc: kenneth.lindhardsen@dgig.ca; vince.maida@dgig.ca  
Subject: City of Vaughan meeting regarding storage rates

c 11  
Item # 19  
Report No. 30 CW  
COUNCIL - June 7, 2011

Mr. Madore,

On behalf of the Desjardins General Insurance Group, I would like to offer our opinion to item #19 of the council meeting for June 7, 2011, regarding daily storage rates that are charged by licenced storage facilities.

We agree that it is a good idea to establish a daily limit. We feel that a thorough review is necessary to understand what a fair daily limit is. I encourage you to consider what other municipalities in the Greater Toronto Area have established and more specifically the example of the City of Mississauga with a limit of \$25.00. Our experience in Mississauga so far has led us to believe the rate is fair especially since one of the bigger tow operators in Mississauga is a strong advocate and supporter of this rate.

For the above reasons, we feel that a rate of \$100.00 per day in the City of Vaughan would be grossly inappropriate.

Thank you for the opportunity to voice our opinion.

Regards,

Joe Buntic  
Director, Claims Client Care Centre  
Ontario, Atlantic and Western Region  
Desjardins General Insurance Group  
joe.buntic@dgig.ca  
1-888-785-5502 x3784

**Subject:** General Licensing Bylaw Review Council meeting June 7/ 2011

<p style="text-align: center;">c <u>12</u>  Item # <u>19</u>  Report No. <u>30 CW</u>  <u>COUNCIL June 7, 2011</u></p>
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**From:** Rick Pfeiffer/EIG [mailto:Rick.Pfeiffer@teig.com]  
**Sent:** Monday, June 06, 2011 3:50 PM  
**To:** Council  
**Cc:** Rick Pfeiffer/EIG  
**Subject:** General Licensing Bylaw Review Council meeting June 7/ 2011

Dear Sirs and Madams

It has come to my attention that Vaughan Council is, again, addressing, the towing and storage rates regarding collision claims that occur in the City. Specific to storage it is my understanding that the storage being contemplated is \$100/day inside storage.

I would respectfully ask that this issue be examined in direct comparison to municipalities surrounding the Vaughan area to determine the reasonableness of these fees. I am also concerned that storage would, indeed, need to be considered 'inside' in most cases. A reading of the current Bylaws indicates that a vehicle can be stored at a public garage for a maximum of 48 hours outside. If the Public Garage cooperates with the insured and an insurer; in most cases the vehicle would be removed to a repair facility within that 48 hour time period. There should never be a need for indoor storage in most circumstances.

I do know that several members of other insurers are hoping to speak directly to this matter in person on Tuesday/June 7. I am asking that full consideration be given to the position of our insureds and insurers.

**Rick Pfeiffer**  
Claims Technical Advisor, Physical Damage Claims  
TF 1.800.522.0195 ext. 52516

**The Economical Insurance Group®**  
77 City Centre Drive Suite 400, Mississauga, Ontario. L5B 1M5  
[www.economicalinsurance.com](http://www.economicalinsurance.com)

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c 13  
Item # 9  
Report No. 30 CW  
COUNCIL - June 7, 2011

Endorsed by:  
The Provincial Towing Association of Ontario  
The York Region Towing Association

Presented to:  
City of Vaughan Licensing

June 7, 2011

1. Current "Accident and Non-Collision Towing Rates" are in severe disparity to overall actual service provision costs, and bleak in comparison to actual operating costs which have risen as a result in the increase to the current cost of living.

2. The above results in some drivers' incentive to subsidize such rates through higher "secondary tow" fees and/or Repair-shop "referral commissions" which in turn, trigger Repair-Shop "add-on" charges and associated pound release difficulties.

FOR THE FULL RANGE OF SERVICES VISIT US AT [WWW.DUNLOP.COM](http://WWW.DUNLOP.COM)

	<u>2005</u>	<u>2011</u>
➤ Basic Wheel-lift:	\$ 70,000	\$ 90,600
➤ Basic Flat Bed:	\$ 97,000	\$ 126,500

**Cost Increase 2011 vs. 2005**

- Wheel-lift **+ 29.43% !**
- Flat Bed **+ 30.41% !**

\* This is average quoted price for basic model and all applicable taxes and provincial licensing costs not included

2005

2011

⇒ Basic 1-Ton Truck		
<b>With NO Claims:</b>	\$ 9,500	\$ 11,500
⇒ Basic Flatbed Truck		
<b>With NO Claims:</b>	\$ 9,800	\$ 12,200

**Cost Increase 2011 vs. 2005**

1-Ton Truck

**+21.05% !**

Flatbed Truck

**+24.49% !**

\*Average quoted cost for basic 1-Ton / Flatbed Truck, assuming driver has clean driver's abstract.

Note: Only 3 major Insurance Co's underwriting tow trucks in 2011 vs. approx 15 in the past

 Average Cost / Liter

2005

\$0.83

2011

\$1.27

**Cost Increase 2011 vs. 2005**

**+ 53.01% !**

*\*Based on historical fuel price data for the month of May collected by the Ministry of Energy, 2011 vs. 2005*



 1-Ton Tow Truck

2005

\$225

2011

\$245

**Cost Increase 2005 vs. 1997**

**+8.89% !**

# COST INCREASE COMPARISON 2011 vs. 2005

Unit Price / Unit x 2 = Total Cost

⇒ Basic Wheel lift @ \$ 5,150.00* / unit x 2 =	\$ 10,300.00
⇒ Basic Flat bed @ \$ 7,375.00** / unit x 2 =	\$ 14,750.00
⇒ Insurance @ \$ 11,500.00 / 1-Ton unit x 2 =	\$ 23,000.00
⇒ Insurance @ \$ 12,200.00 / Flatbed unit x 2 =	\$ 24,400.00
⇒ Fuel @ \$1.27 / litre x 29,200 litres (80L/day x365days) =	\$37,084.00 x 4 = \$ 148,336.00
⇒ Licensing @ \$ 245.00 / unit x 4 =	\$ 980.00
⇒ Maintenance @ \$2,000.00*** / unit x 4 =	\$ 8,000.00

## Additional Annualized Operating Costs for a 4-truck fleet Co.

2011 vs. 2005

**\$229,766.00**

\*Represents 25% of the \$ 20,600 increase vs. 2005 (based on a truck's 4-year life)

\*\*Represents 25% of the \$ 29,500 increase vs. 2005 (based on a truck's 4-year life)

\*\*\*Approx. minimal average for basic maintenance, excluding any major mechanical repair or equipment failure such as replacement of dollies, etc...

**NOTE:** The above additional operating costs are **NOT** inclusive of any overhead operating costs, such as truck equipment (first aid kit, pylons, flares, absorbal, wheel chocks, safety vests, pry bars, wheel straps, etc...), storage facility / garage facility, building licensing and insurance, staff, 407ETR charges, etc...

## **Driver Recruiting & Retention Crisis:**

- Higher Industry entry costs due to requirements compliance before income generation
- Severe wage disparity vs. other transportation and even retail related fields
- Increased driver retention challenges placing at risk the survival of some companies

## **More Aggressive Insurance Requirements:**

- Drivers must be at least 25 yrs of age
- Drivers must NOT have more than 2 traffic offences
- Drivers must have at least 2 years towing experience

## **Increased On-Scene Responsibilities & Labour:**

- Tow companies are now responsible for cleaning of highway debris
- Towing companies are being billed if clean-up deemed unsatisfactory
- Above results in substantial non-billable "on-scene" time for accident tows

## ➤ Increased "Specialty Equipment" Demand:

- Substantial increase in number of 4x4 light-trucks, SUV's AWD vehicles driven
- Higher vehicle fragility due to utilization of computerized & plastic components

## ➤ Unprotected Scenes/Increased Risks:

- MTO's elimination of "E-Patrols" further increases dependency on towing industry's patrolling of major highways, inclusive of highway 407ETR while increasing injury risks for motoring public and tow truck operators at unprotected accident scenes

## ➤ Excessive Waiting at CRC's:

- Average vehicle reception wait approx. 45 minutes
- Can reach up to 4 hours during peak hour /severe weather conditions
- Single CRC operation after-hours results in excessive non-billable traveled mileage

## **Increased Traffic Means Lower Productivity:**

- ⇒ City of Vaughan's increased population and expansion plans mean many more consumers to service
- ⇒ Toll Highway 407ETR also congested and costly to service

## **Increased Risk to Driver Safety Means Additional Safety Equipment / Measures:**

- ⇒ Drivers are often in dangerous situations with regards to the removal of vehicles from their breakdown locations, especially those that involve highway shoulders and on/off ramps, intersections, live lanes, etc... sometimes requiring additional assistance from 2nd truck / tower onscene, police assistance to block traffic lanes for safe hook-up
- ⇒ Reflective uniform gear, pylons, flares, etc...

⇒ **Equipment**

1-Ton Wheelift..... +29.43%  
Flatbed Truck..... +30.41%

⇒ **Insurance**

⇒ 1-Ton Truck ..... +21.05%  
⇒ Flatbed Truck ..... +24.49%

⇒ **Fuel**

..... +53.01%

⇒ **Municipal Licensing**

..... +8.89%

**Accident Rate:      \$350.00**

**All Inclusive of :**

- ⊖ Specialty Equipment (Dollies/Flatbed)
- ⊖ 30mins on-scene labour and/or waiting time combined; \$150.00/hr or parts thereof, billable after initial 30mins.
- ⊖ All kms. ONLY within City of Vaughan Limits, and any additional kms. outside of city limits billable at \$4.25/km

**Additional Charges:**

- ⊖ Winching / Off Road Recovery \$150.00/hr inclusive of up to 60mins. of winching time for 1 truck and 1 operator; any time over and above the initial 60mins billable at \$2.00/min
- ⊖ Major accident scene clean-up (authorized by police officer on-scene by way of signature on the Tow Authorization form) \$250.00, not inclusive of any additional specialty charges that may be incurred such as hazardous material clean-up and disposal, etc... (any additional specialty charges also to be authorized and signed for by police officer on-scene)

**Vehicle Storage:**

- ⊖ Outdoor storage at \$75.00/calendar day
- ⊖ Indoor storage at \$125.00/calendar day

**Re-Tow:**

- ⊖ \$175.00 Hook-up
- ⊖ \$85.00 Dollies
- ⊖ \$4.25/km

\* All above plus taxes (and toll-fees where applicable).

- ⇒ Hook Up \$90.00
- ⇒ Dollies/Flatbed \$85.00
- ⇒ Per km. charge \$4.25
- ⇒ Standby Time \$120.00/hr billable in 15min. increments
- ⇒ Winching/Off Road
  - Recovery \$ 150.00/hr inclusive of up to 60mins. of winching time for 1 truck and 1 operator; any time over and above the initial 60mins billable at \$2.00/min
- ⇒ Disconnecting of a Driveshaft / Axle \$90.00
- ⇒ Tire Change \$90.00 + \$75.00 for each additional wheel if required
- ⇒ Boost \$90.00
- ⇒ Lockout \$90.00
- ⇒ Fuel Delivery \$90.00 + cost of fuel
- ⇒ Underground \$30.00/level

⇒ \*Plus all taxes and toll fees where applicable, and these rates apply to vehicles being serviced with a maximum gross vehicle weight of 4500kg or less.



- ⇒ Prompt response and efficient delivery of overall Roadside Service can only be executed through the existence of sufficient equipment and skilled Tow Truck Operators.
- ⇒ Although not recognized as an essential Emergency Service to the public, there are dedicated individuals with spouses and children, individuals with families that pray each day for their safe return home each and every night, individuals that the majority of the time are the first responders to arrive on scene and assist the public in ensuring their safety on public roads.
- ⇒ The Towing Industry needs to be financially healthy not only to survive, but to execute the above delivery of services in a professional & responsible manner.

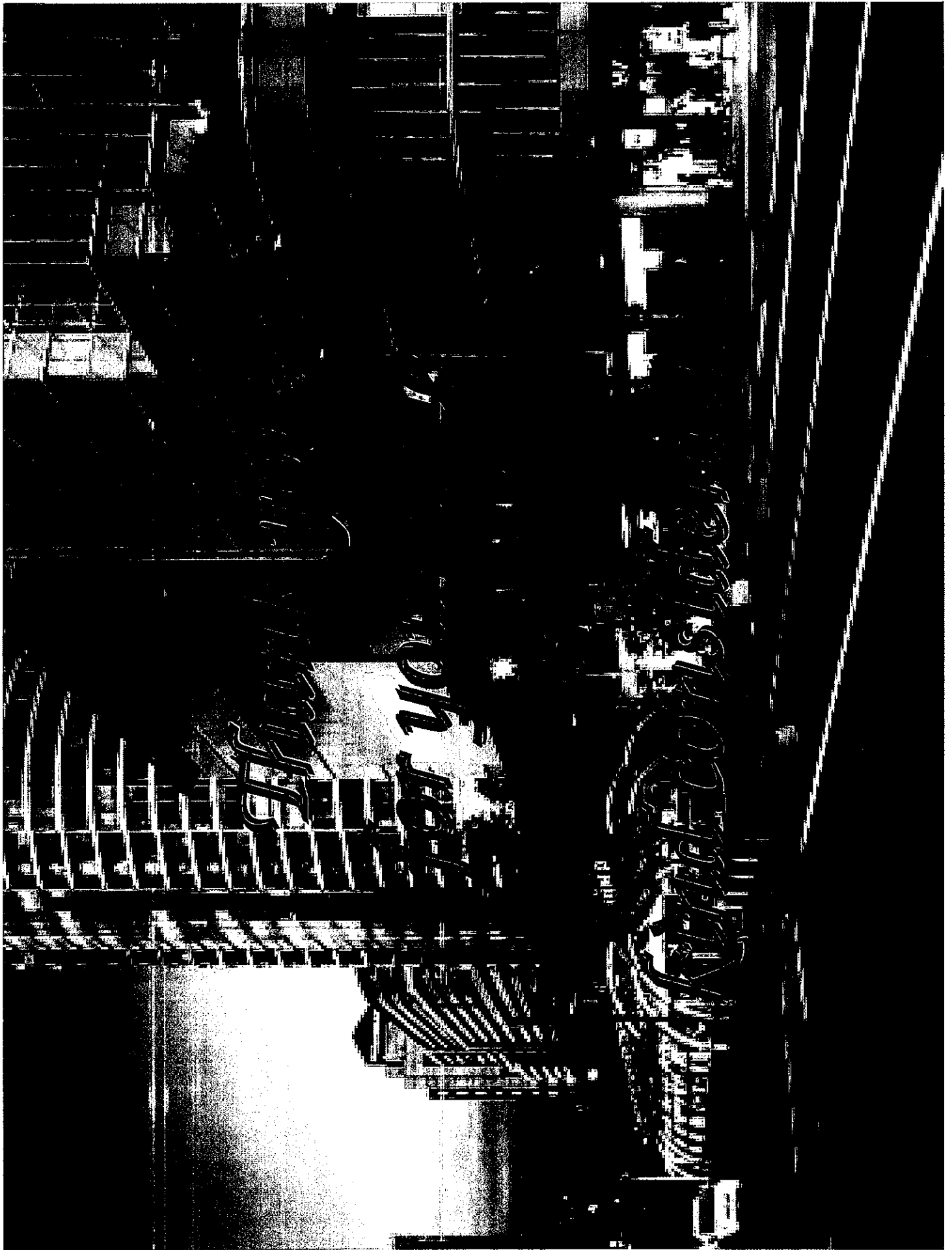
**Hence, our respectful request for rates  
commensurate with our true operating  
expenses!**

### **Prompt and Efficient Response is a Must:**

- ➔ To support Emergency Response Teams efforts in the freeing of trapped accident victims and/or to clear lanes for the arrival of such teams.
- ➔ To prevent unnecessary additional traffic backlogs / congestion
- ➔ To prevent additional injury through the “domino effect” occurrence of secondary accidents
- ➔ For the rapid resumption of traffic flows

### **Notable Examples:**

- ➔ Highway traffic backlogs increase at a rate of 2 km every minute the road is blocked!
- ➔ In 1997, a 14 hour Hwy 401 closure cost alone General Motors \$91MM in productivity!



**Subject:** Tow Truck Insurance Premiums  
**From:** Donovan Crabtree <Donovan\_Crabtree@ajg.com>  
**Date:** Fri, 3 Jun 2011 13:34:57 -0500  
**To:** "Norine Cohen (norine@couptow.com)" <norine@couptow.com>

Hello Norine and Gady,

Further to your conversation with Tim, the annual average premium for tow trucks in the GTA would be as follows:

Tow Truck - \$9,500  
Garage - \$1,000  
CGL \$1,000

Total \$11,500

If this vehicle was a flatbed that could haul 2 vehicles you would add \$700.

We are the 5th largest Brokerage in the world and presently have 3 regular insurers that would insure tow trucks as well as facility and Jevco (Jevco is B Rated).

Sincerely,

Donovan Crabtree B.A.  
Commercial Service Representative

 **Arthur J. Gallagher (Canada) Group**

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West Metro Corporate Centre  
185 The West Mall, Suite 1710  
Toronto, Ontario M9C 5L5 Canada  
(DL: (416) 867-2694 | (Main: (416) 620-8030  
(Toll Free: 1-800-636-8143 | 7: (416) 620-1464  
E-mail: Donovan\_Crabtree@ajg.com

*Please note that Gallagher Lambert Group's name has been changed to Arthur J. Gallagher (Canada) Group.*

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Cambridge -2492 Cedar Creek Rd.,Ayr Ontario NOB 1E0  
 (519) 622-5522 1-800-267-5522 Fax (519) 623-4013  
[www.cantow.ca](http://www.cantow.ca)  
 Toronto - 64 Bartor Road Unit #5, North York M9M 2G5  
 (416) 740-9090 1-800-268-4239 Fax (416) 740-9938

**Sales Order**

type customer name  
 type company name  
 type company address  
 type company city & code  
 type phone #  
 type fax #

Date June/6/2011

*We are pleased to quote on supplying the following equipment.*

*Prepared by: Nathan*

<b>VULCAN MODEL 804 - Modular Body</b>	<b>Chassis</b>
Composite White	2011
60 CA Body, Integrated Boom Under lift	Ford F350 Ext. Cab
Vulcan's Patented Wheel Retainers	6.7 Lt
4,000 lb . Extended Under lift Capacity	Auto
8,000 lb Worm Gear Winch	XLT
100' 3/8 Cable, Cable Tensioner, & Winch Release	White
60" Reach from Tailgate	
Left & Right Hand Tool Boxes	
Dual Controls for Under Lift, Winch & Boom Functions	
Mud Flaps, Safety Chains, FMVSS Lighting, Wiring Harness, Hyd Pump,	
For installation on chassis with 11,500 - 16,000 G.V.W	

Booster Cables  
 "In The Ditch" Annodized Self Loading Dollies with Aluminum Bars, Tie Down Straps & Bearing Buddie  
 SS Integrated Speed Mounts (pair)  
 OEM Supplied "In Dash Switches"  
 Light Bar - Federal ModLed Jet 54" 12 Head LED, Stop Turn, Tail, & 2 Work Lights  
 Lighting Magnetic Tow Lights LED  
 Lighting Aluminum Housed LED Hook Up Lights  
 Light Pylon - Brushed Aluminum 33"  
 PTO Ford Automatic Hot Shift & Hydraulic Pump  
 Running Boards - Nerf Style (Extended Cab)  
 Spring Kit: Super Spring Package  
 SS Stone Guard Kit  
 Paint No Paint Required (Gel Coat Body & Factory Paint Boom  
 Canadian Installation Package including NSM Certificatior

**Less CAA Fleet**

Trade (detailed appraisal attached)

Year  
 Make & Model  
 VIN #  
 Engine  
 Transmission  
 Body

Total Price	87,350.04
Trade Allowance	
Net Difference	87,350.04
	GST, PST, and License Extra
Deposit Received	-----
Accepted	-----

*Prices subject to currency fluctuations, Actual price will be established at the time of final signed order*



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Toronto - 64 Barton Road Unit #5, North York M9M 2G5  
 (416) 740-9090 1-800-268-4239 Fax (416) 740-9938

**Sales Order**

type customer name  
 type company name  
 type company address  
 type company city & code  
 type phone #  
 type fax #

type Leasing Co Name here  
 type contact name here  
 type phone # here

Date June/6/2011

*We are pleased to quote on supplying the following equipment.*

*Prepared by: Nathan*

**VULCAN MODEL 881 - Modular Body**

**Composite White**

60" CA Body  
 Vulcan's Patented Wheel Retainer:  
 16,000 lb. Retracted - 4,000 lb. Extended Recovery Boom (60" from tailboard)  
 4,000 lb. Extended Under lift Capacity  
 67" Reach from Tailgate  
 8,000 lb Worm Gear Winch  
 100ft x 3/8 Cable, Cable Tensioner & Winch Free Spool Assemb  
 Left & Right Hand Tool Boxes:  
 Dual Controls for Under lift & Boom Function:  
 Mud Flaps, Safety Chains, FMVSS Lighting, Wiring Harness, Hyd Pump,  
 For Installation on chassis with 11,500 - 16,000 G.V.W

**Chassis**

2011  
 Ford F350 Ext Cab  
 6.7 Lt  
 Auto  
 XLT  
 White

Chassis Upgrade - Running Boards - Nerf Style (Extended Cab)  
 Chassis Upgrade -Super Spring Rear Package  
 Controls - OEM Supplied "In Dash Switches"  
 Dolly Wheel - "In The Ditch" Anodized Self Loading Dollies with Aluminum Bars, Tie Down Straps & Bearing Budd  
 Dolly Wheel - SS Integrated Speed Mounts (pair  
 Dress Up Kits - SS Stone Guard Kit  
 Light Bar - Federal Solaris Jet 60" 12 Head LED, Stop Turn, Tail, & 2 Work Light  
 Light Pylon - Brushed Aluminum 33"  
 Lighting - Aluminum Housed LED Hook Up Light  
 Lighting - Magnetic Tow Lights LEC  
 Paint - No Paint Required (Gel Coat Body & Factory Paint Boon  
 PTO Ford Automatic Hot Shift & Hydraulic Pump  
 Tow Accessory - Booster Cable:  
 Tow Sling with J Hooks & Chains

Less CAA Fleet

881-894

**Canadian Installation Package including NSM Certification**

Trade (detailed appraisal attached)  
 Year  
 Make & Model  
 VIN #  
 Engine  
 Transmission  
 Body

Total Price 93,844.90  
 Trade Allowance \_\_\_\_\_  
 Net Difference 93,844.90  
 GST, PST, and License Extra  
 Deposit Received \_\_\_\_\_  
 Accepted \_\_\_\_\_

*Prices subject to currency fluctuations, Actual price will be established at the time of final signed order*



Cambridge -2492 Cedar Creek Rd.,Ayr Ontario NOB 1E  
 (519) 622-5522 1-800-267-5522 Fax (519) 623-401:  
[www.cantow.ca](http://www.cantow.ca)

Toronto - 64 Bator Road Unit #5, North York M9M 2G  
 (416) 740-9090 1-800-268-4239 Fax (416) 740-9938

**Sales Order**

Date June/6/2011

We are pleased to quote on supplying the following equipmen

Prepared by: Nathan

**Chevron Series 12 LCG Steel Carrier**

Standard Equipment - One Car Carrie

- 2x3 Corten tube crossmembers - 8"OC, 2 front/ 4 rear chain lock
- 9,000 lb. planetary low mount winch, dual controls
- 18 GPM direct mount pump, roller guide, tensione
- Free wheel ext., black body paint, L.E.D. lights
- 12,000 lb. deck load rating 102 Wide Bod

**Chassis**

- 2012
- Hino 256
- 6 Cyl Turbo Diesel
- Allison Automatic
- White
- 150" CA

**LCG Carrier - 21.5' Body Length w/ Wheelift "L Arms & Straps**

**UpGrade to Vulcan Scoops in leau of "L" Arms**

- Galvanized Subframe with Black Bod
- Floor Level Roll Formed Sides with Stake Pockets & Steel Removable Ra
- Frame Mounted Pylon ( add 6" to CA) Narrow Bas

- Emergency Lighting Switch Panel - Power Up Touch Pad Switch Pan
- Light Bar - Federal ModLed Jet 54" 12 Head LED, Stop Turn, Tail, & 2 Work Ligh
- Rubber Housed Hook-up Lights (Lower)
- LED Lower Hook-up Lights
- Winch Flood Lights (2)
- Magnetic Tow Lights
- Lighting Magnetic Tow Lights LEC
- Pair JT Combo 10' Chain
- V Strap J&T
- 30 FT Safety Booster Cables
- PTO Hot Shift
- Tool Box - Stainless Door - 48" X 18" X 18" Drivers Sid
- Tool Box - Stainless Door - 48" X 18" X 18" Passengers Sid
- Standard Paint (Deck & Undercarriage Black
- Canadian Installation Package including NSM Certification**

Trade (detailed appraisal attached)

Year  
 Make & Mode  
 VIN #  
 Engine  
 Transmission  
 Body

Total Price	98,000.00
Trade Allowance	0.00
Net Difference	98,000.00

GST, PST, and License Extra

Deposit Received

Accepted

Prices subject to currency fluctuations, Actual price will be established at the time of final signed order



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 (416) 740-9090 1-800-268-4239 Fax (416) 740-9938

**Sales Order**

Date June/6/2011

We are pleased to quote on supplying the following equipment.

Prepared by: Nathan

**Miller LCG Series 40 Steel Carrier**  
 requires chassis with Super Singles  
 Minimum recommended Front Axle 16,000 lbs  
 Minimum recommended Rear Axles 40,000 lbs

**Chassis**  
 2012  
 Kenworth T800  
 Paccar MX-455  
 Fuller 10 Speed  
 20 Front 40 Rear

26 ft Bed w/Fixed Position Stabilizer 174 CB

Upgrade to Hydraulic Stabilizer & 10,000 lb Wheelift  
 1016 Crossbar for 10,000 lb. Wheel Lift  
 Stabilizer Spades  
 30,000 Lb Planetary Winch Air Shift & Spring Tensioner  
 Wood Floor

**LCG Factory Options**

Floor Level Sides w/ Punched Pocket (Standard)  
 Side Body Chain Locks - Specify 0,2,4,6,or 8  
 Center Body Chain Locks - Specify 0,2,4,6,or 8  
 5 LED Body Lights Per Side  
 Wireless Air Remote Control - 1 Function - Winch  
 Direct Mount PTO Air Shift  
 Black Body w/ Galvanized Sub Frame

16
16

**LCG Dealer Installed Options**

Rubber Housed Hook-up Lights (Lower) LED  
 Winch Flood Lights (2) LED  
 Magnetic Tow Lights LED  
 Tool Box - California Tool Box 78"x20"x21" SS Doors (Passanger Side)  
 Tool Box - California Tool Box 78"x20"x21" SS Doors (Driver Side)  
 Fork Receivers  
 Pintle Hitch w/ Fifth Wheel Dog Ears  
 4 1/2" Short Forks  
 4 1/2" Tall Forks  
 Fork Reducers  
 U Bolt Forks  
 Riser Brackets  
 V-Chain Assembly  
 Install Gladhands, 7 Wire Truck (not RV), and 4 Wire Tow Light Plug

**Canadian Installation Package including NSM Certification**

Total Price	155,000.00
Trade Allowance	0.00
Net Difference	155,000.00
<i>GST, PST, and License Extra</i>	
Deposit Received	.....
Accepted	.....

Prices subject to currency fluctuations, Actual price will be established at the time of final signed order





MINISTRY OF ENERGY

Home / Energy / Oil and Gas / Fuel Prices / Fuel Price Data (Historical)

**FUEL PRICE DATA (HISTORICAL)**

**Fuel Price Data (Historical)**

**Diesel 2005**

[< Return to Fuel Prices Home Page](#)

Fields with a "0" value indicate areas for which no data is available.

**Ontario Diesel Prices - 2005 (cents per litre)**

Date	Ott	West Tor	East Tor	Win	London	Sudbury	SS Marie	Thdr Bay	Nrth Bay	Timmins	Ont Avg	S Ont Avg	N Ont Avg	N/S Diff
4-Jan	78.7	79.8	78.9	77.5	79.4	78.6	83.7	0	0	0	79.2	79.1	80.9	-1.8
10-Jan	78	78.5	77.9	75.6	77.4	78.6	82.2	0	0	0	78.1	77.9	80.2	-2.3
17-Jan	77.6	78.3	78.4	77.1	75.9	78.5	82.2	0	0	0	78	77.9	80.2	-2.2
24-Jan	77.8	79.4	79.4	79.3	77.9	78.5	83.2	0	0	0	79	78.9	80.6	-1.7
31-Jan	82.5	80.1	81.9	80.3	81.9	82.6	83.8	0	0	0	81.4	81.3	83.1	-1.8
7-Feb	81.1	80.4	80.9	79.9	81.9	83.9	83.3	0	0	0	80.9	80.8	83.6	-2.8
14-Feb	79.8	79.4	77.9	77.3	77.9	83.9	83	0	0	0	79	78.8	83.5	-4.7
21-Feb	79.4	79.3	78.4	77.5	76.4	83.9	82.7	0	0	0	78.9	78.7	83.4	-4.7
28-Feb	82.9	79.9	79.9	80.1	82.7	83.9	83.3	0	0	0	80.9	80.7	83.6	-2.9
7-Mar	82.9	82.8	81.7	82.3	84.7	85.9	85.4	0	0	0	82.7	82.6	85.7	-3.1
14-Mar	85.4	83.6	84.9	82.5	84.7	86.9	86	0	0	0	84.5	84.4	86.5	-2.1
21-Mar	84.1	83.8	84.4	82.1	84.7	86.9	86.1	0	0	0	84.2	84	86.6	-2.5
28-Mar	84.1	84.3	84.4	82.9	83.9	86.9	86.1	0	0	0	84.3	84.2	86.6	-2.4
4-Apr	85.3	85.1	86.9	84.7	83.2	87.9	84.8	0	0	0	85.6	85.6	86.5	-0.9
11-Apr	87.2	88	88.4	87.3	90.2	93.6	87.7	0	0	0	88.3	88.1	90.9	-2.8
18-Apr	85.7	85.8	84.9	84.7	85.9	88.5	86.8	0	0	0	85.5	85.4	87.7	-2.3
25-Apr	84.9	86.9	84.9	85.3	85.9	85.2	86.7	0	0	0	85.7	85.7	85.9	-0.3
2-May	85	85.7	84.9	84.8	84.4	85.9	86.7	0	0	0	85.2	85.1	86.3	-1.1
9-May	84.4	85.8	84.4	84.7	84.4	85.2	88.2	0	0	0	85	84.9	86.6	-1.7
16-May	83.8	85.7	83.9	84.9	84.4	83.8	85.6	0	0	0	84.6	84.6	84.6	-0.1
24-May	82.1	84.4	82.3	84.5	83.4	80.5	85.6	0	0	0	83.1	83.2	82.8	0.4

May														
30-	82.3	84.4	83.3	79.7	82.9	75.9	85.7	0	0	0	83.1	83.2	80.4	2.9
May														
6-Jun	86.2	85.9	84.8	85.5	88.7	89.2	86.7	0	0	0	85.9	85.8	88.1	-2.3
13-	87.2	87.3	86.4	86.5	88.7	89.2	87.1	0	0	0	87.1	87	88.3	-1.2
Jun														
20-	87.4	88.3	89.9	87.8	88.7	91.9	90.2	0	0	0	88.8	88.6	91.1	-2.5
Jun														
27-	87.8	88.5	89.9	87.8	87.4	91.8	89.1	0	0	0	88.8	88.7	90.6	-1.9
Jun														
4-Jul	88.4	88.8	89.2	87.4	89.9	91.9	88.9	0	0	0	88.9	88.9	90.5	-1.7
11-Jul	88.9	90.6	90.9	88	87.7	93.9	89.1	0	0	0	90	90	91.7	-1.8
18-Jul	89.8	91.4	91.5	90.5	90.7	94.9	90.9	0	0	0	91.1	91	93.1	-2.1
25-Jul	89.7	90.4	90.2	89.5	90.4	91.6	91.1	0	0	0	90.2	90.1	91.3	-1.2
2-Aug	89.7	90.5	90.2	89.3	90.4	91.4	90.7	0	0	0	90.2	90.1	91.1	-1
8-Aug	89.7	90.4	90.5	89.3	90.4	94.9	90.9	0	0	0	90.4	90.2	93.1	-2.9
15-	90.3	93.8	93.6	94.9	93.4	95.3	92.6	0	0	0	93.1	93.1	94	-1
Aug														
22-	95.1	95.1	95.6	95.5	94.4	96.2	94.2	0	0	0	95.2	95.2	95.3	-0.1
Aug														
29-	94.7	95.1	96.2	95.5	94.4	96.5	94.1	0	0	0	95.4	95.4	95.4	0
Aug														
6-Sep	100.3	101.8	102.9	102.7	102.9	106.6	98.2	0	0	0	102	102	102.8	-0.8
12-	99.2	98.4	100.2	100.1	98.7	106.2	98.1	0	0	0	99.5	99.3	102.5	-3.2
Sep														
19-	95.5	97.6	97.5	99.3	98.7	102.1	96.1	0	0	0	97.4	97.3	99.4	-2
Sep														
26-	97	97.6	99.6	100.1	98.2	100.8	96.2	0	0	0	98.4	98.3	98.7	-0.4
Sep														
3-Oct	101.5	104	103.9	101.3	103.7	106.9	99.2	0	0	0	103.3	103.3	103.4	-0.1
11-	99.8	102.9	102.6	102.5	103.2	103.9	103.6	0	0	0	102.2	102.2	103.7	-1.6
Oct														
17-	99.8	103	101.9	102.1	103.2	102.6	102.2	0	0	0	102	101.9	102.4	-0.5
Oct														
24-	99.2	99.4	100.2	98.7	101.7	101.2	100.6	0	0	0	99.8	99.8	100.9	-1.1
Oct														
31-	99	99.1	98.8	98.1	101.7	100.1	98.1	0	0	0	99.1	99.1	99.2	0
Oct														
7-Nov	97.9	97.5	96.6	95.9	94.9	98.2	98.7	0	0	0	97	97	98.5	-1.5
14-	95.2	95.2	95.2	94.7	94.4	98.2	97.4	0	0	0	95.2	95.1	97.9	-2.8
Nov														
21-	94.2	94	92.9	93.5	93.4	98.2	96.1	0	0	0	93.8	93.6	97.2	-3.6
Nov														
28-	90.3	92.4	91.2	91.3	92.4	96.9	92.9	0	0	0	91.7	91.5	95.1	-3.6
Nov														
5-Dec	89.4	91.3	90.6	90.1	91.4	96.2	92.6	0	0	0	90.8	90.6	94.5	-3.9
12-	88.8	91.5	90.6	90.1	91.9	92.4	91.9	0	0	0	90.7	90.6	92.2	-1.6
Dec														
19-	88.8	91.5	93.3	90.5	91.9	90.9	91.2	0	0	0	91.5	91.5	91.1	0.5
Dec														
28-	90.6	93.6	93.9	94.3	96.9	97.3	94.1	0	0	0	93.5	93.4	95.8	-2.5
Dec														

Year	88.6	89.4	89.3	88.6	89.4	91.4	90.2	0	0	0	89.2	89.1	90.9	-1.7
								0	0	0				
1Q05	81.1	80.7	80.7	79.6	80.7	83	83.9	0	0	0	80.9	80.7	83.4	-2.7
2Q05	85.3	86.3	85.8	85.2	86	86.8	87	0	0	0	85.9	85.8	86.9	-1.1
3Q05	92.9	94	94.5	94	93.9	97.1	93.2	0	0	0	94	93.9	95.3	-1.4
4Q05	95	96.5	96.3	95.6	97	98.7	96.8	0	0	0	96.2	96.1	97.8	-1.7
Jan	78.9	79.2	79.3	78	78.5	79.3	83	0	0	0	79.1	79	81	-2
Feb	80.8	79.8	79.3	78.7	79.7	83.9	83.1	0	0	0	79.9	79.8	83.5	-3.8
Mar	84.1	83.6	83.9	82.5	84.5	86.7	85.9	0	0	0	83.9	83.8	86.3	-2.5
Apr	85.8	86.5	86.3	85.5	86.3	88.8	86.5	0	0	0	86.3	86.2	87.8	-1.6
May	83.5	85.2	83.7	83.7	83.9	82.2	86.4	0	0	0	84.2	84.2	84.1	0.1
Jun	87.1	87.5	87.7	86.9	88.4	90.5	88.3	0	0	0	87.6	87.5	89.5	-2
Jul	89.2	90.3	90.5	88.8	89.7	93.1	90	0	0	0	90.1	90	91.7	-1.7
Aug	91.9	93	93.2	92.9	92.6	94.9	92.5	0	0	0	92.9	92.8	93.8	-1
Sep	98	98.9	100.1	100.6	99.6	103.9	97.1	0	0	0	99.3	99.2	100.8	-1.6
Oct	99.9	101.7	101.5	100.5	102.7	102.9	100.7	0	0	0	101.3	101.3	101.9	-0.7
Nov	94.4	94.8	94	93.9	93.8	97.9	96.3	0	0	0	94.4	94.3	97.2	-2.9
Dec	89.4	92	92.1	91.3	93	94.2	92.5	0	0	0	91.6	91.5	93.4	-1.9

Note: Retail pump prices are a mix of full-serve and self-serve prices.

Source: Ontario Ministry of Energy.



MINISTRY OF ENERGY

Home / Energy / Oil and Gas / Fuel Prices / Fuel Price Data (Historical)

**FUEL PRICE DATA (HISTORICAL)**

**Fuel Price Data (Historical)**

**Diesel 2006**

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Fields with a "0" value indicate areas for which no data is available.

**Ontario Diesel Prices - 2006 (cents per litre)**

Date	Ott		Tor		Win	London	Sudbúry	SS		Thdr	Nrth	Timmins	Ont	S Ont	N Ont	N/S
	West	East	Marie	Bay				Bay	Avg							
Jan 3	95.0	94.6	93.9	94.1	96.9	97.1	93.9	0.0	0.0	0.0	94.6	94.6	95.6	-1.0		
Jan 9	95.0	96.0	95.6	94.1	95.9	94.4	95.1	0.0	0.0	0.0	95.5	95.5	94.7	0.8		
Jan 16	93.9	94.3	91.6	91.6	94.9	94.3	94.6	0.0	0.0	0.0	93.3	93.2	94.4	-1.2		
Jan 23	93.3	92.8	90.9	90.4	93.9	93.1	94.1	0.0	0.0	0.0	92.3	92.2	93.5	-1.3		
Jan 30	92.7	93.1	91.2	90.6	92.4	93.2	94.7	0.0	0.0	0.0	92.3	92.2	93.9	-1.7		
Feb 6	90.6	91.0	91.2	92.3	92.9	93.7	94.1	0.0	0.0	0.0	91.4	91.2	93.8	-2.6		
Feb 13	90.7	89.8	88.9	88.8	92.9	93.4	93.4	0.0	0.0	0.0	90.1	89.9	93.4	-3.5		
Feb 20	88.5	89.2	87.6	87.8	87.2	92.2	92.4	0.0	0.0	0.0	88.5	88.3	92.3	-4.0		
Feb 27	88.5	89.0	89.2	88.6	87.2	91.9	92.2	0.0	0.0	0.0	89.0	88.8	92.1	-3.3		
Mar 6	88.5	91.3	91.9	89.8	86.9	92.4	92.7	0.0	0.0	0.0	90.6	90.5	92.6	-2.1		
Mar 13	90.5	91.2	91.6	90.0	90.4	92.2	92.2	0.0	0.0	0.0	91.1	91.0	92.2	-1.2		
Mar 20	93.7	92.4	91.5	90.6	93.7	95.7	93.2	0.0	0.0	0.0	92.5	92.4	94.6	-2.2		
Mar 27	93.5	92.6	91.8	90.6	93.2	94.7	93.2	0.0	0.0	0.0	92.5	92.4	94.0	-1.6		
Apr 3	94.1	95.1	95.2	95.2	96.7	94.4	94.9	0.0	0.0	0.0	95.0	95.1	94.6	0.4		
Apr 10	96.1	95.7	96.9	97.0	96.7	98.0	96.6	0.0	0.0	0.0	96.4	96.3	97.4	-1.0		
Apr 17	97.1	97.6	97.6	97.5	98.9	99.2	97.9	0.0	0.0	0.0	97.6	97.6	98.6	-1.0		
Apr 24	100.6	100.4	99.9	99.7	101.4	103.5	100.6	0.0	0.0	0.0	100.4	100.3	102.2	-1.8		
May 1	100.6	100.0	100.6	99.6	101.4	104.4	101.2	0.0	0.0	0.0	100.5	100.4	102.9	-2.5		
May 8	99.5	99.6	100.2	98.2	101.4	103.4	101.1	0.0	0.0	0.0	100.0	99.8	102.3	-2.5		
May 15	99.3	100.3	100.2	98.4	97.2	103.0	100.9	0.0	0.0	0.0	99.8	99.7	102.1	-2.3		
May 23	99.1	99.9	99.6	98.0	99.4	101.7	100.7	0.0	0.0	0.0	99.6	99.5	101.2	-1.7		
May 29	99.1	100.1	99.9	98.4	100.9	102.8	100.9	0.0	0.0	0.0	99.9	99.8	101.9	-2.1		
Jun 5	99.1	100.0	99.4	97.9	100.9	103.5	100.6	0.0	0.0	0.0	99.7	99.6	102.2	-2.6		

Jun 12	99.1	100.1	99.9	98.3	100.9	103.5	100.9	0.0	0.0	0.0	99.9	99.8	102.3	-2.5
Jun 19	99.4	100.0	100.3	98.1	100.2	102.8	100.9	0.0	0.0	0.0	100.0	99.9	101.9	-2.0
Jun 26	99.3	99.4	99.6	97.2	100.2	101.4	100.6	0.0	0.0	0.0	99.4	99.4	101.0	-1.6
Jul 4	98.6	99.1	98.6	96.6	99.3	101.1	99.9	0.0	0.0	0.0	98.8	98.7	100.6	-1.9
Jul 10	98.4	99.3	98.6	96.6	99.4	101.1	100.7	0.0	0.0	0.0	98.9	98.7	100.9	-2.2
Jul 17	99.1	99.5	100.2	98.0	99.3	101.4	103.4	0.0	0.0	0.0	99.7	99.5	102.3	-2.8
Jul 24	98.7	99.6	99.6	97.0	99.3	101.4	101.7	0.0	0.0	0.0	99.3	99.2	101.6	-2.3
Jul 31	100.2	101.1	102.2	100.1	99.9	100.9	102.9	0.0	0.0	0.0	101.2	101.1	101.8	-0.7
Aug 8	101.7	101.9	103.6	101.8	101.2	103.6	103.6	0.0	0.0	0.0	102.4	102.3	103.6	-1.2
Aug 14	103.8	100.5	102.6	101.1	100.8	102.6	103.7	0.0	0.0	0.0	102.0	101.9	103.1	-1.2
Aug 21	102.6	100.2	101.6	99.9	100.8	101.1	105.6	0.0	0.0	0.0	101.3	101.2	103.1	-1.9
Aug 28	101.2	100.5	99.0	99.1	99.6	101.1	105.1	0.0	0.0	0.0	100.1	100.0	102.9	-2.9
Sep 5	100.5	99.6	99.9	97.1	99.2	101.1	105.2	0.0	0.0	0.0	99.9	99.7	103.0	-3.3
Sep 11	98.8	97.2	98.9	94.4	97.3	100.4	104.2	0.0	0.0	0.0	98.1	97.9	102.1	-4.2
Sep 18	93.7	92.8	94.2	91.5	95.6	95.2	100.1	0.0	0.0	0.0	93.8	93.6	97.4	-3.8
Sep 25	89.6	92.0	90.9	87.6	94.4	90.4	95.2	0.0	0.0	0.0	91.2	91.1	92.6	-1.5
Oct 2	87.5	90.4	86.2	89.7	85.2	90.2	95.1	0.0	0.0	0.0	88.2	88.0	92.4	-4.4
Oct 10	87.5	89.3	86.6	87.9	98.6	89.9	94.4	0.0	0.0	0.0	88.9	88.7	91.9	-3.2
Oct 16	86.0	89.1	86.9	88.1	87.0	89.4	94.1	0.0	0.0	0.0	87.7	87.5	91.5	-4.0
Oct 23	88.5	89.2	88.2	89.1	88.1	89.9	93.7	0.0	0.0	0.0	88.8	88.6	91.6	-3.0
Oct 30	88.5	89.5	87.9	88.6	87.7	89.7	92.9	0.0	0.0	0.0	88.7	88.6	91.1	-2.5
Nov 6	86.3	87.6	86.2	87.5	87.4	89.2	91.7	0.0	0.0	0.0	87.0	86.8	90.3	-3.5
Nov 13	86.5	88.0	87.1	86.8	87.1	89.2	92.4	0.0	0.0	0.0	87.4	87.2	90.6	-3.4
Nov 20	85.9	87.9	86.4	86.2	86.7	88.9	92.1	0.0	0.0	0.0	87.0	86.8	90.3	-3.5
Nov 27	86.7	87.6	86.9	85.9	86.4	88.9	92.2	0.0	0.0	0.0	87.2	87.0	90.4	-3.4
Dec 4	86.7	88.1	89.6	85.9	88.6	91.8	92.9	0.0	0.0	0.0	88.4	88.2	92.3	-4.1
Dec 11	89.9	90.4	91.8	90.1	89.1	91.1	93.1	0.0	0.0	0.0	90.7	90.6	92.0	-1.4
Dec 18	89.9	92.4	91.6	89.4	89.1	90.7	93.2	0.0	0.0	0.0	91.2	91.2	91.8	-0.7
Dec 27	89.9	93.1	91.6	89.0	89.1	90.4	94.1	0.0	0.0	0.0	91.4	91.4	92.1	-0.7
Year	94.3	94.8	94.5	93.4	94.8	96.3	97.2	0.0	0.0	0.0	94.6	94.5	96.7	-2.2
1Q06	91.9	92.1	91.3	90.7	92.2	93.7	93.5	0.0	0.0	0.0	91.8	91.7	93.6	-1.9
2Q06	98.6	99.1	99.2	98.0	99.7	101.6	99.8	0.0	0.0	0.0	99.1	99.0	100.8	-1.8
3Q06	99.0	98.7	99.2	97.0	98.9	100.1	102.4	0.0	0.0	0.0	99.0	98.8	101.1	-2.3
4Q06	87.7	89.4	88.2	88.0	88.5	89.9	93.2	0.0	0.0	0.0	88.7	88.5	91.4	-2.9

Jan	94.0	94.1	92.6	92.1	94.8	94.4	94.5	0.0	0.0	0.0	93.6	93.6	94.4	-0.9
Feb	89.6	89.8	89.2	89.4	90.0	92.8	93.0	0.0	0.0	0.0	89.7	89.5	92.9	-3.3
Mar	91.5	91.9	91.7	90.2	91.1	93.7	92.9	0.0	0.0	0.0	91.7	91.6	93.3	-1.7
Apr	97.0	97.2	97.4	97.3	98.4	98.8	97.5	0.0	0.0	0.0	97.4	97.3	98.2	-0.9
May	99.5	100.0	100.1	98.6	100.1	103.0	101.0	0.0	0.0	0.0	100.0	99.8	102.1	-2.2
Jun	99.2	99.9	99.8	97.9	100.6	102.8	100.7	0.0	0.0	0.0	99.8	99.7	101.8	-2.2
Jul	99.0	99.7	99.8	97.7	99.4	101.2	101.7	0.0	0.0	0.0	99.6	99.5	101.4	-2.0
Aug	102.3	100.8	101.7	100.5	100.6	102.1	104.5	0.0	0.0	0.0	101.4	101.3	103.2	-1.8
Sep	95.6	95.4	96.0	92.7	96.6	96.8	101.2	0.0	0.0	0.0	95.7	95.6	98.8	-3.2
Oct	87.6	89.5	87.2	88.7	89.3	89.8	94.0	0.0	0.0	0.0	88.5	88.3	91.7	-3.4
Nov	86.4	87.8	86.6	86.6	86.9	89.0	92.1	0.0	0.0	0.0	87.1	87.0	90.4	-3.4
Dec	89.1	91.0	91.1	88.6	89.0	91.0	93.3	0.0	0.0	0.0	90.4	90.4	92.1	-1.7

Note: Retail pump prices are a mix of full-serve and self-serve prices.

Source: Ontario Ministry of Energy.



MINISTRY OF ENERGY

Home / Energy / Oil and Gas / Fuel Prices / Fuel Price Data (Historical)

**FUEL PRICE DATA (HISTORICAL)**

**Fuel Price Data (Historical)**

**Diesel 2007**

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Fields with a "0" value indicate areas for which no data is available.

**Ontario Diesel Prices - 2007 (cents per litre)**

Date	Ott	Tor West	Tor East	Win	London	Sudbury	SS Marie	Thdr Bay	Nrth Bay	Timmins	Ont Avg	S Ont Avg	N Ont Avg	N/S Diff
2-Jan	89.6	90.9	91.6	88.6	89.7	90.4	93.1	0.0	0.0	0.0	90.7	90.6	91.6	-1
8-Jan	88.5	90.1	90.6	88.2	88.3	90.1	92.6	0.0	0.0	0.0	89.8	89.7	91.2	-1.5
15-Jan	87.8	88.1	90.5	87.9	87.7	89.1	92.6	0.0	0.0	0.0	88.9	88.8	90.6	-1.9
22-Jan	87.2	85.5	87.8	86	84.4	86.6	91.9	0.0	0.0	0.0	86.7	86.5	89	-2.5
29-Jan	87	85.2	87.1	85.5	83.1	87	91.1	0.0	0.0	0.0	86.2	86	88.9	-2.8
5-Feb	87.3	87.1	88.1	86.1	85.2	88.6	91.4	0.0	0.0	0.0	87.4	87.2	89.8	-2.6
12-Feb	88.5	86.9	88.1	86.5	85.2	90.5	91.6	0.0	0.0	0.0	87.6	87.5	91	-3.5
19-Feb	89.9	91.1	90.6	86.5	90.1	89.8	91.4	0.0	0.0	0.0	90.3	90.3	90.5	-0.2
26-Feb	93.1	92.6	93.2	91	95.9	94.5	95.9	0.0	0.0	0.0	93.2	93.1	95.1	-2.1
5-Mar	93.7	98.6	97.6	95.9	99.6	98.7	98.7	0.0	0.0	0.0	97.3	97.2	98.7	-1.5
12-Mar	94	99	98.6	96.3	99.2	98.8	99.7	0.0	0.0	0.0	97.8	97.7	99.2	-1.5
19-Mar	94.2	97.9	97.6	95.7	100.1	98.7	99.9	0.0	0.0	0.0	97.2	97.1	99.2	-2.2
26-Mar	95.1	97.6	96.9	95.3	96.9	98	99.2	0.0	0.0	0.0	96.8	96.7	98.6	-1.9
2-Apr	95	97.4	97.2	94.9	96.9	98.2	99.3	0.0	0.0	0.0	96.8	96.7	98.7	-2
9-Apr	95.8	97.6	97.1	94.7	100.6	97.6	98.6	0.0	0.0	0.0	97.2	97.1	98.1	-1
16-Apr	95.8	97.9	97.8	95.6	97.9	97.1	99.3	0.0	0.0	0.0	97.3	97.3	98.1	-0.8
23-Apr	95.8	98.6	97.1	94.3	96.2	97.1	98.3	0.0	0.0	0.0	97.1	97.1	97.7	-0.6
30-Apr	95.6	97.9	95.6	94.6	96.8	97.3	98.2	0.0	0.0	0.0	96.5	96.4	97.7	-1.3
7-May	95.4	96.9	95.9	94.1	93.6	97.5	98.5	0.0	0.0	0.0	95.9	95.8	97.9	-2.1
14-May	94.6	95.2	93.9	93.8	93.6	96.1	97.8	0.0	0.0	0.0	94.5	94.4	96.8	-2.4
22-May	95.1	97.2	94.6	94	91.6	97.8	98.1	0.0	0.0	0.0	95.4	95.3	97.9	-2.7
28-May	95.3	96.8	93.6	93.8	92.2	97.3	97.1	0.0	0.0	0.0	95	94.9	97.2	-2.4
4-Jun	94.7	94	93.4	93.8	93.5	96.8	97.2	0.0	0.0	0.0	94.1	93.9	97	-3.1
11-Jun	94.1	94.6	93.6	94.5	92.8	96.9	97.8	0.0	0.0	0.0	94.2	94	97.3	-3.3
18-Jun	92.9	94	92.6	92.6	91.6	96.1	97.1	0.0	0.0	0.0	93.2	93	96.6	-3.5
25-Jun	94	94.5	94.9	92.3	92.9	96.9	98.1	0.0	0.0	0.0	94.4	94.3	97.5	-3.2
3-Jul	94.7	94.2	94.9	92.3	93.6	96.9	98.2	0.0	0.0	0.0	94.5	94.4	97.5	-3.2
9-Jul	94.5	94.8	95.2	92.3	92.6	98	99.9	0.0	0.0	0.0	94.8	94.5	98.9	-4.3
16-Jul	94.6	94.4	94.9	92.3	93.6	94.8	98.1	0.0	0.0	0.0	94.5	94.4	96.3	-1.9
23-Jul	94.3	94.6	94.9	92.3	93.6	94.8	97.8	0.0	0.0	0.0	94.5	94.4	96.2	-1.7
30-Jul	94.3	94	93.9	92.3	93.6	94.8	97.9	0.0	0.0	0.0	94	93.9	96.2	-2.3
7-Aug	94.2	94.6	94.9	93.9	96.2	95	98.3	0.0	0.0	0.0	94.8	94.7	96.5	-1.8
13-Aug	94.7	94.2	93.2	92.3	95.6	94.6	97.4	0.0	0.0	0.0	94.1	94	95.9	-1.9
20-Aug	94.3	93.9	93.9	92.3	93.2	94.6	97.4	0.0	0.0	0.0	93.9	93.8	95.9	-2

27-Aug	94.1	92.9	93.9	92.9	95.2	94.2	96.9	0.0	0.0	0.0	93.7	93.7	95.4	-1.8
4-Sep	94.5	95	94.2	92.9	96.8	97.5	97.6	0.0	0.0	0.0	94.8	94.7	97.5	-2.9
10-Sep	94.6	95.5	94.6	93.1	94.2	98	98.5	0.0	0.0	0.0	94.9	94.8	98.2	-3.5
17-Sep	96.1	96.7	96.2	95.1	97.6	99	99.8	0.0	0.0	0.0	96.6	96.4	99.4	-2.9
24-Sep	97.4	97.9	97.6	95.3	97.6	99.5	101	0.0	0.0	0.0	97.6	97.5	100.2	-2.7
1-Oct	96.8	97.3	97.6	95.1	96.9	99.2	101.4	0.0	0.0	0.0	97.3	97.1	100.2	-3.1
9-Oct	96	96.9	96.1	94.5	95.1	98.6	99.9	0.0	0.0	0.0	96.3	96.2	99.2	-3
15-Oct	96.2	96.9	96.2	94.5	94.7	98.8	100.4	0.0	0.0	0.0	96.4	96.2	99.5	-3.3
22-Oct	97.3	97	96.6	95.3	97.2	99.6	100.9	0.0	0.0	0.0	97	96.8	100.2	-3.4
29-Oct	97.9	97.2	96.9	95.7	98.4	99.2	101.4	0.0	0.0	0.0	97.4	97.2	100.2	-3
5-Nov	99.2	98.6	98.6	96.7	99.4	99.1	102.4	0.0	0.0	0.0	98.8	98.7	100.6	-1.9
12-Nov	100.5	100.3	101.2	98.7	99.7	101.8	104.6	0.0	0.0	0.0	100.6	100.5	103.1	-2.6
19-Nov	102	100.6	102.2	100.8	102.9	102	105.1	0.0	0.0	0.0	101.7	101.6	103.4	-1.8
26-Nov	106.5	103.9	104.6	103.9	106.8	107.2	108.9	0.0	0.0	0.0	105	104.9	108	-3.1
3-Dec	108.3	105	108.2	104.3	108.3	108.3	111.4	0.0	0.0	0.0	107.1	107	109.7	-2.7
10-Dec	107.2	107	106.2	104.5	104.9	107.5	109.2	0.0	0.0	0.0	106.6	106.5	108.3	-1.8
17-Dec	108.1	106.6	107.2	107.5	105.7	108.9	111.4	0.0	0.0	0.0	107.2	107.1	110	-3
27-Dec	111.4	110.2	108.2	107.1	108.8	110.2	112.9	0.0	0.0	0.0	109.6	109.5	111.4	-2
::														
Year	95.6	96	95.9	94.2	95.5	97.2	99.1	0.0	0.0	0.0	95.9	95.8	98.1	-2.3
::														
1Q07	90.5	91.6	92.2	90	91.2	92.4	94.5	0.0	0.0	0.0	91.5	91.4	93.3	-1.9
2Q07	94.9	96.4	95.2	94.1	94.6	97.1	98.1	0.0	0.0	0.0	95.5	95.4	97.6	-2.2
3Q07	94.8	94.8	94.8	93	94.9	96.3	98.4	0.0	0.0	0.0	94.8	94.7	97.2	-2.5
4Q07	102.1	101.3	101.5	99.9	101.4	103.1	105.4	0.0	0.0	0.0	101.6	101.5	104.1	-2.7
::														
Jan	88	88	89.5	87.2	86.6	88.6	92.2	0.0	0.0	0.0	88.4	88.3	90.3	-1.9
Feb	89.7	89.4	90	87.5	89.1	90.8	92.6	0.0	0.0	0.0	89.6	89.5	91.6	-2.1
Mar	94.3	98.3	97.7	95.8	99	98.5	99.4	0.0	0.0	0.0	97.3	97.2	98.9	-1.8
Apr	95.6	97.9	97	94.8	97.7	97.5	98.8	0.0	0.0	0.0	97	96.9	98	-1.1
May	95.1	96.5	94.5	93.9	92.7	97.1	97.9	0.0	0.0	0.0	95.2	95.1	97.5	-2.4
Jun	93.9	94.3	93.6	93.3	92.7	96.7	97.6	0.0	0.0	0.0	94	93.8	97.1	-3.3
Jul	94.5	94.4	94.8	92.3	93.4	95.9	98.4	0.0	0.0	0.0	94.5	94.3	97	-2.7
Aug	94.3	93.9	94	92.9	95.1	94.6	97.5	0.0	0.0	0.0	94.1	94	95.9	-1.9
Sep	95.7	96.3	95.7	94.1	96.5	98.5	99.2	0.0	0.0	0.0	96	95.8	98.8	-3
Oct	96.8	97.1	96.7	95	96.4	99.1	100.8	0.0	0.0	0.0	96.9	96.7	99.9	-3.1
Nov	102	100.9	101.7	100	102.2	102.5	105.2	0.0	0.0	0.0	101.5	101.4	103.7	-2.3
Dec	108.8	107.2	107.4	105.9	106.9	108.7	111.2	0.0	0.0	0.0	107.6	107.5	109.9	-2.4

Note: Retail pump prices are a mix of full-serve and self-serve prices.

Source: Ontario Ministry of Energy.





MINISTRY OF ENERGY

Home / Energy / Oil and Gas / Fuel Prices / Fuel Price Data (Historical)

**FUEL PRICE DATA (HISTORICAL)**

**Fuel Price Data (Historical)**

**Diesel 2008**

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Fields with a "0" value indicate areas for which no data is available.

**Ontario Diesel Prices - 2008 (cents per litre)**

Date	Ott	Tor West	Tor East	Win	London	Sudbury	SS Marie	Thdr Bay	Nrth Bay	Timmins	Ont Avg	S Ont Avg	N Ont Avg	N/S Diff
Jan 2	111.7	109.3	108.2	107.7	107.6	110.4	112.0				109.3	109.2	111.1	-2.0
Jan 7	112.5	109.8	107.9	108.3	107.9	110.8	113.6				109.6	109.5	112.1	-2.6
Jan 14	112.2	109.1	111.2	108.7	109.2	110.2	113.7				110.5	110.4	111.8	-1.4
Jan 21	111.7	109.7	110.5	107.6	108.7	109.6	113.0				110.2	110.2	111.2	-1.0
Jan 28	111.5	109.0	109.3	107.9	109.3	109.8	111.9				109.6	109.5	110.8	-1.2
Feb 4	110.6	109.1	108.7	105.3	108.8	109.2	110.9				109.1	109.0	110.0	-1.0
Feb 11	108.3	108.6	107.7	105.5	104.9	108.8	110.0				107.8	107.7	109.4	-1.6
Feb 19	109.9	108.9	108.4	106.9	107.9	109.4	111.9				108.8	108.7	110.5	-1.8
Feb 25	110.7	111.5	111.9	109.3	110.4	110.6	113.9				111.3	111.2	112.1	-0.9
Mar 3	111.0	112.5	113.4	110.3	114.2	111.6	114.6				112.5	112.5	113.0	-0.5
Mar 10	117.1	117.3	116.4	114.7	117.7	115.8	117.2				116.8	116.8	116.5	0.4
Mar 17	123.3	124.3	122.9	120.5	123.7	125.1	122.9				123.4	123.4	124.1	-0.8
Mar 24	124.1	122.9	122.9	120.1	117.2	126.3	122.9				122.6	122.5	124.8	-2.3
Mar 31	123.8	123.2	122.9	119.9	121.5	125.5	123.9				123.0	122.9	124.8	-1.9
Apr 7	123.7	122.6	122.7	119.9	121.3	125.5	124.3	122.2	126.0	127.8	122.8	122.6	124.6	-2.1
Apr 14	126.4	126.3	126.7	124.9	126.9	124.1	129.2	124.5	127.0	129.2	126.4	126.4	126.3	0.1
Apr 21	129.7	129.9	128.7	125.3	126.4	128.6	131.4	126.5	129.0	134.6	128.9	128.9	129.4	-0.5
Apr 28	128.2	130.1	127.4	124.7	126.4	128.2	130.6	126.7	130.3	134.6	128.3	128.2	129.3	-1.1
May 5	128.2	128.3	127.2	124.7	124.1	129.0	129.8	129.3	129.9	134.9	127.6	127.3	130.1	-2.7
May 12	128.9	132.7	132.2	128.9	131.9	133.2	133.6	129.0	131.9	136.2	131.5	131.5	132.3	-0.8
May 20	133.9	136.3	133.9	133.5	134.9	136.8	138.1	129.9	135.9	136.2	134.8	134.8	134.9	-0.1
May 26	137.8	141.3	139.9	141.1	142.7	143.8	145.1	136.7	143.8	142.9	140.4	140.2	141.9	-1.7

Jun 2	138.9	139.5	139.4	137.9	141.2	143.2	142.5	139.5	143.3	145.3	139.7	139.4	142.2	-2.9
Jun 9	139.0	138.9	139.7	135.3	137.4	142.9	140.7	138.9	145.1	146.5	138.9	138.7	140.6	-1.9
Jun 16	143.9	143.4	144.8	141.9	143.0	142.7	145.3	141.7	143.5	150.5	143.8	143.8	144.0	-0.2
Jun 23	137.6	139.5	142.2	140.5	140.3	143.6	143.3	141.5	142.3	148.1	140.4	140.1	143.3	-3.2
Jun 30	140.7	140.9	141.1	139.5	140.4	142.2	143.3	141.3	142.3	148.3	141.0	140.8	142.9	-2.1
Jul 7	144.7	145.2	144.7	143.3	146.9	145.0	147.7	143.7	144.7	148.9	145.0	144.9	145.6	-0.7
Jul 14	145.4	145.2	144.2	141.5	145.9	147.0	147.9	145.1	147.5	149.9	145.0	144.7	147.0	-2.3
Jul 21	143.1	142.0	142.2	140.3	142.6	144.6	147.1	145.3	145.9	147.9	142.6	142.2	145.9	-3.7
Jul 28	138.5	138.9	137.9	134.5	139.2	143.2	142.7	141.3	141.1	145.7	138.7	138.3	142.6	-4.3
Aug 5	135.3	135.1	137.9	132.7	134.9	140.4	141.7	140.5	139.9	144.2	136.4	135.9	141.1	-5.2
Aug 11	133.0	130.9	134.9	129.3	133.6	137.0	139.3	138.5	137.2	141.9	133.4	132.8	138.5	-5.8
Aug 18	129.1	128.0	129.2	127.1	128.7	132.8	135.5	135.5	132.6	139.2	129.3	128.6	134.9	-6.3
Aug 25	128.5	128.3	129.2	126.3	128.2	132.2	135.7	135.4	130.6	137.6	129.1	128.5	134.3	-5.8
Sep 2	128.7	127.6	128.9	127.0	129.7	131.2	134.4	132.1	130.8	137.6	128.8	128.4	132.9	-4.5
Sep 8	127.2	126.9	127.7	125.9	122.6	130.2	133.7	130.9	130.0	135.8	127.3	126.8	131.8	-5.0
Sep 15	125.7	124.5	124.7	121.9	122.6	129.6	130.7	130.3	129.3	134.9	125.2	124.5	130.7	-6.1
Sep 22	123.0	122.8	122.7	120.3	121.1	127.2	130.2	130.0	127.5	130.3	123.2	122.5	129.1	-6.5
Sep 29	121.5	121.6	122.3	119.9	117.3	126.2	126.2	126.9	126.0	129.9	121.9	121.4	126.8	-5.5
Oct 6	120.2	118.8	121.3	116.1	116.4	126.0	126.2	127.0	125.8	129.9	120.3	119.5	126.8	-7.2
Oct 14	117.8	116.5	118.9	114.9	114.2	121.8	124.2	126.6	122.7	125.9	118.0	117.3	124.3	-7.0
Oct 20	113.5	112.3	114.6	110.1	109.8	119.0	120.2	126.2	117.5	121.9	113.9	113.0	121.5	-8.5
Oct 27	109.9	109.6	110.0	106.7	106.6	115.3	115.2	123.3	114.5	118.4	110.2	109.4	117.9	-8.5
Nov 3	109.5	108.5	108.9	103.3	103.8	112.8	112.4	120.2	112.8	115.7	108.9	108.2	115.2	-7.1
Nov 10	106.5	104.7	105.9	100.7	101.3	108.6	110.7	118.0	108.7	110.3	105.7	104.9	112.0	-7.0
Nov 17	103.4	103.7	103.1	99.5	100.1	107.1	106.2	115.0	107.4	109.9	103.6	102.9	109.6	-6.7
Nov 24	100.5	98.8	99.5	96.7	97.2	103.3	103.7	110.2	102.8	106.2	99.8	99.1	105.7	-6.6
Dec 1	99.7	96.7	98.5	95.4	93.6	100.4	103.2	108.9	100.3	106.2	98.3	97.6	104.1	-6.5
Dec 8	97.0	94.0	94.1	92.7	90.1	99.8	100.1	102.6	98.2	102.5	94.9	94.2	100.8	-6.5
Dec 15	93.5	90.5	90.1	88.7	93.0	97.1	97.7	99.9	97.5	99.9	91.8	91.1	98.4	-7.4
Dec 22	91.3	87.9	89.7	87.5	87.8	95.8	94.7	98.0	93.1	95.3	89.9	89.2	95.8	-6.6
Dec 29	89.7	87.0	89.5	86.7	90.4	90.1	93.9	98.0	89.8	89.9	89.1	88.6	93.1	-4.5
Year	121.0	120.4	120.7	118.1	119.3	123.0	124.4	127.6	126.3	130.0	120.7	120.4	124.0	-3.6

1Q08	114.2	113.2	113.0	110.9	112.1	113.8	115.2				113.2	113.1	114.4	-1.3
2Q08	133.6	134.6	134.3	132.2	133.6	135.7	136.7	132.9	136.2	139.6	134.2	134.1	135.5	-1.5
3Q08	132.6	132.1	132.8	130.0	131.8	135.9	137.9	136.6	135.6	140.3	132.8	132.3	137.0	-4.7
4Q08	104.0	102.2	103.4	99.9	100.3	107.5	108.3	113.4	107.0	110.1	103.4	102.7	109.6	-6.9
Jan	111.9	109.4	109.4	108.0	108.5	110.2	112.9				109.8	109.8	111.4	-1.6
Feb	109.9	109.5	109.2	106.8	108.0	109.5	111.7				109.2	109.2	110.5	-1.3
Mar	119.8	120.0	119.7	117.1	118.8	120.9	120.3				119.7	119.6	120.6	-1.0
Apr	127.0	127.2	126.3	123.7	125.2	126.6	128.9	125.0	128.1	131.5	126.6	126.5	127.4	-0.9
May	132.2	134.7	133.3	132.1	133.4	135.7	136.7	131.2	135.4	137.6	133.6	133.4	134.8	-1.3
Jun	140.0	140.4	141.4	139.0	140.4	142.9	143.0	140.6	143.3	147.7	140.8	140.6	142.6	-2.1
Jul	142.9	142.8	142.2	139.9	143.6	145.0	146.4	143.9	144.8	148.1	142.8	142.5	145.3	-2.7
Aug	131.5	130.6	132.8	128.8	131.3	135.6	138.1	137.5	135.1	140.7	132.0	131.4	137.2	-5.8
Sep	125.2	124.7	125.3	123.0	122.7	128.9	131.1	130.1	128.7	133.7	125.3	124.7	130.2	-5.5
Oct	115.3	114.3	116.2	112.0	111.8	120.6	121.5	125.8	120.1	124.0	115.6	114.8	122.6	-7.8
Nov	105.0	103.9	104.4	100.1	100.6	108.0	108.3	115.9	107.9	110.5	104.5	103.8	110.6	-6.8
Dec	94.3	91.2	92.4	90.2	91.0	96.6	97.9	101.5	95.8	98.8	92.8	92.1	98.5	-6.3

Note: Retail pump prices are a mix of full-serve and self-serve prices.

Source: Ontario Ministry of Energy.



MINISTRY OF ENERGY

Home / Energy / Oil and Gas / Fuel Prices / Fuel Price Data (Historical)

**FUEL PRICE DATA (HISTORICAL)**

**Fuel Price Data (Historical)**

**Diesel 2009**

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Fields with a "0" value indicate areas for which no data is available.

Ontario Diesel Prices - 2009 (cents per litre)													
Date	Ott	Tor West	Tor Win East	London	Sudbury	SS Marie	Thdr Bay	Nrth Bay	Timmins	Ont Avg	S Ont Avg	N Ont Avg	N/S Diff
Jan 5	88.7	86.8	88.186.1	85.1	90.1	93.9	94.9	88.8	91.9	87.9	87.4	92.2	-4.8
Jan 12	90.4	91.2	91.186.9	84.3	94.6	96.2	94.5	97.5	95.8	90.7	90.1	95.3	-5.2
Jan 19	89.5	90.5	90.385.9	85.2	94.0	96.2	94.2	96.8	96.2	90.1	89.5	95.0	-5.5
Jan 26	90.0	88.8	87.586.9	85.0	93.0	95.6	94.0	93.2	95.9	88.8	88.2	94.0	-5.8
Feb 2	89.8	90.2	87.985.9	86.7	91.6	94.9	93.6	93.0	95.0	89.3	88.8	93.2	-4.4
Feb 9	88.9	86.3	87.185.1	80.6	90.1	92.9	93.5	90.2	93.4	87.1	86.5	91.9	-5.3
Feb 17	84.7	84.1	87.384.5	79.7	89.3	92.4	91.8	90.0	91.8	85.6	84.9	90.9	-6.0
Feb 23	82.9	83.0	82.180.7	78.7	88.8	90.4	88.8	89.7	89.5	83.0	82.2	89.2	-7.1
Mar 2	82.9	80.9	81.979.9	77.2	88.6	89.4	84.5	87.8	88.4	81.9	81.2	87.4	-6.1
Mar 9	83.9	81.9	81.979.9	78.0	88.8	89.9	83.0	88.4	88.2	82.4	81.8	87.1	-5.3
Mar 16	82.3	80.8	80.978.5	76.4	88.1	88.1	80.5	87.9	87.8	81.2	80.6	85.7	-5.1
Mar 23	81.4	81.5	81.378.5	75.3	86.1	88.2	81.0	86.5	87.3	81.2	80.7	85.1	-4.4
Mar 30	84.4	85.5	84.381.3	81.8	85.4	90.6	85.7	88.0	89.9	84.6	84.3	87.0	-2.7
Apr 6	84.9	84.7	84.581.7	80.5	87.3	90.9	85.3	87.2	90.3	84.5	84.1	87.5	-3.4
Apr 13	84.1	83.9	84.181.3	79.5	85.6	90.2	84.0	83.5	89.9	83.7	83.5	86.0	-2.5
Apr 20	83.5	83.2	83.780.9	80.0	85.9	92.0	84.3	85.5	90.3	83.4	83.0	86.7	-3.7
Apr 27	83.8	81.2	81.979.5	77.7	89.1	88.8	83.7	84.7	90.3	82.1	81.5	86.9	-5.4
May 4	81.9	80.0	80.177.5	78.3	83.6	84.6	83.5	82.7	89.3	80.6	80.1	84.1	-4.0
May 11	82.1	80.8	80.381.7	76.4	84.0	82.9	83.3	82.7	87.3	80.9	80.5	83.7	-3.2
May 19	81.3	81.4	80.777.9	76.3	83.3	82.9	83.4	82.8	84.2	80.8	80.5	83.3	-2.8
May 25	81.4	81.2	80.777.9	76.1	83.3	82.9	83.8	83.4	86.2	80.8	80.4	83.6	-3.2
Jun 1	81.3	80.9	80.377.5	77.6	83.4	83.6	84.0	83.3	86.2	80.7	80.3	83.8	-3.6
Jun 8	82.6	85.4	84.584.9	82.9	87.1	87.3	88.5	87.8	87.9	84.6	84.3	87.7	-3.5
Jun 15	87.6	88.4	86.586.3	87.4	89.6	89.7	87.8	88.8	93.3	87.8	87.7	88.6	-0.9
Jun 22	88.5	90.5	90.388.7	89.3	91.1	91.6	89.7	90.7	94.2	89.9	89.8	90.9	-1.2
Jun 29	87.8	90.7	89.788.1	89.1	91.6	91.4	89.8	92.2	94.3	89.7	89.5	91.3	-1.8

Jul 6	89.6	90.5	89.787.7	88.0	91.1	90.9	90.6	91.7	94.3	89.8	89.7	91.3	-1.6
Jul 13	88.2	86.3	87.485.3	86.0	89.8	88.7	91.0	89.9	92.9	87.3	87.0	90.3	-3.3
Jul 20	85.5	84.0	84.383.3	82.3	89.0	87.1	90.3	88.8	90.9	84.8	84.2	89.2	-5.0
Jul 27	84.9	84.9	84.582.7	83.4	88.3	88.1	90.0	88.7	90.9	85.0	84.5	89.1	-4.5
Aug 4	86.2	85.8	85.383.5	83.0	89.3	87.9	90.5	89.0	93.5	85.8	85.3	89.8	-4.4
Aug 10	89.4	90.0	90.788.7	92.1	93.1	91.6	91.4	92.3	93.9	90.5	90.2	92.3	-2.1
Aug 17	91.8	90.6	90.390.5	89.8	93.3	94.2	91.7	93.1	95.4	90.9	90.7	93.1	-2.4
Aug 24	90.0	90.7	90.988.1	91.5	92.3	95.0	93.7	93.3	95.7	90.9	90.5	93.6	-3.0
Aug 31	90.9	90.0	90.287.5	89.2	92.3	93.6	91.7	93.9	95.9	90.4	90.0	92.8	-2.8
Sep 8	91.6	89.0	90.287.3	89.2	91.6	91.9	92.2	92.7	95.9	90.1	89.8	92.3	-2.5
Sep 14	91.2	88.2	91.687.1	88.3	90.6	91.2	93.3	91.8	94.2	90.1	89.9	92.0	-2.1
Sep 21	88.4	88.3	89.187.2	87.7	90.0	87.9	91.3	90.3	92.0	88.6	88.4	90.3	-1.8
Sep 28	90.0	87.6	90.087.4	88.2	89.3	86.9	90.9	89.5	92.2	89.0	88.9	89.7	-0.8
Oct 5	89.2	88.3	88.587.8	88.0	89.1	88.2	90.2	89.2	92.2	88.6	88.5	89.5	-1.0
Oct 13	88.0	88.9	88.287.2	88.7	89.1	88.2	90.2	89.2	91.7	88.5	88.4	89.5	-1.1
Oct 19	90.2	89.2	88.889.2	88.9	92.2	89.8	91.3	90.7	95.4	89.5	89.3	91.6	-2.3
Oct 26	94.2	90.8	91.690.9	93.2	94.1	93.0	97.2	95.2	95.7	92.3	92.0	95.1	-3.1
Nov 2	96.1	93.7	94.293.9	94.7	95.6	96.0	98.5	96.3	99.3	94.8	94.5	97.0	-2.5
Nov 9	94.5	94.1	94.696.0	94.9	96.8	95.9	98.9	97.2	99.3	94.8	94.5	97.6	-3.1
Nov 16	93.4	93.9	94.994.9	94.4	96.4	94.6	98.2	96.8	99.9	94.5	94.2	97.0	-2.8
Nov 23	93.6	92.7	94.494.9	94.4	96.4	94.8	97.3	96.8	99.9	94.1	93.7	96.8	-3.0
Nov 30	93.9	93.9	93.992.3	95.7	96.0	94.3	97.3	96.2	99.9	94.2	94.0	96.5	-2.5
Dec 7	93.1	93.2	93.994.1	94.9	96.0	95.0	97.0	95.8	99.8	93.9	93.6	96.5	-2.9
Dec 14	92.7	91.9	92.992.9	93.9	95.6	92.8	95.8	95.2	99.9	93.0	92.6	95.5	-2.9
Dec 21	93.1	93.1	93.294.1	93.9	95.6	94.2	95.0	95.0	99.9	93.5	93.2	95.5	-2.3
Dec 29	93.1	92.1	93.293.7	93.9	95.8	93.8	96.0	95.2	99.9	93.2	92.9	95.8	-2.9
Year	87.9	87.4	87.686.0	85.6	90.4	90.8	90.4	90.5	93.2	87.7	87.3	90.7	-3.4
1Q09	86.1	85.5	85.583.1	81.1	89.9	92.2	89.2	90.6	91.6	85.7	85.1	90.3	-5.2
2Q09	83.9	84.0	83.681.8	80.8	86.5	87.6	85.5	85.8	89.5	83.8	83.5	86.5	-3.0
3Q09	89.1	88.1	88.886.6	87.6	90.8	90.4	91.4	91.2	93.7	88.7	88.4	91.2	-2.8
4Q09	92.7	92.0	92.592.5	93.0	94.5	93.1	95.6	94.5	97.9	92.7	92.4	94.9	-2.5
Jan	89.6	89.3	89.386.5	84.9	92.9	95.5	94.4	94.1	94.9	89.4	88.8	94.1	-5.3
Feb	86.6	85.9	86.184.1	81.4	90.0	92.7	91.9	90.7	92.4	86.2	85.6	91.3	-5.7
Mar	83.0	82.1	82.179.6	77.7	87.4	89.2	83.0	87.7	88.3	82.3	81.7	86.5	-4.7
Apr	84.0	83.2	83.680.9	79.4	87.0	90.5	84.3	85.2	90.2	83.4	83.0	86.8	-3.8
May	81.7	80.8	80.578.8	76.8	83.5	83.3	83.5	82.9	86.7	80.8	80.4	83.7	-3.3

Jun	85.6	87.2	86.385.1	85.2	88.5	88.7	88.0	88.6	91.2	86.5	86.3	88.5	-2.2
Jul	87.1	86.4	86.584.8	84.9	89.6	88.7	90.5	89.8	92.2	86.7	86.3	90.0	-3.6
Aug	89.7	89.4	89.587.7	89.1	92.0	92.4	91.8	92.3	94.9	89.7	89.4	92.3	-2.9
Sep	90.3	88.3	90.287.3	88.3	90.4	89.5	91.9	91.1	93.6	89.5	89.3	91.1	-1.8
Oct	90.4	89.3	89.388.8	89.7	91.1	89.8	92.2	91.0	93.7	89.7	89.5	91.4	-1.9
Nov	94.3	93.7	94.494.4	94.8	96.2	95.1	98.0	96.7	99.7	94.5	94.2	96.9	-2.8
Dec	93.0	92.6	93.393.7	94.2	95.7	93.9	96.0	95.3	99.9	93.4	93.1	95.8	-2.7

Note: Retail pump prices are a mix of full-serve and self-serve prices.

Source: Ontario Ministry of Energy.



MINISTRY OF ENERGY

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**FUEL PRICE DATA (HISTORICAL)**

**Fuel Price Data (Historical)**

**Diesel 2010**

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Fields with a "0" value indicate areas for which no data is available.

**Ontario Diesel Prices - 2010 (cents per litre)**

Date	Ott	Tor West	Tor East	Win	London	Sudbury	SS Marie	Thdr Bay	Nrth Bay	Timmins	Ont Avg	S Ont Avg	N Ont Avg	N/S Diff
Jan 4	94.4	95.7	95.2	95.8	94.7	97.8	97.3	96.9	97.0	99.9	95.4	95.2	97.5	-2.3
Jan 11	95.8	98.4	98.2	98.4	100.4	99.8	98.8	97.9	99.3	102.2	98.1	98.0	99.2	-1.3
Jan 18	95.5	96.5	98.4	98.5	98.2	99.4	97.7	98.3	99.0	103.2	97.4	97.2	99.1	-1.9
Jan 25	95.7	92.8	97.4	97.1	97.9	97.8	95.0	97.3	98.3	101.7	95.8	95.6	97.6	-2.0
Feb 1	95.5	92.7	94.7	95.9	95.9	97.2	94.2	96.2	97.3	100.2	94.7	94.4	96.7	-2.3
Feb 8	95.0	91.8	94.7	94.9	95.2	97.2	93.4	95.0	96.8	100.2	94.1	93.9	96.2	-2.3
Feb 16	94.4	91.1	94.5	93.9	94.9	97.2	93.4	95.0	96.8	100.4	93.7	93.4	96.2	-2.8
Feb 22	94.0	91.2	94.3	93.5	95.4	97.2	94.5	94.9	97.0	100.2	93.6	93.3	96.3	-3.0
Mar 1	94.9	94.9	95.1	96.0	95.9	97.6	95.2	95.9	97.8	102.9	95.3	95.1	97.2	-2.1
Mar 8	97.0	95.3	95.5	95.3	98.9	97.8	95.8	95.9	98.0	102.9	96.2	96.1	97.4	-1.3
Mar 15	95.0	95.4	95.7	95.8	95.7	97.8	95.8	96.2	98.0	102.7	95.7	95.5	97.4	-1.9
Mar 22	97.8	94.1	95.1	94.5	95.4	97.6	95.8	96.1	97.8	102.9	95.6	95.4	97.3	-2.0
Mar 29	97.7	94.6	95.1	93.7	95.7	97.3	94.5	96.6	97.7	102.7	95.6	95.4	97.1	-1.7
Apr 5	95.9	95.3	95.1	93.9	96.4	97.4	95.3	96.2	97.7	102.7	95.6	95.4	97.2	-1.8
Apr 12	96.7	96.6	96.7	96.7	96.2	97.6	96.8	97.0	97.8	102.7	96.7	96.6	97.8	-1.2
Apr 19	96.6	96.1	96.7	95.7	96.6	97.2	95.7	97.0	96.8	102.7	96.5	96.4	97.3	-0.9
Apr 26	96.9	96.4	96.3	94.9	96.2	97.6	96.0	97.8	96.8	102.7	96.5	96.4	97.7	-1.4
May 3	96.2	96.8	96.9	95.5	95.7	98.9	97.2	98.5	99.0	103.4	96.8	96.5	98.9	-2.4
May 10	97.4	95.9	97.3	95.5	98.9	99.0	95.7	97.9	98.7	104.4	97.1	96.9	98.6	-1.7
May 17	97.2	96.1	97.4	94.9	97.2	98.6	94.5	97.3	97.9	103.7	96.9	96.8	97.9	-1.1
May 25	96.0	93.4	96.0	94.3	96.7	96.0	93.2	95.8	96.1	102.9	95.2	95.1	96.1	-0.9
May 31	94.8	93.9	93.8	93.5	94.7	95.0	92.8	95.2	94.9	101.8	94.2	94.1	95.3	-1.2
Jun 7	95.2	92.3	93.2	93.5	94.7	93.1	93.2	93.8	93.4	99.4	93.5	93.5	93.9	-0.4

Jun 14	95.0	92.3	93.5	93.7	95.4	92.9	92.0	94.0	92.9	99.2	93.9	93.9	93.6	0.4
Jun 21	94.5	93.3	93.5	93.3	94.9	93.3	93.2	94.6	93.1	99.2	93.8	93.8	94.1	-0.4
Jun 28	94.9	93.5	93.8	93.9	94.9	94.1	92.4	94.3	94.2	98.7	94.1	94.0	94.3	-0.3
Jul 5	100.5	97.8	100.4	100.8	100.5	100.8	99.8	101.2	100.2	106.5	99.8	99.6	101.2	-1.6
Jul 12	99.7	98.0	99.4	99.8	100.0	99.6	99.1	100.5	99.9	104.9	99.2	99.1	100.3	-1.2
Jul 19	99.4	97.8	99.6	99.4	100.0	99.6	98.0	99.4	99.9	104.5	99.1	99.0	99.7	-0.7
Jul 26	99.6	98.6	99.6	99.2	99.7	100.4	98.0	100.5	99.9	104.7	99.4	99.3	100.3	-1.1
Aug 3	99.5	97.9	99.9	98.1	100.2	100.2	98.6	100.7	100.0	104.8	99.2	99.1	100.5	-1.4
Aug 9	100.2	98.9	100.3	98.5	99.4	102.4	99.7	101.4	102.8	104.8	99.9	99.7	101.9	-2.3
Aug 16	100.2	97.2	99.9	97.1	98.7	100.8	98.2	101.4	100.5	106.0	99.1	98.8	101.0	-2.2
Aug 23	100.0	97.0	100.1	96.3	97.9	99.9	97.7	99.9	100.0	106.0	98.8	98.7	100.1	-1.4
Aug 30	99.2	99.4	99.5	97.3	98.7	99.2	99.2	100.6	99.8	105.7	99.3	99.2	100.3	-1.0
Sep 7	99.5	98.6	100.0	97.5	98.9	100.0	100.0	101.4	99.7	105.3	99.4	99.2	100.8	-1.6
Sep 13	99.0	98.5	100.5	97.5	99.2	100.2	99.8	100.2	100.2	105.0	99.4	99.3	100.6	-1.3
Sep 20	99.4	98.6	101.1	97.3	98.9	100.2	100.1	100.9	100.2	104.9	99.7	99.5	100.8	-1.3
Sep 27	99.9	98.8	100.8	97.6	99.2	100.0	100.2	100.9	100.0	104.3	99.7	99.6	100.7	-1.1
Oct 4	101.5	100.8	102.4	99.0	99.4	101.4	103.5	102.2	100.5	105.2	101.3	101.2	102.2	-1.0
Oct 12	103.8	102.1	103.9	102.1	104.2	105.4	105.2	104.1	105.0	109.9	103.5	103.2	105.3	-2.1
Oct 18	104.4	102.5	104.9	103.1	104.7	106.2	105.8	104.4	105.2	109.6	104.1	103.9	105.8	-1.8
Oct 25	104.5	102.8	105.6	102.6	104.2	105.6	105.5	103.9	105.0	109.4	104.3	104.2	105.3	-1.1
Nov 1	104.2	103.1	105.3	103.5	103.7	105.0	105.3	103.6	104.8	109.3	104.2	104.1	105.0	-0.9
Nov 8	106.5	105.1	106.6	104.5	106.9	106.4	106.7	106.8	106.0	109.3	106.1	106.0	106.7	-0.7
Nov 15	108.6	107.4	108.7	106.8	108.2	109.0	108.8	108.5	108.8	112.2	108.2	108.1	109.1	-1.0
Nov 22	109.0	107.1	109.6	107.5	108.4	110.2	109.7	109.8	110.0	112.9	108.6	108.4	110.2	-1.8
Nov 29	107.8	106.1	108.1	107.7	107.9	110.0	109.3	109.7	109.8	112.9	107.7	107.4	110.0	-2.6
Dec 6	108.9	104.6	107.6	107.1	108.2	111.0	111.2	110.7	110.3	113.7	107.4	106.9	111.1	-4.2
Dec 13	112.1	109.8	111.3	110.6	109.7	113.2	113.4	112.9	113.0	115.9	111.1	110.8	113.4	-2.6
Dec 20	112.5	109.8	112.7	110.8	110.7	113.6	113.4	113.2	113.0	115.9	111.7	111.4	113.5	-2.1
Dec 29	113.0	111.7	112.2	110.6	114.9	114.6	113.9	113.8	113.8	118.2	112.6	112.4	114.4	-2.1
Year	99.7	98.2	99.7	98.6	99.7	100.7	99.4	100.3	100.6	105.1	99.3	99.1	100.7	-1.6
1Q10	95.6	94.2	95.7	95.6	96.5	97.8	95.5	96.3	97.8	101.7	95.5	95.3	97.3	-2.1
2Q10	95.9	94.7	95.4	94.6	96.0	96.2	94.4	96.1	96.1	101.8	95.5	95.3	96.4	-1.0



3Q10	99.7	98.2	100.1	98.2	99.3	100.2	99.1	100.7	100.2	105.2	99.4	99.2	100.6	-1.4
4Q10	107.4	105.6	107.6	105.8	107.0	108.6	108.6	108.0	108.1	111.9	107.0	106.8	108.6	-1.8
Jan	95.4	95.8	97.3	97.5	97.8	98.7	97.2	97.6	98.4	101.7	96.7	96.5	98.4	-1.9
Feb	94.7	91.7	94.5	94.6	95.3	97.2	93.9	95.3	97.0	100.2	94.0	93.7	96.3	-2.6
Mar	96.5	94.9	95.3	95.1	96.3	97.6	95.4	96.1	97.9	102.8	95.7	95.5	97.3	-1.8
Apr	96.5	96.1	96.2	95.3	96.3	97.4	95.9	97.0	97.3	102.7	96.3	96.2	97.5	-1.3
May	96.3	95.2	96.3	94.8	96.6	97.5	94.7	96.9	97.3	103.2	96.1	95.9	97.3	-1.4
Jun	94.9	92.8	93.5	93.6	95.0	93.4	92.7	94.2	93.4	99.1	93.8	93.8	94.0	-0.2
Jul	99.8	98.1	99.8	99.8	100.0	100.1	98.7	100.4	100.0	105.2	99.4	99.2	100.4	-1.1
Aug	99.8	98.1	99.9	97.5	99.0	100.5	98.7	100.8	100.6	105.5	99.3	99.1	100.7	-1.7
Sep	99.4	98.6	100.6	97.5	99.0	100.1	100.0	100.9	100.0	104.9	99.5	99.4	100.7	-1.3
Oct	103.6	102.0	104.2	101.7	103.1	104.7	105.0	103.7	103.9	108.5	103.3	103.1	104.6	-1.5
Nov	107.2	105.8	107.6	106.0	107.0	108.1	107.9	107.7	107.9	111.3	107.0	106.8	108.2	-1.4
Dec	111.6	109.0	111.0	109.8	110.9	113.1	113.0	112.6	112.5	115.9	110.7	110.4	113.1	-2.7

Note: Retail pump prices are a mix of full-serve and self-serve prices.

Source: Ontario Ministry of Energy.



MINISTRY OF ENERGY

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FUEL PRICE DATA

Fuel Price Data

Diesel

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Ontario Diesel Prices - 2011 (cents per litre)

Date	Ottawa	Tor West	Tor East	Win	London	Sudbury	SS	Marie	Thdr	Bay	Nrt	Bay	Timmins	Avg		
														S	N	S
Jan 4	113.9	112.3	112.7	111.2	114.9	114.6	113.8	114.0	114.8	118.0	113.1	112.9	114.6	-1.7		
Jan 10	114.2	112.6	113.9	111.3	115.4	114.8	114.2	115.2	114.7	118.9	113.7	113.5	115.1	-1.6		
Jan 17	114.9	115.5	115.4	114.7	114.7	117.6	114.7	117.2	117.0	118.8	115.4	115.2	117.0	-1.8		
Jan 24	117.4	117.4	117.2	114.6	116.2	117.9	118.8	117.2	117.8	122.3	117.2	117.1	118.2	-1.1		
Jan 31	118.2	117.9	118.7	115.8	117.9	119.0	118.7	117.9	119.0	122.0	118.2	118.1	118.9	-0.8		
Feb 7	119.7	118.5	119.7	115.0	118.4	120.6	119.7	118.4	120.3	121.5	119.0	118.9	119.8	-0.9		
Feb 14	121.6	119.1	121.6	118.8	119.9	120.6	120.0	118.5	120.0	121.8	120.4	120.5	119.9	0.6		
Feb 22	120.9	119.3	121.6	117.0	118.4	120.6	120.5	118.9	120.0	121.4	120.1	120.1	120.1	0.1		
Feb 28	124.5	123.3	125.2	122.5	124.7	126.4	122.7	122.2	124.8	129.3	124.3	124.2	124.6	-0.3		
Mar 7	127.5	127.6	127.9	128.4	129.2	127.2	125.9	124.8	126.2	129.3	127.7	127.8	126.3	1.5		
Mar 14	127.8	127.1	128.7	126.6	129.9	128.4	127.7	126.5	128.3	129.9	128.0	128.0	127.8	0.2		
Mar 21	128.5	128.3	128.7	127.3	129.4	129.4	129.8	128.8	129.2	131.3	128.6	128.5	129.4	-0.9		
Mar 28	129.5	127.9	129.4	128.0	129.4	129.2	130.5	128.8	129.0	130.8	128.9	128.9	129.4	-0.5		
Apr 4	129.8	128.1	129.6	127.4	129.9	129.2	129.9	129.4	129.2	130.9	129.1	129.0	129.5	-0.5		
Apr 11	129.9	130.1	130.3	129.1	129.7	130.6	130.3	130.8	130.5	130.5	130.1	130.0	130.6	-0.5		
Apr 18	129.5	129.6	130.3	129.1	129.9	132.6	131.2	131.8	132.3	133.2	130.1	129.8	132.1	-2.3		
Apr 25	128.9	129.3	130.3	129.1	131.2	131.6	131.3	131.7	132.0	130.8	129.9	129.7	131.5	-1.8		
May 2	128.8	129.4	130.3	128.7	131.4	132.0	131.8	131.8	132.0	132.3	130.0	129.7	131.9	-2.2		
May 9	127.7	128.6	129.4	128.4	130.9	128.2	131.2	130.7	131.2	136.2	129.1	128.9	130.5	-1.6		
May 16	124.9	125.4	125.6	123.9	125.9	126.2	127.7	128.0	126.2	131.3	125.5	125.3	127.4	-2.1		
May 24	123.2	123.7	124.7	120.1	125.7	122.5	123.7	122.9	122.5	129.9	123.8	123.9	123.4	0.4		
May 30	122.8	123.2	125.1	120.1	125.2	123.4	122.5	125.4	121.3	129.8	123.8	123.7	124.1	-0.4		
Year	123.8	123.4	124.4	122.1	124.4	124.6	124.4	124.1	124.5	127.3	123.9	123.8	124.6	-0.8		
1Q11	121.4	120.5	121.6	119.3	121.4	122.0	121.3	120.6	121.6	124.3	121.1	121.1	121.6	-0.6		
2Q11	127.3	127.5	128.4	126.2	128.8	128.5	128.8	129.2	128.6	131.6	127.9	127.8	129.0	-1.2		
Jan	115.7	115.1	115.6	113.5	115.8	116.8	116.0	116.3	116.7	120.0	115.5	115.4	116.8	-1.4		
Feb	121.7	120.1	122.0	118.3	120.3	122.0	120.7	119.5	121.3	123.5	121.0	121.0	121.1	-0.1		
Mar	128.3	127.7	128.7	127.6	129.5	128.5	128.5	127.2	128.2	130.3	128.3	128.3	128.2	0.1		
Apr	129.5	129.3	130.2	128.7	130.2	131.0	130.7	130.9	131.0	131.3	129.8	129.7	130.9	-1.3		
May	125.5	126.0	127.0	124.2	127.8	126.4	127.3	127.8	126.6	131.9	126.4	126.3	127.5	-1.2		

Note: Retail pump prices are a mix of full-serve and self-serve prices. Prices include all applicable taxes.

Source: Ontario Ministry of Energy.