

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 24, 2014

Item 24, Report No. 30, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 24, 2014.

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**STOP-UP AND CLOSE PUBLIC HIGHWAY
PORTIONS OF BARONS STREET
NASHVILLE HEIGHTS – BLOCK 61 WEST
WARD 1**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works and the Director of Development/Transportation Engineering, dated June 17, 2014:

Recommendation

The Commissioner of Engineering and Public Works and the Director of Development/Transportation Engineering, in consultation with the Director of Legal Services, recommend:

1. That the portions of Barons Street, described as Part 4 on Reference Plan 65R-34793 and Parts 5 and 6 on Plan 65R-34906, are declared surplus as they are no longer required as public highway; and
2. That staff commence the necessary procedure to stop-up and close specific portions of Barons Street (Part 4 on Reference Plan 65R-34793 and Parts 5 and 6 on Reference Plan 65R-34906) pursuant to the *Municipal Act*.

Contribution to Sustainability

N/A

Economic Impact

The estimated cost to the City to stop-up and close the noted portions of Barons Street is approximately \$3,500 - \$5,000, which accounts for staff time, report preparation, newspaper advertising, real estate, administration fee and registration charges. Nashville Heights Ltd. has agreed to reimburse the City for all costs associated with the stop-up and closure procedure so there is no economic impact to the City.

The lands comprising Parts 5 and 6 on Reference Plan 65M-34906 (83.41 sq.m) will be conveyed back to the Nashville Heights Ltd. after the item regarding the road closing is approved by Council.

Communications Plan

The procedure under the *Municipal Act* to stop-up and close a public highway includes a public consultation process including a newspaper advertisement, staff reports to the Committee of the Whole and the enactment of by-laws by Council.

Purpose

The purpose of this report is to seek Council's approval to commence procedures pursuant to the *Municipal Act* to stop-up and close small portions of Barons Street which are no longer needed as a public highway.

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Background - Analysis and Options

Barons Street is located north of Major Mackenzie Drive and east of Huntington Road in Block 61 West as illustrated on Attachment No. 1. Barons Street is the primary north-south collector street in Block 61. The intersection of Baron's Street and East's Corner Boulevard is designed with a roundabout. This street intersection was constructed in conjunction with the first phase of the Nashville Heights development and dedicated as public highway under Plans 65M-4373 and 65M-4374.

An adjustment to the design of the intersection was required

Through the engineering design of the next phase of the development, it was determined that more road allowance had been created at the intersection of Barons Streets and East's Corner Boulevard than was required to match the road geometrics of the roundabout design, in particular the north leg of Baron's Street.

Surplus road allowance identified

The adjustment to the intersection design resulted in the identification of several small portions of the existing road allowance of Baron's Street were no longer required at the north-east and north-west corners of the intersection. Accordingly, staff is recommending that these surplus portions of the Baron's Street right-of-way be closed and combined with the abutting lands. The surplus lands on the north-east corner of the intersection will be retained by the City and added to the adjacent proposed park. The lands at the north-west corner will be re-conveyed to the developer and combined with adjacent lands to form residential lots pursuant to the terms of the Phase 3 Subdivision Agreement.

Stop-up and Close procedure must be followed before re-purposing surplus lands

To facilitate the adjustment to the Baron's Street road allowance, the remnant portions of the road allowance must first be declared surplus by Council resolution followed by the necessary stop-up and close procedure pursuant to the *Municipal Act*.

Relationship to Vaughan Vision 2020

This report is consistent with the priorities previously set by Council and the necessary resources have been allocated and approved.

Regional Implications

There are no Regional implications associated with this report.

Conclusion

Adjustments to the design of the roundabout intersection of Baron's Street and East's Corners Boulevard resulted in the identification of surplus road allowance. The stop-up and close procedure defined in the *Municipal Act* must be completed before the surplus lands can be re-purposed for residential development and park uses. Should Council concur, the recommendations of this report should be adopted to initiate the stop-up and close procedure.

Attachments

1. Location Map

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