



Labreche Patterson & Associates Inc.

Professional Planners, Development Consultants, Project Managers

VIA MAIL AND E-MAIL (anna.sicilia@vaughan.ca)

Our File: P-375-09 L

October 16, 2012

Ms. Anna Sicilia
Senior Policy Planner
City of Vaughan
2141 Major Mackenzie Drive
Vaughan, Ontario
L6A 1T1

Dear Ms. Sicilia:

**Re: Proposed Modifications to Adopted Vaughan Metropolitan Centre (VMC)
Secondary Plan
City of Vaughan Official Plan – Volume 2 (File 25.5.12.1)**

We represent A&W Food Services of Canada Inc., McDonald's Restaurants of Canada Ltd., the TDL Group Corp. (operators and licensors of Tim Hortons Restaurants), and Wendy's Restaurants of Canada Inc. as well as their industry association, the Ontario Restaurant Hotel and Motel Association (ORHMA). We are providing this written submission to you on behalf of our clients after having reviewed the proposed modifications to the adopted Vaughan Metropolitan Centre Secondary Plan to determine if the document would apply to our clients' current and future operating interests and if these proposed modifications address our previous comment letters we provided to the City on this plan. The proposed modifications are detailed in the staff report for File No. 25.5.12.1 that will be considered by the Committee of the Whole at its meeting this evening. Please accept this as our written submission on the subject matter.

With our assistance, ORHMA and the brands noted above have a strong record of working collaboratively with municipalities throughout the Province to develop mutually satisfactory regulations and guidelines that are fair and balanced in both approach and implementation for existing and new drive-through facilities ("DTF"). These planning-based solutions are most often specific urban design guidelines for drive-through facilities and may include specific zoning by-law regulations that typically relate to minimum justified stacking/queuing requirements and setback relative to the actual DTF/queuing lane of the restaurant.

We believe the proposed draft modifications for this plan do not address the policies we have previously noted in letters regarding the Vaughan Metropolitan Centre Secondary Plan. We have previously submitted three letters pertaining to the City of Vaughan Official Plan – Volume 2, dated May 17, 2010, June 14, 2010 and July 8, 2010 on behalf of our clients as noted above which are attached hereto for your reference.

<div>c 7</div> <div>COMMUNICATION</div> <div>CW (PH) - OCT 16/12</div> <div>ITEM - 3</div>
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We wish to note the following policies that prohibit drive-through facilities to which we continue to object to:

s. 8.1.3

s. 8.1.18

As we have noted in our previous letters, it is inappropriate to prohibit uses at the level of the Official Plan, or Secondary Plans in this case and as such we continue to these two noted policies above. Further, the following policies regarding to non-conforming uses are of issue as well:

s. 9.2.1

s. 9.2.2

Please also consider this letter as our formal request to be provided with copies of all future notices, reports, and resolutions relating to the proposed modifications to the adopted Vaughan Metropolitan Centre Secondary Plan.

Yours truly,
Labreche Patterson & Associates Inc.



Victor Labreche, MCIP, RPP
Senior Principal

Attach.

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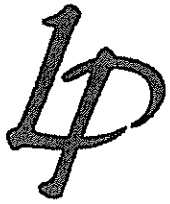
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Labreche Patterson & Associates Inc.

Professional Planners, Development Consultants, Project Managers

May 17, 2010

(E-mailed: rose.magnifico@vaughan.ca)

City of Vaughan
Clerks Department
2141 Major Mackenzie Drive
Vaughan, ON
L6A 1T1
Attention: Rose Magnifico, Assistant City Clerk

Dear Ms. Magnifico:

Re: Vaughan's Proposed New Official Plan – file number OP.25.1- May 17, 2010, Report # P.2010.23

We are responding to the City of Vaughan's notice relative to the statutory public meeting for the above noted subject matter to be held on May 17, 2010 at 6:00 p.m., Council Chambers. Please accept this as our written submission on this matter and we would ask that you please provide this to the Committee of the Whole in advance of their meeting tonight for their consideration.

Please be advised that we represent the member brands being A & W Food Services of Canada Inc., McDonald's Restaurants of Canada Ltd., the TDL Group Corp. (operators and licensors of Tim Hortons Restaurants), and Wendy's Restaurants of Canada Inc. as well as their industry group association being the Ontario Restaurant Hotel and Motel Association (ORHMA). We are providing this written submission to you on behalf of our clients after having reviewed the proposed new draft official plan for the City of Vaughan and wish to note the following.

As some background to this, we wish to note that the ORHMA is Canada's largest provincial hospitality industry association. Representing over 11,000 business establishments throughout Ontario, its members cover the full spectrum of food service and accommodation establishments and they work closely with its members in the quick service restaurant industry on matters related to drive-through review, regulations, and guidelines. Along with its members and the assistance of Labreche Patterson & Associates Inc., the ORHMA has a strong record of working collaboratively with municipalities throughout the province to develop mutually satisfactory regulations and guidelines that are fair and balanced in its approach and implementation for new drive-through facilities proposed within any given municipality. These planning based solutions are most often specific urban design guidelines for drive-through facilities and may include specific zoning by-law regulations that typically relate to minimum stacking/queuing requirements amongst other things.

We together with the ORHMA and the noted brands above had one previous meeting with senior staff of the Planning Department this past February following their report to the Committee of the Whole in January. A representative from the ORHMA and Tim Hortons also provided delegation comments to the Committee of the Whole at its January 25, 2010 meeting. The previous report titled "City of

Vaughan Improvement and Potential Regulation of Drive-Through Facilities" (File 15.109) recommended certain proposed official plan amendments, proposed zoning by-law amendments, and draft design guidelines for drive-through facilities. The actual proposed official plan amendments is what we are commenting on in this letter as the actual amendments are now detailed in the above noted subject report. We understand that further consultation and review time will pertain to the actual proposed zoning regulations and design guidelines and we will continue to consult with planning staff on those items.

Regarding the specific recommended Official Plan based policies proposed by planning staff in report P.2010.23, the ORHMA and the noted member brands have recently requested that we review the proposed new official plan for the City of Vaughan to determine if any proposed amendments would apply to its existing drive-through facility locations as well as areas of the City.

Zoning based regulations and specific urban design guidelines for drive-through facilities are common throughout Ontario. It is important to note for your consideration that the Implementation of Official Plan based policies that specifically prohibit drive-through facilities in areas that would otherwise permit service retail commercial uses, large format retail uses, plazas and supermarkets, which are considered destination oriented uses and accompanying expansive surface parking lots **is not a common or appropriate form of regulation applied to drive-through facilities in Ontario.** In fact, the Ontario Municipal Board has recently noted in a case regarding the new official plan for the City of Ottawa that *"the proper approach for controlling these is the one adopted by the City of Toronto, which prohibits these facilities through its zoning by-law and not in its Official Plan. Official Plans do not need to be prescriptive like zoning by-laws."* This is an approach repeated in almost every case, both at the Ontario Municipal Board and in the Courts, relative to Official Plan prohibitions on specific uses.

Further, based on the above comments, it would be a contradiction to prohibit a drive-through use, which is not a destination use but rather it relies on existing large volumes of vehicles already traveling on busy roads (often termed pass-by traffic) for the vast majority of its customers in the same areas that large format retail, plazas, and supermarkets, etc. would otherwise be permitted by the draft Official Plan. These destination uses contribute the vast majority of traffic, all with large required parking lots, **not drive-through facilities.** We question what is the difference between these destination uses and their large parking lots compared to drive-through facilities to the point that drive-throughs are to be prohibited in all Intensification Areas being the "Vaughan Metropolitan Centre", the "Primary Centres", the "Primary Intensification Corridors" and "Local Centres" but there is very little, if any, restrictions placed on these other noted permitted destination uses in the same areas. In this regard, we ask "what is the problem with drive-throughs that can't be addressed by the zoning by-law and by urban design guidelines specific to the use." No specific justification is provided in staff's report explaining the rationale for the restrictions on drive-through development.

Referring again to the Ottawa Official Plan decision, the Board in that case decided that:

"The Board agrees that the policy as it exists gives no consideration to the possibility of minimizing any possible effect on the pedestrian environment through design for the unique characteristics of specific locations and that there are a number of ways to develop drive-through facilities on "Traditional Mainstreets", while protecting and enhancing the pedestrian environment. The evidence proffered by the appellant shows that drive-through facilities in appropriate circumstances, can be designed to have minimal effect on traffic and the pedestrian environment."

The result of that decision was language in the OP that while discouraging drive-through facilities on Traditional Mainstreets, still allowed for their establishment if the policies of the OP that pertained to those streets could otherwise be maintained. This solution has now been followed in London, Kingston, and more recently in the downtown core of Ottawa. In other

words, it may be appropriate to have additional specific policies for drive-through facilities for certain areas of a city but outright prohibition in areas where otherwise very similar uses are permitted are not justified. We are aware of other related case law on this matter and we will send you these case references under separate cover letter.

Based on the above-noted commentary, it is our submission that official plan prohibition policies for drive-through facilities are not appropriate or necessary at the level of an official plan. We believe that at the basis of these rulings is the fact that drive-throughs locate in existing areas of any City that are already designated for service, large format, and destination oriented retail commercial land uses all of which rely on vehicular and pedestrian access already coming to and accommodated in the area by associated parking lots. As such, the only unique feature of a drive-through in these pre-determined commercial areas is the drive-through stacking or queuing lane. The drive-through facility and stacking is a detail which can clearly be regulated through the zoning by-law and/or urban design guidelines and under the municipal powers of Site Plan Control. Therefore, prohibition based policies at the level of an official plan is not warranted.

We wish to note, contrary to many of the comments made in the previous staff report in January 2010, under the heading "Contributions to Sustainability" and also comments contained in the current report to be considered by Committee on May 17, 2010, drive-through facilities **do contribute** to sustainability goals of the "Green Directions Vaughan, the City's Sustainability and Environmental Masterplan" to a greater extent than the alternative which are parking lots. Based on our experience and related traffic and environmental impact studies of drive-through uses completed by others, the only other alternative to a drive-through for a restaurant use is larger parking lots to be able to accommodate the same number of vehicles coming to these restaurants that would otherwise be split between the parking lot service option or using the drive-through option. Larger parking lots are needed if the drive-through didn't exist which leads to more asphalt heating, larger storm water management facilities, larger buildings to accommodate more people internal to these buildings, and larger HVAC units for these larger buildings all equating to a larger demand on the energy/hydro grid system. Further, based on related traffic studies and again in the City of Ottawa, the Ottawa Zoning By-law provides for a 20% reduction in the required number of parking spaces that applies to a restaurant when a drive-through service option is available with the restaurant. We are also aware that the City of Winnipeg provides for up to a 50% reduction in the same situation.

Furthermore, drive-throughs continue to be an ancillary use to the restaurant. In other words, the restaurant must be present in order for a drive-through to exist. Adding a drive-through is complementary to the restaurant use by lowering in-store demand which in turn helps in-store service and overall operating efficiencies of the restaurant.

In addition, and as previously supplied to planning staff, a study was completed by RWDI Environmental Inc. on behalf of The TDL Group which compares the related emissions generated by vehicles that use the parking lot with those that use the combined drive-through service lane/parking lot during peak times in the morning rush hours. It was found that vehicles choosing the combined drive-through/parking lot services within the study period did not create more overall emissions than vehicles that would use the parking lot and often the overall emissions were less for vehicles using the combined drive-through/parking option. As a result of start up emissions, the parked car scenario creates somewhat higher overall emissions than if that car was to otherwise use the drive-through for service. **It is important to note that the RWDI study has been peer reviewed and accepted by Dr. Deniz Karman, PHD, P.Eng, Professor of Environmental Engineering, Carlton University.**

Further, we also wish to note that of the existing 38 locations of the above noted brands, 23 are currently located within the identified "Intensification Areas" that propose to not permit a drive-through as a permitted use per the current draft of the new Official Plan. We object to these designations and we would object to these locations becoming Legal Non-conforming within in any future zoning by-law

amendment pertaining to these existing locations as a result of any future approval of an implementing Zoning By-law for these locations. It is important to note that the vast majority of these existing locations are located on designated "Arterial Streets" which are identified as carrying large volumes of traffic. Arterial Streets are one street network category below "Provincial Highways" in the draft Official Plan.

In addition to our above noted concerns and objections to various comments and recommendations for the proposed new Official Plan, we wish to note the following specific objections to certain proposed policies of the Official Plan:

Policy 5.2.3 – "Supporting and Transforming the Retail Sector" – last paragraph of this policy: Firstly we object to the first sentence in this paragraph that states "*The issue of drive-through retail uses has undergone considerable study in Vaughan*". We are not aware of any specific study that the city has done relative to drive-through uses, and if there is one completed in Vaughan, we request that it be provided to us as soon as possible. We are aware of previous city staff reports related to drive-throughs, namely a report presented to the Committee of the Whole on January 25, 2010 – File 15.109. This report contains only personal opinion and anecdotal statements about drive-throughs that are not substantiated by any appropriate level of study to justify the comments contained in that previous report. Also, there is a chart contained in that report titled "Table 1: Drive-through Policies of Other Cities in the Greater Toronto Area and Beyond". We previously noted to city staff that this table/chart comparison contains many errors and therefore, cannot be relied on. In addition, to simply compare what other cities may have in place for drive-through regulations does not constitute a study.

Policy 5.2.3.7: We request that the second sentence in this policy referencing the prohibition of drive-through facilities in Intensification Areas and Heritage Districts be deleted. In lieu of a specific noted prohibition in the Intensification Area and Heritage Districts and in keeping with the above noted OMB decision in Ottawa, specific "performance standard" type policies should be considered to achieve certain urban design objectives pertaining to specific required built form policies. The policy framework for drive-throughs should be similar to policies that apply to surface parking lots in "Intensification Areas" and "Heritage Areas" as noted in policy 9.1.2.5 (f) "ensuring any surface parking areas are buffered and screened from all property lines through the use of setbacks and landscaping."

We understand that five focused area secondary plans are proposed to go forward to a Public Hearing on June 14, 2010. We would like to note that this process should be delayed if they contain similar policies with respect to drive-through facilities to that of the overall Official Plan so that the related items are considered comprehensively.

Based on the foregoing, we request an opportunity to meet with the appropriate planning staff at their earliest opportunity to discuss our objections to the current draft of the official plan and its specific prohibition of drive-through facilities. We thank the city for its consideration to our comments and look forward to working with city staff over the coming weeks to mutually resolve concerns.

Yours truly,
Labreche Patterson & Associates Inc.



Victor Labreche, MCIP, RPP
Senior Principal

VL/sl

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Director of Policy Planning



Labreche Patterson & Associates Inc.

Professional Planners, Development Consultants, Project Managers

June 14, 2010

(E-mailed: rose.magnifico@vaughan.ca)

City of Vaughan
Clerks Department
2141 Major Mackenzie Drive
Vaughan, ON
L6A 1T1
Attention: Rose Magnifico, Assistant City Clerk

Dear Ms. Magnifico:

**Re: North Kleinburg-Nashville Secondary Plan File # KN – 25.5.12.3
Woodbridge Centre Secondary Plan File # WBC – 25.5.12.2
Vaughan Metropolitan Centre Secondary Plan File # VMC – 25.2.12.1
Yonge Steeles Corridor Secondary Plan File # YS – 25.5.12.4
Official Plan Review – Volume 2 Plans Subject to Existing Secondary Plans Policies and
Site and Area Specific Policies File # 25.1.1 (b)**

We are responding to the City of Vaughan's notice relative to the statutory public meeting for the above noted subject matter to be held on June 14, 2010 at 6:00 p.m., Council Chambers. Please accept this as our written submission on this matter and we would ask that you please provide this to the Committee of the Whole in advance of their meeting tonight for their consideration. As you will recall we previously attended the public meeting of Council on May 17, 2010 to provide our written and verbal comments to you on the proposed new City of Vaughan Official Plan – File # OP – 25.1.

Please be advised that we represent the member brands being A & W Food Services of Canada Inc., McDonald's Restaurants of Canada Ltd., the TDL Group Corp. (operators and licensors of Tim Hortons Restaurants), and Wendy's Restaurants of Canada Inc. as well as their industry group association being the Ontario Restaurant Hotel and Motel Association (ORHMA). We are providing this written submission to you on behalf of our clients after having reviewed the above noted secondary plans and the proposed amendments as part of Volume 2 of the new broad Official Plan the City of Vaughan and wish to note the following.

As we previously noted within our correspondence to the City on May 17, 2010 on the proposed overall new Official Plan for the City of Vaughan, we specifically objected to the prohibition of drive-through facilities within the following designations being: "Vaughan Metropolitan Centre", "Primary Centres", "Primary Intensification Corridors", and "Local Centres". In addition to the specific prohibition of drive-through facilities within these designations of the new Official Plan and based on our review of the four new above noted secondary plans that are the subject of the public meeting this evening, we note that the Yonge Street Corridor Secondary Plan and the Vaughan Metropolitan Centre Secondary Plan are located in the same areas that are either in the Vaughan Metropolitan Centre designation and the Primary Intensification Corridor designation of the new Official Plan which also proposes to prohibit drive-through facilities in those areas. Further, the Kleinburg-Nashville Secondary Plan and the Woodbridge Secondary Plan propose to add new prohibition areas for drive-

throughs based on our review. Below are the specific details/objection to related policies prohibiting drive-through facilities in four of the five new Secondary Plan being discussed at the public meeting tonight.

Secondary Plan	DT Prohibition
Kleinburg Nashville Secondary Plan	<ul style="list-style-type: none"> ▪ Kleinburg-Nashville Low-Rise Mixed Use I and Kleinburg-Nashville Low-Rise Mixed Use II reference Section 9.2.2.2 of Volume 1 of the OP which then references Section 5.2.3 of Volume 1 of the OP which states that DTs are prohibited in Intensification Corridors and Heritage Conservation Districts in addition to other design objectives ▪ DTs prohibited in the Kleinburg-Nashville Heritage Conservation District
Woodbridge Secondary Plan	<ul style="list-style-type: none"> ▪ Woodbridge Low-Rise Mixed Use references Section 9.2.2.2 of Volume 1 of the OP and Woodbridge Mid-Rise Mixed Use references Section 9.2.2.4 of Volume 1 of the OP where both reference Section 5.2.3 of Volume 1 of the OP which states that DTs are prohibited in Intensification Corridors and Heritage Conservation Districts in addition to other design objectives ▪ Commercial Mixed Use 1 does not identify DTs as a permitted or prohibited use ▪ DTs prohibited in the Woodbridge Heritage Conservation District
Yonge Street Corridor	<ul style="list-style-type: none"> ▪ High-Rise Mixed Use references Section 9.2.2.6 of Volume 1 of the OP and Mid-Rise Mixed Use references 9.2.2.4 of Volume 1 of the OP where both reference Section 5.2.3 of Volume 1 of the OP which states that DTs are prohibited in Intensification Corridors and Heritage Conservation Districts in addition to other design objectives ▪ DTs prohibited in the Thornhill Heritage Conservation District
Vaughan Metropolitan Centre	<ul style="list-style-type: none"> ▪ VMC Secondary Plan Policy 8.1.3 – "Single-storey commercial uses and drive-through establishments shall not be permitted in the VMC." Therefore, DTs prohibited in the entire secondary plan area

As we previously detailed in our letter dated May 17, 2010 on the new city wide Official Plan, substantial consideration has been given to the basis for specific prohibition of drive-through both at the Ontario Municipal Board (OMB) and within the Courts in Ontario on this matter. In this regard, we have attached a memorandum prepared by Gowlings LLP of its research based on related case law both at the OMB and within the Courts on this subject. As is evident in the review of the related case law on this matter, the approach repeated in almost every case both at the OMB and within the Courts on proposed official plan prohibitions for drive-through facilities is that it need not be prohibited at the level of the official plan.

In our opinion, at the basis of the OMB and Court's consideration on this matter, is the fact that in most instances prohibition of drive-through areas would still permit most other forms of retail/commercial land uses including restaurants altogether with their required and permitted surface parking lots. Further, what is suggested in many of these decisions is the fact that specific performance/design policies may be warranted for drive-through facilities in certain areas of a municipality which we would generally concur with, and in some cases limited prohibition areas noted at the level of the zoning by-law pertaining to drive-through facilities permissions but again not at the level of the Official Plan.

We note with interest that the staff reports prepared for each of the above noted secondary plans as well as the staff report for the Official Plan Review – Volume 2 referred to the "contribution to sustainability" as one of the primary factors for many of the recommendations contained within the related staff recommendation reports. We wish to note, based on the related case law on this matter, there is nothing to suggest that drive-through facilities as a specific land use, do not contribute "sustainability" goals of any municipality or that it would be in conflict with the Provincial Policy Statement (PPS) or Growth Plan for the Greater Golden Horseshoe. Conversely, based on studies and evidence provided to the OMB particularly in the Ottawa case, drive-through facilities lead to a more compact form of development for restaurant facilities as smaller parking lot areas and buildings result when drive-through facilities are present as they represent a more efficient form of service for the customer that would otherwise have to rely and require larger surface parking lots and buildings if the drive-through facility was not present. Recently the City of Ottawa provided for a 20 percent reduction in surface parking areas when a drive-through a facility is present together with a sit down service restaurant. We are aware that the City of Winnipeg provides up to a 50 percent reduction in the same scenario. Specifically, drive-through facilities support many of the policies in the PPS particularly policies 1.1 "Managing and Directing Land Uses to Achieve Efficient Development and Land Use Patterns".

Finally, while we recognize that within the related staff report P.2010.27 on the Official Plan Review – Volume 2; it is noted that there are four secondary plans that have been previously approved as follows: Carrville Centre Secondary Plan, Steeles West Secondary Plan, Highway 400 Employment Lands, and Kipling Avenue Secondary Plan. We would object to any amendments to these existing secondary plans that would further prohibit drive-through facilities in these existing secondary plan areas. In conclusion, and again based on our previous correspondence of May 17, 2010 related to the broad new Official Plan for the City and further as noted above, we object to any new and further prohibition of drive-through facilities at the level of the Official Plan. We will contact Planning staff in the next couple of weeks to specifically meet discuss our requested approach to this matter to develop performance based policies within the broad Official Plan and related secondary plans on drive-through facilities together with identifying any particular areas for restrictions at the level of the zoning by-law as a more appropriate approach than specific Official Plan prohibitions for drive-through facilities. Thank you for your consideration to our comments and we look forward to working with staff and the City further in the coming weeks on our concerns.

Yours truly,
Labreche Patterson & Associates Inc.



Victor Labreche, MCIP, RPP
Senior Principal

VL/sl
Attach.

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Labreche Patterson & Associates Inc.

Professional Planners, Development Consultants, Project Managers

July 8, 2010

(Via e-mail diana.birchall@vaughan.ca
and courier)

Ms. Diana Birchall
Director of Policy Planning
City of Vaughan
Planning Department
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L6A 1T1

Dear Ms. Birchall:

**Re: City of Vaughan's proposed new Official Plan Volume 1 and Volume 2 proposed new
and existing Secondary Plan Policies and site and area specific policies**

We are providing this letter to you in addition to our previously written correspondence regarding our concerns and objections to current proposed Official Plan policy as currently drafted within the Volume 1 and Volume 2 parts of the proposed new Official Plan for the City of Vaughan. Our previous letters to the City on this subject are dated May 17, 2010 and June 14, 2010. This letter is further with regards to matters discussed at our recent meeting of June 24, 2010 wherein we reiterated our concerns mainly with the many proposed prohibition of drive-through facility policies that are proposed within several areas of the new Official Plan both Volume 1 and 2. As we specifically discussed and in reference to previously provided related OMB and case law decisions on this matter, it is our submission as supported by the case file material that drive-through facilities are not to be prohibited at the level of the official plan.


As you will recall, as discussed at our meeting with you on June 24, 2010, you agreed to consider various examples of policies that have been placed within other recently completed new official plans for various municipalities in Ontario that we referred to in our discussion. These example policies provide various options for specific drive-through restrictions as it relates to an identified area of a municipality but not a prohibition. We had referred to these policies as area specific "performance standards" that have been placed in various official plans throughout Ontario in specific areas of a given municipality. We note that, while these policies may discourage the development of a drive-through facility in an identified area of a given municipality, they require specific performance type policies and requirements that a new drive-through facility would have to meet to ensure that the overall intent of the official plan is maintained. In some cases this may be coupled with the requirement of a site-specific zone change to support the drive-through facility in a particular identified area.

Enclosed herein please find an OMB decision relative to consideration of drive-through restrictions, related policies for the City of Ottawa as well as recent approved specific official plan policies for drive-through facilities within the official plans of the City of London, City of Kingston and the City of Mississauga. We have highlighted the relevant parts of the enclosed material for your ease of reference.

We would respectfully request that you please give serious consideration to this approach on restricting drive-through facilities within the City of Vaughan similar to the approach taken in other municipalities and also either directed or supported by the OMB or the courts. We would appreciate this consideration prior to finalizing the planning staff report currently scheduled to go to Committee of the Whole on July 28, 2010.

In the mean time if you have any questions or need further information on this matter please do not hesitate to contact our office.

Yours truly,
Labreche Patterson & Associates Inc.



Victor Labreche, MCIP, RPP
Senior Principal

VL/sl
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President and CEO – Ontario Restaurant Hotel and Motel Association

Michelle Saunders (via e-mail: msaunders@orhma.com)
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From: Elizabeth Reimer [<mailto:elizabeth@lpplan.com>]

Sent: Tuesday, October 16, 2012 11:29 AM

To: Sicilia, Anna

Cc: Abrams, Jeffrey; McQuillin, Roy; 'Marco Monaco'; palozzi_leo@timhortons.com; smejkal_leslie@timhortons.com; paul.hewer@ca.mcd.com; susan.towle@wendys.com; dsim@aw.ca; michael.polowin@gowlings.com; denise.baker@ltownsend.ca; 'Victor Labreche'

Subject: City of Vaughan - Proposed Modifications to Adopted Vaughan Metropolitan Centre Secondary Plan (File No. 25.5.12.1)

Ms. Sicilia,

Please accept the attached correspondence relative to our comments on the proposed modifications to the adopted Vaughan Metropolitan Centre Secondary Plan.

By way of copy to the City Clerk, please forward this correspondence to the Committee for consideration this evening.

Please do not hesitate to contact our office if you have any questions or need additional information.

Thank you for your consideration of the attached.

**Elizabeth Reimer, BES
Planner**

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