

COMMITTEE OF THE WHOLE (2) – FEBRUARY 13, 2024

COMMUNICATIONS

Distributed February 9, 2024

Item No.

- | | | |
|-----|-------------------------------------------------------------------------------------------------------------------------------------|---------|
| C1. | Kevin Klingenberg, Municipal Clerk, Town of Caledon, Old Church Road, Caledon, dated February 5, 2024 | Pres. 1 |
| C2. | Presentation material | Pres. 1 |
| C3. | Susie Iacobucci, 1233389 Ontario Inc., Meyerside Drive, Mississauga, dated February 9, 2024 | 9 |
| C4. | Confidential memorandum from the Deputy City Manager, Legal and Administrative Services and City Solicitor, dated February 13, 2024 | 19 |

Distributed February 12, 2024

- | | | |
|-----|-----------------------------------------------------------------------------------------------------------|---------|
| C5. | Victor Lacaria, Ticket Justice Traffic Ticket Fighters, Steeles Ave. W., Concord, dated February 11, 2024 | Pres. 2 |
| C6. | Presentation material | Pres. 2 |
| C7. | Lou D'Angela, Dufferin Street, dated February 13, 2024 | Pres. 3 |
| C8. | Presentation material | Pres. 3 |
| C9. | Joan MacIntyre, Malone Given Parsons, Renfrew Drive, Markham, dated February 12, 2024 | 9 |

Distributed February 13, 2024

- | | | |
|------|--------------------|---------|
| C10. | Reference material | Pres. 1 |
|------|--------------------|---------|

Disclaimer Respecting External Communications

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Please note there may be further Communications.

C1.
Communication
CW(2) – February 13, 2024
Pres. 1



February 5, 2024

Sent via E-Mail: clerks@vaughan.ca

Todd Coles
Office of the Clerk, Vaughan City Hall
2141 Major Mackenzie Dr.
Vaughan, ON L6A 1T1
Canada

RE: REQUEST TO PRESENT TO CITY OF VAUGHAN COUNCIL REGARDING CALEDON-VAUGHAN GATEWAY

Dear Mr. Coles,

I am writing to advise that at the Town Council meeting held on January 30, 2024, Council adopted a resolution to support Councillor Rosa presenting to the City of Vaughan Council.

The resolution reads as follows:

That Councillor T. Rosa be supported in presenting on behalf of the Town of Caledon regarding the condition of the Caledon-Vaughan Gateway located in Bolton, at the City of Vaughan at their February 13, 2024 City Council meeting.

For more information regarding this matter, please contact me by email kevin.klingenberg@caledon.ca or by phone at 905.584.2272 ext. 4069.

Thank you for your attention to this matter.

Sincerely,

Kevin Klingenberg, Municipal Clerk

c: Tony Rosa, Councillor, Ward 5; tony.rosa@caledon.ca

C2.

Communication

CW(2) – February 13, 2024

Pres. 1

PROTECTING OUR GATEWAY

**Town of Caledon
Councillor Tony Rosa
Ward 5 Bolton**

**IMPROVING THE
HWY. 50
CORRIDOR**



WHO AM I REPRESENTING?

**2250+ CONCERNED RESIDENTS THAT
HAVE SIGNED A PETITION FOR
IMMEDIATE ACTION**

**UNANIMOUS ENDORSEMENT BY CALEDON
TOWN COUNCIL**

**THE BOARD OF DIRECTORS OF THE
CALEDON CHAMBER OF COMMERCE &
THEIR MEMBERS**

THE DOWNTOWN BOLTON BIA

**SEVERAL LOCAL COMMUNITY
ORGANIZATIONS**

**WE NEED
YOUR HELP!**

**THIS
IS
THE
CURRENT
CONDITION**

**NOT A
WELCOMING
GATEWAY!**



OUR CURRENT GATEWAY!

A MAJOR IMPROVEMENT PLAN IS REQUIRED!



THE IMPROVEMENT PLAN

Identifying
Land Uses

Proper Set-Backs

Height
Restriction
Rules

Improved
Landscaping

Beautification
Efforts

A Partnership



MAKE IT HAPPEN

BEAUTIFICATION



Partners

ship

**WITH PROPER
SETBACKS AND
LANDSCAPING,
WE CAN
IMPROVE THE
AREA!**

**THIS EXAMPLE
CAN WORK!**

**THE
GARDINER
EXPRESSWAY
IN
TORONTO**

BEAUTIFICATION IN ACTION





ENGAGING OUR BUSINESS COMMUNITY

PARTNERS & SPONSORS FOR OUR IMPROVEMENT PLAN

OUR ASK TODAY= LET'S WORK TOGETHER!

JOIN US IN OUR IMPROVEMENT PLAN EFFORTS A NEW VISION FOR THE HWY. 50 CORRIDOR

- **IDENTIFYING ILLEGAL LAND USAGE**
- **INCREASED ENFORCEMENT EFFORTS**
- **PARTNERSHIP IN BEAUTIFICATION INITIATIVES**
- **NEW HEIGHT RESTRICTIONS & SETBACK RULES**
- **IMPROVING OUR GATEWAY-SOMETHING THAT MAKES US PROUD!**
- **CREATING A WORK PLAN FOR FUTURE COLLABORATION**

1233389 Ontario Inc.
#11 -1051 Meyerside Dr.
Mississauga, Ontario
L5T 1J6 905-565-7417

City Clerk

AGENDA ITEM 9 – UNDER RESOLUTION

RE: Metrolinx Initiatives Update, February 13, 2024
Potential Rutherford Road Station Site, Block 60 East
6080 Rutherford Road, Vaughan

Dear Mayor and Members of Council

My property within Block 60 East, north of Rutherford Road and east of the CP railway line has been identified as a potential Metrolinx Bolton Line transit station site without sufficient study. It is one of two station sites within Block 60 East proposed to be frozen indefinitely with no plans for a station study, acquisition or compensation.

As a result of the additional study work by the Landowner Group's transportation consultant, Poulos and Chung, requested by the City, the Block 60 East Landowners' Group requested the removal of the Rutherford Road Potential Station Site #2 from within the Block Plan in late 2023. *(See image on pg. 3).*

Potential Station Site #2 will have no road access to Rutherford Road once the underpass is built as it will be over 6m higher than the road. To reach the station, commuter traffic will have to drive approximately 1.3 kilometers from Hwy 27 through residential lands, almost half of that on a cul de sac.

We recently met with Councilor Volpentesta, and City engineering and infrastructure planning staff to discuss why our site is the least suitable for a Metrolinx station out of the three undeveloped quadrants of Rutherford Road and our request to the City to relocate the station from the property.

I have attached the presentation made to the City and Region this past December by the Block 60 East Landowner Group's planner and transportation consultant, and with the information previously provided to the City and Region by the Block Plan consultants, it was confirmed that our location is not a suitable or desirable location for a GO station due to its many constraints. Many of the constraints were not considered in the 2010 Metrolinx Bolton Study which was a high-level study that did not factor in

topography, natural features or future road improvements. The Region and the City have continued to rely on the outdated Bolton study for reserving two potential GO station sites (post 2050) within Block 60 East without doing any additional studies to determine the need for two sites for a low ridership line or the appropriateness of their locations.

We are confident that if the updates by the Region and Metrolinx mentioned in the report to Council examine the Rutherford Road and CP Railway adjacent lands for GO station sites and look at the current and planned road improvements, or review the study and information the group has submitted in support of the Block Plan approval, they will agree that a site without direct arterial or collector road access is not an appropriate location for a commuter transit station.

We acknowledge that planning for future transit is important; however, to do so without the proper understanding of the facts and context for decision-making will result in reserving a station site that is costly, inefficient, and will not meet transit station criteria, while eliminating more appropriate sites. It will also unnecessarily freeze privately-owned, developable lands designated for Low-Rise Residential development in the City's 2010 Official Plan.

The Block 60E landowners are motivated to finalize the Block Plan approval. It is well over 3 years since our block plan application was submitted. With the tremendous need for homes and with the constraints identified with our property, we would like to ask that the City support Block 60 East without the potential Metrolinx Station Site #2 as there are much more suitable station locations available on the railway line and Rutherford Road.

Thank you

1233389 Ontario Inc.



Susie Iacobucci



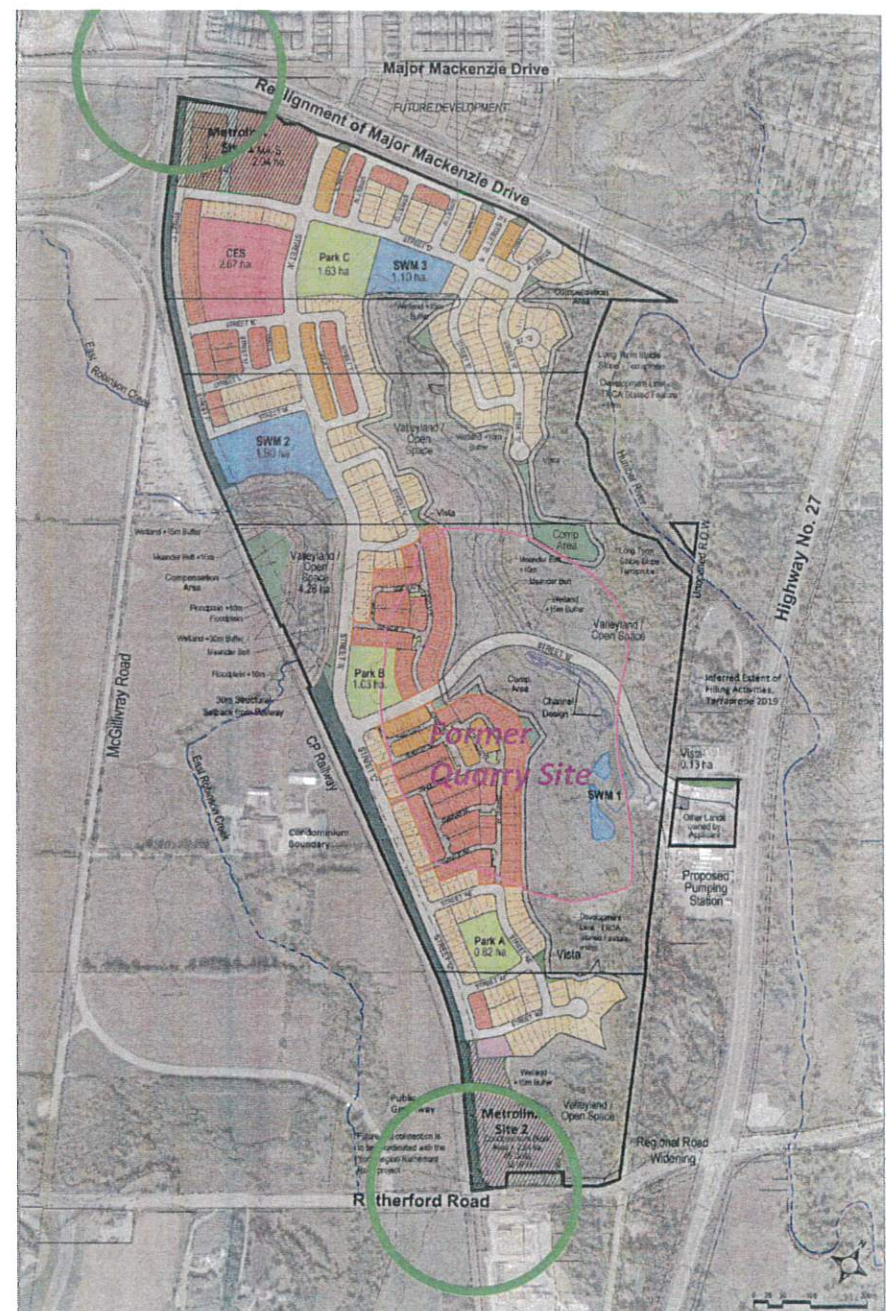
BLOCK 60 EAST Metrolinx Station Site Review

Meeting with City of
Vaughan and York Region
December 8th, 2023

Poulos
Chung
MGP Malone
Given
Parsons.

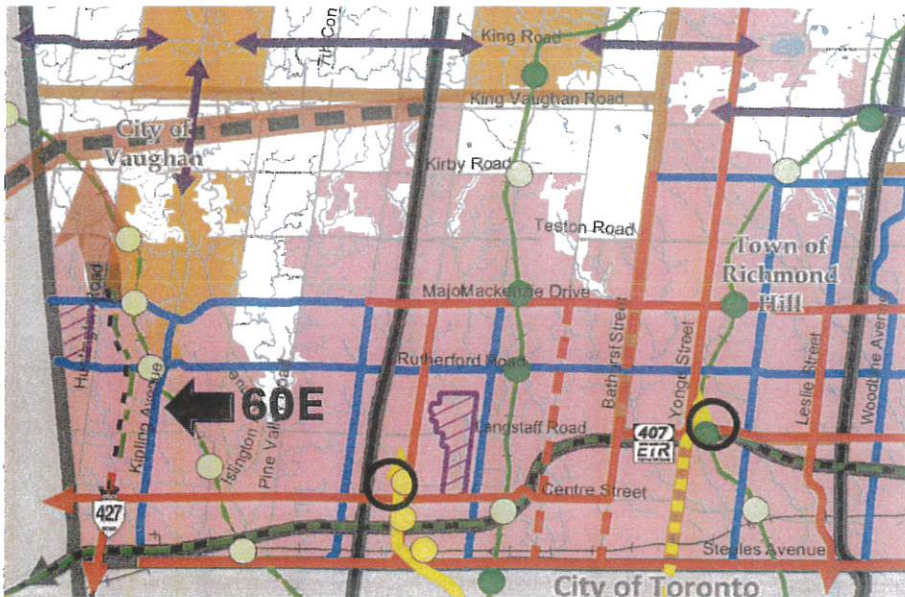


- **Planning Process:**
 - PAC Meeting 2017
 - Block Plan Submission – April 2020
 - 2nd Submission – Aug. 2021
 - 3rd Submission – Feb, April, August, October 2023
 - 4th Submission – December 2023
- **Net Developable Area = approx. 60 ha.**
- **Low-Rise Residential**
min 50 p/j/ha = ~ 1,000 units
- **Population of ~ 3,200 persons**
- **2 schools, 3 public parks**
- **Approx. 24 ha of former quarry and fill**
- **No Access to Rutherford, 2 on Major Mackenzie and 1 valley access from Hwy 27**
- **Two Potential Metrolinx station sites (6 ha+)**



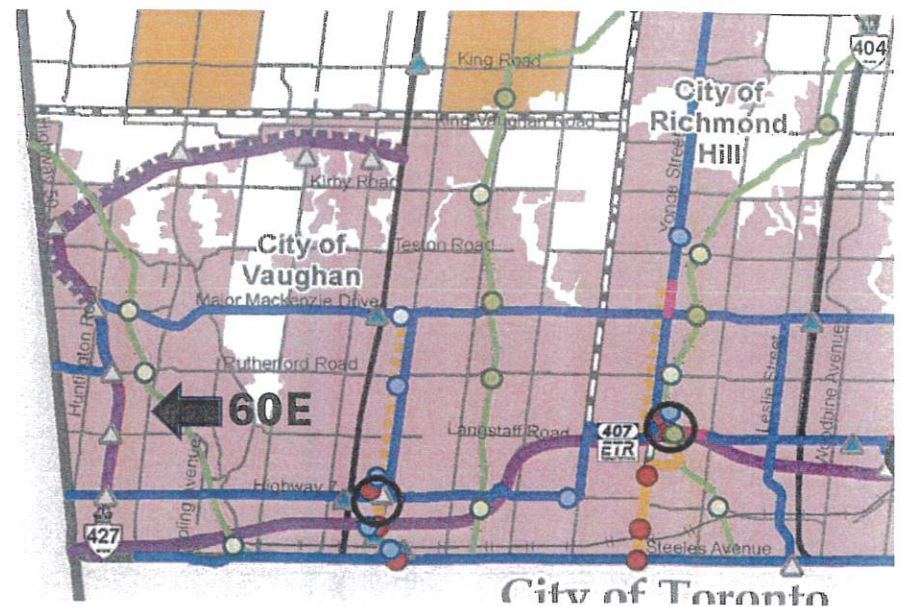
Bolton Line – Potential Metrolinx Station Sites

York Region Official Plan 2010



- Station sites shown at road intersections
- 5 Potential Station sites on Bolton Line
- Potential Hwy 413 Shown

York Region Official Plan 2022

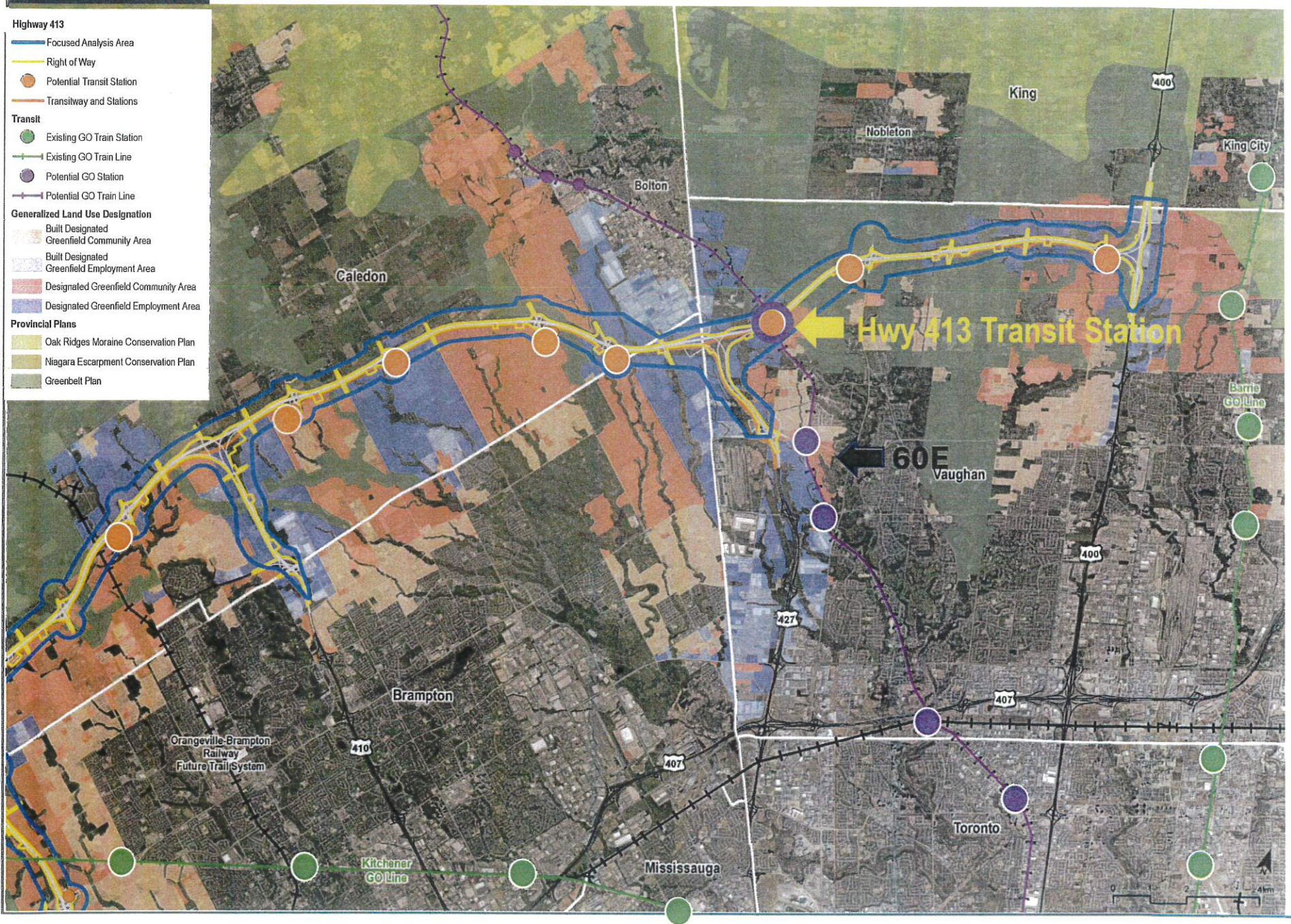


- Station sites shown on road intersections
- 3 Potential Station Sites on Bolton Line
- Metrolinx input on removal?
- Potential Hwy 413 Shown with parking lots
- Hwy 413 2021 Straw model #7 shows station.
- Not identified as a future major transit station area.

Block 60 East

Bolton Metrolinx Line - With Preliminary Hwy 413 Alignment

- Highway 413**
 - Focused Analysis Area
 - Right of Way
 - Potential Transit Station
 - Transitway and Stations
- Transit**
 - Existing GO Train Station
 - Existing GO Train Line
 - Potential GO Station
 - Potential GO Train Line
- Generalized Land Use Designation**
 - Built Designated Greenfield Community Area
 - Built Designated Greenfield Employment Area
 - Designated Greenfield Community Area
 - Designated Greenfield Employment Area
- Provincial Plans**
 - Oak Ridges Moraine Conservation Plan
 - Niagara Escarpment Conservation Plan
 - Greenbelt Plan



Possible Future GO Transit Station(s) Review and Evaluation of Roadway Network Within the Block 60 East Community

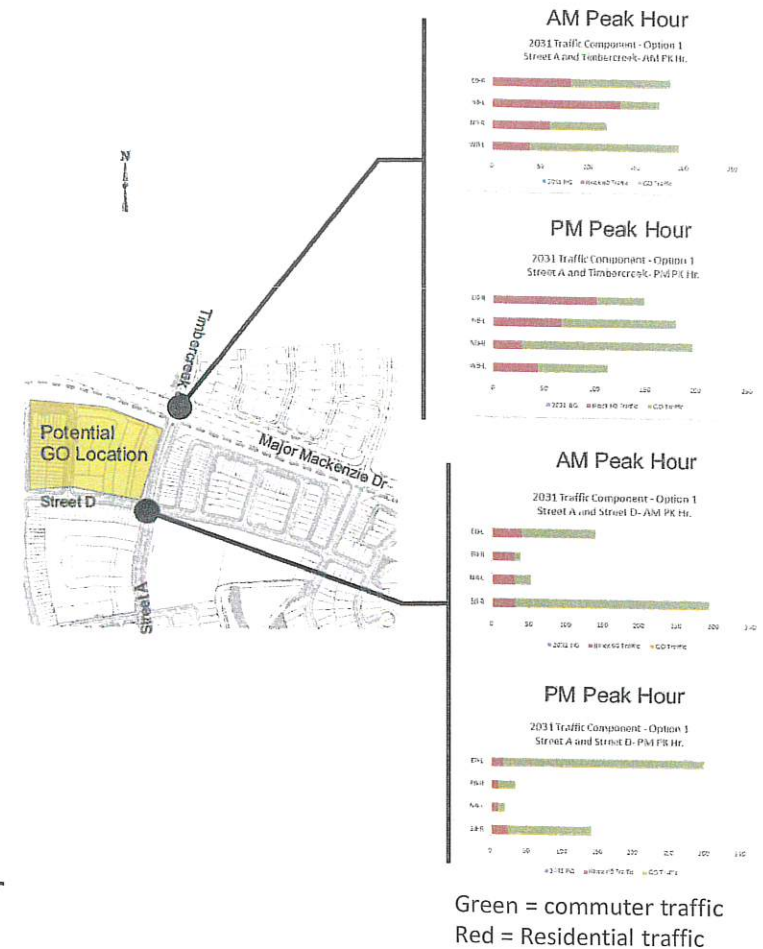
OBSERVATIONS

- Changes in the area since the Metrolinx Bolton Study preclude arterial road access to station sites anticipated in the study:
 - Major Mackenzie realigned and widened to 6 lanes with a railway overpass
 - EA for Rutherford Road widening to 6 lanes and railway underpass
 - Block 60 E converted from employment to residential use.
- Using shared residential roads to access a GO Rail Station is uncommon. No examples were found in the Region.
- Metrolinx Bolton's study was high-level and did not consider existing and future topography – valley lands and underpass.
- Forecast station (1 and 2) parking supply based on presumed area availability and not potential calculated demand.
- If the study were done today, the location of the stations would be different.
- Metrolinx concluded there isn't a business case for the Bolton line until after 2050.

Possible Future GO Transit Station(s) Review and Evaluation of Roadway Network Within the Block 60 East Community

ANALYSIS and CONCLUSIONS

- Four Station operation Options were evaluated
 - Each individually
 - Both stations in operation
 - Combined 1 & 2 demand in Station 1 location;
- External boundary road intersections can accommodate commuter travel but experience an overall intersection operational degradation;
- Left turn lanes serving peak directional commuter demand outflows will require storage length increases;
- Key internal road intersections and mid-block roads experience commuter traffic flows higher than local residential flow;
- Internal collectors and Street D become primary commuter routes, experiencing increased delay and congestion in all options;
- A mixing of commuter and local traffic may be incompatible.



ANALYSIS and CONCLUSIONS

- Estimated Station demand = parking of 620 spaces (Site 1) and 420 (Site 2) - less than Bolton Study.
- Site 1 (Major Mackenzie) size could be reduced through the use of structured parking.
- Signalization would be required on Street A at the first intersection south of Major Mackenzie Drive (Street D) with station site (without warrant).
- Traffic issues with co-location with a second school must be addressed if and when the station is required.

Possible Future GO Transit Station(s) Review and Evaluation of Roadway Network Within the Block 60 East Community

ANALYSIS and CONCLUSIONS

- Rutherford Road access to station Site 2 is questionable due to existing and future grade changes (6+m) and intersection spacing to Hwy 27
- Site 2 with no access from Rutherford:
 - Is 1.3 km from an arterial road intersection
 - Will be on a 580m cul de sac
 - Secondary/emergency access would rely on a private condo road.



Planned station access to & from Rutherford Rd.

The spacing of Simmons Street is not permitted to be signalized

This access is not feasible because of the planned grade separation of CP Rail

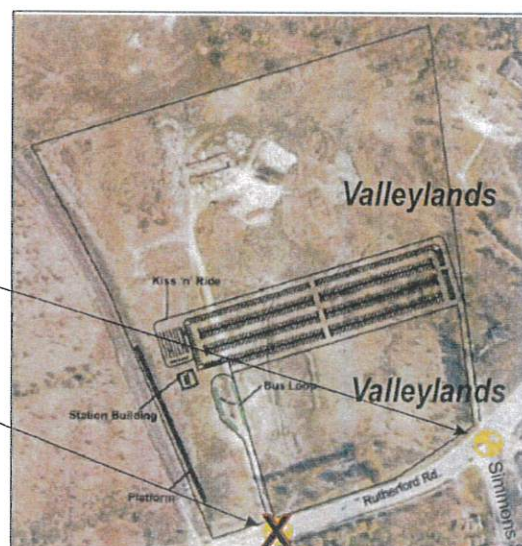


Figure 9.14: Conceptual Layout – Vaughan (Elder Mills) Station (Alternative 1)



REPORT RECOMMENDATIONS

- Further review of the Rutherford Road corridor be undertaken to verify if feasible arterial access can be secured for a GO Rail Station;
- Reviews of alternative station locations along the CP railway line with better access should be undertaken.

- these have been submitted previously and included in the Bolton Study.

- Development has occurred on the other three sides of the intersection relying on Bolton Study.
- Remaining site has no arterial road access.
- Addition of Highway 413 transit site may be an alternative location.
- Site size can be reduced and rely on structured parking.



Figure 9.6: Major Mackenzie Drive Station Site



Reserved site = 3.5
ha incl school

- Two alternative sites remain undeveloped on the west side of the railway.
- Site on the southwest corner included as Alternative 2 in the Bolton Study.
- Site was recently purchased by the City of Vaughan for a park – an ideal interim use until the future of the Bolton line is determined.
- Both alternative sites adjacent to a collector road and are closer to the arterial road intersection than 60E site.

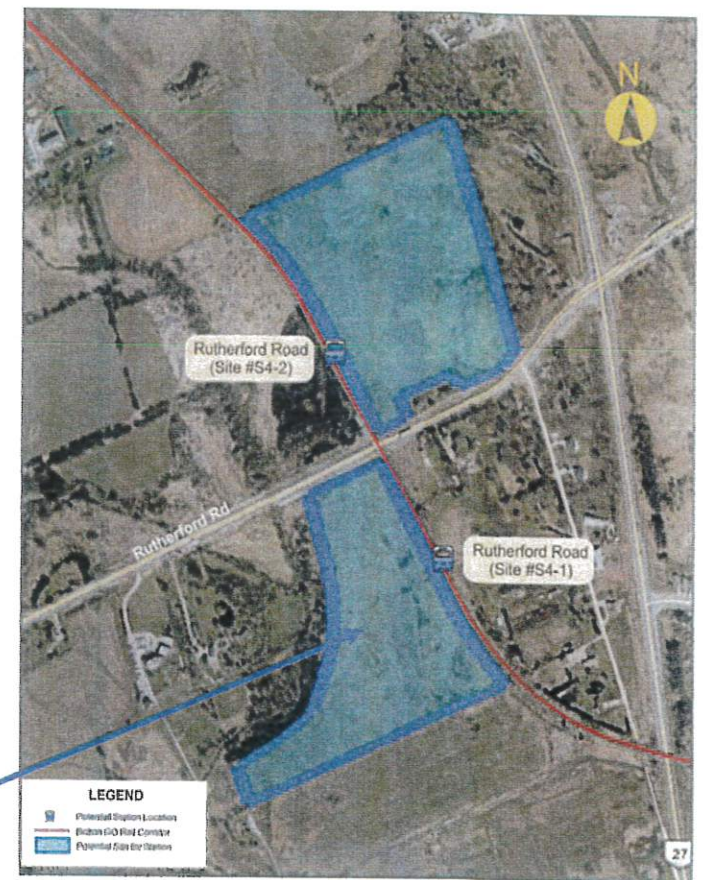
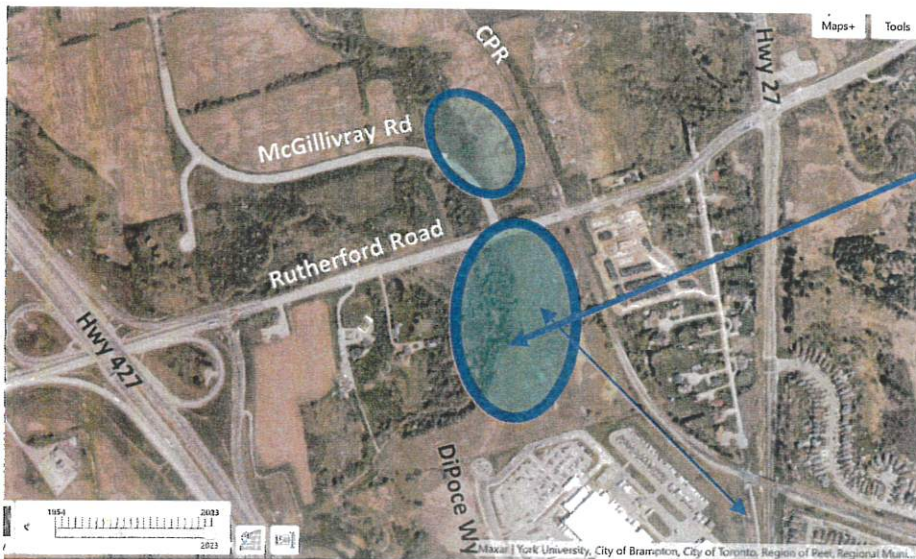


Figure 9.5: Rutherford Road Proposed Station Sites

Conclusions and Requests:

- Arterial road access is not reasonably possible for either Block 60 E station site.
 - Access to commuter stations through residential neighbourhoods is undesirable and uncommon.
 - Site 2 in 60 E is not a workable site:
 - Site 2 access on Rutherford is difficult due to future 6m change in grade from site to the road.
 - Site 2 access through community is 1.3 km from arterial road intersection, on a 580m long cul de sac with no public emergency access.
 - Reserved Station sites (3.5 + 2.6 ha) represent 10% of the block's developable area of 60+ ha.
 - No mechanism to have Metrolinx undertake a new study.
1. Reduce Major Mackenzie Site 1 size to 1.5 ha with structured parking.
 2. Add Highway 413 Transit Station to Draft City OP Mapping (and Region's OP if possible).
 3. Eliminate Block 60 E Site 2 at Rutherford due to lack of access and two better, undeveloped sites at the intersection.





TEL : 416-678-5247 TOLL FREE: 1-844-786-7858

FEBRUARY 11th 2024

TO: CITY OF VAUGHAN
2141 MAJOR MACKENZIE DR W.
VAUGHAN, ON L6A 1P7

FROM: VICTOR LACARIA
3100 STEELES AVE W. #206
CONCORD, ONTARIO
L4K 3R1

C5.
Communication
CW(2) – February 13, 2024
Pres. 2

RE: Urgent Action Required: Persistent Violations of By-Law 001-2021 at 10 Doughton Rd, Vaughan

Dear Mayor Del Duca, Members of Council, City Staff,

On behalf of my client, Peter Zeppieri, I am writing to bring to your attention the prolonged and unresolved violations of section 5.13, pertaining to outside storage under By-Law 001-2021, at 10 Doughton Rd, Vaughan, ON L4K 1R2. My client raised these concerns, Mr. Peter Zeppieri, who has witnessed the continuous disregard for this by-law by the business owners at the aforementioned property for over two decades, with a noticeable escalation in the last two years.

It is particularly troubling that despite previous charges and convictions against the business owners for these offences, which have resulted in fines, there has been no meaningful effort to remain in compliance with the by-law. This pattern of behaviour demonstrates a blatant disregard for the regulations set forth by the City of Vaughan, as well as a lack of respect for the well-being of the surrounding community.

In light of this history of non-compliance, I strongly urge the City of Vaughan to take decisive action to address these violations. If necessary, I recommend pursuing further legal avenues, such as issuing Part 3 summonses for continuous violators of the by-law and rectifying the ongoing issues at 10 Doughton Rd. Companies operating within our community must understand that continued disregard for regulations will not be tolerated and will be met with appropriate consequences.

My client has endured these violations for too long, and the City must take swift and effective measures to remedy the situation. I trust that the City of Vaughan will prioritize the well-being and satisfaction of its residents and business owners by enforcing compliance with the by-law and holding accountable those who choose to operate outside its bounds. Thank you for your attention to this urgent matter.

Yours sincerely,

Victor Lacaria
Partner, Licensed Paralegal

5.13 Outside Storage

5.13.1 General Requirements for Outside Storage

1. The maximum permitted area of outside storage shall be 30% of the total lot area.
2. The maximum height of goods or materials stored within an outside storage area shall be 3 m.
3. Outside storage of motor vehicles except for the purpose of display, hire, or sale shall be prohibited.
4. Outside storage of obnoxious goods or materials shall be prohibited.

68 | Zoning By-law No. 001-2021

5.13.2 Location of Outside Storage

1. Outside storage shall not be permitted in a front yard or exterior side yard.
2. Outside storage shall not be permitted between a principal building or structure and a street line.
3. Outside storage shall only be permitted in an interior side yard where the lot frontage is 45 m or greater.
4. Outside storage shall not be permitted on any corner lot.

5.13.3 Screening of Outside Storage

1. Any portion of a lot used for outside storage shall be fully screened by an opaque fence or other vertical elements, except that screening shall not be required in a yard where outside storage abuts a railway corridor.
2. Where outside storage is screened by an opaque fence, the opaque fence shall be in accordance with the requirements of the City of Vaughan Fence By-law.

Letters regarding 10 Doughton Road

Peter Zeppieri
80 Costa Road
Concord, Ontario L4K 1N2

August 25, 2023

To: The City of Vaughan

To Whom it may Concern:

My name is Peter Zeppieri. I have been operating my business in the area of Jane and Highway 7 since 1970. I built my first building at 80 Costa Road, which was farmland at the time. My goal was to grow and improve my business. In 1980 I built two more industrial buildings at 29-35 Killaloe Road. At the time, this was a great area to conduct my business. During the operation of my business, I made several complaints to the City of Vaughan regarding the By-Law department's lack of enforcement in the area. In 1995, I had a meeting with Lorna Jackson regarding this issue and in 2003 I hired a lawyer, Bram Zinman, to help me deal with this issue. Please see letter and photos attached.

Years later and not much has improved. I obtained a copy of the City By-Laws, and it is clear what the property owner's responsibility is. Most of the businesses in the area are renting their spaces and the building owners get away with non-compliance. In 2018, Peter Trinh ordered No Parking signs to be installed on Costa Road, however, the signs are ignored because there is no enforcement.

York Transit did a beautiful job on Highway 7, even adding a boulevard with flowers to beautify the area. While 150 feet south of there, on the corner of Costa Road and Doughton Road, there are overgrown weeds and overflowing garbage bins. According to a city by-law officer, charges are being issued to the offending businesses, but in the meantime, they continue to operate in the same manner. On June 21, 2023, I sent an email to Celeste Jozefachi, regarding this matter, however, I have yet to receive a reply.

Please see the accompanying photos from the 2000's, as well as recent ones, to demonstrate the issues we are experiencing on Costa Road.

I would appreciate a reply outlining what action will be taken to resolve these issues.

Best Regards,

Peter Zeppieri

BRAM M. ZINMAN
BARRISTER AND SOLICITOR

June 11, 2003

Sent by Fax (905) 832-8535

City of Vaughan
2141 Major MacKenzie Drive
Vaughan, Ontario L6A 1T1

Attention: Susan Kadis, Councillor

Dear Madame:

Re: **Peter Zeppieri/Property Standards By-Laws Issues**
Highway No. 7 and Jane Street, Industrial District

I am the solicitor for Peter Zeppieri, the registered owner of 80 Costa Road, in the Highway 7 and Jane Street industrial district. Mr. Zeppieri has had a history with the City in requesting, without success, enforcement of the Property Standards By-law in the Jane & Highway 7 industrial area over the last few years; unfortunately, there has been no action in this area and matters have gotten significantly worse over the past year.

I have been retained by Mr. Zeppieri to bring this matter to City Council and to push for enforcement of the existing Property Standards By-law. In this connection I forwarded to the City of Vaughan on May 22, 2003 a letter (a copy of which is attached) setting forth Mr. Zeppieri's complaints, including infractions at 15 separate properties in his area, being significant property standards violations of long standing, plus two further general complaints with regard to Costa Road and Doughton Road regarding long standing abandoned vehicles. As you can see in my letter, this was requested to be added as a deputation item for the City Council meeting scheduled for Monday June 16, 2003.

Subsequently, Mr. Thompson, the Manager of By-law Enforcement added items 22 and 23 to the agenda for Council, a copy of which I understand you have, dealing with appointment of By-Law Enforcement Officers and also dealing with the status of enforcement in the area, although Mr. Thompson does not deal explicitly with my letter.

You will see my reply to Mr. Thompson's item 23 which I sent to him yesterday; I have sent this to the City Clerk to add to our deputation item when called.

200-56 Sheppard Avenue West, Toronto, Ontario M2N 1M2
Telephone (416) 221-5919 Facsimile (416) 221-6633
Email: bzinman@bellnet.ca

03 02:55am From:BLUFARB ZINMAN

4162215633

T-900 P 003/003 F-397

Bram M. Zinman

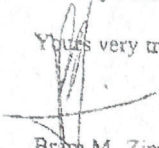
Page 2

In view of the circumstances, I understand from the City Clerk that my letters will be circulated on Friday and will be attached to items 22 and 23 to be discussed at the Council meeting on Monday; I also understand Council's procedure to be that if a Councillor requests this matter to be dealt with at the beginning of the meeting, items 22 and 23 as well as my letters and deputation can be heard together at the beginning of the meeting, which I request in view of the fact that we have several property owners in addition to Mr. Zeppieri who will attend; I hope you can make this request on our behalf.

I also wish to discuss whether you can support my clients requests in this matter.

Kindly contact me at your earliest convenience to discuss this matter and in any event prior to Monday June 16, 2003. Your anticipated assistance is greatly appreciated.

Yours very truly,



Bram M. Zinman

/sp

cc: client

Photos of Violations: March 2023, July 2023,
and November 2023



2023. 3 8



2023. 7. 10




GTABINS.CA

LANDSCAPING


GTABINS.CA

14-01

GTABINS.CA

20-1
8-04

GTABINS.CA

BK-97654

UNIT

2023. 7. 23



2023. 7. 23



2023. 7. 30



2023. 7. 30



2023.11.2



Photos of Violations:
October 2023 - February 2024



2023. 10. 25



GTA LANDSCAPING
LANDSCAPING - HEDGING
647.830.9

2023. 11. 12

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GENERAL REPAIRS LTD.
Tel: (905) 738-1100

Superior
Propane
1-877-873-7467
NO SMOKING
KEEP CAGE AREA CLEAR
KEEP CYLINDERS IN AN
UPRIGHT POSITION

2023. 11. 12



2023.11.12

GENERAL REPAIRS LTD.
Tel: (905) 738-1100



2023. 11. 4



2023. 11. 4




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GTALANDSCAPING.COM

FOR INFORMATION
CONTACT US

GTALANDSCAPING.COM
7.830.9248

2023.11.2



GTABINS.CA

GTALANDSCAPING.COM

UNIT 1

20-04

GTABINS.CA

GTALANDSCAPING.COM
847.830.92

2023.12.2




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UNIT 1

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LANDSCAPING SERVICES
647.830.9248

GTA LANDSCAPING.COM
02
GTA LANDSCAPING.COM

2023. 12. 3



2023. 12. 2



2023.12.10



2023.12.10



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STLANDSCAPING.COM

UNIT 1

MAX LOADING LEVEL

2024. 1. 1



2024. 1. 27



2024. 1. 21




GTABINS.CA

 LANDSCAPING

UNIT 1

2024. 1. 14



2024. 1. 21



STABILLUS CA

GMC



BK-97554

BR-72249

2024. 1. 28



Vulcan
EST. 1911
905-669-9720

PROPERTY
VULCAN FOUNDRY CO.
100 WEST 20 ST

2024. 2. 4



Feedston

AJ-34228

2024. 2. 4



2024. 2. 4

C6.

Communication

CW(2) – February 13, 2024

Pres. 2

10 DOUGHTON RD

VAUGHAN ZONING BY-LAW VIOLATIONS

Agenda

- Overview of Zoning By-law Violations
- Specific By-law Sections (S. 5.13.2(1) and S. 5.13.2(4))
- Request for Continued Enforcement
- Conclusion and Next Steps

Introduction

- Today's presentation's purpose is to inform the Mayor, members of council, and staff of the continuing infractions that have occurred after the first violations occurred and were brought to the City's attention for these properties and for action to be taken by Vaughan's By-Law department.
- There are multiple businesses that operate from 10 Doughton Rd, There have been three which have been charged with violations of the City's master zoning by-law 001-2021.
- The next coming slides will show continuous violations of Zoning By-law 001-21, Section 5.13 from November 2023 to February 2024.



NOVEMBER 2023



20

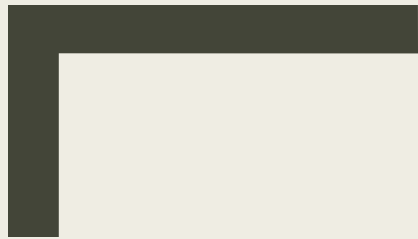


2023. 1



DECEMBER 2023





JANUARY 2024







FEBRUARY 2024



Request of Council and Staff

- Issuing Fines: The city could impose fines on the businesses found to be in violation of the zoning by-law. These fines could serve as a deterrent and encourage compliance.
- Enforcement Measures: The city's by-law department could increase enforcement efforts, such as conducting regular inspections of the property to ensure compliance with zoning regulations.
- Legal Action: If the violations persist despite warnings and fines, the city may pursue legal action against the businesses, which could involve seeking court orders to compel compliance or imposing more severe penalties.

Request of Council and Staff

- Education and Outreach: The city could also provide educational resources and outreach efforts to help businesses understand and comply with zoning regulations. This could include workshops, informational materials, and guidance on obtaining necessary permits.
- Negotiation and Mediation: In some cases, it may be possible to resolve zoning violations through negotiation or mediation with the business owners. This could involve discussing potential solutions and agreements to bring the property into compliance.
- Community Engagement: The city could engage with the local community to gather input and support for addressing the zoning violations. This could include holding public meetings or consultations to discuss the issue and potential solutions.

Tuesday February 13, 2024

Deputation to Council as a Whole re: Property of 8066 Dufferin St.

C7.

Communication

CW(2) – February 13, 2024

Pres. 3

- 8066 Dufferin St. is situated on the west side of Dufferin, south of Hwy 407, North of Centre Street, and directly in front of Racco Parkway
- The property has been owned by the D’Angela and Morelli family since 1964.
- In 2004, a Holding (H) Provision was placed on the property.
 - A recommendation was put forward by the Commissioner of Planning in a Committee of the Whole meeting on February 3, 2003¹
 - In a Council Meeting on January 26, 2004, the Recommendation from the Commissioner of Planning’s 2003 report was adopted with an amendment and carried.²
 - In a council Meeting on March 8, 2004, By-law 75-2004 was read and enacted which stated: *A By-law to amend City of Vaughan By-law 1-88. (City of Vaughan, Dufferin Street Study-West Side, Z.01.030, bounded by Dufferin Street, Centre Street and Highway 407, part of Lots 6, 7 and 8, Concession 3) (Council, January 26, 2004, Item 16, Committee of the Whole, Report No. 5).*³
- This Zoning By-law Amendment placed a Holding Symbol (H) on “the lands in accordance with the Official Plan policies” and were “to be lifted upon appropriate land assembly and approval of a comprehensive concept plan providing for efficient development of the parcels and co-ordinated access to Dufferin Street; interim uses permitted while the Holding Zone is in place shall include Public Uses on the City-owned lands.”⁴
- The specific requirements and process for lifting the holding provisions is dependant upon the following:
 1. Comprehensive assembly of land or agreements with respect to land exchanges that create efficient parcels to accommodate the intended development;
 2. Master plans or block plans showing the manner in which initial development phases would be undertaken that also provides for full build out and for longer-term expansion and intensification of priority land uses;
 3. Agreements to ensure the co-ordination of access points to Dufferin Street;
 4. Site plan approval and agreements to effectively implement such approval; and,
 5. Studies and approvals as necessary to demonstrate compliance with environmental guidelines, as well as, plans and agreements required to ensure compliance.
- In 2005, the City of Vaughan tried to expropriate 8066 Dufferin, along with two other Dufferin properties. This is reflected in “*BY-LAW NUMBER 236-2005 (Item 7, Committee of the Whole Report No. 43) A By-law to provide the making of an application for approval to expropriate land in fee simple, being Part of Lot 8, Concession 3, in the City of Vaughan, in the Regional Municipality of York. (8066 Dufferin Street)*”⁵
- In the report given by the Commissioner of Planning in 2003, there was attention to 8066 Dufferin as the property opposite to Racco Parkway, specifically, with the concern of access. The report states, “The only acceptable consolidated access location for the northerly block is opposite Racco Parkway...This access...would require land within the northerly block for road purposes. A developer’s

¹COMMITTEE OF THE WHOLE FEBRUARY 3, 2003 ZONING BY-LAW AMENDMENT FILE Z.01.030 CITY OF VAUGHAN (DUFFERIN STREET ZONING STUDY – WEST SIDE) REPORT # P.2001.49 https://meetingarchives.vaughan.ca/committee_2003/pdf/CWA20030203_11.pdf

² Item-16 “Zoning By-law amendment file z.01.030 city of Vaughan (Dufferin street zoning study – west side) report #p.2001.49 https://meetingarchives.vaughan.ca/council_2004/pdf/0126m.pdf

³ CITY OF VAUGHAN COUNCIL MINUTES MARCH 8, 2004 https://meetingarchives.vaughan.ca/council_2004/pdf/0308m.pdf

⁴ COMMITTEE OF THE WHOLE FEBRUARY 3, 2003 ZONING BY-LAW AMENDMENT FILE Z.01.030 CITY OF VAUGHAN (DUFFERIN STREET ZONING STUDY – WEST SIDE) REPORT # P.2001.49 https://meetingarchives.vaughan.ca/committee_2003/pdf/CWA20030203_11.pdf

⁵ CITY OF VAUGHAN COUNCIL MINUTES JUNE 27, 2005 https://meetingarchives.vaughan.ca/council_2005/pdf/0627m.pdf

group would assist in addressing the cost-sharing of the roads and services for each of the north and south blocks.”

- In the past, we have asked the City of Vaughan why the Holding (H) Provision remained on our property. We received excuses such as: a bus station had to be built, Racco Parkway had to be extended, a waste transfer station had to be created. None of these matters occurred, yet the Holding (H) Provision remains on the property.
- Majority of the land situated around 8066 Dufferin is City owned or government affiliated. These include:
 - Vaughan Water; Salt Dome; PowerStream; Parks Operations; Alectra
 - Note: Parks Operations - the property directly north of 8066 Dufferin (8090 Dufferin) - was leased by the City of Vaughan for the last twenty years.
 - The development of these properties does not meet the requirements of the Holding (H) Provision
- The history that the City has with 8066 Dufferin suggests that any proposals we, the property owners, put forward would not be approved as it does not fit into the “Official Plan” discussed in the Commissioner of Planning’s 2003 report nor with the other developments made within the area.
- On the website for the Development Planning Department the mission statement states, “Land use planning enables the City to establish goals and objectives for growth and development...Through this process, the interests and objectives of individual property owners are balanced with the greater interests and objectives of the City.”⁶
- We do not feel that there is a balance between the City and the property owners of 8066 Dufferin Street.
- Plans have been made for the properties surrounding 8066 Dufferin, without our consultation. These decisions have not only brought down the value of our property and deterred potential buyers, but have also prevented us from doing what we want with our land. The Development Planning department and Council may have had good intentions in 2004 when the Holding (H) Provision was first placed. However, these good Intentions have been lost over the last twenty years.
- To conclude, we are asking that the Holding (H) Provision be removed from 8066 Dufferin since we feel that it is being misused on the property for the City of Vaughan’s personal objectives. Therefore, we are asking for an amendment to be made to By-law 75-2004, in accordance with Section 36 of the Planning Act.

⁶City of Vaughan - Development Planning Department. <https://www.vaughan.ca/about-city-vaughan/departments/development-planning-department>

Map 1 - Description and location of discussed properties:

Overview of the properties adjacent to 8066 Dufferin Street. (Going from south to north)

8000 Dufferin Street
PowerStream owns property

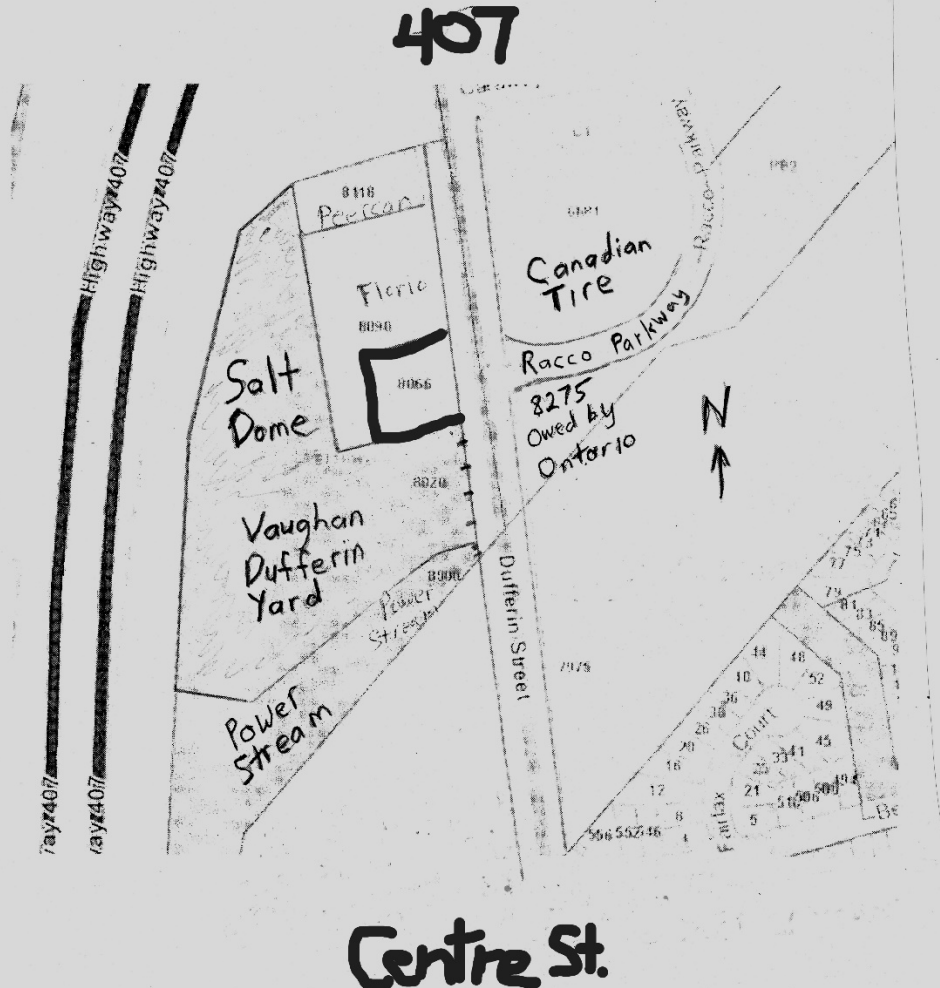
8020 Dufferin Street
Vaughan Dufferin Yard
Water Station selling water to trucks
Salt Dome, was also Long Horn Beetle recycling yard.
Property is owned by the City of Vaughan for the past 20 years

8066 Dufferin Street
Property in Question for "H" removal
D'Angela and Morelli own the property for the past 60 years

8090 Dufferin Street
Vaughan Park Operation leased the property for the last 20 years.
Property owned by Florio and numbered company

8118 Dufferin Street
PowerStream is setting up battery charging station.
Peercan owns property

How is 8066 Dufferin St supposed to fulfill the requirements to remove the "H" if the City Of Vaughan owns or leases all the properties around 8066 Dufferin St. Has the planning department looked at this? Have the City Lawyers looked at this?

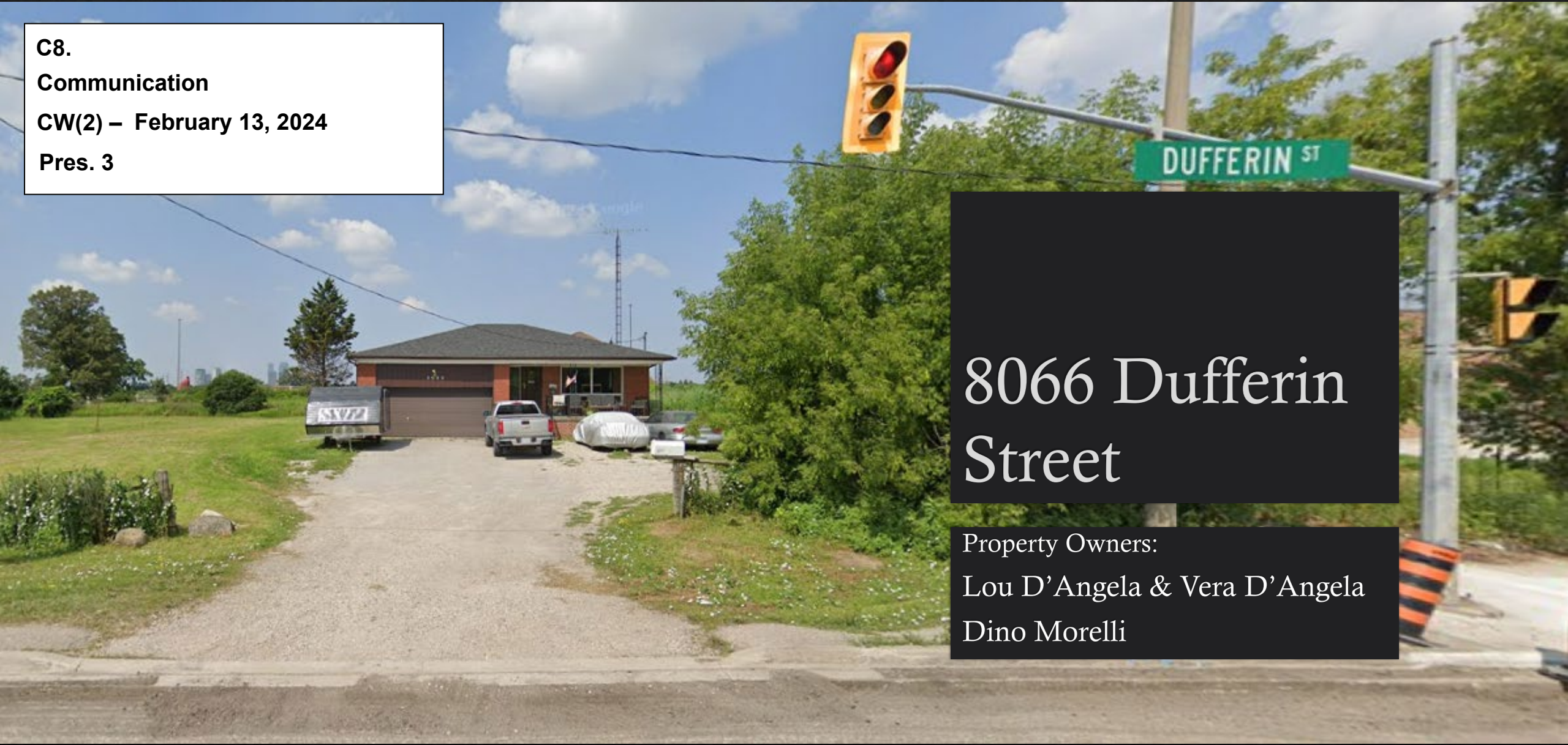


C8.

Communication

CW(2) – February 13, 2024

Pres. 3



8066 Dufferin
Street

Property Owners:

Lou D'Angela & Vera D'Angela

Dino Morelli

In 2004, a Holding (H) Provision was placed on the property.

- February 3, 2003 - A recommendation was put forward by the Commissioner of Planning in a Committee of the Whole meeting
- January 26, 2004 - the Recommendation from the Commissioner of Planning's 2003 report was adopted with an amendment and carried in a Council Meeting
- March 8, 2004 - By-law 75-2004 was read and enacted which stated: *A By-law to amend City of Vaughan By-law 1-88. (City of Vaughan, Dufferin Street Study-West Side, Z.01.030, bounded by Dufferin Street, Centre Street and Highway 407, part of Lots 6, 7 and 8, Concession 3) (Council, January 26, 2004, Item 16, Committee of the Whole, Report No. 5).*

Requirements and process for lifting the holding provisions is dependant upon the following:

1. Comprehensive assembly of land or agreements with respect to land exchanges that create efficient parcels to accommodate the intended development;
2. Master plans or block plans showing the manner in which initial development phases would be undertaken that also provides for full build out and for longer-term expansion and intensification of priority land uses;
3. Agreements to ensure the co-ordination of access points to Dufferin Street;
4. Site plan approval and agreements to effectively implement such approval; and,
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Overview of the properties adjacent to 8066 Dufferin Street. (Going from south to north)

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PowerStream owns property

8020 Dufferin Street

Vaughan Dufferin Yard

Water Station selling water to trucks

Salt Dome, was also Long Horn Beetle recycling yard.

Property is owned by the City of Vaughan for the past 20 years

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Property in Question for "H" removal
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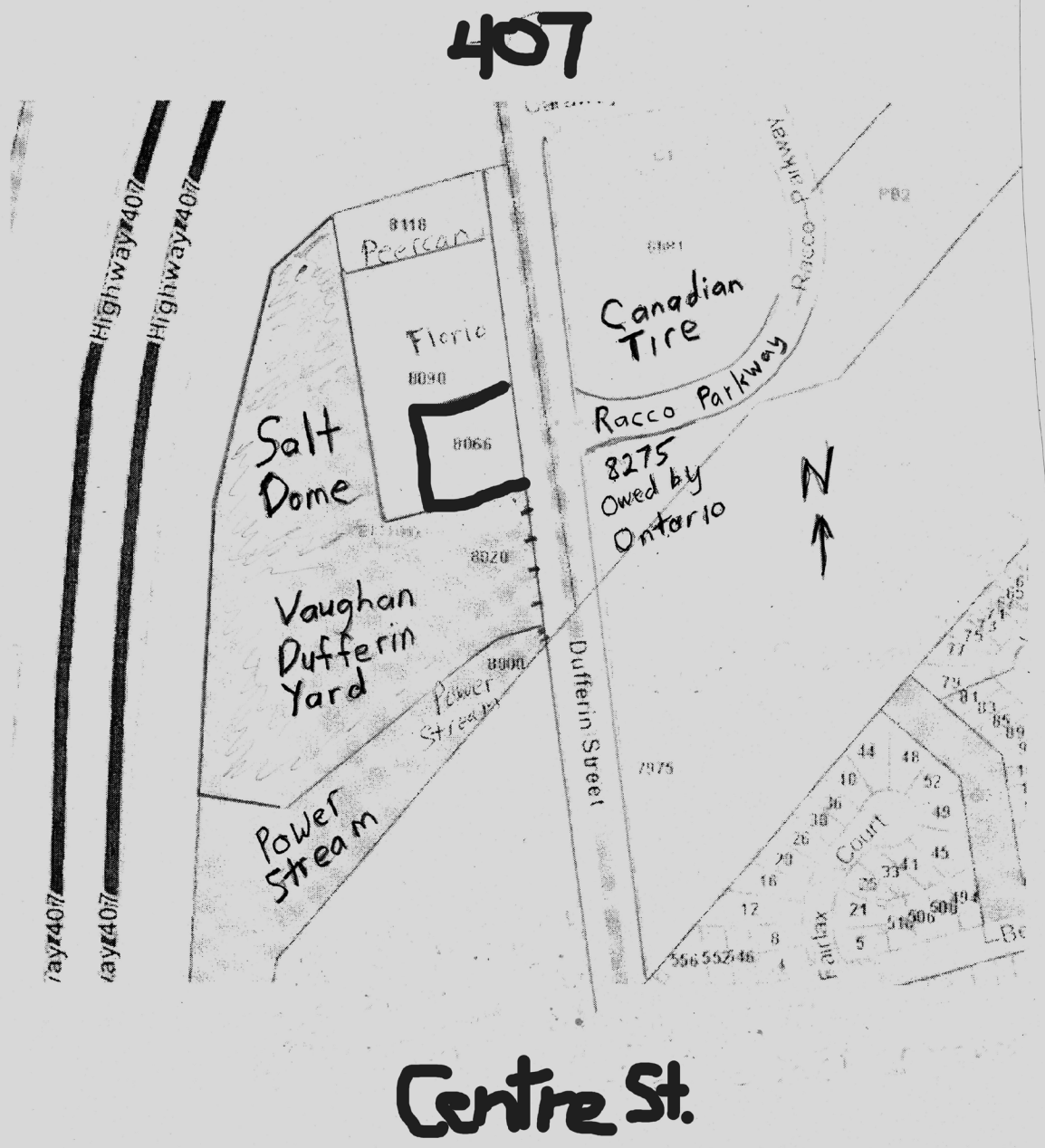
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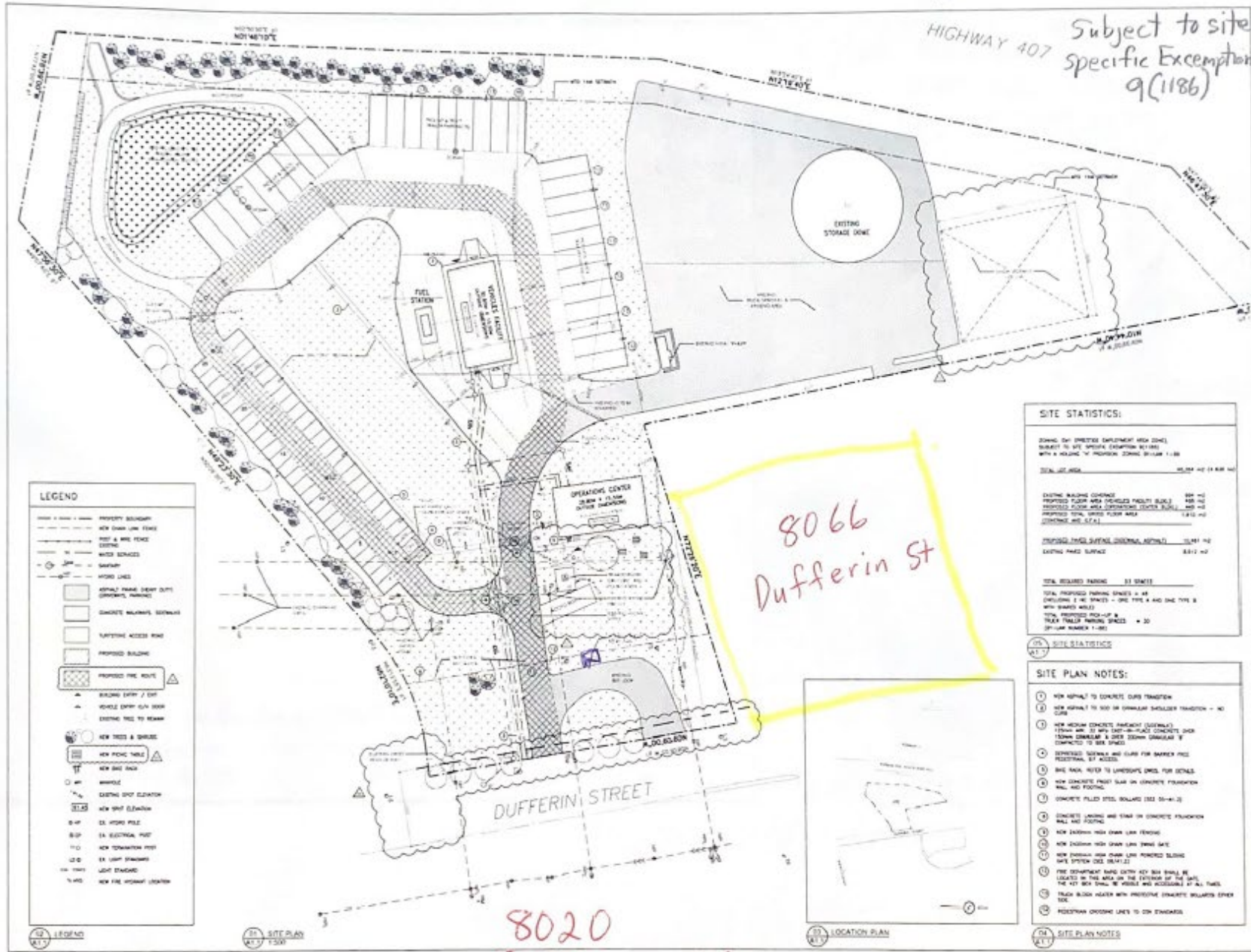
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“BY-LAW NUMBER 236-2005 (Item 7, Committee of the Whole Report No. 43) A By-law to provide the making of an application for approval to expropriate land in fee simple, *being Part of Lot 8, Concession 3, in the City of Vaughan, in the Regional Municipality of York. (8066 Dufferin Street)*”

CITY OF VAUGHAN COUNCIL MINUTES JUNE 27, 2005

https://meetingarchives.vaughan.ca/council_2005/pdf/0627m.pdf

201804
HIGHWAY 407 Subject to site
specific Exemption
9(1186)



SITE STATISTICS:

EXISTING (BY SPECIFIC EMPLOYMENT HIGH ZONE) SUBJECT TO SITE SPECIFIC EXEMPTION BY-LAW WITH A RESERVE TO PROPOSED ZONING BY-LAW 1-18

TOTAL LOT AREA 45,000 SQ FT (1.02 AC)

EXISTING BUILDING COVERAGE 280 +/-
PROPOSED FLOOR AREA (OPERATIONS CENTER BUILDING) 480 +/-
PROPOSED TOTAL GROSS FLOOR AREA 1,810 +/-
(CONTAINING 212 S.F.)

PROPOSED TOTAL SURFACE COVERAGE 32,417 +/-
EXISTING PAVED SURFACE 8,911 +/-

TOTAL REQUIRED PARKING 61 SPACES

TOTAL PROPOSED PARKING SPACES 48
INCLUDING 2 HOV SPACES - ONE TYPE 4 AND ONE TYPE 8 WITH SHARED WHEEL

TOTAL PROPOSED PICK-UP & DROP-OFF TRUCKY PARKING SPACES 20
(BY-LAW NUMBER 1-18)

SITE PLAN NOTES:

- 1 NEW ASPHALT TO CONCRETE CURB TRANSITION
- 2 NEW ASPHALT TO SOFT OR UNPAVED SHOULDER TRANSITION - NO CURB
- 3 NEW MEDIUM CONCRETE PAVEMENT (GEOGRAFF)
- 4 75MM GRANITE SET TOP CONCRETE OVER 150MM GRANULAR & OVER 225MM GRANULAR 3" COMPACTED TO SOIL SPACES
- 5 EXPOSED REBAR AND CURB FOR MARKER FREE PAVEMENT AT INTERSECTIONS
- 6 BULK WATER TOWER TO LAMBERT'S DRUG FOR DETAIL
- 7 NEW CONCRETE PAVEMENT SLAB ON CONCRETE FOUNDATION WITH 400 FOOTING
- 8 CONCRETE FILLED STEEL BOLLARD (25'-40'-D)
- 9 CONCRETE CURBING AND STAIR ON CONCRETE FOUNDATION WITH 400 FOOTING
- 10 NEW EXISTING HIGH OVER LOW FENCE
- 11 NEW EXISTING HIGH OVER LOW FENCE GATE
- 12 NEW EXISTING HIGH OVER LOW FENCE SLIDING GATE SYSTEM (SEE SHEET 22)
- 13 FIVE EQUIPMENT BAYS (WITH KEY BOX) SHALL BE LOCATED IN THE AREA ON THE EXTENSION OF THE DRIVE. THE KEY BOX SHALL BE VISIBLE AND ACCESSIBLE AT ALL TIMES.
- 14 TRUCK BLOCK HEATER WITH PROTECTIVE CONCRETE BOLLARD OVER SIDE
- 15 PROTECTION CROSSING LINES TO CON STRUCKERS

REVISIONS

NO.	DATE	DESCRIPTION

NOTES

KIP PLAN

CLIENT
GUY OF VAUGHAN
270 HAVANA MANOR DRIVE
VAUGHAN ON
L4A 4Y9

PROJECT
Water
DUFFERIN OPERATIONS CENTER
RECONSTRUCTION & MODIFICATION TO ACCOMMODATE ACCESS

ARCHITECT
+VCG ARCHITECTS
THE VENTURE GROUP LTD
427 HURONTARIO ST. 10TH FLOOR
TORONTO ONT. M5S 1A6
TEL: 416 763-4400
WWW.VCGARCHITECTS.COM

8066
Dufferin St

8020
Dufferin St

Water Station to remain

8066 Dufferin St. is surrounded by City Of Vaughan land use as the City of Vaughan sees fit. 8066 Dufferin must smell the garbage, breathe in the fumes, put up with noise.



Vaughan, Ontario
Google Street View
Jul 2023 See more dates

8090 York Regional Rd 53

Adjacent to 8066 Dufferin St. on the North side.
Vaughan Parks has leased this for more than 20 years.



Vaughan, Ontario

Google Street View

Jul 2023

[See more dates](#)



Dufferin St

8000 Dufferin St has alectra utilities and PowerStream preparing the land. This land belonged to the City Of Vaughan.



Vaughan, Ontario

Google Street View

Jul 2023

See more dates



Google

Directly south of 8066 Dufferin St. is the Vaughan Water Station and the new Dufferin operation Centre.

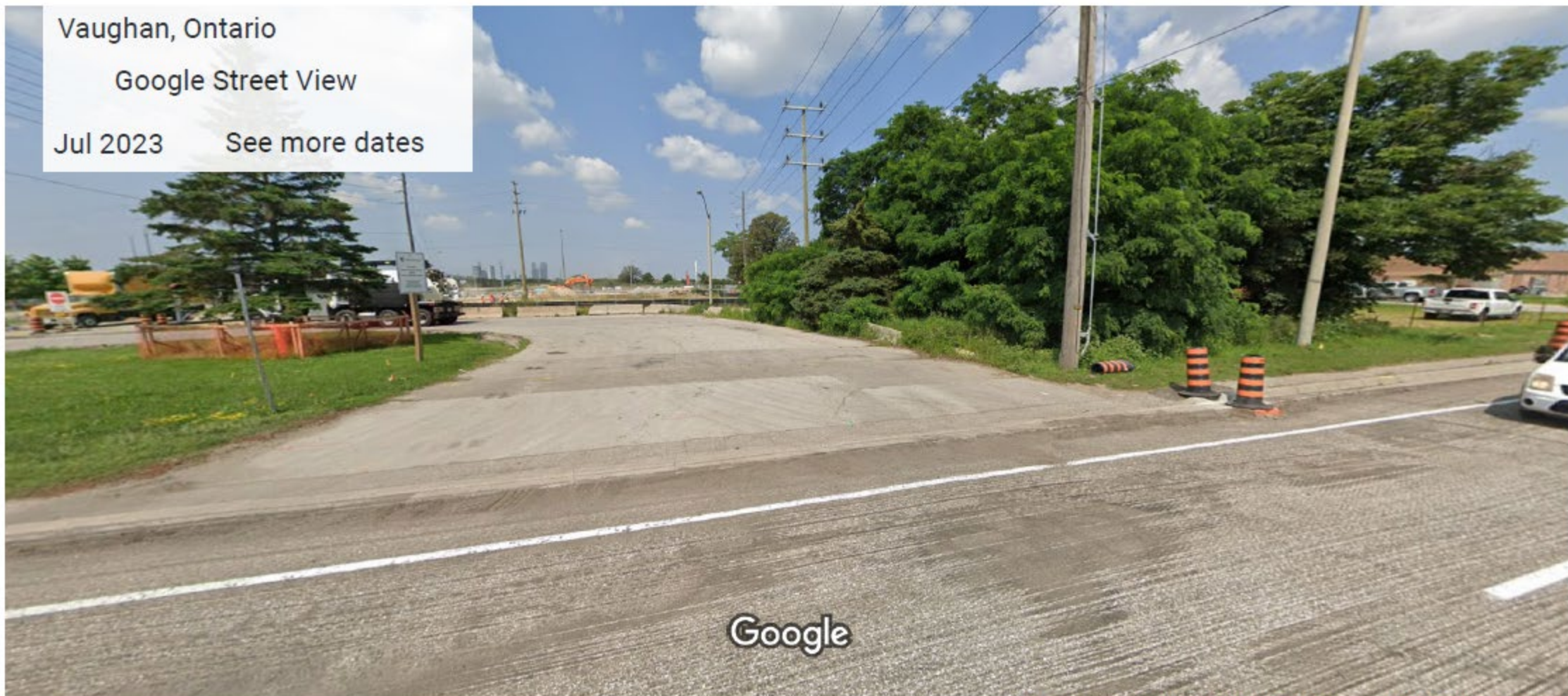


Vaughan, Ontario

Google Street View

Jul 2023

See more dates



Development Planning Department

The Development Planning Department is responsible for the planning and general design of the City through the land use [planning process](#).

Land use planning enables the City to establish goals and objectives for growth and development. This is accomplished by having regard for important social issues, together with environmental and economic considerations which provide for sustainable and healthy communities. Through this process, the interests and objectives of individual property owners are balanced with the greater interests and objectives of the City.

February 12, 2023

MGP File: 16-2539

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

C9.
Communication
CW(2) – February 13, 2024
Item No. 9

via email: clerks@vaughan.ca

Dear Mr. Mayor and Members of Council:

**RE: Block 60 East Landowners Group
Committee Agenda Item 9 - Metrolinx Initiatives Update – Q1 2024**

I am writing to you on behalf of the Block 60 East Landowners Group regarding the two potential Metrolinx station sites within Block 60 East referred to in the staff update report. Based on study work undertaken by the Landowner's Group at the request of City staff we are asking the City to:

- ***Reduce Major Mackenzie Station Site #1 size to 1.5 ha anticipating structured parking.***
- ***Review other potential station locations with arterial road access and eliminate the Rutherford Station Site #2 due to lack of access. Determine if two station sites within one concession block for a low-ridership line are required.***
- ***Add MTO's Highway 413 Transit Station locations to Draft City Official Plan Mapping (and Region's OP if possible)***

Potential Metrolinx Station Site #1, adjacent to **Major Mackenzie Drive** within Block 60 East, is the last undeveloped quadrant adjacent to the CP railway line and Major Mackenzie Drive. Reliance on the high-level 2010 Metrolinx Bolton Study for a station location has resulted in development approvals of other sites that may have had better access than the site in Block 60 East. With the realignment of Major Mackenzie and the CP overpass construction, which were not included in the potential station site analysis in the Bolton study, this station site no longer has arterial road access and will require commuter traffic to pass through low-density residential neighbourhoods.

The Conseil scolaire catholique MonAvenir has also identified a site within Block 60 East that conflicts with the Metrolinx station site and does not want to relocate their site. Our transportation consultant has looked at the site and believes a smaller Metrolinx site with structured parking will fit in this location and leave sufficient land for the school and station sites.

Although the Major Mackenzie station site is not ideal, as it will pull commuter traffic through residential roads, the Block 60 East Landowners Group understands the need to reserve a potential station site in this location using a holding zone over the lands. Ultimately, we believe with a new study underway by Metrolinx, they may agree with a smaller site for this station or its relocation which would also allow for the school site.



Site #2 at Rutherford Road is very unlikely to have access to Rutherford Road once the road is lowered approximately 6m below the site to pass under the railway line. Commuter access would likely have to be from Highway 27, where the Block Plan's closest arterial access road is located. Commuters would need to travel approximately 1.3 kilometres through the valley and mix with residential traffic to reach the station. Furthermore, due to the required tenure of land within a larger portion of the Block, a second or emergency access for the station would rely on travel through a condominium development.

It is in the public interest to do more work to determine an appropriate station site that will be accessible, cost-effective, and fit transit station location criteria, particularly since there are other potentially better-access, undeveloped sites adjacent to the railway, one of which was already identified in Metrolinx's Bolton study with direct, signalized access from Rutherford Road.

The need for two potential transit stations for a distant low-ridership line within one concession block places an unfair burden on private developers who have held designated Low-Density land within the block for many years. The group has provided studies demonstrating that the southern station site is not appropriate and that the northern site could be reduced. The group is asking the City, in consultation with the Region and Metrolinx, to review the work they have requested from our transportation consultant and

do the necessary analysis on the station sites to allow for transportation planning and development that is in the public interest.

The Block 60E landowners are also eager to finalize the Block Plan approval. It has been over 3 years since our block plan application was submitted, with the 4th submission in late 2023 addressing the outstanding issue of the transit stations.

With the shortage of housing in the GTA, we respectfully ask the City to undertake the station site study and support the approval of Block 60E with the one potential station site at Major Mackenzie with a plan and deadline to determine the need for that station. This will allow subdivision applications to proceed.

Yours very truly,
Malone Given Parsons Ltd.

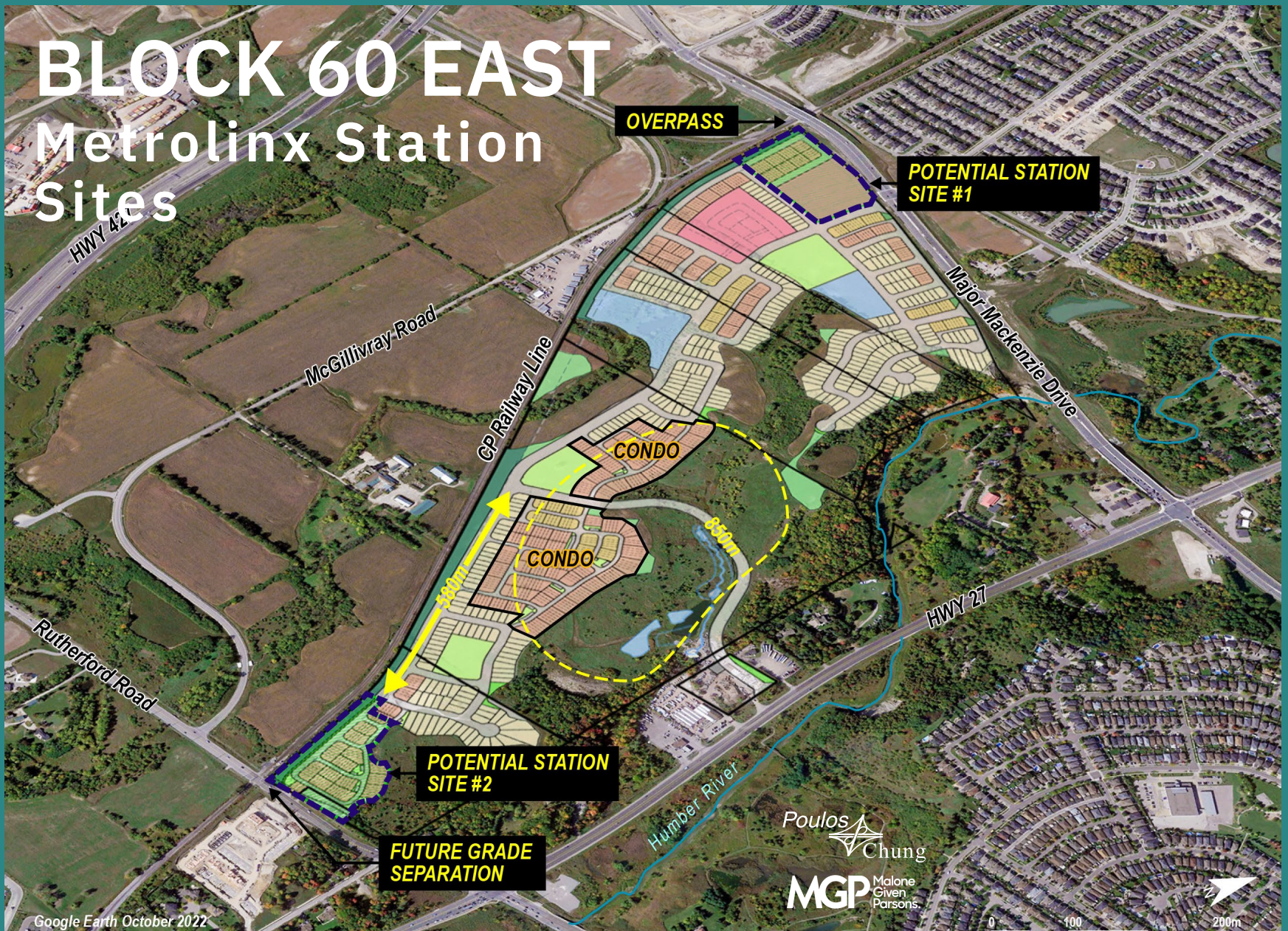


Joan MacIntyre, MCIP, RPP
Principal

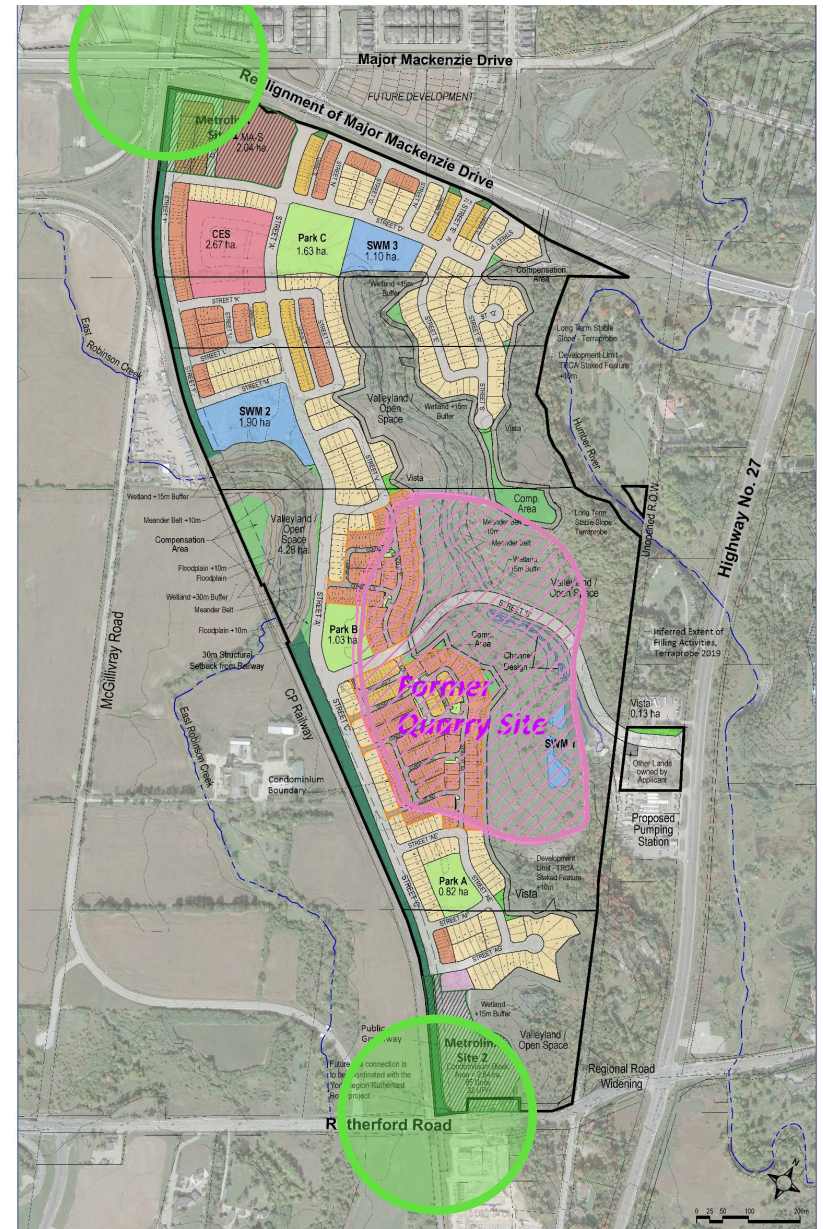
cc. Fausto Filippetto, Senior Manager, Policy Planning & Sustainability, City of Vaughan
Paul Grove, Transportation Engineering, City of Vaughan
Pirooz Davoodnia, Transportation Engineering, City of Vaughan
Nick Poulos and Norman Chung, Poulos and Chung
Block 60 East Landowners Group

Presentation Material

BLOCK 60 EAST Metrolinx Station Sites



- **Applications:**
 - PAC Meeting 2017
 - Block Plan Submission – April 2020
 - 4th Submission – December 2023
- **Approx. 60 ha and ~ 1,000 units**
- **2 schools, 3 public parks**
- **~ 24 ha of former quarry and fill**
- **No Access to Rutherford Road due to grades**
- **Access to Major Mackenzie already determined**
- **Two Potential Metrolinx station sites (6 ha+) identified in Metrolinx Bolton Study (2010)**
- **Landowners requesting removal of southern site and size reduction of northern station site.**



Possible Future GO Transit Station Constraints Within the Block 60 East Community

- **Metrolinx's Bolton study was high-level and is now dated:**
 - Major Mackenzie overpass, realignment and widened to 6 lanes
 - Rutherford Road EA – planned widening to 6 lanes and railway underpass
 - Block 60 E converted from employment to residential use.
- **Station sites will have no arterial road access and rely on neighbourhood roads**
 - No other examples of this were found in the Region.
- **3 quadrants at Major Mackenzie are already developed. A smaller station site with structured parking should be considered.**

Major Mackenzie – Bolton Study



Major Mackenzie now.



Possible Future GO Transit Station(s) Within the Block 60 East Community



- Southern Station site 6m above Rutherford when underpass is constructed. Arterial access limited, unlikely and expensive.
- No direct bus access
- Station access from Hwy 27 will be 1.3 km through the residential subdivision, on a 580m cul de sac.
- Secondary/emergency access would rely on a private condo road.
- Without appropriate study, potentially better accessed, larger vacant sites west of the railway will be developed
- Alternative site was already identified in the Metrolinx study.

- Highway 413**
 - Focused Analysis Area
 - Right of Way
 - Potential Transit Station
 - Transitway and Stations
- Transit**
 - Existing GO Train Station
 - Existing GO Train Line
 - Potential GO Station
 - Potential GO Train Line
- Generalized Land Use Designation**
 - Built Designated Greenfield Community Area
 - Built Designated Greenfield Employment Area
 - Designated Greenfield Community Area
 - Designated Greenfield Employment Area
- Provincial Plans**
 - Oak Ridges Moraine Conservation Plan
 - Niagara Escarpment Conservation Plan
 - Greenbelt Plan



1. Reduce Major Mackenzie Site 1 size to 1.5 ha with structured parking.
2. Review alternative station locations on CP line.
3. Review Rutherford Road Corridor to determine feasible arterial access and assess better sites.
4. Eliminate Block 60 E Site 2 at Rutherford due to lack of access and potentially better undeveloped site.
5. Add Highway 413 Transit Station to Draft City OP Mapping (and Region's OP if possible).
6. Block Plan approval this year with one transit station.





C10.
Communication
CW(2) – February 13, 2024
Pres. 1

February 8, 2024

Town of Caledon
6311 Old Church Road
Caledon, On
L7C 1J6

Re: Letter of Support – City of Vaughan Delegation

On behalf of the Caledon Chamber of Commerce please accept this letter in support of the City of Vaughan February 13, 2024 delegation presented by Councillor Tony Rosa.

We fully support Councillor Rosa’s delegation in an effort to create major change to the conditions of the container yards along the Hwy 50 corridor, more explicitly, the Major Mackenzie Drive and Hwy 50 container yards. We have been inundated by residents and businesses and as a community, we can no longer sit silent.

Our hope is both communities agree and implement a plan that benefits all.

Sincerely,

Marion Upshall

Marion Upshall, on behalf of the
Caledon Chamber of Commerce

Request to Present to City of Vaughan Council regarding Caledon-Vaughan Gateway

Moved by: Councillor T. Rosa

Seconded by: Councillor M. Russo

2024-012

That Councillor T. Rosa be supported in presenting on behalf of the Town of Caledon regarding the condition of the Caledon-Vaughan Gateway located in Bolton, at the City of Vaughan at their February 13, 2024 City Council meeting.

A recorded vote was taken as follows:

Recorded Vote	YES	NO	CONFLICT	ABSENT
Councillor N. de Boer	X			
Councillor C. Early	X			
Councillor L. Kiernan	X			
Councillor D. Maskell	X			
Councillor C. Napoli	X			
Councillor T. Rosa	X			
Councillor M. Russo	X			
Councillor D. Sheen	X			
Mayor A. Groves	X			
Total	9			

Carried.



Annette Groves
Mayor

February 6th 2024

Sent via E-mail: Doug.Downey@ontario.ca

The Honourable Doug Downey
Ministry of the Attorney General
McMurtry-Scott Building
11th Floor – 720 Bay St.
Toronto; ONT; M7A 2S9

Re: Illegal Land Use

Dear Minister Downey,

The Town of Caledon is facing an illegal land use crisis related to illegal trucking depots. We are aware of in excess of 300 active properties that are dramatically affecting the safety, health and quality of life of Caledon. These properties have a detrimental impact on residential properties, agricultural lands and resources, the environment, heritage features and create unsafe situations such as traffic and pedestrian safety.

Since January 2020, the Town has proactively enforced hundreds of illegal transportation depots, relying heavily on the legal process of laying charges under the *Provincial Offences Act* and/or injunction proceedings in the Superior Court, at great cost, with 36 still before the Provincial Offences court, and three in front of the Superior Court.

THE CORPORATION OF THE TOWN OF CALEDON

6311 Old Church Road, Caledon East, Caledon, ON, Canada L7C 1J6
T. 905.584.2272 | 1.888.225.3366 | F. 905.584.1444 | www.caledon.ca | annette.groves@caledon.ca

The overall enforcement objective is to achieve compliance with the Town's By-laws and Ontario Building Code. With the current limits on municipal enforcement and growing concerns, we have tried a variety of other tactics within our control including education and communication, requesting property reassessment, and reporting properties with significant cash transactions.

While the Town is becoming more successful in raising fines on successful convictions, legal matters are time-consuming for staff, costly for the community, and in the end do not impose strong enough penalties to shut down operations, even after prosecution.

Illegal land use appears to be a persistent issue in surrounding municipalities, such as Brampton, King, Whitchurch-Stouffville, Vaughan and New Tecumseth due to proximity of 400-series highways.

Consideration of additional powers that have proven highly effective in other municipalities. For example, to barricade and bar entry with respect to illegal cannabis operations in Toronto.

For more timely and effective results, we seek the ability to physically barricade access to properties, as well as increasing maximum individual and corporation penalty/fine amounts.

In the case of illegal transportation depots, in the long-term, the Town's ongoing Official Plan and Zoning By-law Review will establish opportunities to have legal truck storage facilities

The Town has implemented countless efforts and exhausted all avenues of possible strategies and tactics within our reach as a municipality.

We have several bad actors putting residents, visitors and their own employees at risk. Illegal trucking yards are impacting insurance rates, deterring legitimate businesses, and encouraging other illegal activities often related to trucking operations. Trucking yards operating legally are not able to compete in this environment.

Illegal trucking depots are slowing down our Town's development and ability to attract businesses. Education, awareness and our ability to enforce have proven to be ineffective in managing this crisis. We have little recourse or ability to respond to the activity that leads to resolution. Illegal trucking depots continue to operate and encourage others to follow suit creating a dilemma.

We are requesting greater authority, resources and tools to manage this crisis.

I thank you in advance for your time, attention, and consideration for providing the resources we need to address the illegal land use that is immobilizing our Town. We look forward to hearing back from the Ministry of the Attorney General's Office for the benefit of our community.

THE CORPORATION OF THE TOWN OF CALEDON

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T. 905.584.2272 | 1.888.225.3366 | F. 905.584.1444 | www.caledon.ca | annette.groves@caledon.ca

Sincerely,



Mayor Annette Groves

c. Hon. Sylvia Jones, MPP Dufferin-Caledon

THE CORPORATION OF THE TOWN OF CALEDON

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