C79.
Communication
CW(PM) – June 4, 2025
Item No. 6, 7, 8 & 9

From: Clerks@vaughan.ca
To: Assunta Ferrante
Subject: FW: [External] Committee as a whole June 4 - Agenda 4.6, 4.7, 4.8, 4.9
Date: Monday, June 2, 2025 8:39:56 AM

-----Original Message-----
From: Carmela Anzelmo [redacted]
Sent: Monday, June 2, 2025 6:27 AM
To: Clerks@vaughan.ca; mayor@vaughan.ca; Roberto Simbana <Roberto.Simbana@vaughan.ca>; Joshua Cipolletta <Joshua.Cipolletta@vaughan.ca>; Alex Di Scipio <Alex.DiScipio@vaughan.ca>
Subject: [External] Committee as a whole June 4 - Agenda 4.6, 4.7, 4.8, 4.9

Dear Mayor and Members of Council,

I am writing as a concerned resident to express my strong opposition to two development applications, 7151 Nashville Road and 10481 Highway 50 (both part of Block 66), which are currently being used illegally as truck yards.

These properties are actively being used for the outdoor storage of transport trucks, trailers, and intermodal containers, without proper zoning or regard for the law. The landowners are aware of the current zoning restrictions, and yet they are knowingly prioritizing corporate profits over legal compliance and community safety.

An alarming example is 7151 Nashville Road, where there are currently two large illegal truck yards in operation or ready for operation, with the only driveway access to the site on Nashville Road. This road is designated a "No Truck Route" and is not designed to handle heavy truck traffic. The owner is now seeking to legitimize these illegal yards by requesting temporary zoning. This is a flagrant disregard of city policy, public safety, and community livability and should not be tolerated.

- The larger truck yard on the property is currently completely packed with trucks, truck trailers and various unsightly garbage and other truck-related materials. The smaller yard in the middle of the property used to have various trucks and what appeared to be wrecked cars from accidents stored there - thankfully, those things have been removed, but the site has already been stripped of agricultural soil and illegally filled with gravel (of what quality?) and is ready to park trucks despite there being no zoning for this use. This is yet another instance of asking for proper zoning after the land alterations have already been done & resulting in a request for many exceptions to the zoning in order to zone this property into compliance. These lands are being used illegally, this is not acceptable, and should not be rewarded.

- The Traffic Brief concludes ‘The proposed use will have negligible impact on roadway operations’. Anyone who drives along Nashville Road knows that statement is completely false. How can trucks on a no truck road ‘have negligible impact on roadway operations’??? It would be laughable if it wasn’t so chaotic and dangerous to drive on Nashville Road!

  - The swept path analysis seems to show that trucks entering and leaving the sites will be staying within the single lane of Nashville Road. Anyone who drives on Nashville Road with any frequency knows that trucks turning

in and out of these driveways on this property routinely turn into, and completely block, oncoming traffic to make their turns into and out of the site. The swept path analysis should reflect the reality that many truck drivers do not drive in the way the Traffic Brief depicts.

- The Phase 1 Environmental Site Assessment showed five areas of potential environmental concern (including the illegal fill operation to pave over the former agricultural land to park trucks) and recommended a Phase 2 ESA be done - when will that report be available?

  - It is also unclear if the Phase 1 ESA was done when the illegal truck yard had been populated with trucks, or if it was just a gravel parking lot. If trucks hadn't been parked there yet, the Phase 1 ESA should be re-done considering the high potential for further contamination from truck maintenance being done in the parking lot of the illegal truck yards.

- The Comments Response Matrix indicated, in relation to the Site Plan, that the Google Maps image from May 2024 shows that works have taken place on the site (likely the gravel paving for the illegal truck yard) & would need to be halted until approval of the temporary zoning is received. The owner replied: 'No additional work is occurring, and the intent of this process is to seek approval' - however, they continue to operate illegal truck yards without consequence and are even expanding their operations at the site. This is egregious and should be stopped.

10481 Highway 50 is also operating an illegal truck yard. This particular property has received several notices from by-law and is flagrantly ignoring them. Charges are now before the courts for their illegal land use and they should not be rewarded with a zoning change to legitimize their illegal operation.

- The application documents for this property do not specify the number of sea containers they would be storing - and it needs to. We have seen with other properties that the number of containers keep growing and growing & they keep stacking them higher and higher.

- The environmental reports show that the land alterations that have already been done are negatively impacting the water tributaries due to stormwater runoff. According to the TRCA, they have also placed fill in order to disrupt an existing watercourse channel. The Phase 1 ESA identified 8 areas of potential environmental concern, some of them with obvious staining on the ground - and yet did not recommend a Phase 2 ESA be done. That is very curious and concerning as there is obvious storage of dangerous chemicals and staining on this property. A Phase 2 ESA should be done, as was recommended with the property above (7151 Nashville Road).

- This is yet another instance where there is a long list of zoning exceptions being requested - because the land was already illegally altered and being used as an illegal truck yard - this should not be allowed, as this incentivizes people to use land illegally and then ask for proper zoning after the fact

- The list of zoning exceptions don't mention anything about the maintenance garage that is operating on this property - shouldn't they?

- Upon driving past the site on May 31, 2025, cars are currently being parked in front of the berm on the property - this should be stopped immediately. Yet more evidence of the flagrant disregard for the law and disrespect for the land they are hoping to get temporary zoning for.

- The concept plan doesn't specify where snow will be stored on the property - this needs to be specified

- This particular property also has a median on Highway 50 right in front of their driveway - resulting in the driveway being a right in/right out. On multiple occasions, commuters have witnessed trucks coming out of this driveway, heading north on Highway 50 - and then doing a U turn to head south on Highway 50. AN 18 WHEELER PULLING A U TURN IN FRONT OF ONCOMING TRAFFIC!!! Someone is going to be killed if this property continues to operate.

- There is a Traffic Brief on file that references another Traffic Brief completed in Mar 2024 - however that document is not available online (I have contacted the Planner, but not heard back as of the submission of this email) - so a proper review of the Traffic information was not able to be completed by residents

Both properties are also well within the Focused Analysis Area (FAA) for the Highway 427 extension to Highway 413 and would require the Ministry of Transportation (MTO) to allow any change in zoning. According to the planning application documents online, it seems MTO supports the temporary use until September 2025 and then they may change their stance. That is only 3 months from now and it is unlikely that the zoning approval process would be completed by then. Would MTO still be in favour of these zoning changes after September 2025? That's an unknown.

Both of these properties appear to have outstanding and unresolved violations with the TRCA. Why should temporary zoning even be considered on these properties when there are violations of any kind that haven't been resolved?

These illegal operations are having a severe and growing impact on the surrounding area, including:

- Threats to commuter safety due to the influx of heavy truck traffic on roads not designed for such volume or vehicle type

- Declining quality of life for residents of the surrounding communities due to noise, pollution, and traffic congestion

- Damage to local infrastructure, especially on Highway 50, Major Mackenzie Drive, Huntington Road, Cold Creek Road, and Nashville Road

- Public frustration and loss of trust in the City's ability to enforce zoning bylaws and protect communities

To approve these applications would be to reward illegal behavior, reinforcing the message that zoning laws can be ignored without consequence, and abandon the residents who rely on the City to uphold its own rules.

The surrounding area residents have been repeatedly pleading with the City of Vaughan and York Regional Police to take action and help control the spread of these illegal truck yards, emphasizing the urgent need for effective safety measures for everyone in the community.

Therefore, I respectfully urge Council to:

1. Reject all temporary Zoning By-law applications related to these properties for truck parking and shipping container storage

2. Issue immediate orders to cease all illegal truck yard operations on land not properly zoned for these activities

3. Recommit to transparency, enforcement, and lawful urban planning

Residents are not anti-development—we welcome responsible, legal, and community-minded growth. But we will not stand by as our neighborhoods are transformed into unregulated industrial zones, with no input and at the cost of our safety, health, and peace of mind.

Regarding 10223 Highway 50 and the proposed warehouse development - the major concern is the amount of truck traffic this would put onto the already overburdened Highway 50. The exact location of this property would have

trucks turning in and out of the property right where the southbound left turn lane has traffic backed up trying to turn onto Major Mackenzie. The proposed driveway onto Highway 50 is meant to be a right in/right out - but as we all know, trucks don't always follow the rules. We don't need more chaos that close to the already chaotic intersection of Highway 50 and Major Mackenzie.

- This development is also proposing an east/west road with a signalized intersection with Highway 50 - and 3 driveways to funnel traffic in and out of the property. Given the amount of traffic routinely lined up far past this proposed intersection, trying to turn left onto Major Mackenzie - I can't imagine how a signalized intersection would work in this location at all.

- The Transportation Impact Study indicates that 15 trucks per hour would be coming in and out of the site in the morning, and 22 in the afternoon. Considering the proposed 437 truck parking spaces that are proposed, this seems like a drastic underestimation. I would suggest that an evaluation of other warehouses in the location with a similar amount of truck parking spaces should be evaluated to confirm if that estimated volume is accurate.

- The site plan also doesn't indicate where snow storage would be located - it should

The solution to many of the concerns related to truck traffic coming in and out of Highway 50 and all of these proposed developments is related to my comments on Block Plan 66. The Block Plan, and all of these properties mentioned above should have any driveway access to Highway 50 closed. All truck traffic should be directed to a north/south spine road that runs from Nashville Road south to Major Mackenzie. None of the properties within Block Plan 66 should have truck traffic coming in and out onto Highway 50. This is a great opportunity for City of Vaughan to show that they take the safety of their residents and commuters on their roads seriously - it's a chance for Vaughan to get this right and stop the unsafe practice of subjecting the public to the wild west situation that is currently happening on Highway 50.

Additionally, I would recommend that any east/west roads that intersect with Highway 50 within the Block Plan should be limited or eliminated. The idea is not to funnel any of the truck traffic onto Highway 50. The main focus of the Block Plan should be to find a way to get the truck traffic safely to the rail yard to the south, and to Highway 427 to the east (even directly onto the Highway 427 extension) - without the trucks having to travel on Highway 50.

The Block Plan also indicates that several of the water tributaries will be rerouted, and some wetlands removed to accommodate the development of the area. This should be avoided, if at all possible - but if it needs to be done, it needs to be done responsibly and in agreement with the TRCA and Ministry of Natural Resources and according to their comments and the policies they require. The Block Plan includes a highly vulnerable aquifer and a significant water recharge area and this needs to be properly considered and respected.

In closing, City of Vaughan has a great opportunity to work together with the landowners in Block Plan 66 to create a plan to develop the lands in this area that will help to properly plan for the employment area that Vaughan has decided will go here. The residents understand that trucks are necessary and given the proximity to the rail yard and Highway 427, it likely makes sense to put these kinds of developments into Block Plan 66. That said, we expect City of Vaughan and the landowners to plan this area such that the safety of residents and commuters is respected. The current situation we are living with in this area is incredibly unsafe and this is the opportunity to get it right. We expect City of Vaughan and the landowners to collaborate and keep resident and commuter safety top of mind - keep the trucks in this area off Highway 50 - it will be safer for everyone.

Sincerely,
Carmela Palkowski
Concerned Bolton Resident