

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

June 2, 2025
File 6169

Attn: Mayor Del Duca and Vaughan Council Members

**RE: Comment Letter in Response to Draft Vaughan Metropolitan Centre Secondary Plan 2025
Committee of the Whole on June 4th, 2025 (Public Meeting)- Item 10
126A Peelar Road**

Weston Consulting has been retained to provide planning assistance for 1034933 ONTARIO LIMITED, the legally registered landowner of the property municipally known as 126A Peelar Road (herein referred to as “the subject property” or the “site”) in the Vaughan Metropolitan Centre (VMC) area of the City of Vaughan. On behalf of the registered landowner, Weston Consulting has been actively monitoring the VMC Secondary Plan process and has engaged in it through the submission of letters and correspondence addressing various matters impacting the subject property. This letter has been prepared in response to the Draft VMC Secondary Plan released on May 15, 2025 (“Draft VMCS”).

Description of the Subject Property

The subject property is situated on the east side of Jane Street and west of Maplecrete Road (See Figure 1). The total land area of the subject property is approximately 0.50 hectares (1.24 acres), and it is irregular in shape. The subject property currently does not have direct frontage on a municipal road but has access via Jane Street through Peelar Road, as well as through a private driveway access from the south of Peelar Road. The subject property is currently occupied by one industrial building and is bounded by industrial land uses to the north, east, and south. The Black Creek Channel is located to the west. The subject property will directly front onto the proposed east-west extension of Interchange Way. There is a significant grade difference between the subject property and the adjacent lands to the west.



Figure 1- Subject Property Shown with Red Boundary

Comments on the Draft VMCSPP

The registered landowner has been actively engaged in the planning process for the VMC Secondary Plan, providing ongoing feedback as it relates to the subject property, since the VMC 2010 Secondary Plan was released. The following comments reiterate previously submitted input on behalf of the landowner and provide new comments in response to the Draft VMCSPP:

1- Site-Specific Policies (Area I in the VMC 2010 Secondary Plan):

On December 28, 2018, the Local Planning Appeal Tribunal (LPAT) approved a settlement between the City and the owner of the subject property settling their appeals of the VMC 2010 Secondary Plan. This settlement established the site-specific policies set out in Section 9.3.11 of the VMC 2010 Secondary Plan (Office Consolidation, 2020)(“Area I Site-Specific Policies”), which state:

- a. *Following the completion of the Black Creek Renewal EA, should the City determine, in its discretion, that the City no longer requires parkland within Area I, then the land use designation of the parkland that is no longer required shall be redesignated to the same land use designation as the remaining lands within Area I as shown on Schedule I to the Vaughan Metropolitan Centre Secondary Plan.*
- b. *The need for location and alignment of the north-south local street (within Area I) will be determined following the Black Creek Renewal EA and be subject to the development application review process, to the satisfaction of the City in consultation with York Region.*

Although Schedule J of the Draft VMCSPP acknowledges *Site-Specific Policy Areas* (subject to the 2010 VMC Secondary Plan) and acknowledges this site, Section 10.3 – Site-Specific Policies does not explicitly indicate that the site-specific policies for the subject property are being carried forward. We request that the existing Area I Site-Specific Policies be carried forward in the Draft VMCSPP being considered for adoption. These policies address key development related matters and must remain in effect to ensure clarity and consistency during the development application process.

The currently depicted north-south local road that runs through the subject property is a significant concern, which has been raised in previous correspondence and discussions with Staff. Site-specific policy 9.3.11.b from the VMC 2010 Secondary Plan was agreed to through the previous settlement reached with the landowner and is intended to provide flexibility and context regarding this local street, which is identified on the east side of the subject property on Schedule C of the Draft VMCSPP. The proposed alignment of the local road bisects the subject property, cutting it into two parts, and significantly reducing the viability of the east portion of the site for development.

The width of this local road is entirely within the subject property, occupying a minimum 20-22-metre width, and poses a major constraint on the developable area of the site which is already small in area given its geometry. This local road alignment is also conflicting with the Draft VMCSPP as it does not straddle the property line with the adjacent landowner to the east, which Section 5.3.2 encourages:

Section 5.3.2 of the Draft VMCSPP states that:

Minor modifications to the location and alignment of planned streets are permitted without amendment to this Plan, provided the intersections in Schedule C that include a major or minor collector street or arterial street are maintained in their general location. Generally, local streets shall straddle property lines where they appear on Schedule C to be located between two properties, to the satisfaction of the City.

The precise location, alignment and design of the streets and mews identified on Schedule C shall be determined by the City through a municipal class Environmental Assessment and/or the development application process, as appropriate, in consultation with the Region of York, with consideration for matters such as the equitable distribution of costs and land consumption, development phasing, traffic management, and access requirements.

As noted in previous correspondence, a traffic engineer was retained by the landowner and determined that this local road is not required. The landowner requests that the local road be removed or, at minimum, that the Draft VMCSPP explicitly reference and include the Site-Specific Policies in the VMC 2010 Secondary Plan, which permit the road's full removal if it is demonstrated during the development review process that it is unnecessary. The terms of the settlement and these policies need to be acknowledged by the Draft VMCSPP.

2- Street Network- Extension of Interchange Way:

Schedule C – Street Network of the Draft VMCSPP indicates the alignment of the east-west extension of the Interchange Way Extension (“IWE”). Weston Consulting, on behalf of the landowner, has been actively monitoring the Environmental Assessment (“EA”) process and has communicated the landowners’ position regarding the IWE alignment, which is still to be finalized. As a part of the EA process, three road alignment options were introduced.

Schedule C reflects a conceptual alignment for the IWE, which we understand is intended to be the modified Option 2 that shifts the IWE further south, compared to Option 1. We continue to assert our position that Option 1 should be advanced as it offers a more equitable solution compared to Options 2 and 3. The subject property is directly impacted by the IWE. The proposed Option 2 alignment reduces the site’s developable area decreasing the opportunity for this site to achieve a viable, mid- to high-rise building, as well as the desirability of this site for consolidation with other adjacent lands. We maintain that Option 1 should continue to be actively considered and selected.

The proposed north-south local road alignment, in conjunction with the proposed IWE, effectively eliminates the development potential of the eastern portion of the subject property because it results in a narrow, remnant piece of land of low value, with limited development potential or practical use (Figure 2). Figure 2 illustrates how this remnant piece of land is disconnected from the rest of the site and how the combination of the local road, and the impact of the IWE, result in an inequitable situation for the subject property.

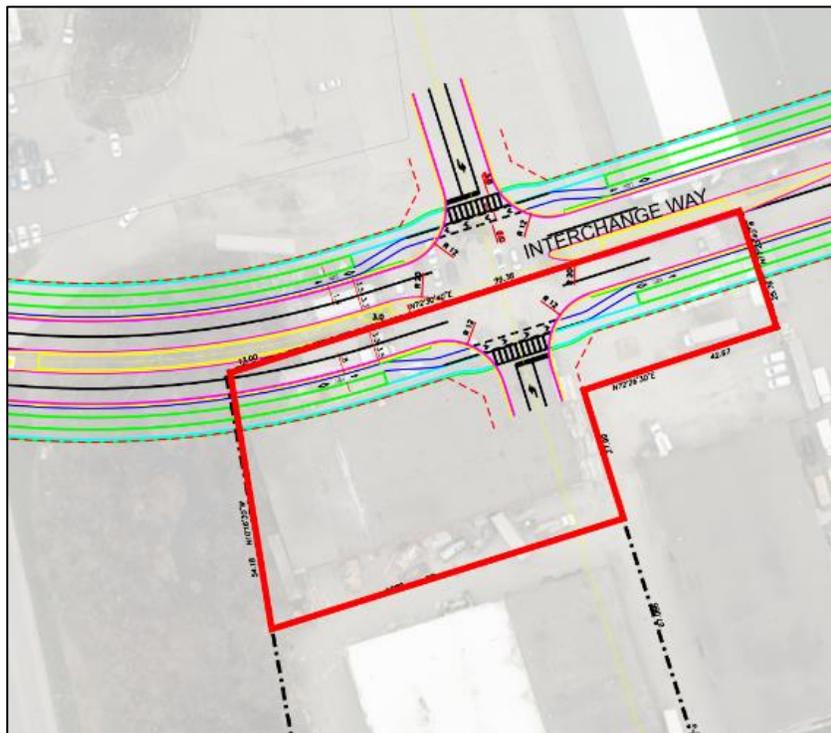


Figure 2- Overlay of IWE Modified Option 2 on subject property

We appreciate the opportunity to provide these comments. We respectfully request that staff carry forward the Site-Specific Policies from the VMC 2010 Secondary Plan and incorporate them explicitly into Section 10.3 of the Draft VMCSPP. We also ask that staff reconsider the proposition of Option 1 for the proposed IWE and reflect the updates on Schedule C of Draft VMCSPP. Should you have any questions or require further information, please contact the undersigned at extension 309 or Hanieh Alyassin at extension 337.

Yours truly,
Weston Consulting
Per:



Jenna Thibault, BSC, MPL, MCIP, RPP
Associate

- c. Policy Planning and Special Programs
Fausto Filipetto, City of Vaughan
Leo Longo, Aird & Berlis LLP