

City of Vaughan
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Vaughan, Ontario
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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
126-146 Peelar Road**

Weston Consulting has been retained to provide planning assistance for 2443390 ONTARIO LIMITED, the legally registered landowner of the property municipally known as 126 - 146 Peelar Road (herein referred to as “the subject property” or “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 VM CSP”).

Description of the Subject Property

The subject property is in an industrial area with frontage on Peelar Road, west of Maplecrete Road (See Figure 1). The total land area of the subject property is approximately 0.54 hectares (1.34 acres). 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 of the subject property. The proposed east-west extension of Interchange Way is located to the north of the subject property. 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 VMCS

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 VMCS:

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 owners 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 VMCS 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 VMCS being brought forward 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 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 of the VMC 2010 Secondary Plan was agreed to through the previous settlement reached with the landowner and is intended to provide flexibility regarding this local street, which is identified on the east side of the subject property on Schedule C of the Draft VMCS. The proposed alignment bisects the subject property and constrains the site’s development potential, as it reduces the total developable area of the site.

The width of this local road is entirely within the subject property, occupying a minimum 20-22-metre width, and continues to pose a major constraint on the developable area. This local road alignment is also conflicting with the Draft VMCS 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 VMCS 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 a local road is not required. The landowner requests that the local road be removed or, at minimum, that the Draft VMCSPP explicitly reference the Site-Specific Policies from 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 indicates the alignment of the east-west extension of the Interchange Way Extension (“IWE”). Weston Consulting, on behalf of the landowner of the subject property, has been actively monitoring the Environmental Assessment process and has communicated the landowner's position regarding the IWE alignment, which is still to be finalized.

Currently, Schedule C reflects a conceptual alignment for the IWE, which 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. This is particularly important because the properties south of the IWE are smaller, and Options 2 and 3 would significantly constrain their development potential. We acknowledge that the subject property does not directly abut the proposed IWE, but the IWE poses impacts as it relates to potential land consolidation opportunities for the subject property with adjacent lands. We have concerns with the current proposed alignment and maintain that Option 1 should continue to be actively considered.

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. Should you have any questions, please contact the undersigned at ext. 309 or Hanieh Alyassin at ext. 337.

Yours truly,

Weston Consulting

Per:



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