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By Submission to: Matthew.Meighoo@ontario.ca

January 30, 2026

Ministry of Municipal Affairs and Housing
Municipal Services Office - Central Ontario
16th floor
777 Bay Street
Toronto, ON M7A 2J3

Attention: Matthew Meighoo

Dear Mr. Meighoo,

RE: Approval of Vaughan Official Plan, 2025
ERO #: 025-1420
Ministry Reference #: 19-OP-246866
Submission on behalf of 2128475 Ontario Corp.

We are counsel to 2128475 Ontario Corp. (the "**Owner**"), the registered owner of the lands known municipally as 79 Peelar Road, Vaughan, ON (the "**Subject Lands**"). We write to identify significant issues in the Vaughan Official Plan, 2025 ("**VOP 2025**"), pertaining to the Subject Lands, while providing revisions to address such issues.

Subject Lands

The Subject Lands are located on the south side of Peelar Road, bound by Highway 407 to the south, existing industrial developments to the east and west, and Peelar Road to the north. The Subject Lands maintain driveway access to Peelar Road. The Subject Lands are currently occupied by HiTech Structures Inc., a successful structural engineering design and construction company providing expertise to the construction and development industries.

Background

At the time of the original approval of the Vaughan Metropolitan Centre Secondary Plan ("**VMCSP**") the possibility was raised that the Subject Lands *might* be required for storm water management ("**SWM**") purposes. As a consequence, the VMCSP, as adopted, designated the Subject Lands as Environmental Open Space ("**EOS**"). The EOS designation permitted either SWM infrastructure or parkland.

In 2015 the Owner appealed the passage of the Vaughan Official Plan, 2010 ("**VOP 2010**") and the VMCSP pursuant to section 17(40) of the *Planning Act*. Following a successful multi-party mediation, the City of Vaughan ("**City**") and the Owner agreed to settle the issues raised

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in the Owner's appeal. As a component of the settlement, the City agreed to release the EOS designation for the Subject Lands if the Black Creek Environmental Assessment determined that no SWM pond was necessary in the southeast corner of VMCSP area (which would have included the Subject Lands).

The expectation was thus that, if the Subject Lands were not required for a SWM facility, then the designation of the Subject Lands would revert to Mixed Use.

The Owner's planning consultants, MHBC, have prepared a detailed letter expanding upon the planning merits of such designation. This letter is attached hereto at **Attachment "A"**.

SWM Requirement

To address the need for a SWM Facility, EXP, the Owner's engineering consultant, has undertaken a detailed analysis of SWM requirements and the Black Creek Renewal process. This analysis may be found at Appendix D to Attachment "A".

EXP concludes that the Subject Lands are not required for either stormwater management purposes or for the Black Creek Renewal to occur.

To be clear: the Subject Lands are *not* required for a SWM facility; a fact which should be recognized. Accordingly, continued identification of the potential for a SWM facility on the Subject Lands should be removed, and the EOS designation should not apply to the Subject Lands.

Likewise, EXP has contacted the Toronto Region Conservation Authority ("**TRCA**") regarding a hypothetical pre-consultation inquiry for a conceptual development on the Subject Lands. TRCA staff promptly confirmed that the Subject Lands are located outside TRCA's regulated limits and are sufficiently setback from any corresponding hazards. This correspondence may be found at Appendix "C" to Attachment "A".

VOP 2025

Policies

In VOP 2025, including the October 2025 as-adopted VMCSP ("**VMCSP 2025**") the Subject Lands are to be designated as EOS. This continued designation ignores the historic appeal and subsequent settlement with the Owner.

In addition, the City's proposed designation of the Subject Lands as EOS fails to reflect the current use of the Subject Lands in its entirety.

According to policy 7.1.10 of the VMCSP 2025, EOS lands are intended to accommodate "*naturalized open space and stormwater management facilities*." Likewise, policy 7.7.1 provides that EOS is intended to "*provide open space and recreation amenities*".

Further, policy 7.7.5 provides that EOS lands may be re-designated to Park where non-conventional SWM facilities are incorporated in a manner which meets certain conditions to

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the satisfaction of the City. Policy 7.7.8 expands upon policy 7.7.5 to state that, for the Subject Lands:

> *"…in the event that non-conventional stormwater management facilities are implemented on these lands, these lands shall be re-designated as Park without need for an amendment to this Plan. In the event that no stormwater management facilities are required on these lands, they shall be re-designated as Park, without need for an amendment to this Plan. The re-designation of these lands to Park, where appropriate, will contribute to the overall parkland goals as outlined within the VMC Parks and Wayfinding Master Plan*."

The VMCSP 2025 primarily designates the Subject Lands as a location for future SWM facilities. This is despite that fact that, as evidenced by the detailed analysis of EXP, the Subject Lands are not in fact required for SWM facilities.

However, if SWM facilities are not required, policy 7.7.8 *still* has the effect of sterilizing the Subject Lands by automatically redesignating the Subject Lands as Park. As demonstrated by EXP, the lands *will not be required* for SWM facilities; the designation in the VMCSP 2025 therefore amounts to a designation as Park.

Respectfully, neither of these designations is justified for the Subject Lands. The prospective use as parkland ignores the practical reality that the Subject Lands, adjacent to Highway 407 are not central to the VMC but, in fact, at its periphery. From a practical perspective, they are not the ideal location for a large park serving the intended development of the VMC which will all be to the north of the Subject Lands.

Effectively, this policy regime sterilizes the Subject Lands in favour of public use – and does so in the absence of any compensation or acquisition strategy.

Put another way, there is no trigger or requirement in the VMCSP 2025 that requires the acquisition of the Subject Lands in advance of the further development of the VMC that is supported by the above-noted designation of the Subject Lands.

Given this omission, there is no motivation to cease current operations on the Subject Lands as their highest and best use would remain the current use. Furthermore, there is simply not reason for the Owner to "give up" its land and its value.

The effect of the foregoing provisions is to sterilize all development potential from the Subject Lands without compensation. Even worse, even if the Subject Lands were to be the target of an expropriation, the VMCSP 2025 operates to "set the market" for the Subject Lands by stripping it of its value.

Issues

The aforementioned policies, and particularly the last, highlight several realities:

1. The VMCSP 2025 ignores a previous settlement of the question of the Subject Land's eventual use as a stormwater management facility;

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2. There is no evidence whatsoever that the Subject Lands will be required for SWM;
3. The Subject Lands are not suitable for parkland;
4. The City, through the VMCSP 2025, is prepared to callously sterilize lands within the Vaughan Metropolitan Centre;
5. The City, through the VMCSP 2025, intentionally devalues the Subject Lands in advance of any potential expropriation proceedings; and
6. The VMCSP 2025 encourages the elimination of employment uses in favour of open space.

SWM Facilities and Park

As set out above, the Subject Lands are currently part of an industrial area abutting Jane Street and Highway 407, both being major transit arteries which generate significant noise and emissions. Considering this fact, the existing industrial nature of the Subject Lands and the surrounding area makes good sense – industrial uses may also produce noise and other emissions which are not suitable within proximity to sensitive land uses.

As EXP has identified, the Subject Lands *are not required* for SWM facilities. Therefore, pursuant to policy 7.7.8, the Subject Lands would – <u>without consideration or amendment</u> – be redesignated for parkland.

The Subject Lands are demonstrably unsuitable for parkland due to the noise and emissions emanating from Highway 407, Jane Street, and surrounding industrial lands. The Subject Lands are in an industrial area and are directly adjacent to an off-ramp for the 407, a major 400-series highway, and located within between 200 and 300 metres of Jane Street, a significant traffic artery. The Subject Lands, together with its neighbouring parcels, have also be home to industrial uses for a considerable period. As a result, any use of such lands as public parkland – as intended by the VMCSP 2025 – is likely to require investigations into environmental suitability – another factor which the VMCSP 2025 appears to ignore as there are no policies speaking to how the lands are to be acquired or remediated (if required).

The Subject Lands do not contain natural heritage features, are not located within TRCA-regulated hazard lands, and do not perform any hazard management function associated with Black Creek. The Subject Lands are not identified as part of a planned trail system, ecological corridor, or open space linkage.

Geographically speaking, the Subject Lands are located at the southerly periphery of the VMCSP. A park intended to serve large-scale mixed use neighbourhood should be situated in a centrally accessible location.

Furthermore, buffering between the VMC and the adjacent highway does not require an EOS designation. The Subject Lands are already subject to a minimum 14-metre buffer requirement imposed by the MTO along the northern limit of Highway 407, and additional buffering is provided through *existing* MTO-owned lands and highway infrastructure, including off-ramps. Beyond the required MTO buffer, there is no planning or technical rationale to restrict the remainder of the Subject Lands from development.

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A concept plan may be found at Appendix D to Attachment "A" demonstrating how the Subject Lands, together with the adjacent lands to the east and west, can be developed while fully accommodating the 14-metre MTO buffer. The buffering objectives of the VMCSP 2025 can therefore be more than adequately achieved without sterilizing the entirety of the Subject Lands. The application of the EOS designation across the entirety of the Subject Lands thus represents a disproportionate response that exceeds what is necessary to achieve the policy objective.

Sterilization and effective Expropriation without Compensation

The EOS designation effectively "down-designates" the Subject Lands, which has the effect of sterilizing the entirety of the lands from all future development opportunities. Such a sterilization of the lands is effectively expropriation without compensation, as all reasonable uses of the lands are removed. If the City requires the lands for SWM facilities, it is open to the City to purchase the lands at market value through the expropriation process, as detailed in the *Expropriations Act, R.S.O. 1990, c. E.26*.

Instead, the City seeks to sterilize the Subject Lands at the Owner's expense, without compensation. Designating the Subject Lands for SWM or Park will benefit all *other* owners in the broader VMC area, without any requirement that the owners benefitting from SWM facilities or (more likely) new parks provide the Owner with any compensation or requiring them to acquire the Owner's lands *prior* to any development on lands this part of the VMC.

Instead, the City's approach places the burden of absorbing the costs of these beneficial uses on the Owner while allowing others to reap the benefits at the Owner's expense.

To be clear: the Owner is bearing the entirety of the burden of the EOS designation, resulting in a sterilization of the lands development potential and near-total curtailment of potential uses so that other landowners may benefit. This is manifestly unjust, inequitable, and amounts to expropriation without compensation. It is not appropriate for one landowner to bear the entirety of the costs in furtherance of public policy objectives.

The VMCSP 2025 even ignores how the Subject Lands will be acquired by the City for the purposes it identifies. As the VMCSP 2025 restricts all development on the Subject Lands, the policy framework effectively strips the value from the Subject Lands. In fact, one could read the VMCSP 2025 as *intentionally* seeking to redesignate the Subject Lands to allow the City to expropriate the same at an artificially lowered value.

If the Subject Lands are not required for a SWM facility, then the Subject Lands should instead be given a Mixed Use designation given their proximity to major transit facilities and employment opportunities.

Requests for Revisions

Considering these comments and submissions, on behalf of our client, we ask that the City make the following revisions to VOP 2025 and VMCSP 2025:

1. Schedule Amendments

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Revise all VMC Secondary Plan Schedules to remove the Subject Lands from the Environmental Open Space, Parks and Open Spaces, and from the Special Policy Area identification on Schedule I.

2. Policy Framework Amendments

Remove the application of the site-specific open space implementation framework (including the Special Policy Area approach associated with Policy 7.7.8) to the Subject Lands, as the technical preconditions (i.e., SWM facility required / hazard-based requirements) are not present for this property.

3. Appropriate Development-Supportive Designation

Redesignate the Subject Lands (and adjacent lands) to an appropriate development-supportive land use designation (i.e., Mixed Use) consistent with surrounding land uses in the VMC and the Owner's longstanding request that the Subject Lands be planned for redevelopment.

MHBC has prepared modified schedules which may be found in Appendix E to Attachment "A".

In the event that the VMCSP 2025 is approved without such revisions, our client reserves its right to seek immediate compensation pursuant to the *Expropriations Act*.

We ask that our office be provided with notice of any reports, materials, meetings, notice and/or decisions related to this matter.

Regards,
LOOPSTRA NIXON LLP



Per: Aaron I. Platt
AIP

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ATTACHMENT "A"

MHBC PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE

January 30, 2026

Aaron I. Platt
Loopstra Nixon LLP
135 Queens Plate Drive, Suite 600
Etobicoke, Ontario
M9W 6V7

Dear Mr. Platt:

RE: SUBMISSION ON VMC SECONDARY PLAN (2025)
79 PEELAR ROAD, VAUGHAN
OUR FILE: 19195B

Further to your request, the following represents our planning summary and opinion in support of the intended submission on behalf of 2128475 Ontario Corp. (the "Owner"), respecting the Vaughan Metropolitan Centre Secondary Plan, 2025 ("VMC Secondary Plan") and, specifically, the continued designation of the lands municipally known as 79 Peelar Road (the "Subject Lands"), in the City of Vaughan, as Environmental Open Space on the updated Secondary Plan schedules.

This planning opinion is intended to provide clear land use planning rationale and technical support for your legal submission, consistent with our prior submissions to the City through the VMC Sub-Committee process.

Planning Context and Background

The Subject Lands are located at the southeast corner of Peelar Road and Maplecrete Road (**Figure 1**), within the limits of the VMC Secondary Plan, and are currently occupied by an established employment-related business (HiTech Structures Inc.). The Owner has long maintained that the Subject Lands should be planned for a development-supportive land use designation rather than be constrained by an open space designation that originated from historical uncertainty regarding Black Creek Renewal works and stormwater management ("SWM") planning.

We have previously advised the City that the Owner has an outstanding appeal (Appellant No. 146) relating to the historic VMC Secondary Plan designation of the Subject Lands as Major Parks and Open Space and subject to the Black Creek Renewal EA designation. Our submissions (June 2022 and November 2024) identify that the Parks and Open Space designation was originally advanced due to a possibility (not a demonstrated requirement) that the Subject Lands might be needed for SWM purposes, and that the Owner contested that approach (**Appendix A1-A3**).



Data Source: Contains information licensed under the Open Government Licence - Ontario

Figure 1

LOCATION MAP

LEGEND

Subject Lands

Property Lines

DATE: Jan 21, 2026

0 50 100 150 200 m

1:5000

\\192.168.1.128\Docs\19195\B - 79 Peelar Road, Vaughan\6 - Tech Production\2-Working Files\Concept Plan\1-CAD\19195B_79_Peelar_Vaughan_Location_2026.01.21.dwg

79 Peelar Rd, Vaughan, Ontario

19195B

MHBC PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE

Through the appeal process, we advised that it was agreed to defer a hearing to allow the City time to complete its assessment of whether a SWM facility was in fact required in this location, with an expectation that if the Subject Lands were not required for SWM, the designation would revert to a development-supportive land use designation (i.e., Mixed Use). However, the City's review process has extended for years, and we have characterized this outcome as a matter of procedural unfairness, particularly where subsequent planning policy is now being applied to the Subject Lands that did not exist at the time the original plan was adopted.

Issue with the 2025 VMC Secondary Plan Schedules

Despite the above history and unresolved appeal context, the VMC Secondary Plan continues to identify the Subject Lands as Environmental Open Space and as a Special Policy Area (see Schedule I legend referencing Policy 7.7.8). In our opinion, the continued open space designation is not supported by:

1. Current hazard/regulatory constraints;
2. A demonstrated SWM infrastructure requirement; and
3. The intended purpose and criteria for Environmental Open Space as set out in the VMC Secondary Plan policy framework.

In effect, the VMC Secondary Plan schedule designations perpetuate an outdated "holding" approach to the Subject Lands (i.e., a continued sterilization of development potential) despite the availability of more current engineering documentation confirming the Subject Lands are not required for Black Creek Renewal works or SWM facilities.

Additionally, the City provided a written response to our November 25, 2024 submission by letter dated January 16, 2025 (**Appendix B**). In that correspondence, City staff confirm that the continued Environmental Open Space designation is intended to protect for a potential SWM facility to be determined through the on-going VMC Stormwater Management and Drainage Enhancement Study, to provide buffering to Highway 407, and to continue the open space designation associated with the Black Creek Corridor. While these objectives were historically tied to the 2010 VMC Secondary Plan framework, it is our opinion that they no longer provide a defensible basis for retaining an Environmental Open Space designation under the updated VMC Secondary Plan (for the reasons outlined below).

While the 2010 VMC Secondary Plan provides historical context for the original designation, the appropriateness of the current land use designation must be assessed against the intent, policies, and evidence based on the new VMC Secondary Plan.

Stormwater Management and Black Creek Renewal Context

As part of our initial submissions to the VMC Sub-Committee, the Owner retained EXP to prepare a Stormwater Management Review, dated April 5, 2022, which was submitted to the City in support of our June 20, 2022 letter. That review was undertaken specifically to respond to the City's position that the Subject Lands should be held or restricted due to potential SWM requirements associated with the Black Creek Renewal initiative.

The EXP review concluded that TRCA regulatory mapping identifies natural hazards and corresponding regulatory limits approximately 150 metres west of the Subject Lands, confirming that the Subject Lands themselves are not located within or adjacent to hazard lands associated with Black Creek. Accordingly, from a regulatory and hazard perspective, the Subject Lands are not constrained by TRCA floodplain or valley corridor considerations that would necessitate protection or reservation for stormwater purposes. To that effect, on January 19, 2026, TRCA staff confirmed that the Subject Lands appear to be outside of TRCA's regulated area, and therefore, sufficiently set back from regulated hazards (**Appendix C**).

Further, EXP reviewed the Black Creek Renewal Environmental Study Report, including the evaluation of alternatives and the preferred solution, and confirmed that the approved approach does not identify the Subject Lands as being required for SWM facilities, conveyance works, or land acquisition. The EXP review notes that property requirements associated with the Black Creek Renewal project are limited to clearly defined areas that do not include nor extend to 79 Peelar Road, and that the Subject Lands are located outside the study and implementation area for the approved works.

An additional Stormwater Management Review was completed by EXP on January 26, 2026 (**Appendix D**)**.** This subsequent review builds upon and confirms the conclusions of EXP's earlier analysis, including the April 5, 2022 and June 16, 2025 reviews, and specifically responds to the finalized VMC Secondary Plan and recent correspondence with the TRCA. The updated review confirms that the Subject Lands are not required for any municipal SWM infrastructure, flood mitigation works, or components of the Black Creek Renewal Municipal Class EA. EXP further confirms that no municipal SWM facilities are contemplated on the Subject Lands are part of the City's detailed design work to date, and that all approved Black Creek flood protection works are located south of Highway 7. Additionally, the review reconfirms that the Subject Lands are located outside of TRCA-regulated limits and do not present any existing or future natural hazard constraints.

Based on the above, EXP maintains that previously contemplated SWM functions on the Subject Lands are no longer required, and that it is not reasonable to continue to restrict the Subject Lands from redevelopment on the basis of potential SWM needs associated with the Black Creek Renewal Municipal Class EA.

Planning Policy Review and Analysis

In our opinion, the continued designation of the Subject Lands as Environmental Open Space is inconsistent with the intent, structure, and requirements of the VMC Secondary Plan. **Policy 7.7.1** establishes that Environmental Open Space is a function-based designation, intended for lands that are required to perform clearly defined ecological, hazard-related, SWM, or buffering functions. The

Subject Lands do not perform, nor are they required to perform, any of the core functions contemplated by this policy.

Policy 7.7.1(a), **(f)**, and **(i)** relate to the protection of natural heritage features, biodiversity, and natural hazards. The Subject Lands do not contain natural heritage features, are not located within TRCA-regulated hazard lands, and do not perform any hazard management function associated with Black Creek. As confirmed through EXP's technical review, regulated features are located approximately 150 metres west of the Subject Lands, and there is no environmental or hazard-based justification for retaining the Subject Lands as an Environmental Open Space designation.

Policy 7.7.1(b) contemplates reforestation and re-naturalization initiatives on municipal lands. The Subject Lands are privately owned and have not been identified through the VMC Secondary Plan or any supporting implementation framework as lands required for a municipal re-naturalization initiative.

Policy 7.7.1(c) identifies the Environmental Open Space designation as lands intended to *accommodate stormwater management facilities, reduce stormwater run-off and provide water quality control*. However, the updated Stormwater Management Review prepared by EXP directly contradicts the City's continued reliance on this policy as justification for retaining the Subject Lands within the Environmental Open Space designation. EXP confirms that the Subject Lands are not required to accommodate conventional or non-conventional SWM facilities, including ponds, underground storage chambers, or flood protection infrastructure. The review further confirms that the approved Black Creek Renewal Municipal Class EA does not identify any stormwater-related works on or adjacent to the Subject Lands, and that all renewal and flood mitigation works have already been completed south of Highway 7.

Additionally, EXP's pre-consultation with TRCA confirms that the Subject Lands are located outside of TRCA-regulated areas and are sufficiently set back from all identified hazards. As such, the Subject Lands do not perform, nor are they required to perform, the SWM function contemplated by Policy 7.7.1(c). The continued application of this policy to justify an Environmental Open Space designation is therefore not supported by current civil engineering evidence and is inconsistent with the City's own approved infrastructure and flood mitigation framework.

Policy 7.7.1(d) and **(e)** address open space amenities and physical connections, but only where such uses support primary ecological functions or established open space networks. The Subject Lands are not identified as part of a planned trail system, ecological corridor, or open space linkage, and in the absence of a primary ecological role, these functions cannot independently justify the designation.

Policy 7.7.1(g), relating to buffering between the VMC and adjacent highways, is the only Environmental Open Space policy with limited relevance to the Subject Lands. However, buffering objectives do not require the application of an Environmental Open Space designation across the entire depth of the property. The Subject Lands are already subject to a minimum 14-metre buffer requirement imposed by the MTO along the northern limit of Highway 407, and additional buffering is provided through existing MTO-owned lands and highway infrastructure, including off-ramps.

Beyond the required MTO buffer, there is no planning or technical rationale to restrict the remainder of the Subject Lands from development.

A Concept Plan has been prepared (**Appendix E**) to demonstrate how the Subject Lands, together with the adjacent site to the west (i.e., 91 Peelar Road) and adjacent lands to the east, extending to Creditstone Road (i.e., 33-43 & 71 Peelar Road and 22 & 22A Creditstone Road), can be developed while fully accommodating the 14-metre MTO buffer. The concept illustrates that appropriate buffering can be achieved without sterilizing the balance of the Subject Lands (resulting in substantial potential for either residential or non-residential development to occur which would further Provincial interests of housing provision and job creation) and confirms that the application of the Environmental Open Space designation across the full site represents a disproportionate response that exceeds what is necessary to achieve the policy objective.

Finally, **Policy 7.7.8**, which applies to Environmental Open Space designations identified as Special Policy Areas, does not provide a basis to indefinitely retain lands as Environmental Open Space. Rather, the policy establishes a conditional framework that assumes a determination will be made regarding the need for SWM facilities, following which the lands are to be re-designated. In this case, technical review confirms that SWM facilities are not required on the Subject Lands, and there are no TRCA hazard constraints that would prevent re-designation. The continued application of Policy 7.7.8 therefore functions as an open-ended holding provision, contrary to the policy's intent.

Together, the application of Policies 7.7.1 and 7.7.8 to the Subject Lands is not supported by evidence and results in an unjustified sterilization of developable land within the VMC. From a planning perspective, the Environmental Open Space designation, as applied to the Subject Lands, is neither necessary nor appropriate.

Requested Modifications / Recommendations

Given the above, we recommend that the Province (and/or the City, through the VMC Secondary Plan finalization/implementation process) modify the VMC Secondary Plan mapping and policy framework in relation to the Subject Lands as follows:

1. Schedule Amendments

   Revise all VMC Secondary Plan Schedules to remove the Subject Lands from the Environmental Open Space, Parks and Open Spaces, and from the Special Policy Area identification on Schedule I.

2. Policy Framework Amendments

   Remove the application of the site-specific open space implementation framework (including the Special Policy Area approach associated with Policy 7.7.8) to the Subject Lands, as the technical preconditions (i.e., SWM facility required / hazard-based requirements) are not present for this property.

3. Appropriate Development-Supportive Designation

Redesignate the Subject Lands (and adjacent lands) to an appropriate development-supportive land use designation (i.e., Mixed Use) consistent with surrounding land uses in the VMC and the Owner's longstanding request that the Subject Lands be planned for redevelopment (identified in our prior correspondence with the VMC Sub-Committee).

To this effect, we have modified the various schedules of the VMC Secondary Plan, as adopted by Council and submitted to the Ministry, to reflect the above-noted modifications. These modified schedules can be found in **Appendix F**.

The above modifications would also assist in resolving the longstanding impasse described in our prior submissions, including the procedural fairness concern from extended deferral and the continued application of a disputed open space approach despite evidence that the Subject Lands are not required for SWM or Black Creek Renewal purposes.

Conclusion

In our opinion, the continued identification of the Subject Lands as Environmental Open Space within the VMC Secondary Plan is not supported by current technical evidence and perpetuates an outdated land use assumption. EXP's engineering reviews and correspondence with TRCA staff confirm the Subject Lands are not within TRCA regulated hazard limits and are not required for SWM facilities or Black Creek Renewal works, and therefore there is no reasonable basis to maintain a "freeze" on redevelopment via the open space designation.

Accordingly, we recommend that the VMC Secondary Plan schedules and related policy application be modified to remove the Environmental Open Space designation from the Subject Lands and to establish a development-supportive designation (such as Mixed Use) that reflects the site's appropriate role within the VMC.

Please feel free to contact us should you wish to discuss further.

Yours truly,

MHBC



David A. McKay, MSc, MLAI, MCIP, RPP
Vice President & Partner



Stefan Staicu, BES
Associate

cc. 2128475 Ontario Corp.

APPENDIX A1

November 2024 Submission to VMC Subcommittee

MHBC PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE

November 25, 2024

Mayor Del Duca
Chair
Vaughan Metropolitan Centre Sub-Committee
2141 Major Mackenzie Drive
Vaughan, ON
L6A 1T1

Sent by email: clerks@vaughan.ca

Dear Mayor Del Duca:

RE: 79 PEELAR ROAD
2128475 ONTARIO INC.
OUR FILE 19195'B'

We are writing on behalf of our client, 2128475 Ontario Inc. ("212 Inc."), relative to their property located at 79 Peelar Road (the "Subject Lands"). The Subject Lands are located at the southeast corner of Peelar Road and Maplecrete Road within the current limits of the VMC Secondary Plan. The Subject Lands are the home to HiTech Structures Inc., a successful structural engineering design and construction company which provides expertise to the construction and development industry vis-à-vis structural concrete and bridge projects.

212 Inc. and ourselves have been monitoring the ongoing VMC Secondary Plan Update process, having previously provided comments to the Sub-Committee (see attached previous correspondence).

History within the VMC Secondary Plan

The Sub-Committee may not be aware that our client has an outstanding appeal on the current VMC Secondary Plan (Appellant No. 146). By way of background, the outstanding appeal relates to the current VMC Secondary Plan designation of the Subject Lands as Major Parks and Open Space and subject to the Black Creek Renewal EA designation.

At the time of the original approval, there was some expectation that the lands owned by client may be needed for storm water management ("SWM") purposes. In fact, it was not even likely or definitive at the time and was only a possibility. That possibility found its way into the VMC Secondary Plan as adopted by placing a proposed designation of Open Space on these lands, a designation that our clients contested. The Open Space permitted either SWM or parkland, but parkland was not an issue at the time and the VMC Secondary Plan was contested thereto. Our client's position on these

designations is that they were and are not appropriate and the Subject Lands should rather be designated for development for Mixed Use purposes.

Through the appeal process, it was agreed between our client and the City to defer a hearing on the matter to allow the City some time to complete an assessment if a SWM facility was actually required in this location that was the basis for the Open Space designation in the base VMC Secondary Plan. We would go so far to suggest that there was an expectation that if the lands were not needed for a SWM facility, then the use would revert to Mixed Use. The City review process has gone on for many years. This result is of significant procedural unfairness to our client and is resulting in subsequent policies/justification being applied to its lands that did not exist at the time the current VMC Secondary Plan was adopted.

To date, our client has not been able to finalize their appeal, despite numerous requests to resolve matters made to the City's lawyers by our client's solicitor, Mr. Barry Horosko of Horosko Planning Law.

VMC Secondary Plan Update Process

As noted above, despite the outstanding appeal, it appears that in the VMC Secondary Plan Update process, the City continues to designate our client's lands for parks and open space in the various VMC Secondary Plan Update documents. The basis for this continued parks and open space designation appears to be the fact that the current VMC Secondary Plan had designated the Subject Lands in the same manner, despite this land use designation disputed by our client, subject to an outstanding appeal and therefore not being in force and effect.

To address this issue with some specificity, rather than observe a confusing land use process to be loosely applied to the Subject Lands, our client's civil engineer, EXP has undertaken a detailed analysis of stormwater management requirements and the Black Creek Renewal process (in our previously submitted correspondence, attached hereto). EXP concludes that the Subject Lands are not required for either stormwater management purposes nor for the Black Creek Renewal to occur. The Subject Lands are not needed for a SWM facility after due review and should be acknowledged. Given this, continued identification of a SWM facility on our client's lands should be removed.

Relative to parkland, while our client understands and appreciates that additional parkland is required due to the amount of development activity that has occurred in the VMC, they do not believe their lands adjacent to Highway 407 are an appropriate location for such parkland. It is more appropriate, in their opinion, to locate parkland further north, away from Highway 407. Instead, the Subject Lands should be designated to allow for mixed-use purposes, with non-residential uses located along Highway 407 and mixed use / residential along Peelar Road.

Conclusion & Request

In conclusion, the Subject Lands should be designated for development purposes (through a settlement of the appeal in the current VMC Secondary Plan) and through the VMC Secondary Plan Update process. We therefore request that the VMC Sub-Committee direct staff to enter into discussions with our client in order to resolve both the outstanding appeal as well as the current VMC

Secondary Plan Update process in order to set forth a mixed-use vision for our client's lands and those other lands south of Peelar Road.

Thank you.

Yours truly,

MHBC



David A. McKay, MSc, MLAI, MCIP, RPP
Vice President & Partner

cc: *Deputy Mayor, Local and Regional Councillor Linda Jackson*
Ward 3 Councillor Rosanna DeFrancesca
Ward 4 Councillor Chris Ainsworth
Ward 5 Councillor Gila Martow
Christina Bruce, Director, Policy Planning and Special Programs
Barry Horosko, Horosko Planning Law
Scott Passmore, EXP
Client

Encl.

APPENDIX A2

June 2022 Submission to VMC Subcommittee

MHBC
PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE

KITCHENER
WOODBRIDGE
LONDON
KINGSTON
BARRIE
BURLINGTON

June 20, 2022

Mayor Maurizio Bevilacqua and Members of Council
Vaughan Metropolitan Centre Sub-Committee
2141 Major Mackenzie Drive
Vaughan, ON
L6A 1T1

Sent by email: clerks@vaughan.ca

Dear Mayor Bevilacqua and Members of Council:

RE: ITEM 4.2 – VMC SECONDARY PLAN UPDATE: PHASE II – LAND USE OPTIONS
79 PEELAR ROAD (the "Subject Lands")
2128475 ONTARIO INC. (the "Owner")
OUR FILE 1512W

On behalf of our client, the 2128475 Ontario Inc., we have reviewed the Staff Report on the VMC Secondary Plan Update and the proposed Land Use Options. The Subject Lands are located at the southeast corner of Peelar Road and Maplecrete Road.

We are writing to express our client's concerns with regards to the VMC Secondary Plan Update materials. The Sub-Committee may not be aware that our client has an outstanding appeal on the current VMC Secondary Plan (Appellant No. 146). By way of background, the outstanding appeal relates to the current VMC Secondary Plan designation of the Subject Lands as Major Parks and Open Space and subject to the Black Creek Renewal EA designation.

At the time of the original approval, there was some expectation that the lands owned by client may be needed for storm water management ("SWM") purposes. In fact, it was not even likely or definitive at the time and was only a possibility. That possibility found its way into the VMC Secondary Plan as adopted as placing a proposed designation of Open Space on these lands, a designation that our clients contested. The Open Space permitted either SWM or parkland, but parkland was not an issue at the time and the VMC Secondary Plan was contested thereto. Our client's position on these designations is that they were and are not appropriate and the Subject Lands should rather be designated for development for Mixed Use purposes.

Through the appeal process, it was agreed between our client and the City to defer a hearing on the matter to allow the City some time to complete an assessment if a SWM facility was actually required in this location that was the basis for the Open Space designation in the base VMC Secondary Plan. We would go so far to suggest that there was an expectation that if the lands were not needed for a SWM facility, then the use would revert to Mixed Use. The City review process has gone on for many years. This result

is of significant procedural unfairness to our client and is resulting in subsequent policies/justification being applied to its lands that did not exist at the time the current VMC Secondary Plan was adopted.

It appears that in the VMC Secondary Plan Update, the City continues to designate our clients lands for parks and open space (as Environmental Open Space which includes a stormwater management symbol) shown in this area in both Land Use Options. As noted above, in our client's opinion the Subject Lands should be designated for development purposes.

To address this issue with some specificity, rather than observe a confusing land use process to be loosely applied to the Subject Lands, our client's civil engineer, EXP has undertaken a detailed analysis of stormwater management requirements and the Black Creek Renewal process (attached hereto). ***EXP concludes that the Subject Lands are not required for either stormwater management purposes nor for the Black Creek Renewal to occur.*** The Subject Lands are not needed for a SWM facility after due review and should be acknowledged.

The Subject Lands should be designated for development purposes (through a settlement of the appeal in the current VMC Secondary Plan) and through the VMC Secondary Plan Update process. We therefore request that the designation be modified accordingly in both Land Use Options and provide a land use designation which would permit mixed use development on the Subject Lands.

Thank you.

Yours truly,

MHBC



David A. McKay, MSc, MLAI, MCIP, RPP
Vice President & Partner

cc: Project Team

Encl.

APPENDIX A3

April 2022 Stormwater Management Review prepared by EXP

April 5th, 2022 Project No. ALL-21019668-A0

MHBC Planning, Urban Design & Landscape Architecture
7050 Weston Road, Suite 230
Woodbridge, ON
L4L 8G7

Attention: Mr. David McKay, Vice President & Partner

Re: 79 Peelar Road, Vaughan
Stormwater Management Review

We have been retained by your client, 2128475 Ontario Corporation ("Owner") to provide this stormwater management review ("review") in consideration to the current impasse that the Owner is experiencing with the City of Vaughan regarding the lands owned at 79 Peelar Road ("site") in the City of Vaughan.

It is our understanding that notwithstanding completion of the detailed design of the channel improvements works related to the City's approved Black Creek Renewal Municipal Class Environmental Assessment (EA), and the clear conclusion that the site is not required for any works related to the EA, City staff have advised your team that they need to hold the site (or "freeze") from any potential redevelopment applications until the detailed design works are completed. It is also our understanding that City staff have advised the site should be frozen due to the potential need for stormwater management (SWM) related works from the EA such as flood protection, etc.

Therefore, we have been asked to assess the reasonableness of the City's position to freeze the site from an engineering perspective after the completion of our review.

Background

The site area is located on the south side of Peelar Road, bound by Highway 407 to the south, and existing industrial developments to the east and west, with a driveway access to Peelar Road. The site is located within the southeast quadrant of the City of Vaughan's Vaughan Metropolitan Centre (VMC) Secondary Plan, where the VMC Secondary Plan has designated the Owner's site as greenspace due to potential flooding from the adjacent Black Creek. Please see the attached Figure 1 which highlights the site location on the City's figure "Schedule J – Floodplain and Environmental Open Spaces" for reference.

Some of the key publicly available documents that were referenced for our review can be summarized as follows:

- Toronto and Region Conservation Authority Regulated Mapping (TRCA database);
- VMC Secondary Plan (Urban Strategies & AECOM);
- Back Creek Stormwater Optimization Study Municipal Class EA Master Plan Report - Phase 1 & 2 (AECOM) dated February 2012;

- VMC Municipal Servicing Class EA Master Plan (TMIG) dated November 2012;
- Stormwater Management Master Plan Municipal Class EA (Cole Engineering) dated June 2014;
- Allocation of Funding Sources Report & Development Charges Background Study – Black Creek Financial Strategy (Fabian Papa & Partners, Hemson Consulting Ltd) dated May 2016;
- VMC Black Creek Renewal Class EA Environmental Study Report (TMIG) dated August 2018;
- Various City of Vaughan Council Reports and Meeting Documents; and,
- Various Discussions with City of Vaughan Development Engineering staff.

The findings from our review are summarized below per each specified document where our comments focus on any proposed SWM related works that may impact the subject site.

Toronto and Region Conservation Authority Regulated Mapping

The Toronto and Region Conservation Authority's (TRCA) current regulatory mapping shows all existing hazards and the corresponding regulatory limits to be located approx 150 m to the west from the west property line of the site. See the excerpt from the TRCA database provided in Appendix A for the site location in regard to the TRCA regulated limits. Therefore, the site is not deemed to be located near any existing hazards of concern associated with Black Creek based on the TRCA's regulated mapping database.

Vaughan Metropolitan Centre Secondary Plan (2010)

The VMC Secondary Plan study commenced in Nov 2008 with engineering support from AECOM, and was adopted by Vaughan Council in September 2010. Section 6.3.6 of the Secondary plan speaks to the Black Creek Corridor as an important part of the VMC in providing an "innovative" approach to stormwater management including recreation amenities, and a unique frontage opportunity for development.

The Secondary Plan then states that the City shall prepare a detailed design for the Black Creek corridor south of Highway 7 based on the City's SWM Master Plans and the Black Creek Renewal EA. Schedules D and J within the Secondary Plan show the site to be designated as "environmental open space" and as a "black creek remediation area" with notes that the "final configuration of parks and open spaces within this area are subject to the results of the VMC Black Creek Renewal EA (Stages 3 and 4) and the detailed design of the Black Creek Corridor. Refer to Figure 1 for the Schedule J figure taken from the Secondary Plan. In summary, the VMC Secondary Plan flags the 79 Peelar Road site as a potential location for Black Creek related works pending the results of the VMC Black Creek Renewal EA.

Black Creek Stormwater Optimization Study Master Plan Class EA (2012)

The Black Creek Stormwater Optimization Study Master Plan Class EA was prepared by AECOM in Feb 2012. The objective of their study was to address the ongoing flooding, water quality and channel erosion issues that have been identified within the study area which includes the subject 79 Peelar Road site area. The Optimization Study looked carefully at various alternatives including the

contemplated SWM pond across the subject site. The study focused on possible channel improvements to improve channel flow involving the construction of a new naturalized channel to replace the existing segment of Black Creek between Edgeley Pond and the 407 ETR and new bridges at all road crossings.

From all the alternatives considered, Alternative F4 was selected which consisted of channel and road improvements with new bridge construction. The objective behind Alternative F4 is to provide sufficient capacity within Black Creek to convey the runoff generated by the Region Storm (Hurricane Hazel), thereby accommodating the future development of the Vaughan Metropolitan Centre. See the attached Figure 10 in Appendix A showing the proposed Alternative F4.

Overall, the AECOM Black Creek Stormwater Optimization Study Master Plan appears to be the first comprehensive engineering study that provides detailed engineering calculations to support each reviewed alternative. The AECOM study recommends a final solution that clearly does not include any SWM related works within or in the vicinity of the 79 Peelar Road site, and notes that their solution is the "only alternative that truly addresses the problems and opportunities defined for their study".

VMC Municipal Servicing Class EA Master Plan (2012)

The VMC Municipal Servicing Class EA Master Plan was prepared by TMIG in November 2012 after the issuance of the Black Creek Stormwater Optimization Study prepared by AECOM earlier in February 2012. It is very clear that this TMIG Master Plan stands out in isolation as it does not capture any of the findings from the Black Creek Stormwater Optimization Study Master Plan Class EA prepared by AECOM completed earlier that year.

The Master Plan identifies that the VMC area is entirely within the Black Creek watershed where drainage is conveyed in the southerly direction and breaks the VMC area into four drainage areas (NW, NE, SW and SE). The Master Plan also identifies that subject site is located within the SE quadrant and currently discharges direct to the main branch of Black Creek without any stormwater management controls. Finally, the Master Plan identifies that three existing SWM ponds are to be planned to be retrofitted with a "fourth new pond" proposed for the SE quadrant as project "SF-04" which is located across the subject site. See the attached Figure 11-5 for reference.

Section 2.10 within the Master Plan mentions that the "Storm Drainage and SWM Master Plan" is still to be completed in parallel to this study. While Section 2.11 mentions that the Black Creek Stormwater Optimization Municipal Class EA has been completed by AECOM to determine what measures can be implemented to improve stormwater quality and quantity, and minimize erosion and flood potential.

Overall, the TMIG Master Plan outlined the requirements for a new SWM pond across the 79 Peelar Road site but also notes that further investigation is required. As previously mentioned, the TMIG Master Plan appears to neglect the detailed findings from the AECOM Black Creek Stormwater Optimization Study which provided a detailed engineering solution that did not include any SWM related works across the 79 Peelar Road site.

EXP Services Inc.
220 Commerce Valley Drive W., Suite 110
Markham, ON
L3T 0A8

Stormwater Management Master Plan Municipal Class EA (2014)

The Stormwater Management Master Plan Municipal Class EA prepared by Cole Engineering in June 2014 does not provide any specific SWM measures in the subject area and simply cross references the ongoing Black Creek renewal studies. Therefore, the SWM Master Plan Municipal Class EA does not appear to advance any SWM studies or engineering calculations any further in the subject area of the site.

Allocation of Funding Sources Report & Development Charges Background Study – Black Creek Financial Strategy (2016)

The Funding Sources Report was prepared by Fabian Papa & Partners and Hemson Consulting Ltd in May 2016. The Funding Sources Report references various engineering studies including the recommendations from the AECOM Black Creek Stormwater Optimization Study. The Funding Sources Report inserts the cost estimates for the proposed financial funding strategy based on the recommended option (Alternative F4) outlined in the AECOM Black Creek Stormwater Optimization Study including the channel improvements, bridge construction and road improvements. Overall, the Funding Sources Report does not incorporate any costs associated with any required SWM works within the 79 Peelar Road site.

VMC Black Creek Renewal Environmental Study Report (2018)

The VMC Black Creek Renewal Class EA Environmental Study Report (ESR) was prepared by TMIG in August 2018 and was approved in August 2019. The objective of the ESR was to develop and evaluate potential channel alignments and physical forms for the Black Creek renewal works between Highway 7 and 407. The ESR cross references the previous engineering studies including the AECOM Black Creek Optimization Study and notes that the "proposed SWM strategy for the SE quadrant of the VMC was updated in 2017".

The ESR considered four alternatives and selected Alternative 4 as the preferred alternative which does not include proposing any SWM works or related facilities across the site (see the Figure ES-4 in Appendix A). Additional drawings related to the proposed Alternative 4 are provided in Appendix A including Figure 7-1 which shows the property requirements which are not in the vicinity of the subject site. Therefore, at no point was the 79 Peelar Road site shown to be required for any SWM related works within the TMIG ESR and it finally cross references the findings from the AECOM Black Creek Optimization Study.

Finally, it is our understanding through recent discussions with City of Vaughan engineering staff that the Infrastructure Delivery Group has now commenced the detailed design works with their retained consultant (Aquafor Beech). City staff have also confirmed that they are only considering land acquisitions within the noted areas (black hatching) on the Property Requirements figure (ESR Report Figure 7-1) shown on Figure 2, and there is no need for any SWM works on the 79 Peelar Road site which is entirely outside their study area. Please also find the VMC Sub-committee Report memo dated December 4th, 2019 for additional background information.

EXP Services Inc.
220 Commerce Valley Drive W., Suite 110
Markham, ON
L3T 0A8

Summary

After our review of the listed documents we believe that any previously contemplated SWM works located across the subject site (outlined within the VMC Secondary Plan or Municipal Servicing Master Plans) are no longer required. Based on our review, the recommended alternative (Alternative F4) outlined within the AECOM Black Creek Stormwater Optimization Study incorporates a detailed strategy to improve the Black Creek channel including road crossing and bridge construction without any proposed works in the vicinity of the site. Please also note that the AECOM Black Creek Optimization Study has been endorsed by the TRCA, and the findings have now been incorporated into the City of Vaughan's financial funding model. Finally, we understand that the City of Vaughan is now moving forward with the detailed design drawings for construction through their retained consultant (Aquafor Beech) based on the findings from the AECOM Optimization study and the approved TMIG ESR report.

Therefore, based on our review, we believe it is not reasonable for City staff to continue to freeze the site from any potential redevelopment applications, as we believe the site is not required for any SWM related purposes within the approved Black Creek Renewal Municipal Class EA.

We trust this information meets your requirements at this time. As always, should you have any questions or comments, please do not hesitate to contact the undersigned directly.

Sincerely,

EXP Services Inc.



Scott W. Passmore, P.Eng.
Vice President, Land Development

Attachments: Figure 1: Site Location
Figure 2: Property Requirements
Appendix A – Background Documents

SCHEDULE J > FLOODPLAIN AND ENVIRONMENTAL OPEN SPACES

LEGEND

- environmental open spaces
- black creek remediation area (see policies 5.6.4 - 5.6.10, and 3.6.4 of Volume 1)
- existing watercourses (future alignment to be determined)
- existing floodplain (see policies 5.6.4 - 5.6.10)
- see policy 6.3.2

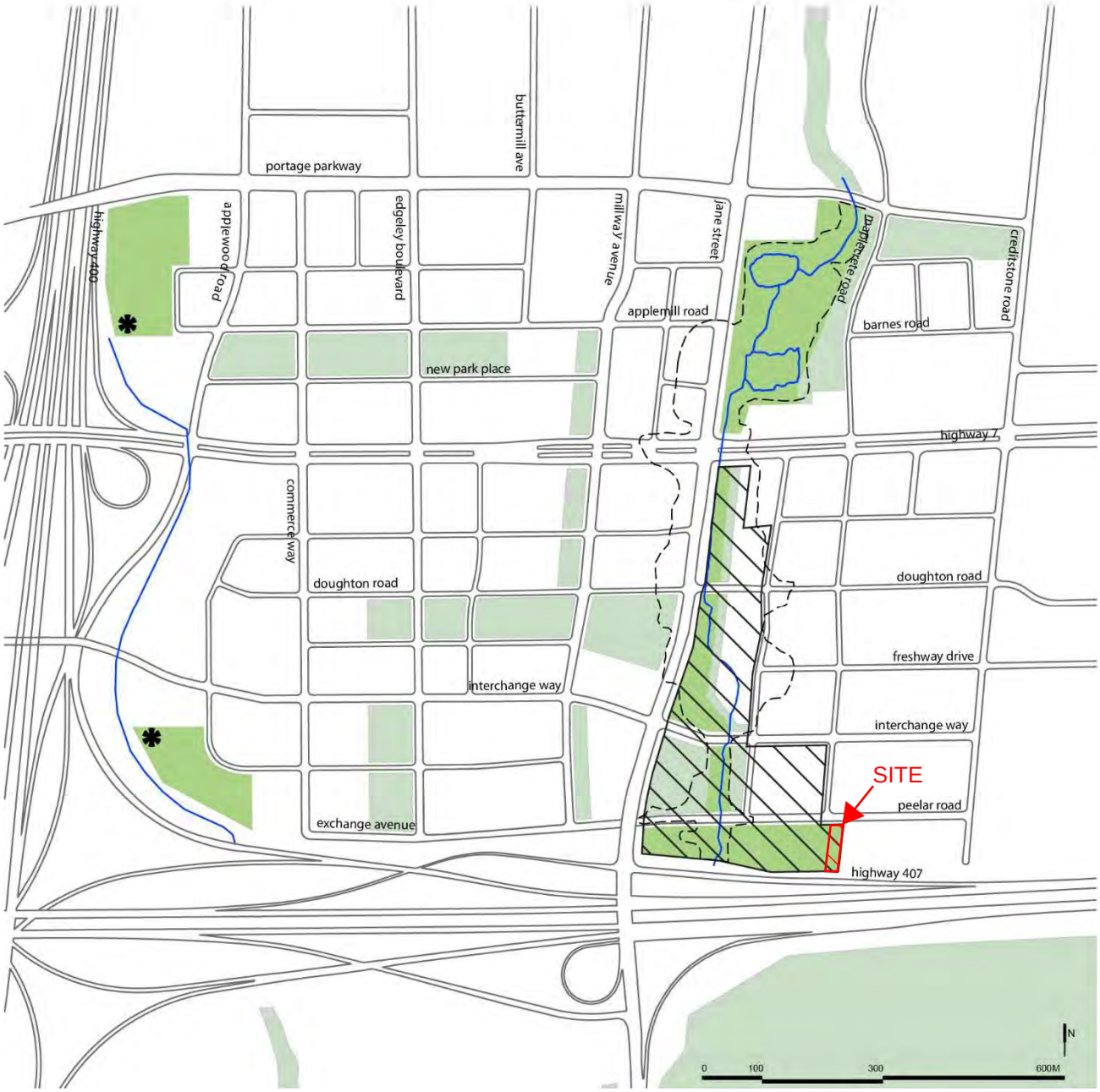


FIGURE 1 - SITE LOCATION PLAN

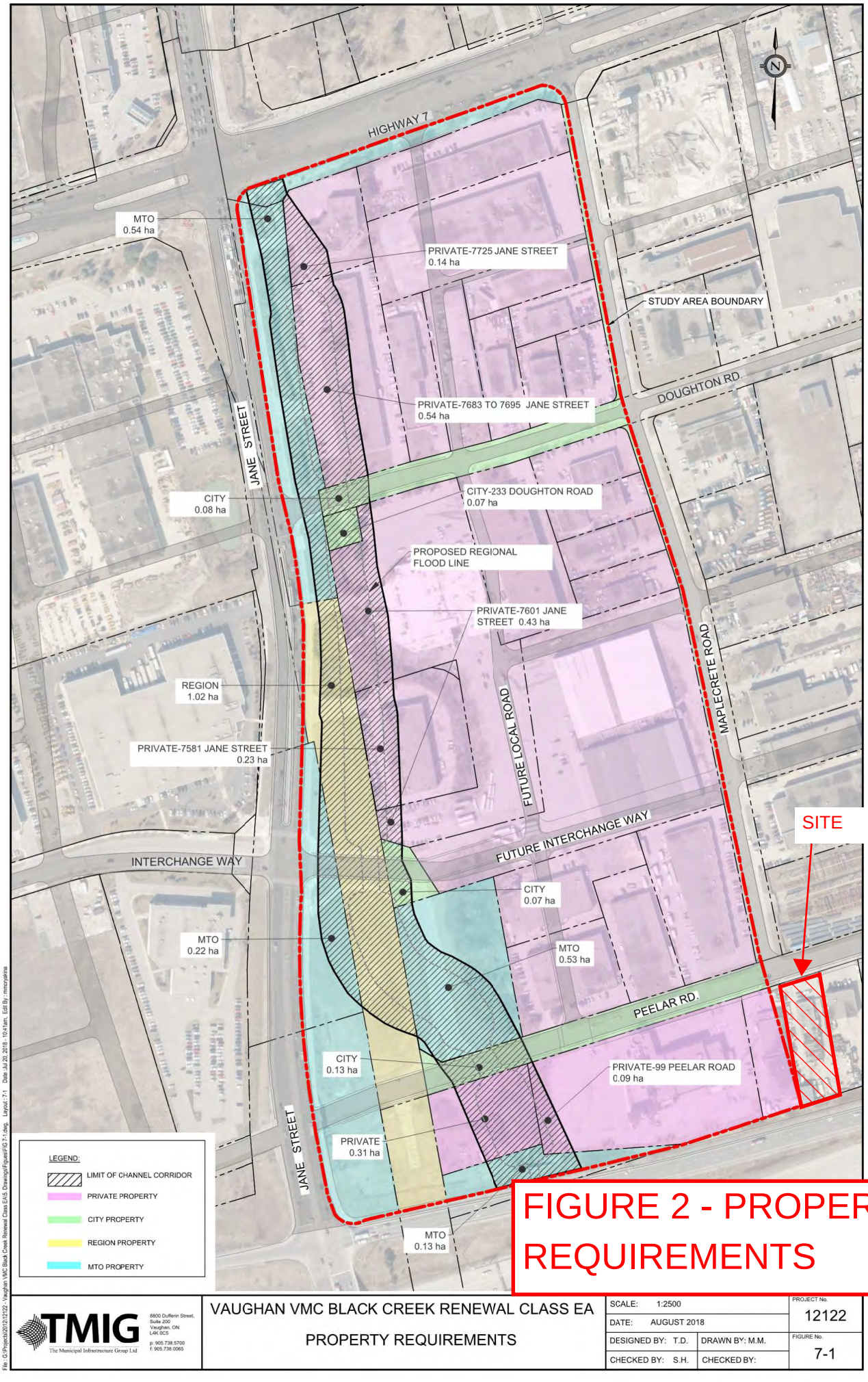


FIGURE 2 - PROPERTY REQUIREMENTS

TMIG
The Municipal Infrastructure Group Ltd
8800 Dufferin Street, Suite 200
Vaughan, ON
L4K 0C5
p: 905.738.5700
f: 905.738.0065

VAUGHAN VMC BLACK CREEK RENEWAL CLASS EA

PROPERTY REQUIREMENTS

SCALE: 1:2500		PROJECT No.	12122
DATE: AUGUST 2018			
DESIGNED BY: T.D.	DRAWN BY: M.M.	FIGURE No.	7-1
CHECKED BY: S.H.	CHECKED BY:		

File: G:\Projects\2012\12122 - Vaughan VMC Black Creek Renewal Class EA\5. Drawings\Figures\FIG 7-1.dwg Layout: 7-1 Date: Jul 20, 2018 - 10:41am Edit By: mmorgakina

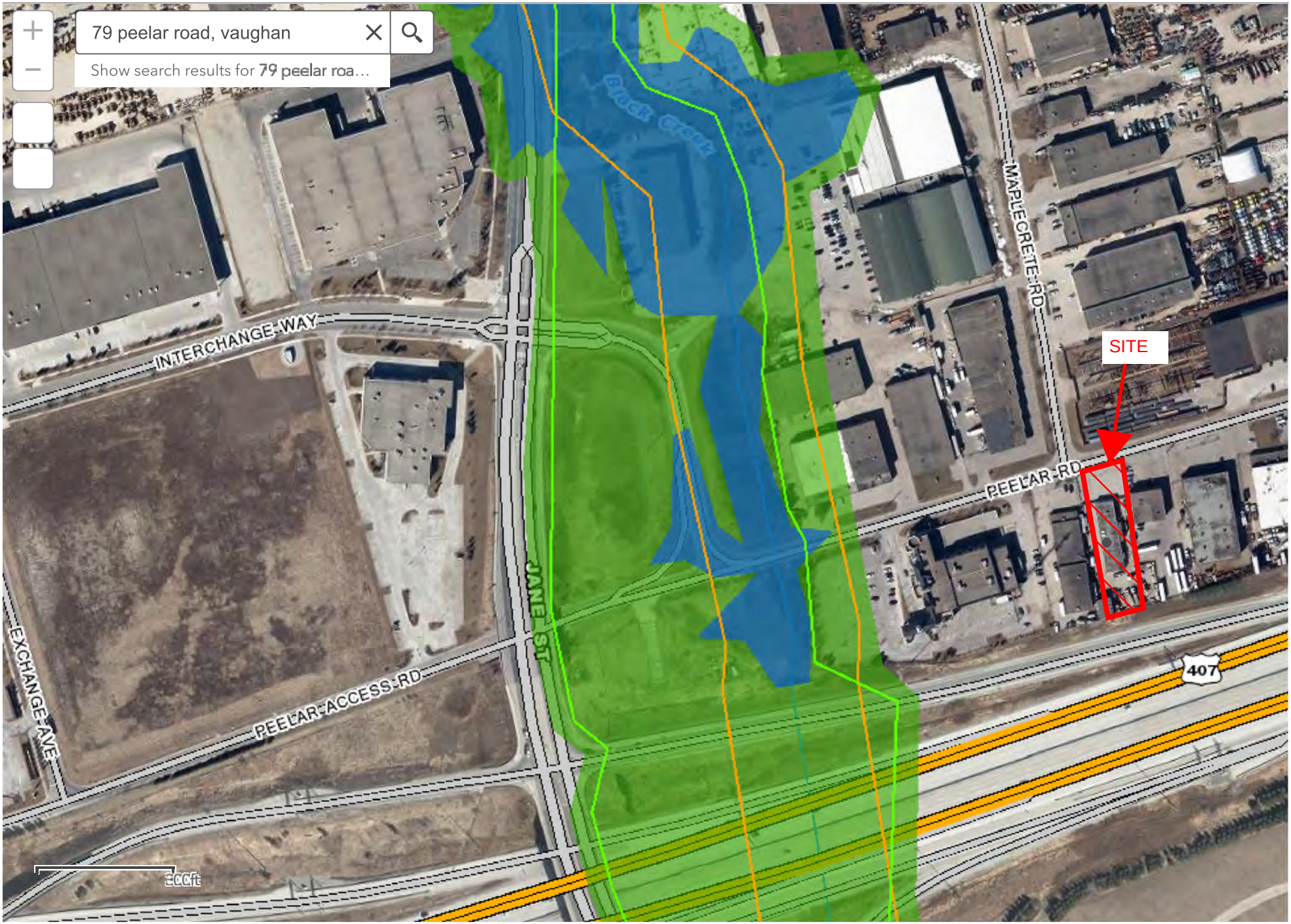
EXP Services Inc.
220 Commerce Valley Drive W., Suite 110
Markham, ON
L3T 0A8

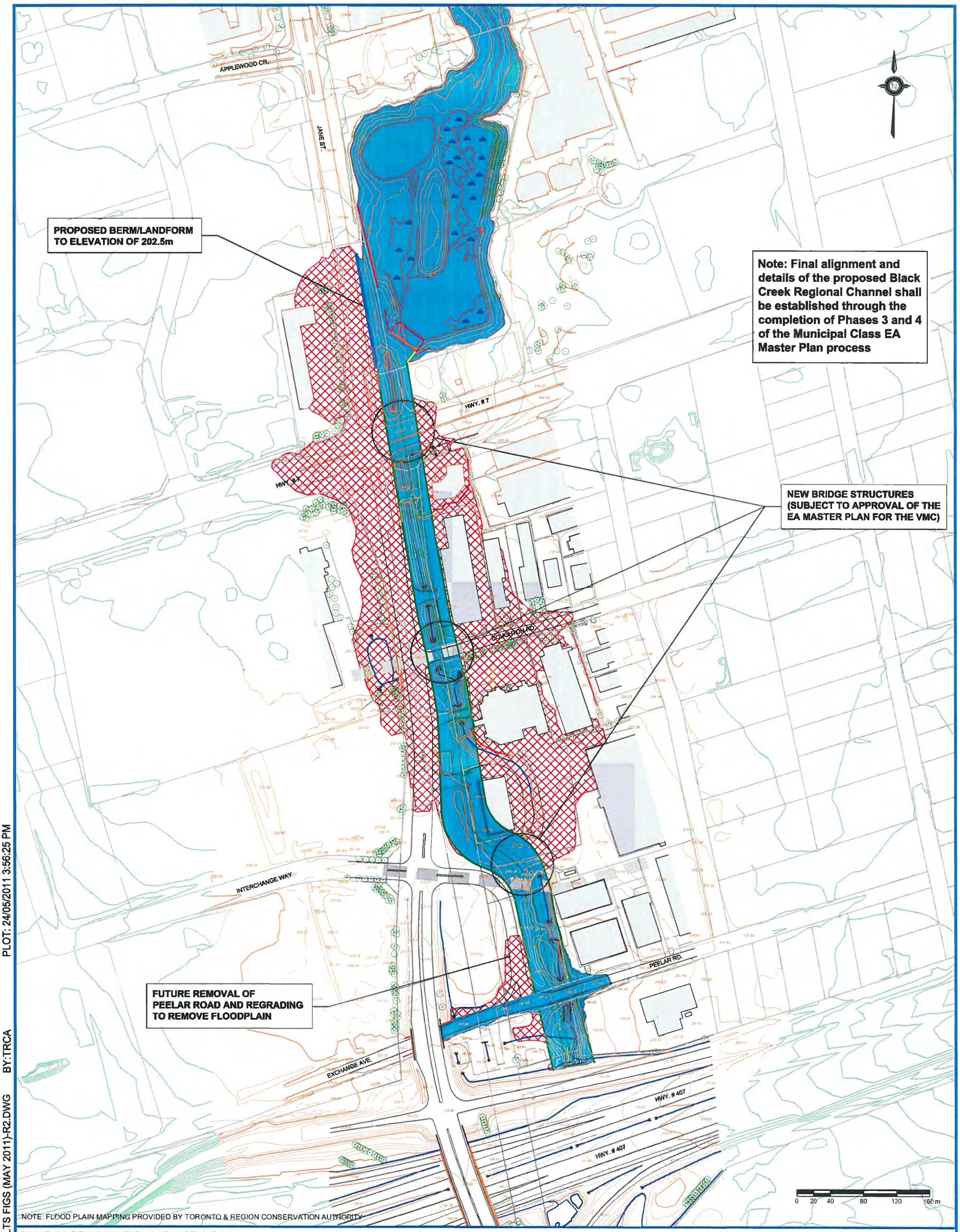
Appendix A

Background Documents

Toronto and Region Conservation Authority

TRCA Regulation Mapping





NOTE: FLOOD PLAIN MAPPING PROVIDED BY TORONTO & REGION CONSERVATION AUTHORITY

DO NOT SCALE THIS DOCUMENT. ALL MEASUREMENTS MUST BE OBTAINED FROM STATED DIMENSIONS.

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AECOM

Legend

- BUILDING
- WATERCOURSE
- 195 CONTOUR (1m)
- TREE
- PROPERTY FABRIC
- PROPOSED CHANNEL (TOP OF BANK)

FLOODLINES

- AUGUST 19, 2005 STORM (EXISTING)
- AUGUST 19, 2005 STORM (PROPOSED)
- REGIONAL STORM

EXTENT OF FLOODING

- EXISTING
- PROPOSED
- APPROVED ROW ALIGNMENT IN ACCORDANCE WITH VAUGHAN METROPOLITAN CENTRE SECONDARY PLAN

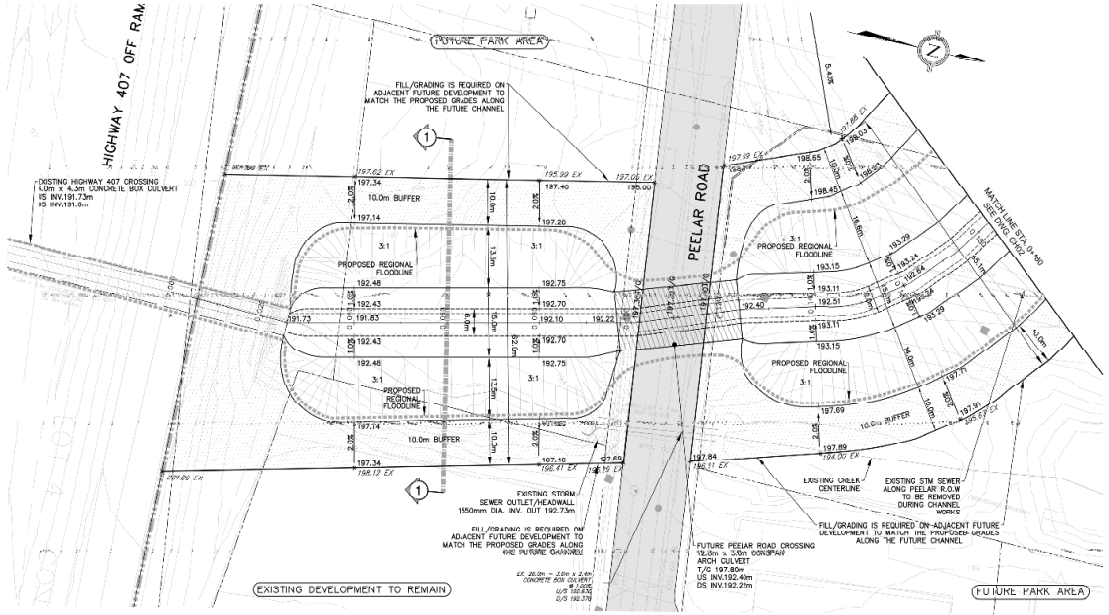
VAUGHAN

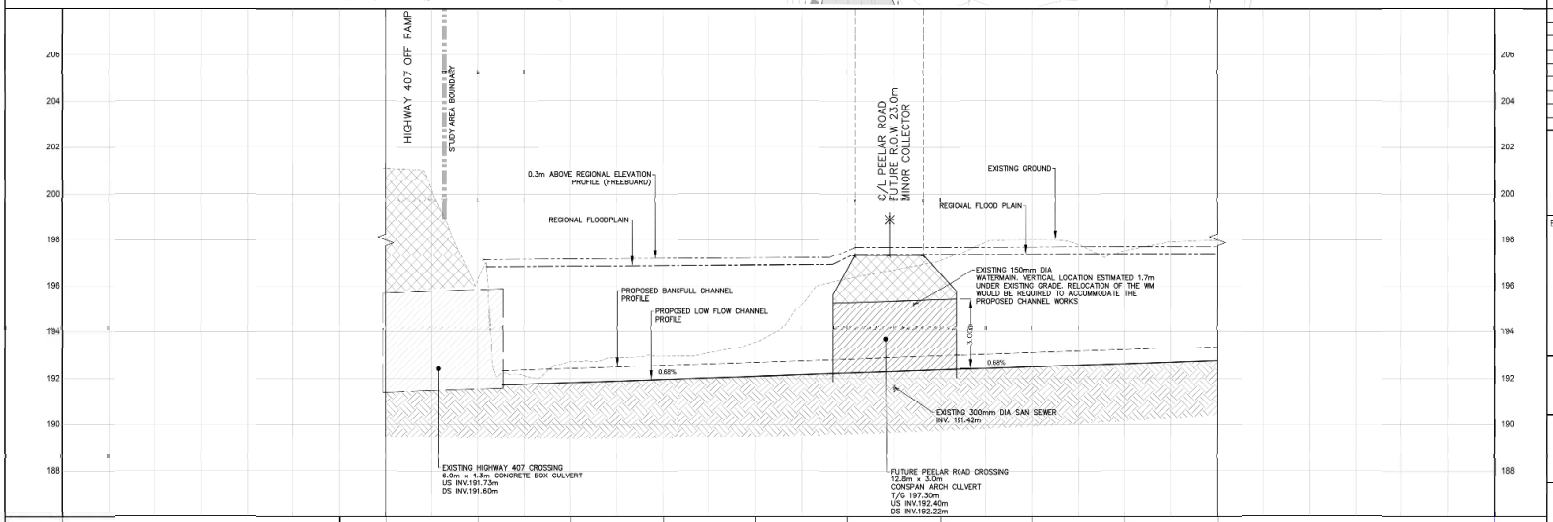
Black Creek Stormwater Optimization Study Master Plan Class Environmental Assessment Preferred EA Flood Improvement Alternative Regional Storm Improvements (F4)

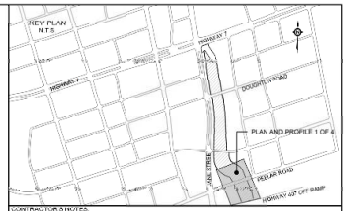
PROJECT NUMBER	DATE	FIGURE NUMBER
60117240	May 2011	10

FILE NAME: FLOOD IMPROVEMENT ALTS FIGS (MAY 2011)-R2.DWG BY:TRCA PLOT: 24/05/2011 3:56:25 PM

N:\projects\0-aecom\60117240\2011\Final\ACAD\Flood improvement alts FIGS (May 2011)-R2.dwg Layout:Regional Storm improvements Plotted: May 24, 2011 @ 3:56pm by ChungO







CONTRACTOR'S NOTES:
1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE INDICATED.
2. ELEVATIONS ARE GEODETIC AND REFER TO CANVD 1978.
3. CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND ELEVATIONS ON SITE AND SHALL REPORT ANY DISCREPANCIES TO THE ENGINEER IMMEDIATELY UPON FINDING.
4. THE EXACT LOCATION OF UTILITIES SHALL BE DETERMINED BY CONSULTING THE UTILITY COMPANIES CONCERNED. THE CONTRACTOR SHALL ARRANGE FOR LOCATION OF UTILITIES PRIOR TO COMMENCING ANY CONSTRUCTION AND SHALL PRESERVE THEM.
5. BENCHMARKS FOR LAYOUT ARE TO BE OBTAINED FROM THE CITY OF VAUGHAN ENGINEERING DEPARTMENT.

NOTE:
EVERY REASONABLE EFFORT HAS BEEN MADE TO ENSURE THAT THE INFORMATION APPEARING ON THIS PLAN IS ACCURATE AND CURRENT. WE BELIEVE THE INFORMATION TO BE RELIABLE HOWEVER, THE CITY OF VAUGHAN ASSUMES NO RESPONSIBILITY OR LIABILITY DUE TO ERRORS OR OMISSIONS.

BENCH MARK:

ELEVATION:

LEGEND

- STUDY AREA BOUNDARY
- EXISTING CREEK
- 197.34 PROPOSED ELEVATION
- 197.62 EX EXISTING ELEVATION
- PROPOSED REGIONAL FLOODLINE
- PROPERTY LIMIT
- EXISTING STREET LIGHT / POLES
- EXISTING WATERMAIN
- EXISTING WATER VALVES
- EXISTING HYDRANTS
- EXISTING CATCHBASIN
- EXISTING STM MANHOLE
- EXISTING STM PIPES
- EXISTING SAN PIPES
- EXISTING SAN MANHOLE
- EXISTING GAS PIPES

NO.	DESCRIPTION	BY	DATE
7			
6			
5			
4			
3			
2			
1	PRELIMINARY DESIGN	T.D/E.T	OCT 2017

UPDATES & REVISIONS

TMIG
The Municipal Infrastructure Group Ltd
8800 Dufferin Street, Suite 200 Vaughan, ON L4K 0C5
p: 905.738.5700
f: 905.738.0065

ENGINEER'S STAMP:

APPROVED AS TO FORM IN RELIANCE UPON THE PROFESSIONAL SKILL AND ABILITY OF THE CONSULTING ENGINEERS AS TO DESIGN AND SPECIFICATIONS.

JACK GRAZIOSI, P.Eng., MEng.
DIRECTOR OF ENGINEERING SERVICES

DATE

VAUGHAN VMC BLACK CREEK RENEWAL CLASS EA

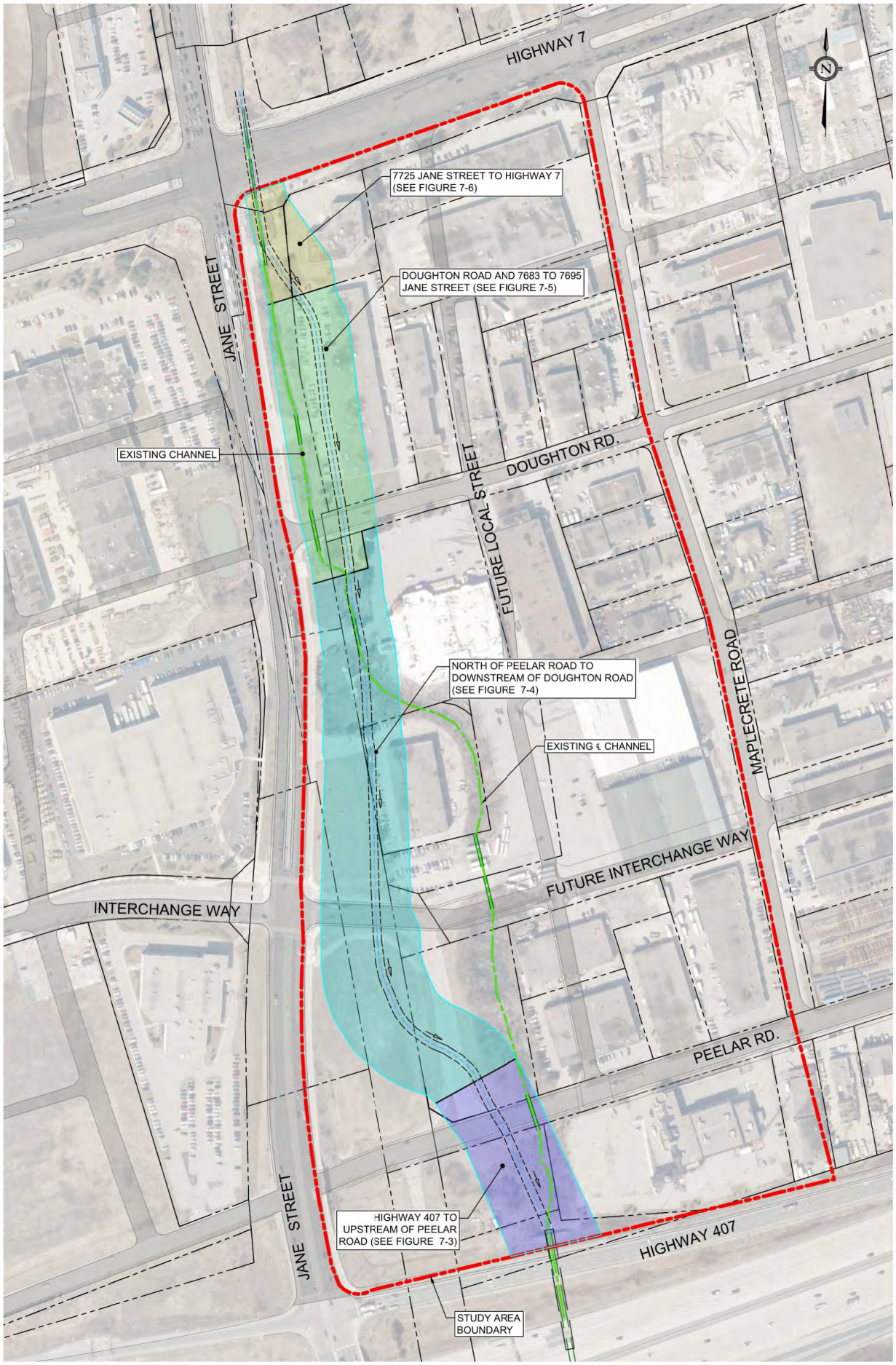
PRELIMINARY CHANNEL DESIGN

PLAN AND PROFILE 1 OF 4

VAUGHAN
Engineering Services

DESIGNED BY: T.D	DATE: AUGUST 2018	CHECKED BY: E.T.	
DRAWN BY: M.M.	SURVEYED BY:	APPROVED BY: S.H.	
SCALE: HORIZONTAL: 1:500 VERTICAL: 1:100	PROJ. No. 12122	DWG. No. 1 of 7	

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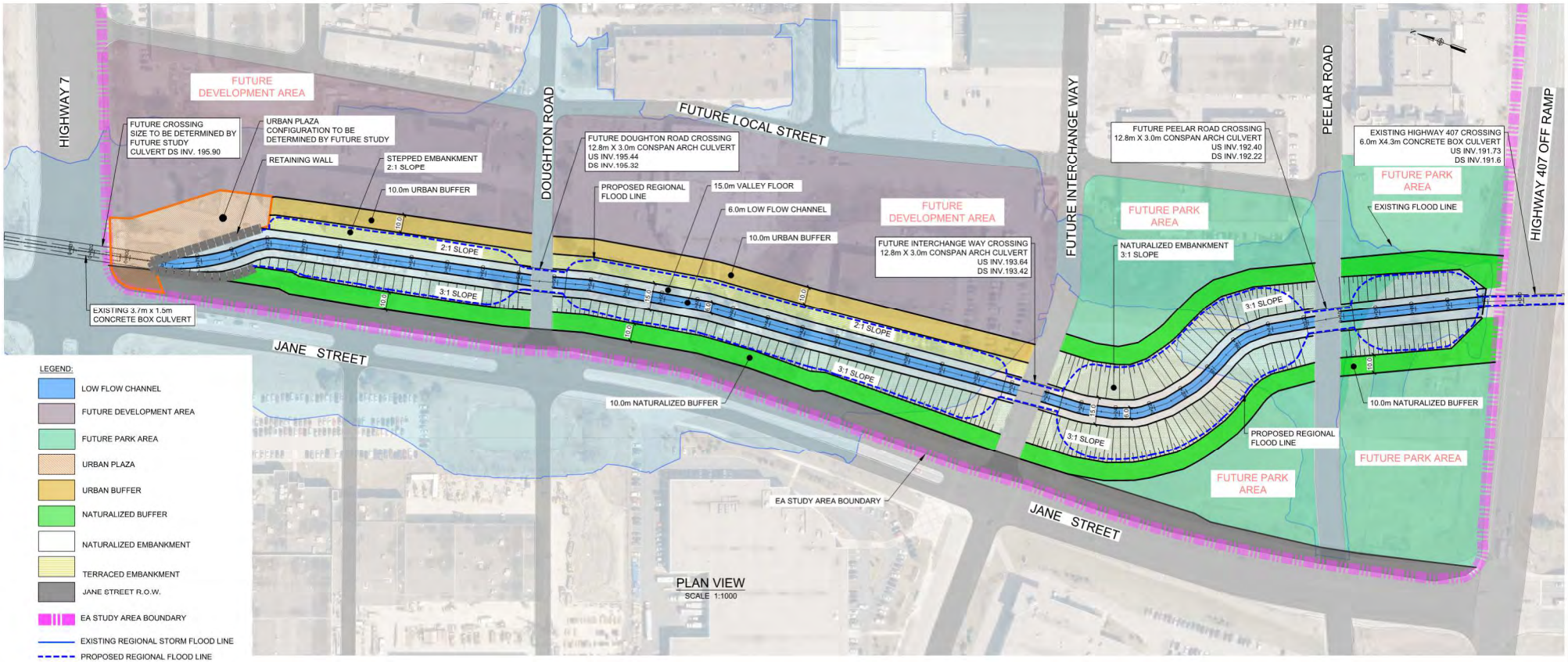


TMIG
The Municipal Infrastructure Group Ltd
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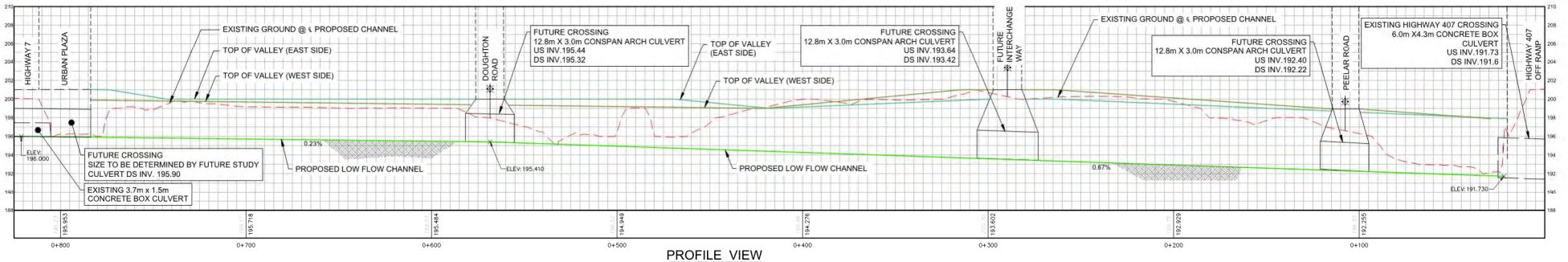
VAUGHAN VMC BLACK CREEK RENEWAL CLASS EA
CONSTRUCTION STAGING/PHASING FOR NEW CHANNEL CORRIDOR

SCALE: 1:2500		PROJECT No.	12122
DATE: AUGUST 2018			
DESIGNED BY: T.D.	DRAWN BY: M.M.	FIGURE No.	7-2
CHECKED BY: S.H.	CHECKED BY:		

File: G:\Projects\2012\12122 - Vaughan VMC Black Creek Renewal Class EA\5. Drawings\Figures\FIG 7-2 TO 7-6.dwg, Layout: 7-2 Date: Jul 20, 2018 - 10:52am Edit By: mmoryakina



PLAN VIEW
SCALE 1:1000



PROFILE VIEW
SCALE H 1:1000 V 1:200

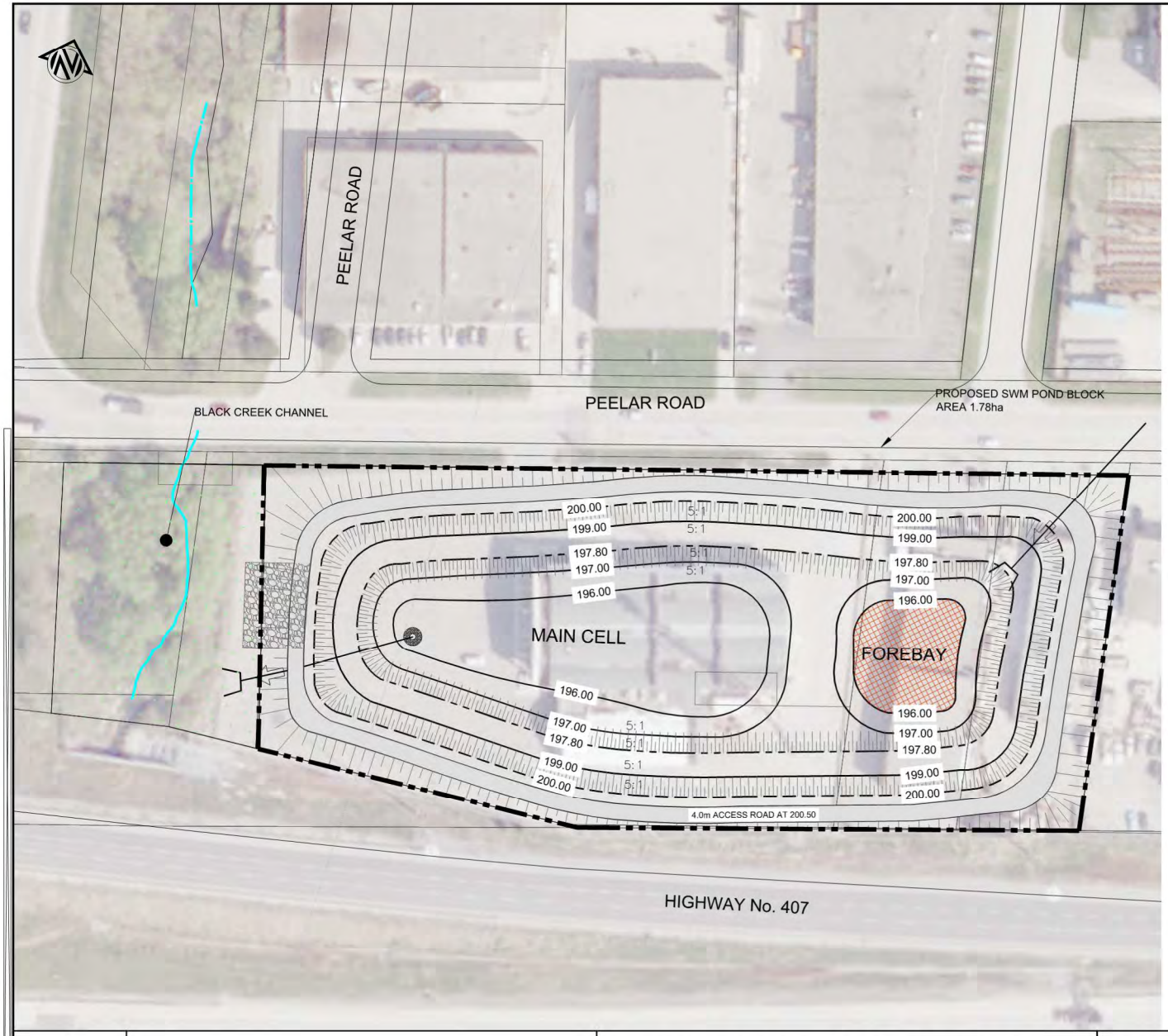
TMIG
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f: 905.738.0065

VAUGHAN VMC BLACK CREEK RENEWAL CLASS EA

ALTERNATIVE #4 (PREFERRED)
MEANDER BETWEEN INTERCHANGE WAY

SCALE: AS SHOWN		PROJECT No.	12122
DATE: AUGUST 2018			
DESIGNED BY: T.D.	DRAWN BY: M.M.	FIGURE No.	5-3
CHECKED BY: S.H.	CHECKED BY:		

File: G:\Projects\2012\12122 - Vaughan VMC Black Creek Renewal Class EA\6 Drawings\Figures\Fig 5-3 Alternative #4.dwg Layout: 5-3 PP Date: Jul 20, 2018 - 10:39am, Edit By: mmoyakina



DESCRIPTION	REQUIRED STORAGE	PROVIDED STORAGE
PERMANENT POOL (WQS) EL.196.00 - EL.197.80	5,675 m^3	8,000 m^3
ACTIVE STORAGE EL.197.80 - EL.200.00	16,324 m^3	20,000 m^3

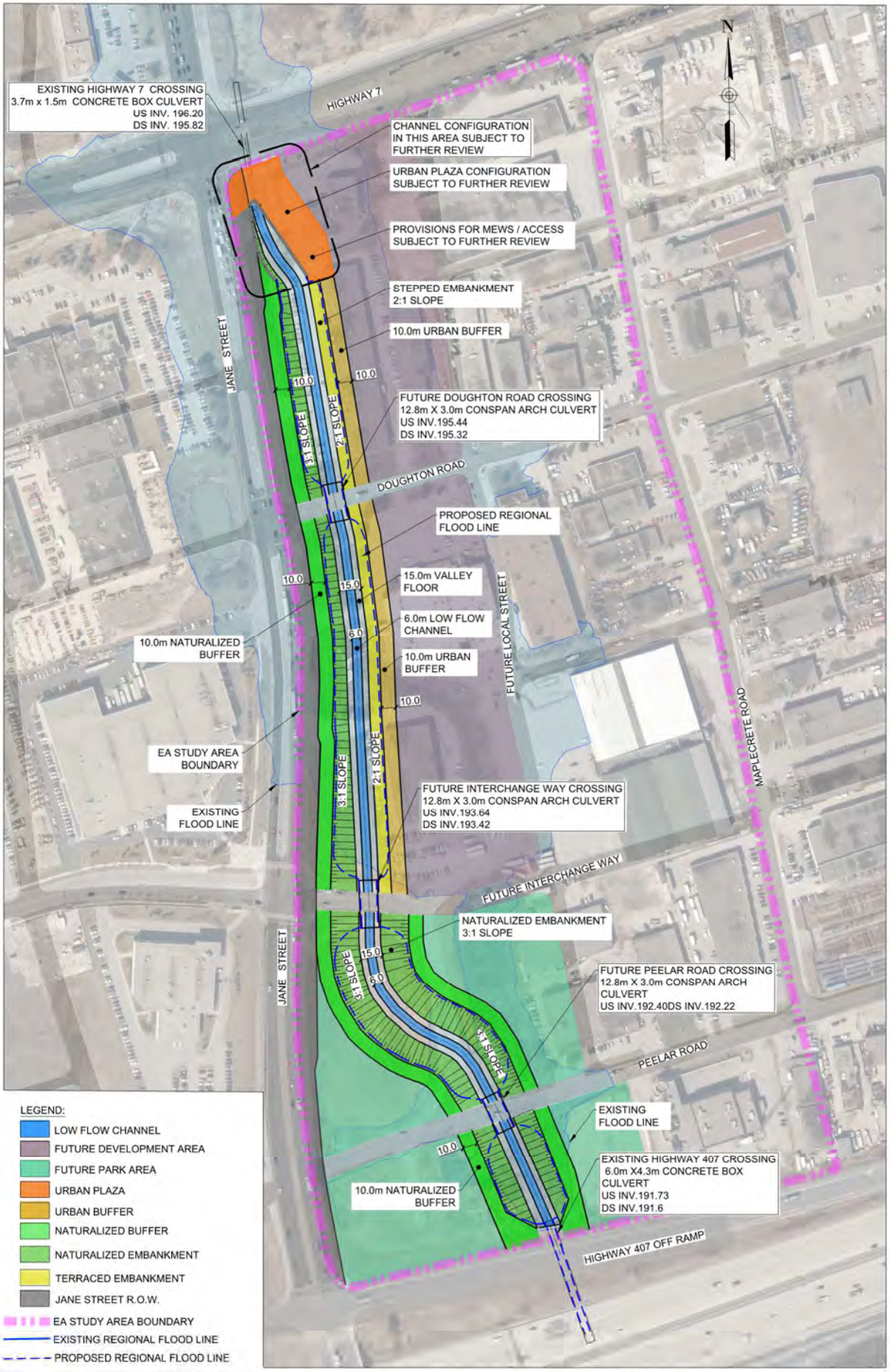
NOTE: SWM POND DESIGN PRESENTED IS PRELEMINARY AND SUBJECT TO CHANGE AT DETAIL DESIGN STAGE WHEN DETAILED GRADING AND TOPO IS AVAILABLE

The MUNICIPAL INFRASTRUCTURE Group Ltd.

VAUGHAN METROPOLITAN CENTRE
MUNICIPAL SERVICING CLASS
ENVIRONMENTAL ASSESSMENT
MASTER PLAN

PROPOSED SE QUADRANT SWM POND

PROJECT No.	DATE:	FIGURE No.
08104	NOV 2012	11-5



TMIG

VAUGHAN VMC BLACK CREEK RENEWAL CLASS EA

MEANDER NORTH OF PEELAR ROAD ALIGNMENT

SCALE: 1:2500		PROJECT No.	12122
DATE: AUGUST 2018			
DESIGNED BY: T.D.	DRAWN BY: M.M.	FIGURE No.	ES-4
CHECKED BY: S.H.	CHECKED BY:		

File: G:\Projects\12012122 - Vaughan VMC Black Creek Renewal Class EA\5. Drawings\Figures\FIG ES-4 Alternative #4 - 11x17.dwg Layout: ES-4 Date: Jul 20, 2018 - 11:04am Edit By: mmorakis

VMC Sub-committee Report

DATE: Wednesday, December 04, 2019 **WARD(S):** 4

TITLE: VMC IMPLEMENTATION AND CONSTRUCTION UPDATE

FROM:
Jason Schmidt-Shoukri, Deputy City Manager, Planning and Growth Management

ACTION: FOR INFORMATION

Purpose
To provide an update on the priority infrastructure projects, development activity and construction updates within the Vaughan Metropolitan Centre (VMC).

Report Highlights

- Vaughan's skyline is rapidly transforming as new developments and high-rise towers reach unprecedented heights in the VMC Mobility Hub and Edgeley Pond and Park priority areas.
- Vaughan Council has approved development applications in all four quadrants of the VMC, and construction activity for new developments is expected to take place across the VMC in 2020.
- Construction of several critical infrastructure projects required to support early redevelopment activity in the downtown is underway or complete, including the SmartCentres Place bus terminal which opened for service on November 3, 2019
- The Black Creek Renewal Class Environmental Assessment received Ministry approval in August 2019
- Several new planning and design studies are advancing through 2020 to support the next phase of development
- The VMC team is focused on advancing critical infrastructure improvements in each of the four quadrants to keep pace with development and provide the necessary infrastructure to support the transitioning downtown.

Recommendation

1. That this report be received for information.

Background

Construction activity is currently underway for approved developments located in the Mobility Hub area of the northwest quadrant, as well as the area surrounding the Edgeley Pond and Park in the northeast quadrant. More development will occur across the VMC through 2020 based on Council approved applications. Refer to Attachment 1, VMC Development Activity.

As construction continues, the VMC team continues to focus on advancing critical infrastructure improvements in each of the four quadrants to keep pace with development and provide the necessary infrastructure to support the emerging downtown. Given the complexity of the planned capital infrastructure, seamless design coordination and timing of constructed works are being carried out.

Construction commenced for many of the priority infrastructure projects outlined in the VMC Implementation Plan, several of which are complete. The major and minor collector roads within the northwest quadrant, known as the west lands spine roads, were opened in August and October 2019 to deliver on Council's Members Resolution related to the Minister's Zoning Order for the relocation of a large format retail store in the VMC.

Construction was recently initiated for the Portage Parkway Extension east of Jane Street to Black Creek, as well for the Interchange Way sanitary trunk from Highway 7 south and east to Jane Street.

The City received notice that the landmark Black Creek Renewal Class Environmental Assessment Study (BCR EA) was approved by the Ministry of the Environment, Conservation and Parks (MECP) in August 2019.

Additional assessments, approvals and permits are being completed for the Edgeley Pond and Park project. Design and construction of critical infrastructure is being advanced in the southwest quadrant area.

In parallel to implementing these critical civil infrastructure works, the VMC team is advancing the planning and design of parkland to ensure that a complete community is developed for the growing population.

Refer to Attachment 2, VMC Infrastructure Projects for the location and extent of the above noted infrastructure.

Previous Reports/Authority

VMC Development Activity Update March 2019
VMC Implementation Plan and Priority Infrastructure Project Update March 2019
VMC NW and SW Quadrants Implementation Update June 2019
VMC Parking Conditions and Management Strategy June 2019

Analysis and Options

Development activity is advancing in each quadrant of the VMC

Northwest Quadrant

The construction of catalyst projects in the VMC Mobility Hub continue to propel the transformation of Vaughan's downtown, supported by the early successes of the first completed projects at the heart of the VMC. These catalyst projects include the KPMG office building, VMC Subway and Highway 7 vivaNext Bus Rapid Transit (BRT) Stations, and Transit Square and TTC Plaza where a strategic investment in architectural excellence and high-quality public realm is defining a new identity for Vaughan.

Completion of the next comprehensive development block continues to advance with the construction of the iconic VMC Centre of Community, Transit City development and SmartCentres Place bus terminal. This mixed use block will feature an enhanced pedestrian mews and public art installations, and capture the vision for integrated design and placemaking envisioned for the VMC.

Construction of the Centre of Community is nearing completion. Interior fit-out of the office floors is progressing as scheduled. PriceWaterhouseCoopers (PwC) will be taking occupancy by end of November, with Scotia Bank to follow by the end of the year. Completion of the associated civic uses, including the YMCA, daycare and City of Vaughan library and community recreation space is expected by end of Q2 2020. Topping off of the first two iconic 55-storey Transit City towers will be celebrated by the end of 2019 and construction of the third tower is progressing as scheduled, with completion of the entire project within 2021.

Following Council approval in May, construction activity has mobilized for Transit City Towers 4 and 5 (45 and 50 storeys) on the east side of Millway Avenue at Portage Parkway. Currently, underground works for all three towers have commenced, including the first purpose-built rental building in the downtown. This development will include a large privately-owned public space, which will augment the parks network in

the VMC and provide additional gathering space for residents and visitors, as well as a pedestrian oriented flexible street. Construction is expected to continue through 2023.

Portions of the temporary surface parking lot at Apple Mill Road have been relocated to the vacant lands across from the VMC Subway Station to enable construction of the second phase of the Transit City development.

Projects within this quadrant showcase high quality architecture with well-articulated building massing, complemented by public art, ground-related commercial activity and investment in public realm design to prioritize pedestrian activity and wayfinding within the Mobility Hub.

Northeast Quadrant

The northeast quadrant is shaping up to be the VMC's first residential community centred around the Edgeley Pond and Park, a signature amenity and open space destination. The first and only occupied residential towers in the VMC to date are the Expo City towers 1 and 2, each at 37-storeys, which also feature the Region's first post-secondary education facility (Niagara University) within the podium of Tower 2. Topping off of the 39-storey Nord Condos (Expo City towers 3 and 4) was celebrated in August, with occupancy expected to commence by Q4 2019/Q1 2020.

The distinctive 60-storey CG Tower (Expo City tower 5) was approved by Council in June and will set the record as the tallest tower in York Region. Construction of this first masonry tower in the emerging downtown is expected to commence in this last phase of Expo City in 2020.

The 35-storey Met development located at the southeast corner of Jane Street and Portage Parkway is currently under construction with anticipated occupancy in early 2020. This development will feature the first urban townhouse blocks constructed in the VMC to support a wider variety in building type in the downtown.

Southwest Quadrant

Development activity in the southwest quadrant has gained momentum following Council approval of the first two development proposals (Icona and Block 2/Mobilio), with additional mixed-use development applications under review. Construction is set to begin in early 2020 on the Mobilio development which will feature the VMC's first mid-rise buildings, urban townhouse blocks and extension of the Millway Avenue Linear Park as a family-oriented neighbourhood.

Given the development interest and infrastructure improvements needed to comprehensively plan this quadrant, staff have begun to facilitate coordination workshops amongst landowners in order to plan and implement necessary capital infrastructure and public realm improvements to support and advance development.

Southeast Quadrant

The Black Creek corridor defines the westerly edge of the southeast quadrant and provides a unique frontage opportunity for development. With the approval of the Black Creek Renewal EA in August and forthcoming initiation of detailed design for the corridor, development interest within this quadrant has peaked with new development inquiries, pre-application consultations and a new formal development application. While construction has not yet taken place in this quadrant, the recent Council approved Liberty Cement Site application is advancing through the agreements process. This development will feature two residential towers (34 and 40 storeys) and a 7-storey mid-rise residential building with retail uses and outdoor amenity space at-grade to activate the public realm along Maplecrete Road.

Construction of the Edgeley Pond and Park is pending finalization of third party review and agency approval

The Edgeley Pond and Park (EPP) retrofit is one of the most complex and multi-faceted projects that the City has undertaken. The project has considered a wide range of stakeholder needs while resolving challenging technical requirements. The existing on-line pond and future park block combination is the largest uninterrupted open space and City-owned land in the Vaughan Metropolitan Centre (VMC). The main purpose of the EPP project is to retrofit the existing pond to achieve the required stormwater management function to manage flooding risk and unlock development potential, while creating a signature public destination that captures the imagination of VMC residents and visitors. This central destination was planned and timed to provide the first park and open space amenities for the some 14,000 estimated new residents moving into the VMC in the next 5 years. The EPP will be a key part of creating a complete community for the first residents of the downtown

The design for the EPP project was initiated in October 2016. Timing for implementation of the pond works has been delayed as a result of several factors including the Ministrty of Resources and Forestry (MNRF) staff identifying the Edgeley Pond as a potential dam during the preparation of the 90% detailed design in June 2018 and pond water level concerns during major storm events, which would result in surcharging of the drainage network west of the pond. The pond water level concern was identified in September 2018 and resolved by end of Q1 2019.

The Project team recently retained a third party, peer review engineering consulting firm to assess the EPP retrofit detailed design and associated models to ensure the design

of the pond retrofit conforms to all approval agencies' standards such that approval and permits will be attained seamlessly. The peer review engineering firm will also confirm whether the exsiting and retrofit Edgeley on-line pond would be considered a dam as per MNRF definition and will also identify the necessary studies required for MNRF approval to attain a the MNRF Lakes and Rivers Improvement Act (LRIA) permit for a dam.

Results and recommendations from the peer review of the Edgeley Pond is expected in mid-Decebmer 2019. At that time, the project team will initiate the required assessments for a dam, should Edgeley pond be identified as a dam and will finalize the construction drawings and finalize permit applications to MNRF, MECP, DFO and TRCA. An update on the status of the Edgeley Pond and Park project will be provided at the first VMC Sub-committee in 2020.

The Black Creek Renewal Class EA is approved by the Ministry and the detailed design assignment is being advanced

The Black Creek Renewal (BCR) Environmental Assessment (EA) was completed and filed for public review in September 2018. On August 16, 2019, the City received confirmation from the MECP that both Part II Order requests for the BCR EA were denied and the City of Vaughan was approved to move forward with the next phase of the project.

The BCR is a highly complex, multi-disciplinary project that, coupled with a high estimated capital cost, led the VMC team to consider alternative project delivery models. Through successful consultation with Infrastructure Development, the VMC team have chosen a multi-phase modified design-build format. It will be a pilot project for this innovative project delivery model and new to the City.

Furthermore, also new to the City of Vaughan, is the retention of a technical advisor (TA). It is common on design-build projects for the owner to first retain a TA to assist in the preparation of the Owner's Statement of Requirements. The TA will also provide technical guidance, subject matter expertise, oversight and support during the subsequent project phases. The VMC team is developing a Terms of Reference (TOR) for TA services, which will be released as a competitive Request for Proposal in early 2020.

The TOR is a joint effort between the VMC team and Infrastructure Development, with input from various City departments and external agencies, including the Toronto Region and Conservation Authority (TRCA). Award of the project is anticipated inQ2 2020.

The Transportation Master Plan is undergoing a fulsome update for the VMC due to increased transit service, densities and population

The City will be undertaking an update to the transportation planning and design study focused on the VMC. The VMC Transportation Planning and Design Study will be used to provide direction on developing a refined multi-modal transportation network for the VMC area, supporting innovative mobility strategies and a strategic implementation plan. The study scope will be aligned with the on-going city-wide Transportation Master Plan (TMP) update and include completion of multiple Municipal Class Environmental Assessments up to Phase 4 for Schedule C activities for VMC roads as required. The outputs of the study will be used to inform transportation policies, initiatives, infrastructure improvements, and the preparation of upcoming VMC Secondary Plan and City of Vaughan Official Plan updates.

The Request for Proposal (RFP) for the VMC Transportation Planning and Design Study is anticipated to be released by end of Q1 2020.

The SmartCentres Place bus terminal is now open

A key catalyst for the developing Mobility Hub is the SmartCentres Place bus terminal which opened for service on November 3, 2019.

The terminal contains 9 bus bays with connections to both the VMC Subway Station and vivaNext Bus Rapid Transit (BRT) station at Highway 7 through both the above grade linear park along Millway Avenue and an underground tunnel. The terminal features modern, open architecture and provides convenient access from all directions to pedestrians, cyclists and transit users, including a passenger pick-up and drop-off area on Millway Avenue.

Three new roads have been opened in the northwest quadrant to provide better connectivity and support new development

The VMC team worked effectively with SmartCentres, York Region and TRCA to meet the opening deadline for delivery of major spine roads within the VMC northwest quadrant. Completion of the spine roads realizes Council's Members Resolution related to the Minister's Zoning Order for the relocation of a large format retail store in the VMC.

Applewood Crescent from Highway 7 to Portage Parkway was opened in conjunction with the opening of the relocated Highway 400 northbound offramp in August 2019. Commerce Street from Highway 7 to Apple Mill Road, and Apple Mill Road from Edgeley Boulevard to Applewood Crescent opened to the public on October 22, 2019. The construction of these spine roads has greatly improved access and circulation in the VMC and have framed the future development blocks and urban park.

Works are advancing on the widening and extension of Portage Parkway, west and east of Jane Street

Staff are currently working with SmartCentres to advance the detailed design work related to the widening and reconstruction of Portage Parkway between Jane Street and Applewood Crescent, including functional design, utility locates, and developing an overall project work plan with the objective of completing the road works in Q4 of 2021.

The detailed design for Portage Parkway extension east of Jane Street to the west limit of the Black Creek channel is under review and anticipated to be approved by the City and TRCA by the end of 2019. Construction of Portage Parkway from Jane Street to the Black Creek channel will begin in Q1 2020.

Construction of critical infrastructure on Interchange Way has started in the southwest quadrant

Improvements to the sanitary trunk sewer along Interchange Way, from Highway 7 to Jane Street required to facilitate development, is currently under construction. These works are being led by QuadReal and their consulting team, in collaboration with the City's project team. Construction is expected to be completed in summer 2020. Concurrently, modelling for the overall block plan and supporting servicing studies has commenced and will continue to inform infrastructure upgrades in the southwest quadrant area.

Construction of the Expo City strata park to commence in the second half of 2020

Through 2019, City staff have worked with the Cortel Group to advance the detailed design of Vaughan's first stratified park located within the Expo City development lands (VMC northwest quadrant). Building upon the park vision and program set through the Edgeley Pond and Park public consultation, this parkland is a crucial component of the overall Edgeley Pond and Park open space system. The strata park will provide active recreation facilities, including a natural playground, an ice-skating loop, a splash pad, and a pavilion with programmable community space and washrooms where private and public events can be hosted throughout the year. Currently, the site is being excavated to accommodate an underground commercial parking facility.

Phase 1 of Vaughan's first Urban Park to commence next year

City staff and SmartCentres are working collaboratively to develop a work plan to advance the Urban Park Phase 1 detailed design through 2020. The delivery of the first urban park block in the VMC will provide active and passive recreation park amenities to the growing downtown population. More importantly, this park block will provide service to the approximately 6,200 new residents expected to move into the six residential towers that SmartCentres is currently building within the Mobility Hub. The Urban Park phase one block is located within the northwest quadrant, between Edgeley Boulevard to the west and KPMG Tower to the east and seamlessly integrated with the KPMG and Transit Square landscape design.

The Millway Avenue Linear Park detailed design is ongoing

City staff and QuadReal's consulting team have been working through 2019 on the vision for the extension of the Millway Avenue linear park south of Interchange Way to Exchange Avenue in the southeast quadrant. Phase 1 of this park will have facilities suitable for the new Mobilio community, including a senior playground, active play equipment, shade structure and social gathering spaces flanked by perennial planting beds and a linear flexible lawn. The park construction is forecasted to commence as early as 2022.

The VMC Parks and Wayfinding Master Plan to start in 2020

The VMC team anticipates the release of the VMC Parks and Wayfinding Master Plan RFP by the end of 2019, with the commencement of the study in Q1 of 2020. The development of a Parks and Wayfinding Master Plan will help the City to ensure that the parks and open spaces located within the downtown have complementary programs and facilities that provide a variety of uses, services and experiential qualities.

Through this study, the City of Vaughan will be able to identify unique opportunities for innovative design that may allow for an incremental and phased development of parkland, to study different park management strategies that may help the City of Vaughan to operate and maintain an adequate level of service in all VMC parks and open space, and to set up a strategy to develop an intuitive and robust wayfinding system that will help VMC visitors and residents to navigate through the various distinctive precincts and downtown areas.

This study will review and adapt any current park design framework and parameters already prepared for some of the VMC parks and open spaces, such as SmartCentres vision for Central Park and the Edgeley Pond and Park detailed design among others, and inform updates to the upcoming VMC Secondary Plan review.

Financial Impact

There are no economic impacts resulting from this report.

Broader Regional Impacts/Considerations

Collaboration continues with regional stakeholders which is an important factor in realizing the success of the VMC.

Conclusion

As the next phase of development proceeds, the VMC team are focused on advancing critical infrastructure improvements in each of the four quadrants to keep pace with development and provide the necessary infrastructure to support the transitioning

downtown. The VMC team will continue to work closely with York Region, York Region Rapid Transit Corporation, VMC landowners, other external agencies and internal departments to facilitate the advancement of these projects in the downtown.

Implementation of key infrastructure projects will continue to leverage investments in transit and support early placemaking strategies for the downtown.

For more information, please contact: Christina Bruce, VMC Program Director, ext. 8231

Attachments

1. VMC Priority Infrastructure Projects
2. VMC Development Activity

Prepared by

Dana Khademi, Storm Drainage Engineer, (VMC), ext. 8251
Amy Roots, Senior Manager, Planning and Urban Design (VMC), ext. 8035
Jennifer Cappola-Logullo, Manager, Development Engineering (VMC), ext. 8433
Gerardo Paez-Alonso, Manager, Parks Development (VMC), ext. 8195
Christina Bruce, VMC Program Director, ext. 8231

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220 Commerce Valley Drive W., Suite 110
Markham, ON
L3T 0A8

End of Document

APPENDIX B

January 2025 Response Letter from City of Vaughan

DATE: January 16, 2025

TO: David McKay, Vice President & Partner, MHBC

FROM: Christina Bruce, Director, Policy Planning & Special Programs

COPY: Mayor Steven Del Duca
Haiqing Xu, DCM, Planning, Growth Management & Housing Delivery
John Britto, Legislative Specialist, Office of the City Clerk
Gaston Soucy, Senior Manager, Planning and Urban Design, VMC
Cory Gray, Manager, Parks & Strategic Initiatives, VMC
Musa Deo, Manager, Development Engineering, VMC
Dana Khademi, Storm Drainage Engineer, VMC
Alannah Slattery, Senior Planner, Policy Planning & Special Programs

RE: **New Vaughan Metropolitan Centre Secondary Plan**
Response to 79 Peelar Letter – November 25, 2024

Dear Mr. McKay,

The Vaughan Metropolitan Centre Secondary Plan ('VMCSP') Project team would like to thank you for your comments and active engagement throughout the VMCSP Project to-date. The VMCSP Project is currently within Phase IV, which involves the development of a draft Secondary Plan.

City of Vaughan staff have reviewed the letter provided by MHBC on November 25, 2024, addressed to Mayor Del Duca regarding the land-use designation for 79 Peelar Road as per the current 2010 VMC Secondary Plan and the new VMC Secondary Plan (on-going).

Within the 2010 VMC Secondary Plan, the subject lands are currently designated Major Parks and Open Space subject to the results of the VMC Black Creek Renewal EA (Stages 3 & 4). Policies 5.6.4 - 5.6.10, 8.1.6, 8.2.4 and 8.4.2 of the existing VMC Secondary Plan provide further direction on the existing land use. To date, no other land use has been contemplated for these lands.

With respect to Appeal 146, the subject lands are within the current VMCSP. It is anticipated through the upcoming new VMCSP expanded plan, that the entire lands south of Peelar Road will be included within the new VMCSP area as part of the proposed VMC Expansion Area A. Therefore, it was agreed that the resolution of this appeal would be tied to the release of the new VMCSP, and the resolution of the appeal would be sought at that time.

Additionally, the City is currently conducting the VMC Stormwater Management and Drainage Enhancement Study (on-going), which includes VMC Expansion Area A and will determine the SWM facility size, footprint, location and type of SWM facility (i.e. conventional wet pond or non-conventional underground tank). This will determine how the subject lands will ultimately be impacted by the future SWM facility.

Based on the above, the subject lands are proposed to continue to be designated as Environmental Open Space (EOS) within the draft new VMCSP. The primary intent of this land use designation is to protect for the potential stormwater management (SWM) facility, while providing appropriate buffers from Highway 407 to the south, and the continuation of open space from the Black Creek Corridor.

With respect to the background, history and extent of the EOS/SWM facility block, there have been several stormwater management facility and Black Creek Renewal channel-related studies since the completion of the 2010 VMC Secondary Plan. The EXP stormwater management summary memo (April 2022) identified several of the studies. Additional SWM facility and BCR channel works studies were also conducted after the April 2022 EXP stormwater management summary memo. Regarding the future stormwater management facility on the south side of Peelar Road and east of the proposed Black Creek Renewal channel works, conceptual pond block design/identification of a pond block limit were provided and include 79 Peelar Road.

The Black Creek Renewal, which includes the re-channelization and realignment of Black Creek from Highway 7 to Highway 407 remains roughly in its original location by Highway 407 to approximately Peelar Road. The implementation of these Black Creek channel works will contain up to and including flows from the Regional storm event (Hurricane Hazel). As such, it is not anticipated that 79 Peelar Road will be impacted by the design and construction of the BCR alignment and re-channelization.

In summary, and to conclude, the subject lands are proposed to continue to be designated as EOS within the new VMC Secondary Plan. This land use designation protects for a potential SWM facility (to be determined through the on-going VMC Stormwater Management and Drainage Enhancement Study), creates an appropriate buffer to Highway 407 to the south, and creates a continuation of open space from the Black Creek Corridor.

We thank the landowners of 79 Peelar Road for providing feedback on the VMC Secondary Plan.

Yours truly,

Christina Bruce

APPENDIX C

January 2026 Correspondence with TRCA

From:	David McKay
To:	Stefan Staicu
Subject:	FW: 79 Peelar Road, Vaughan - TRCA Pre-Consultation
Date:	January 21, 2026 10:04:56 AM
Attachments:	image002.png image003.png image004.png image005.png image006.png image007.png image008.png

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DAVID A. McKAY, BES, MSc, MLAI, MCIP, RPP | Vice President & Partner

MHBC PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE

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From: Scott Passmore <Scott.Passmore@exp.com>
Sent: Tuesday, January 20, 2026 9:18 AM
To: Cameron McDonald <Cameron.McDonald@trca.ca>
Cc: john@hitechstructures.com; David McKay <dmckay@mhbcplan.com>
Subject: RE: 79 Peelar Road, Vaughan - TRCA Pre-Consultation

Hi Cameron, Thank you for confirming back much appreciated.

Regards,

Scott Passmore, P.Eng.
EXP | Vice President, Land Development, Central Canada E&E
t : +1.905.695.3217, 63697 | m : +1.905.512.7542 | e : scott.passmore@exp.com

exp.com | *legal disclaimer*

keep it green, read from the screen

From: Cameron McDonald <Cameron.McDonald@trca.ca>
Sent: Monday, January 19, 2026 4:25 PM
To: Scott Passmore <Scott.Passmore@exp.com>
Cc: john@hitechstructures.com; David McKay <dmckay@mhbcplan.com>
Subject: RE: 79 Peelar Road, Vaughan - TRCA Pre-Consultation

You don't often get email from cameron.mcdonald@trca.ca. Learn why this is important

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning Scott,

Based on the provided site plan, the subject properties appear to be outside of TRCA's Regulated Area and sufficiently setback from regulated hazards. For formal confirmation, I would recommend you submit a Pre-Application Consultation request with the City of Vaughan to further discuss submission requirements associated

with your preliminary site plan drawing.

Thank you,

Cameron McDonald
Planner I
Development Planning and Permits | Development and Engineering Services

T: (416) 661-6600
E: cameron.mcdonald@trca.ca
A: 5 Shoreham Drive, Toronto, ON, M3N 1S4 | trca.ca

Toronto and Region Conservation Authority

GREATER TORONTO'S TOP 2026 EMPLOYERS

2025 CANADA'S GREENEST EMPLOYERS

From: Scott Passmore <Scott.Passmore@exp.com>
Sent: January 14, 2026 9:30 AM
To: Cameron McDonald <Cameron.McDonald@trca.ca>
Cc: John Di Sante <john@hitechstructures.com>; David McKay <dmckay@mhbcplan.com>
Subject: 79 Peelar Road, Vaughan - TRCA Pre-Consultation

EXTERNAL SENDER

Hi Cameron,
Thanks for our discussion earlier this week. As discussed, we are working as the agent on behalf of the Owner for their property located in the City of Vaughan and would like to pre-consult with TRCA staff on their conceptual development inquiry.

Please see the Owner and property information listed below:

Owner Company: 2128475 Ontario Corp.
Property Address: 79 Peelar Road, Vaughan ON L4K 1A3
Contact Name: John Di Sante @ HiTech Structures
Contact Email: john@hitechstructures.com
Contact Phone: (416) 688-2700

Please find attached:

- Legal Survey – Lot 11 of Registered Plan 8070
- Conceptual Development Plan

We would like to inquire with the TRCA on the attached conceptual development plan that shows future mixed use development. Please note that the Owner only owns the 79 Peelar Road property - and not the adjacent properties shown on the plan, as noted in the legend.

Therefore, knowing that TRCA's regulated limits are not within the vicinity of the site, we would like to request that TRCA staff confirm back that they have no concerns and would also not require these lands for any future works.

If you have any questions, please feel free to contact me directly at (905) 512-7542.

Thanks very much,

Regards,

exp.

Scott Passmore, P.Eng.
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