

## **B003/24**

### **Comments:**

Development Engineering has reviewed the documents submitted with the consent of severance application for the parcel of land which fronts onto Hilda Avenue. Hilda Avenue is classified as a Major Collector road and has a total of four lanes of travel (two lanes in each direction) with a peak volume of 1207 vehicles in both directions, exceeding the typical volumes anticipated for a Major Collector road of 500-800 vehicles per hour in the peak hour per the City Official Plan by 140%. The subject lands are located north of the Yonge-Steeles Corridor Secondary Plan area, abutting the lands dedicated for the Royal Palm Drive extension which is currently being planned through the Environmental Assessment. The proposed driveway for the proposed dwelling on the severed lot is located at the southernmost extent of the property which will encroach into the required 10m x 10m daylighting triangle for the future intersection of Hilda Avenue and Royal Palm Drive.

Transportation Engineering cannot support the consent to sever application due to the location of the proposed temporary driveway access on Hilda Avenue. The proposed temporary driveway is not suitable due to the offset alignment with the existing intersection of Hilda Avenue and Royal Palm Drive. Additionally, the existing 4-lane cross section of Hilda Avenue currently experiences higher-than-average traffic volumes, which is anticipated to increase with the planned intensification of the Yonge-Steeles Corridor Secondary Plan Area.

If the application is granted approval by the Committee of Adjustment, Transportation Engineering will require the following conditions to be satisfied:

### **Conditions:**

1. An analysis conducted and stamped by a Professional Transportation Engineer shall be provided with the following information with respect to the temporary access onto Hilda Avenue:
  - a. Analysis of the time gap available on Hilda Avenue for drivers to exit the proposed residential driveway access
  - b. Research to support the estimated time that is needed for a passenger vehicle to exit the driveway
  - c. Maneuvering diagrams for passenger vehicles entering and exiting the proposed driveway
  - d. A map highlighting the upstream and downstream conflict areas at the existing intersection of Hilda Avenue and Royal Palm Drive
2. In accordance with the Yonge Steeles Corridor Secondary Plan approved in August 2023, the Owner/applicant shall arrange to prepare and register a reference plan at its sole expense for the conveyance of the 2m wide strip of land for the future Royal Palm Boulevard Extension right-of-way, the 10m x 10m sight triangle to the north of the future right-of-way, and any easements required for municipal purpose (collectively the "Lands and Easements"), subject to the findings from the on-going Yonge-Steeles Collector Roads Environmental Assessment. The Owner/applicant shall submit said draft reference plan to the DE for review prior to deposit. The Owner shall convey, at its sole cost and expense, the Lands and Easements to the City of Vaughan free of any charges and encumbrances.
3. Per the City Official Plan, Hilda Avenue is a major collector road and has a 26-m right-of-way, resulting in a requirement of 13m additional right-of-way measured from the

centerline. The required lands for the right-of-way of Hilda Avenue shall be conveyed to the City free of any encumbrances.

4. The proposed temporary driveway connection onto Hilda Avenue shall be labelled as "INTERIM" on the site plan and shall be restricted to right-in-right-out only.
5. The proposed temporary driveway onto Hilda Avenue shall be removed and relocated to the Royal Palm Drive extension in coordination with the construction and opening of the Royal Palm Drive extension.
6. An access easement is required to be registered on title and a draft R-plan to provided and registered for the portion of the temporary driveway access onto Hilda Avenue that is within the 10m x 10m sight triangle.
7. An access easement is required to be registered on title and a draft R-plan to provided and registered when the ultimate driveway is relocated to the Royal Palm Drive extension for the north (retained) lot as shown on the Site Plan, to access Royal Palm Drive.
8. No external features on the façade of the building shall encroach into the sight triangle.
9. The Owner/Applicant shall submit an application for a Service Connection and to obtain a Cost Estimate by emailing [serviceconnections@vaughan.ca](mailto:serviceconnections@vaughan.ca). The Final Lot Grading and/or Servicing Plan will be required for the Service Connection Application. All costs associated with the service connection shall be the responsibility of the Owner/Applicant. Please visit the Service Connection page of the City of Vaughan's website: <https://www.vaughan.ca/about-city-vaughan/departments/development-engineering/service-connections> Service Connections | City of Vaughan for more information. The Owner/Applicant is encouraged to initiate the process as early as possible as the Service Connection Application process typically takes 4-6 weeks.
10. Consent Application B003/24 must be approved in conjunction with Minor Variance Applications A042/24 and A043/24

## **A042/24**

### **Comments:**

Development Engineering cannot support the Minor Variance as the location of the proposed 3-storey dwelling unit on the severed lot encroaches the proposed 10mx10m daylighting triangle for the Royal Palm Boulevard Extension. This Minor Variance is in conjunction with Consent Application B003/24.

The location of both the proposed residential driveways do not provide appropriate spacing to the future intersection. The future Major-Minor intersection at Hilda Avenue and Royal Palm Drive requires a 10mx10m daylight triangle and 15m 'D' distance. The proposed driveway is located within the daylighting triangle and there is no 'D' distance provided. A clear daylighting triangle and 'D' distance at intersections is required to ensure sufficient visibility for traffic movement and safety for all road users.

Given Hilda Avenue is a four-lane Major Collector Road with typical peak hour volumes exceeding the projected volumes specified in City of Vaughan Official Plan 2020, it is not recommended to have single detached residential driveway access.

If the application is granted approval by the Committee of Adjustment, Transportation Engineering will require the following conditions to be satisfied:

**Conditions:**

1. The Owner/Applicant shall submit an application and obtain an approved Grading Permit before initiating any work on the property. The Final Lot Grading and/or Servicing Plan will be required for the Grading Permit Application. Please visit the Permits page of the City of Vaughan's website: <a href=<https://www.vaughan.ca/about-city-vaughan/departments/development-engineering/permits>>Permits | City of Vaughan</a> to apply for a Grading Permit. For any inquiries regarding the Grading Permit, please email [DEPermits@vaughan.ca](mailto:DEPermits@vaughan.ca)
2. The Owner/Applicant shall submit an application for a Service Connection and to obtain a Cost Estimate by emailing [serviceconnections@vaughan.ca](mailto:serviceconnections@vaughan.ca). The Final Lot Grading and/or Servicing Plan will be required for the Service Connection Application. All costs associated with the service connection shall be the responsibility of the Owner/Applicant. Please visit the Service Connection page of the City of Vaughan's website: <a href=<https://www.vaughan.ca/about-city-vaughan/departments/development-engineering/service-connections>>Service Connections | City of Vaughan</a> for more information. The Owner/Applicant is encouraged to initiate the process as early as possible as the Service Connection Application process typically takes 4-6 weeks.
3. This application must be approved in conjunction with Consent Application B003/24 and Minor Variance A043/24

**A043/24**

**Comments:**

Development Engineering cannot support the Minor Variance as the location of the proposed 3-storey dwelling unit on the severed lot encroaches the proposed 10mx10m daylighting triangle for the Royal Palm Boulevard Extension. This Minor Variance is in conjunction with Consent Application B003/24.

The location of both the proposed residential driveways do not provide appropriate spacing to the future intersection. The future Major-Minor intersection at Hilda Avenue and Royal Palm Drive requires a 10mx10m daylight triangle and 15m 'D' distance. The proposed driveway is located within the daylighting triangle and there is no 'D' distance provided. A clear daylighting triangle and 'D' distance at intersections is required to ensure sufficient visibility for traffic movement and safety for all road users.

Given Hilda Avenue is a four-lane Major Collector Road with typical peak hour volumes exceeding the projected volumes specified in City of Vaughan Official Plan 2020, it is not recommended to have single detached residential driveway access.

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3. This application must be approved in conjunction with Consent Application B003/24 and Minor Variance A042/24