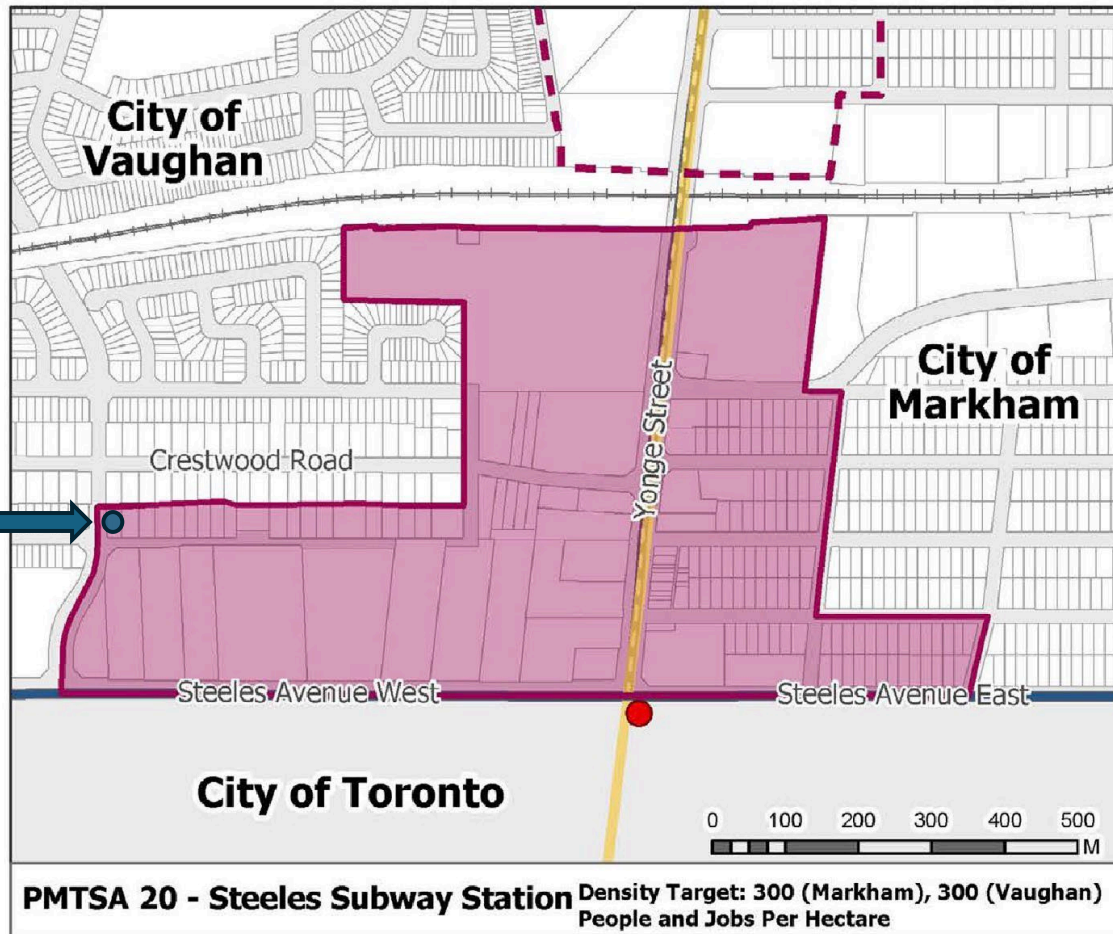


# 81 Hilda Avenue

Justification for intensification and proposed minor variances



# PMTSA, York Region OP 2022, Vaughan OP Amendment 2024



- PMTSA area defined after consultation with City of Vaughan, so Planning Department has actively designated subject property to be part of intensification area
- Subject property entirely within PMTSA 20
- Density target 300 people jobs per hectare, incompatible with large lot neighbourhood densities, and highly supportive of intensification
- PMTSA clearly defines City of Vaughan's intent for back portion of lots on Crestwood Road to have increased densities from large lot neighbourhood
- Vaughan draft OP amendment and adoption planned for December 2024 confirms and reflects subject property for intensification via PMTSA designation, so current large lot neighbourhood zoning is in conflict with OP amendment

# Yonge Steeles Corridor Secondary Plan

- Yonge Steeles Corridor Secondary Plan (YSCSP) confirms the intensification plans for lots fronting onto the new Royal Palm Drive, of which our property is a part of

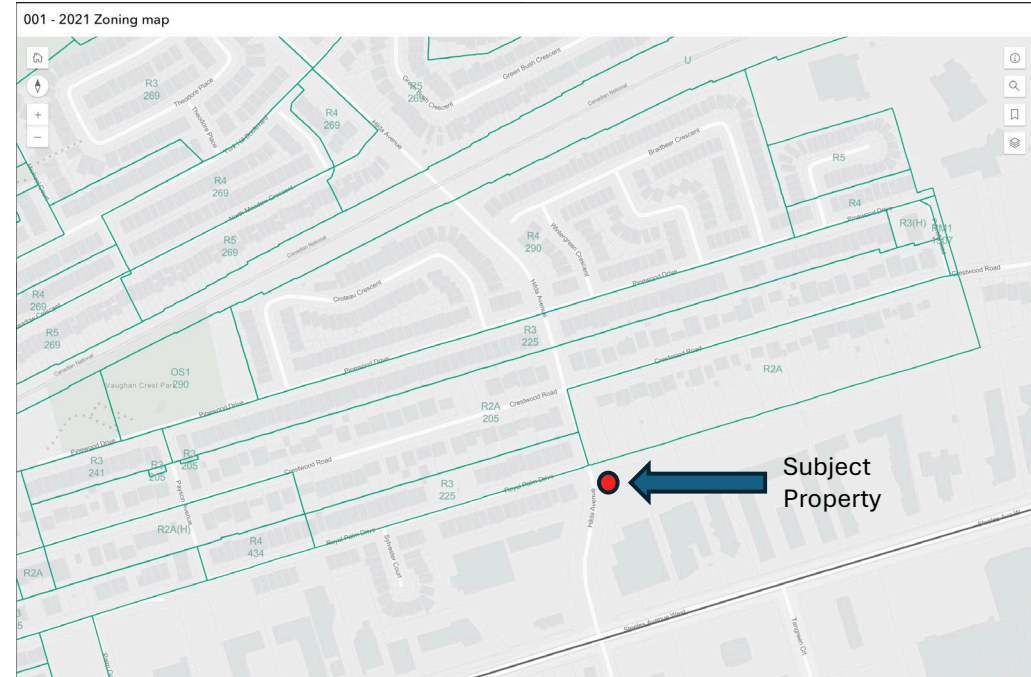
In the South Area, a new road network will divide the blocks fronting along Yonge Street and Steeles Avenue West into new blocks that provide regular opportunities to access Yonge Street and Steeles Avenue West from the lands to the rear of the Yonge Street and Steeles Avenue West frontages by foot, bicycle or motorized vehicle, while at the same time providing opportunities to disperse traffic onto Yonge Street and Steeles Avenue West. A key component of this street system is the extension of Royal Palm Drive from Hilda Avenue to Yonge Street. In addition to providing a critical basis for organizing streets and blocks, this street extension will also provide the opportunity to sever deep lots fronting onto Crestwood Road and redevelop these lands for intensified uses along the new Royal Palm Drive frontages.

# Zoning

## 7.2.3 Lot and Building Requirements for the R2 and R3 Zones

Table 7-4: Lot and Building Requirements for the R2 and R3 Zones

	R2	R2A	R3	R3A
Minimum <u>lot frontage</u> (m)	15	15 <sup>(1)</sup>	12 <sup>(5)</sup>	12
Minimum <u>lot area</u> (m <sup>2</sup> )	350	450	315	320
Minimum <u>front yard</u> (m)	3.0 <sup>(2)</sup>	4.5 <sup>(2)</sup>	4.5 <sup>(2)</sup>	4.5 <sup>(2)</sup>
Minimum <u>rear yard</u> (m)	6.0	7.5 <sup>(1)</sup>	6.0 <sup>(5)</sup>	7.5
Minimum <u>interior side yard</u> (m)	1.2 <sup>(3)</sup>	1.2	1.2	1.2 <sup>(3)</sup>
Minimum <u>exterior side yard</u> (m)	2.4 <sup>(2)</sup>	4.5 <sup>(2)</sup>	2.4 <sup>(2)</sup>	4.5 <sup>(2)</sup>
Maximum <u>lot coverage</u> (%)	50	55	50	55
Maximum <u>height</u> (m)	11	11 <sup>(4)</sup>	9.5	11 <sup>(4)</sup>



- Lot is the only property that fronts on Hilda Avenue in Vaughan (all other lots fronts onto interior street)
- Lot should not have been included in R2A(EN) zoning as location does not share important characteristics (frontage onto Crestwood Road, depth of lot, no other houses fronting onto Hilda)
- Given location, most appropriate comparison should be lots across Hilda Avenue on Royal Palm Drive (R3 Zoning)

Source - [https://vaughancloud.sharepoint.com/:f/s/zb/Ehypq2tWUDtNjrSyk\\_jqQJ4BatQlxiMXi7MAZhmKotM2cA?e=BNuSRd](https://vaughancloud.sharepoint.com/:f/s/zb/Ehypq2tWUDtNjrSyk_jqQJ4BatQlxiMXi7MAZhmKotM2cA?e=BNuSRd)

Source - <https://vaughan.maps.arcgis.com/apps/instant/interactivelegend/index.html?appid=682f6cb6d11e41eeafbc2685df3cc38>

# Zoning Standards

## 7.2.3 Lot and Building Requirements for the R2 and R3 Zones

Table 7-4: Lot and Building Requirements for the R2 and R3 Zones

	R2	R2A	R3	R3A
Minimum <u>lot frontage</u> (m)	15	15 <sup>(1)</sup>	12 <sup>(5)</sup>	12
Minimum <u>lot area</u> (m <sup>2</sup> )	350	450	315	320
Minimum <u>front yard</u> (m)	3.0 <sup>(2)</sup>	4.5 <sup>(2)</sup>	4.5 <sup>(2)</sup>	4.5 <sup>(2)</sup>
Minimum <u>rear yard</u> (m)	6.0	7.5 <sup>(1)</sup>	6.0 <sup>(5)</sup>	7.5
Minimum <u>interior side yard</u> (m)	1.2 <sup>(3)</sup>	1.2	1.2	1.2 <sup>(3)</sup>
Minimum <u>exterior side yard</u> (m)	2.4 <sup>(2)</sup>	4.5 <sup>(2)</sup>	2.4 <sup>(2)</sup>	4.5 <sup>(2)</sup>
Maximum <u>lot coverage</u> (%)	50	55	50	55
Maximum <u>height</u> (m)	11	11 <sup>(4)</sup>	9.5	11 <sup>(4)</sup>

Retained (North) Lot	Conform to R2A	Conform to R3	Severed (South) Lot	Conform to R2A	Conform to R3
16.15	YES	YES	17.58	YES	YES
348	VARIANCE (SOUGHT)	YES	381	VARIANCE (SOUGHT)	YES
4.50	YES	YES	4.50	YES	YES
6.75	VARIANCE (Approved)	YES	6.54	VARIANCE (Sought)	YES
1.20	VARIANCE* (Sought)	YES	1.20	VARIANCE (Sought)	YES
N/A			4.50	YES	YES
41%	YES	YES	32%	YES	YES
11.00	YES**	NO	11.00	YES**	NO

\* Already Approved to 1.23m via A155/23

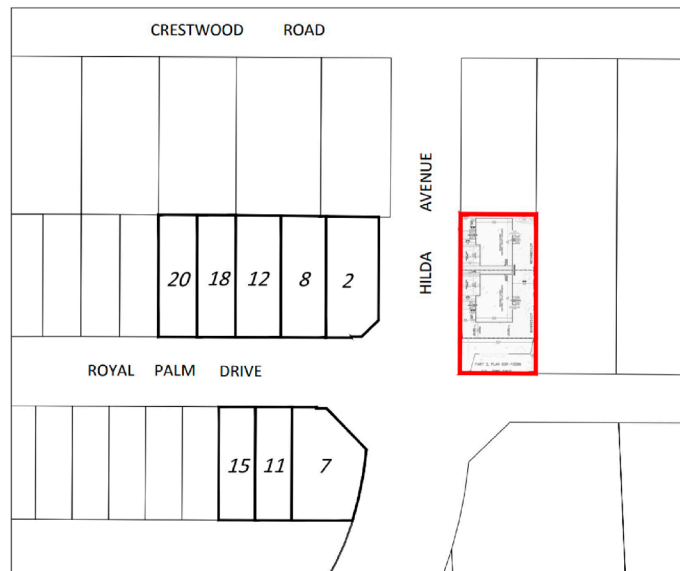
\*\* Requires Interior Sideyard Setback of 2.40m

- Most variances already approved via A155/23, with comments by Planning Department as minor
- Additional variance needed for minimum lot size under R2A, but conforms to R3 zoning across street
- Additional variance needed for rear yard setback (additional 0.21m from A155/23)
- PMTSA 20 would imply R2A(EN) zoning inappropriate for this property

# Lot Size Comparisons

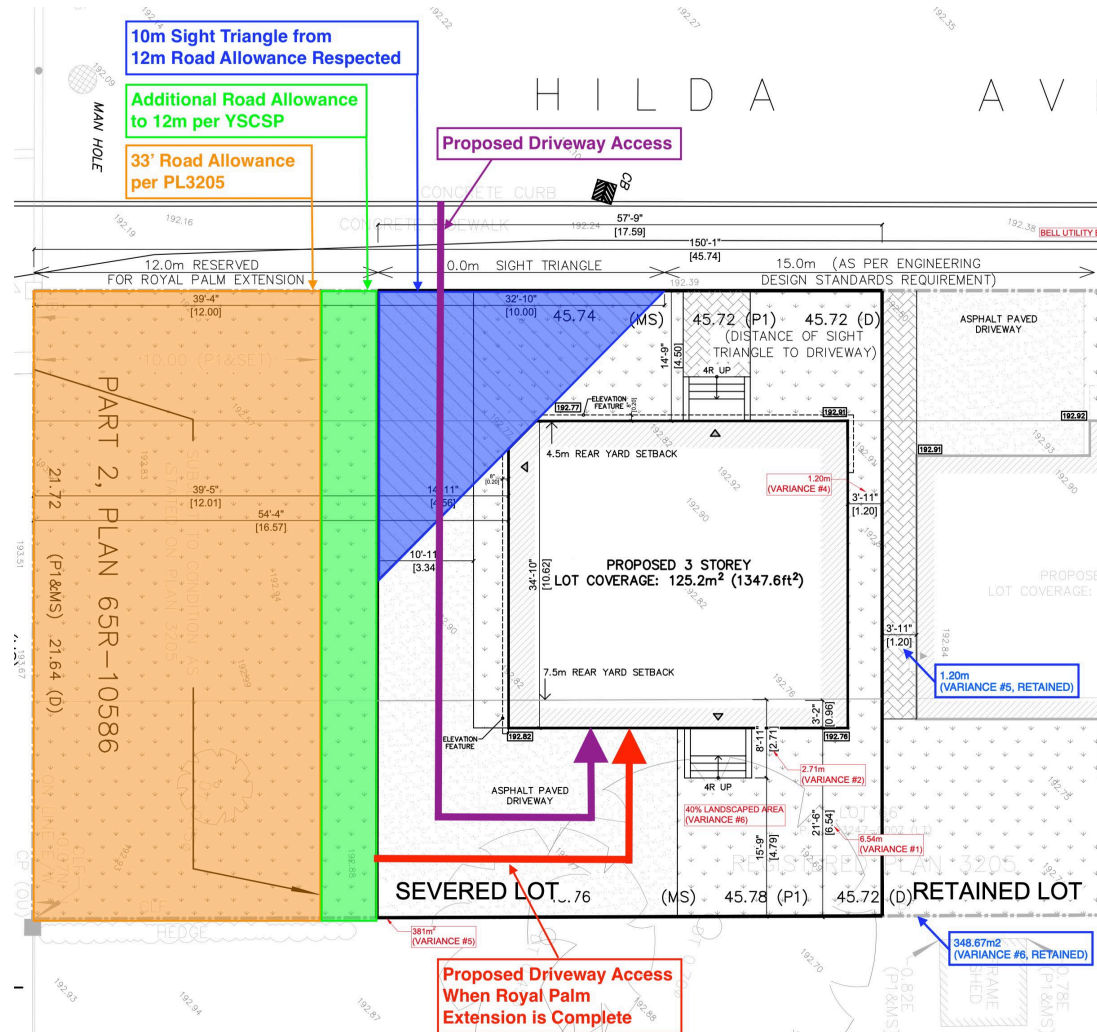
Table 1: Surrounding Lot Analysis

Municipal Address	Lot Area (m2)	Lot Frontage (m)
2 Royal Palm Drive	509	15.0
8 Royal Palm Drive	451	12.9
12 Royal Palm Drive	452	12.9
18 Royal Palm Drive	388	11.0
20 Royal Palm Drive	388	11.0
7 Royal Palm Drive (corner lot)	588	15.7
11 Royal Palm Drive	341	10.5
15 Royal Palm Drive	341	10.5



- Comparison to lots on Crestwood Road inappropriate as it does not share road frontage
- Comparison to lots on Crestwood Road inappropriate as Crestwood lots are outside of an intensification area (PMTSA 20)
- Lot sizes for severed and retained are similar to those on Royal Palm Drive across from site
- Lot size comparison to Royal Palm Drive most appropriate
- Frontages of 16.15m on retained and 17.58m on severed (after deduction of potential YSCSP road allowance) exceeds neighbouring lots on Royal Palm Drive, and exceeds R2A(EN) requirements

# Concerns Addressed



- Allows for and protects for the additional space required per Royal Palm Drive extension environmental assessment (12m right-of-way from centerline)
- Accommodates for 10m daylight triangle as measured from 12m right-of-way
- Placement of attached garage in rear accommodates current and future access
- Current access from Hilda while Royal Palm extension is designed and built
- Revision of driveway access to future Royal Palm extension once complete addresses traffic safety issues resulting from traffic sightline requirements