

STAFF REPORT: Town of The Blue Mountains Planning Department



REPORT TO: Mayor and Members of Council
MEETING DATE: July 7, 2008
REPORT NO.: PL.08.82
SUBJECT: Application for Consent
File No. B20-2007
Slopeside Developments
Part Lot 19, Concession 2
108 Craigmere Crescent
Town of The Blue Mountains

PREPARED BY: Shawn Postma,
Planner II
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A. Recommendations

THAT Council does receive Planning Staff Report PL.08.82, "Application for Consent, File No. B20-2007, Slopeside Developments, Part Lot 19, Concession 2, 108 Craigmere Crescent, Town of The Blue Mountains";

AND THAT Planning Staff support Application for Consent File No. B20-2007, subject to the following conditions:

- 1. The re-alignment of the severed and retained lots to an east/west property boundary**
- 2. A 0.3 metre reserve along Grey County Road 19 and the south lot line along Craigmere Crescent to be dedicated to the Town.**
- 3. A Variance to the By-law to recognize the deficient minimum lot frontage on Craigmere Crescent**
- 4. The payment of applicable Development Charges**
- 5. The payment of applicable Parkland Dedication**
- 6. That an Entrance Permit may be obtained for both the Severed and Retained parcels.**

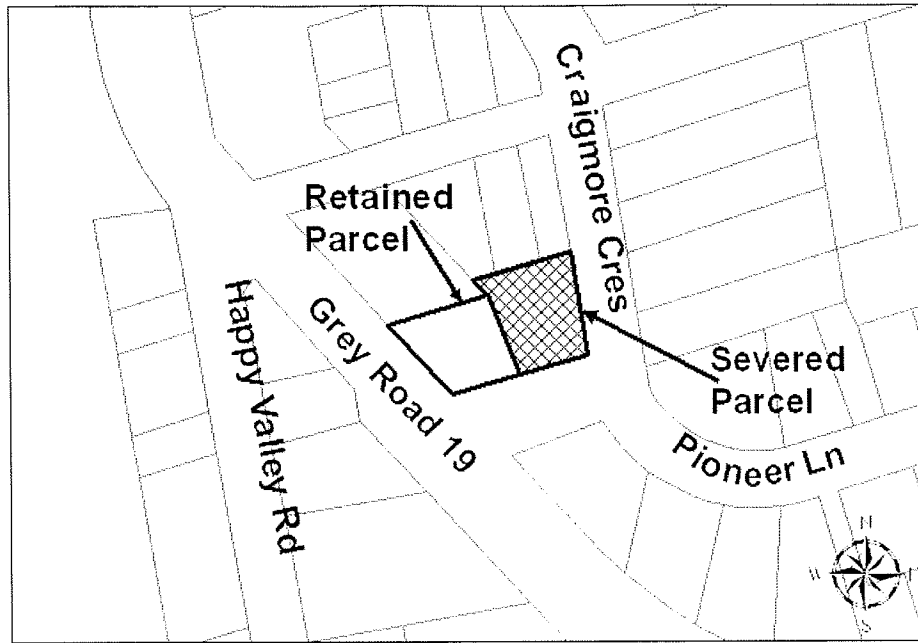
B. Background

The purpose of this application is to consider a request to sever a 1093 square metre vacant residential parcel; while retaining a 1348 square metre vacant residential parcel.

The subject property is not a registered lot within a Plan of Subdivision. The area has slowly developed over time through consent applications. The lands are serviced by

Municipal water and sewer, with frontage onto Craigmere Crescent and Grey Road 19, both opened and maintained public streets.

The surrounding land uses include predominantly single detached residential dwellings.



Official Plan

The subject property is designated Residential Infilling 'RI' in the Plan. The purpose of the Residential Infilling designation is to recognize existing residential plans of subdivision which have been registered and other existing residential areas which have been substantially developed. The policies of this designation state that within registered plans of subdivision further lot creation shall generally be prohibited in order to maintain the intended density and character of the development. In other areas designated Residential Infilling, individual consents for residential purposes may be considered where:

- (a) the lot(s) being created are of a similar size to those in adjacent areas.
- (b) the development would not adversely affect the character of the area or the natural environment.
- (c) services are provided in accordance with the servicing requirements of Section 5.
- (d) the creation of the new lot does not result in an additional access onto Highway 26.
- (e) the lot complies with the provisions of Section 3.15.

It is the second sentence of this policy that applies to the lands. The first sentence asks for a general prohibition to new lot creation within a Plan of Subdivision in order to

maintain the character and density that was originally intended through the design of the subdivision. The subject lands are not part of a Plan of Subdivision, so it is the second sentence that applies, which is more permissive allowing consents where the new lot can meet the outlined criteria.

Lots in the immediate area generally have 15 to 18 metres of frontage, and have a broad range in size from 390 square metres to 1300 square metres with an approximate average size of 670 square metres. The proposed lots will have frontages of 24.5 metres and 34.0 metres along the portion of road connection Craigmere Crescent to Grey Road 19. The proposed lot areas are 1090 square metres and 1350 square metres. The proposed lots can be considered to have a similar size to those in adjacent areas.

The character of the area is considered an area in transition. The area has always been identified as having older chalets and cabins related to winter ski and summer recreation season. Many of these older chalets and cabins are now being replaced or renovated into larger more permanent homes, and vacation homes. The properties in the immediate area are each unique in size and shape, and would appear to provide ample space for new building envelopes consistent with other homes in the area. . It would appear that the proposed new lot will not adversely affect the character of the area, or the natural environment.

Addressing the remaining three criteria: full municipal services are available to the lot; there will be no additional access onto highway 26; and the infilling policies contained in Section 3.15 have been met as the new lot can be considered appropriate development for the area.

Zoning By-law

The subject lands are zoned Residential (R3) within the Township of Collingwood Zoning By-law 83-40. Permitted uses within the R3 Zone include a single detached dwelling, a home occupation; as well as uses, buildings and structures accessory to those uses. Minimum lot frontage and area requirements are 18 metres and 550 metres for an interior lot, and 21 metres and 600 square metres for a corner lot.

The original proposed lot configuration that included the north/south property boundary line would appear to comply with the minimum requirements of the Residential (R3) Zone regulations, however with the shift in lot design to an east/west property boundary, the minimum lot frontages cannot be met. As a result, a variance to the By-law is required. (see below)

Additional Comments

The Development Review Committee has investigated the possibility of stopping up and closing the municipal street between Grey Road 19 and Craigmere Crescent. Two

options were examined including 1) selling the road allowance as a building lot; and 2) selling the road allowance to Slopeside Developments which could then be merged together with their lands which are located on both sides of the unopened road allowance. The larger parcel could then be subdivided into more equal, similar sized lots.

At the same time, Staff contacted the Grey Sauble Conservation Authority regarding a watercourse that flows through the southernmost parcel owned by Slopeside Developments. They have confirmed that the Hazard area associated with the watercourse would effectively remove any development potential from the southernmost lot, thereby removing the second option for development.

The Committee wishes to retain the option to stop up and close the road allowance in the future. A number of concerns regarding this road were raised including the existing road condition, the number of surrounding access points, as well as safety concerns. As a result, it was the recommendation of Town Staff that the existing property should be divided by an east/west property line resulting in a north lot, and a south lot each having access on to Craigmere Crescent, with no access to Grey Road 19.

Comments were also received from our agencies. The County of Grey Planning Department identifies that Karst topography may be on the lands, and an Environmental Impact Study may be required. The County of Grey Transportation and Public Safety Department note that entrances to both the severed and retained parcels shall be from Craigmere Crescent. The Grey Sauble Conservation Authority has no objections.

One letter was received from an area resident objecting to the severance noting traffic safety concerns with the existing road between Grey Road 19 and Craigmere Crescent.

Based on the foregoing, it is the opinion of Planning Staff that the proposed consent conforms to the intent and direction of the Town of The Blue Mountains Official Plan and represents good planning. Therefore, Planning Staff would support this application for consent subject to the conditions noted in this report.

C. The Blue Mountains' Strategic Plan

The recommendation contained within this report is consistent and supports the following Strategic Plans Goals:

- "1. Managing growth to ensure the ongoing health and prosperity of the community".*

D. Budget Impact

NIL

E. Environmental Impact

The proposed Consent does not appear to generate any significant environmental impacts that can be regulated by the Town.

F. Attached

NIL

Respectfully submitted,

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