

APPROVALS OF LOGICAL EXTENSIONS TO THE ASSUMED / UNASSUMED ROAD NETWORK

Name	Decision and Ranking	Notes re Decision Analysis
<p>Property North of 81 Harvest Road; Roll Number 165102601000410</p> <p>See Map C-1</p>	<p>Approved for construction only (not sale/ easement over City property) and assumption post-construction. Decision based on turnaround improvement to road network. Decision is consistent with past approval.</p>	<p>Faro Ltd. (the Arnolds)</p> <p>0 Harvest road is not in an urban settlement area, not in the Oak Ridges Moraine, and the road to be constructed is not zoned Environmental Protection. Therefore, there is not an automatic denial of consideration of road construction by the municipality.</p> <p>The connecting road to the South (Harvest Road) is assumed and fully maintained, so should only construct the road extension if it will be assumed (otherwise, the unassumed portion will constitute an unfunded pressure to maintain, and snow storage issues will arise).</p> <p>Portion of connecting road is forced, but since is assumed, not a concern re lack of connectivity.</p> <p>Turnaround required – rural offset, with 7 metre taking from 27 metres of southern frontage. Will result in a benefit to the road network. Logical extension of the road network.</p> <p>Paragraph 19.3(a) of the Township of Verulam Zoning By-Law states that, notwithstanding the permitted uses set out for the A1 zone (rural general), the only uses permitted on lands zoned A1 which do not have frontage or direct access onto a road assumed and maintained year round by the Township, County or Province shall be agricultural uses with no dwelling unit associated therewith.</p>

		<p>Building permit for a dwelling requires a 36 metre frontage. A reduced standard isn't achievable, as a turnaround is required. Therefore, a zoning by-law amendment is not the appropriate course of action. A further 73.52 metres of road to the South will connect to the existing road network. The road construction would require a development agreement and the project would be 100% funded by the applicant, meaning it could take years and hundreds of thousands of dollars to complete.</p> <p>The parties would enter into a development agreement wherein Faro Ltd fully funds the extension of the road, associated drainage with turnaround and resultant land and builds it as a private project.</p> <p>The density score for this build is $1/109.52 = 0.00913075$ (lower than standard)</p> <p>Verulam Zoning By-Law in force 1987. Consent to sever 1990, granted conditional on the road being constructed by the proponent at its cost. Constraint re septic servicing noted on title.</p> <p>No Environmental Assessment required because prior approval from City exist for expansion.</p> <p>Don't recommend selling a portion of the RA because insufficient frontage would result (20 m rather than 36 m). Moreover, would reduce access to Dunsford Nature Trail. Would need to also obtain a Zoning By-Law amendment. Irregular lot creation would result (poor planning). City would need to install the turnaround in this scenario at the public cost, whereas the condition to consent would result in the turnaround being at the developer's cost.</p>
--	--	--

<p>MacIntyre Road near Paradise Road, Eldon - Roll Number 165116005053200</p>	<p>Construction Standard: Match existing roadway to the East (MacIntyre Road). City will not maintain. No need to extend to end or install turnaround as development of lots to the West will result in MacIntyre Rd joining up to Paradise Rd, which is a benefit for road connectivity. Meets density threshold.</p>	<p>This property has Limited Service Residential zoning. In the Eldon Zoning By-Law, the property can get a building permit, as there is no requirement to be on an improved and assumed road. This will not change when the Rural Zoning By-law comes into force and effect. Public Works will not issue an entrance permit, as the road itself is not assumed, however, they will give general direction (sight lines and culvert sizes). The property owner will need to make an application for a septic system, and a building permit application for the building. The property and the vacant property to the West are in an intake protection zone. The property owner will also need to obtain permission from the City to extend the road. McIntyre Road (unassumed, unmaintained 2 lane road) could establish connection with Paradise Road to the West. The lots are all established and for the most part built out in this area. This road extension is acting like infill and therefore will not require an Environmental Assessment. Estimated that 62 m of unassumed road will need to be constructed, plus turnaround. This will benefit at least 2 properties (may also benefit the property to the North, if it does not have legal access over private property). Using 1/62, this provides a score of 0.01612903 (meets density threshold). Would NOT need to bring the balance of MacIntyre Road up to municipal standard and have it assumed by the City. Limited Service Residential zoning.</p>
<p>(Thurstonia)</p>	<p>Allow property owner to proceed through planning process to reduce frontage</p>	<p>Off Thurstonia and Hazel. General Rural. Run road westerly along southerly boundary, to fix driveway</p>

165102601129301	on assumed road. Require greenfield development standards. No turnaround required. City will maintain.	<p>encroachment to the East and to achieve access to the frontage most directly. When built out, run it to the assumed road to the West. 1/196.78 metres = 0.00508182. Could impact another one or two properties to the West. Both properties have adjacent properties on maintained roads.</p> <p>0.00508182 -0.01524545*</p>
North of 32 Dunbar Dr.; 165102603012210	Approved for construction and assumption post-construction. Decision based on turnaround improvement to road network.	<p>Environmental feature crosses road allowance and impacts most of the building lot to the north. 53 metres of frontage outside the feature and 1.87 acres of the parcel outside the feature.</p> <p>Parcel was created previous to zoning requirements for frontage on an opened and lot. Dunbar Rd is a 2 lane gravel road that is assumed to the driveway entry for 32.</p> <p>There is no snowplow turnaround on the fully assumed and maintained road. Environmental assessment required to support extension of this roadway to this lot.</p> <p>Construction standard: 2 lane gravel with rural offset turnaround at end, necessitating a 7m taking from the southern frontage.</p>

* Lower number assumes only the applicant develops; Higher number assumes all vacant properties on the road develop.



Legend
 Upper Municipalities

Notes
Denial for failure to meet requisite density target.

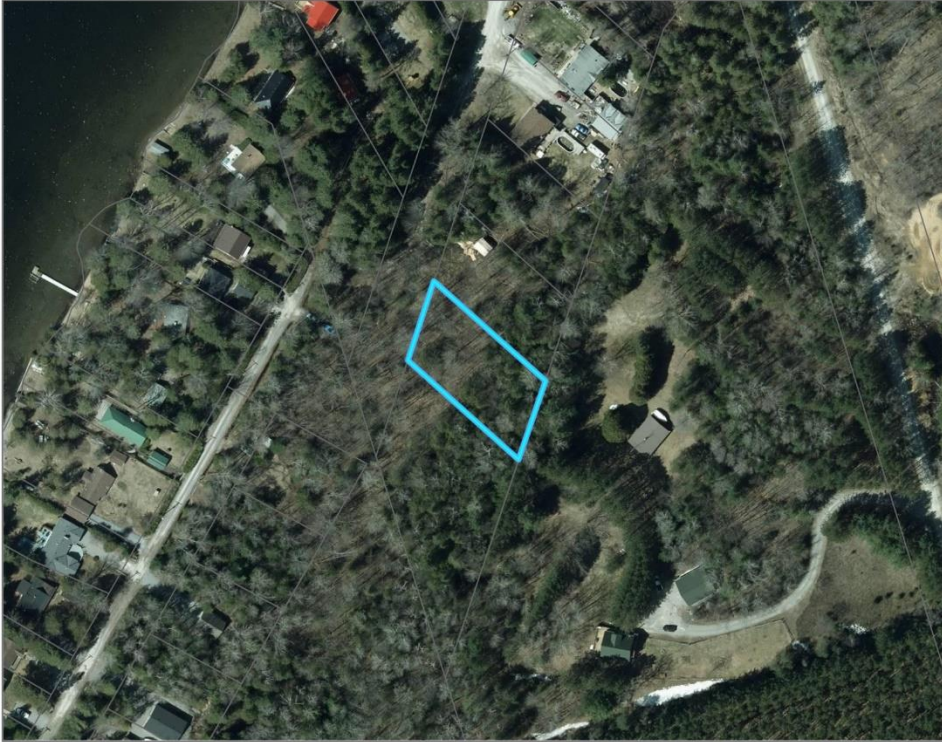
0.23 Kilometers
WGS_1984_Web_Mercator_Auxiliary_Sphere
© City Of Kawartha Lakes



This map is a user generated static map output and is for reference only. All data, layers and text that appear on this map may or may not be accurate, current, or otherwise reliable.

THIS MAP MAY NOT BE USED FOR COMMERCIAL OR LEGAL PURPOSES

SOP to MD2022-007: Road Construction - Existing Lots of Record



Legend
 Upper Municipalities

Notes
Decisions made under SOP, Schedule A to SOP.
Paradise Road - Roll Number 165116005053200

0.11 Kilometers
WGS_1984_Web_Mercator_Auxiliary_Sphere
© City Of Kawartha Lakes



This map is a user generated static map output and is for reference only. All data, layers and text that appear on this map may or may not be accurate, current, or otherwise reliable.
THIS MAP MAY NOT BE USED FOR COMMERCIAL OR LEGAL PURPOSES