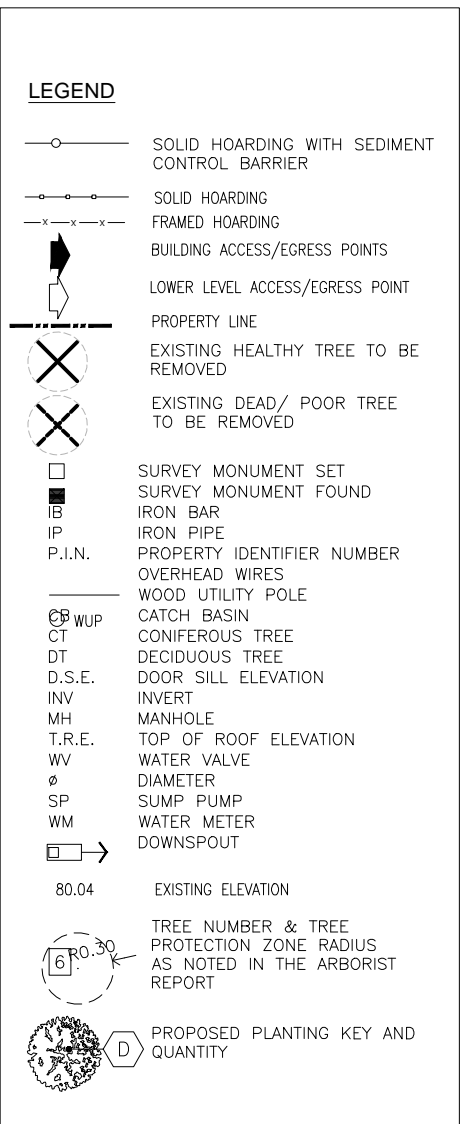


2  
AO.1

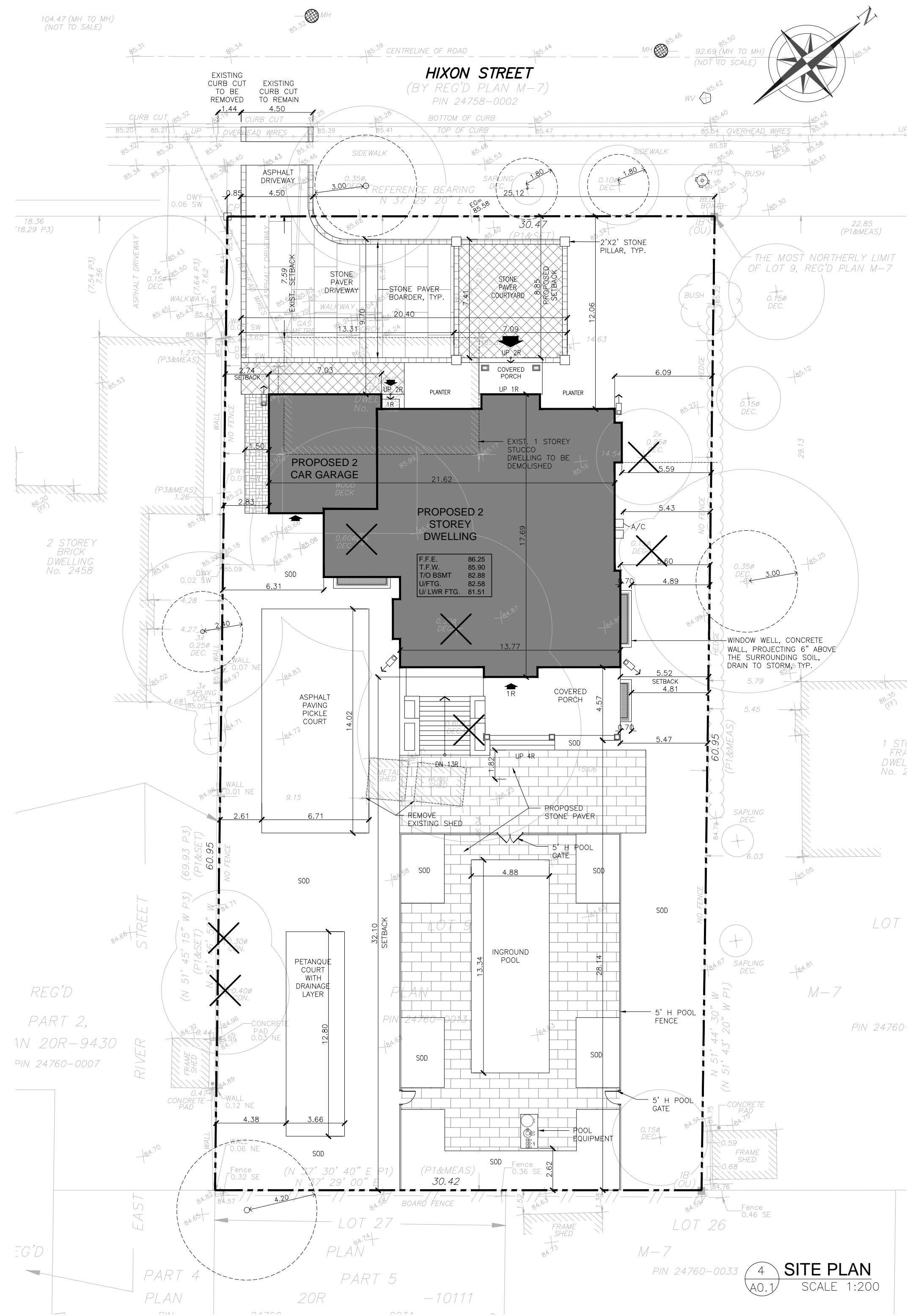
2452 HIXON ST., OAKVILLE			
	ALLOWED AS PER BYLAW 2014-014	PROPOSED	STATUS
ZONE	RL3-0	SAME	IN COMPLIANCE
PERMITTED BLDGs+STRUCTURES	DETACHED DWELLING UNIT	NO CHANGE	IN COMPLIANCE
MIN. LOT FRONTAGE	18.0m	30.47m	IN COMPLIANCE
MIN. LOT AREA	557.5m²	1,855.12m² (19,968.34ft²)	IN COMPLIANCE
MIN. FRONT YARD	THE EXISTING FRONT YARD (7.59m) LESS 1.0m = 6.59m	8.85m	IN COMPLIANCE
MIN. FLANKAGE YARD	N/A	N/A	IN COMPLIANCE
MIN. INTERIOR SIDE YARD	1.2m & 1.2m WITH ATTACHED GARAGE (MIN. PARKING SPACE 5.6m WIDTH X 5.7m LENGTH)	WEST 2.75m & EAST 5.51m WITH ATTACHED GARAGE (MIN. 6.48m WIDTH X 6.88m LENGTH)	IN COMPLIANCE
MIN. REAR YARD	7.5m	32.10m	IN COMPLIANCE
MAX. NO. OF STOREYS	2 STOREYS	2 STOREYS	IN COMPLIANCE
MAX. HEIGHT	9.0 m	8.76 m	IN COMPLIANCE
MAX. DWELLING DEPTH	N/A	N/A	IN COMPLIANCE
MAX. LOT COVERAGE	35.0% 649.29m² (6,988.92ft²)	18.82% DWELLING 255.96m² (2,755.08ft²) GARAGE OUTSIDE 49.673m² (534.63ft²) FRONT PORCH 6.69m² (72.00ft²) REAR PORCH 36.98m² (398.08ft²) TOTAL 349.30m² (3,759.79ft²)	IN COMPLIANCE
MAX. FLOOR AREA / LOT RATIO %	29% (537.98m²) (5,790.82ft²)	GF 255.96 m² (2,755.08 ft²) 2ND 290.78 m² (3,129.96 ft²) OTB STAIRCASE -8.92 m² (95.97 ft²) OTB FOYER -12.06 m² (129.86 ft²) TOTAL 525.76 m² (5,659.21 ft²) RATIO = 28.34 %	IN COMPLIANCE
MIN. DRIVEWAY WIDTH	3m	4.50m	IN COMPLIANCE
MAX. DRIVEWAY WIDTH	9.0m	8.78m	IN COMPLIANCE
MAX. PARKING SPACES AREA	45m²	44.58m²	IN COMPLIANCE

3 SITE STATISTICS



**SURVEY INFORMATION TAKEN FROM:**  
J.H. GELBLOOM SURVEYING LIMITED.  
TOPOGRAPHICAL SURVEY OF PART OF LOT  
9 REGISTERED PLAN M-7  
TOWN OF OAKVILLE  
REGIONAL MUNICIPALITY OF HALTON

REFER TO GRADING PLAN DRAWING BY  
J.H. GELBLOOM SURVEYING LIMITED DATED  
ON JULY 30, 2020 FOR THE PURPOSE  
OF OBTAINING SITE GRADING INFORMATION

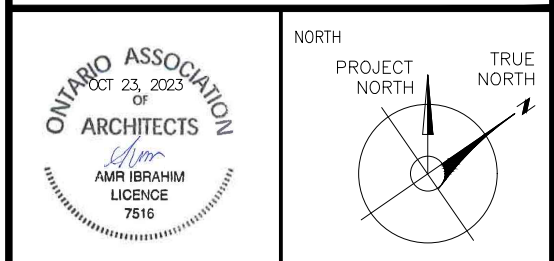


ALL DIMENSIONS ARE TO BE CHECKED ON THE SITE BY THE CONTRACTOR. ANY DISCREPANCIES ARE TO BE REPORTED TO THE ARCHITECT BEFORE PROCEEDING WITH THE WORK.

DRAWINGS ARE NOT TO BE SCALED.

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RELATING TO THE SPECIFIC PROJECT FOR WHICH  
THEY WERE PRODUCED.  
THEY MAY NOT BE ALTERED IN ANY WAY WITHOUT  
THE EXPRESS WRITTEN APPROVAL OF THE ARCHITECT.

3.	ISSUED FOR CoFA	OCT. 23, 2023
2.	REVISED AS PER CITY COMMENTS	JAN. 7, 2021
1.	ISSUED FOR BUILDING PERMIT	OCT. 10, 2020
NO.	ISSUE	DATE



**AMR** architects inc.

465 MORDEN RD., SUITE 112,  
OAKVILLE, ONTARIO, L6K 3W6  
TEL. (1) 647 242 4206  
[amr@amrarchitects.ca](mailto:amr@amrarchitects.ca) [www.amrarchitects.ca](http://www.amrarchitects.ca)

PROJECT TITLE

**DA SILVA RESIDENCE**

2452 HIXON ST. OAKVILLE,  
ONTARIO. L6L 1V1

DRAWING TITLE

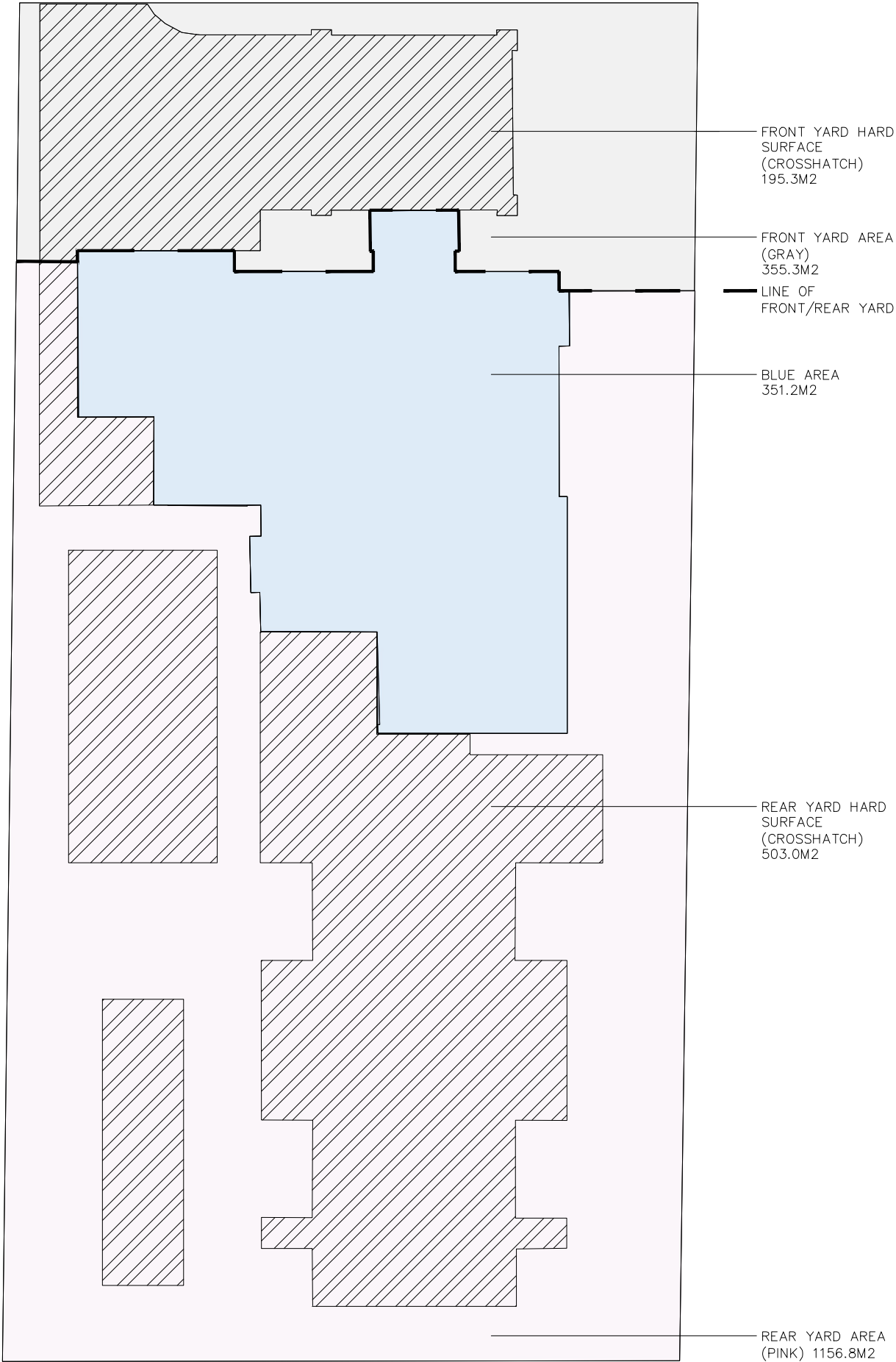
SITE PLAN

DRAWN BY AI		SCALE 1 : 200	DATE AUG. 8, 2020
PROJECT NO. 2014		DRAWING NO. <b>A0.1</b>	

## A0.1



FRONT YARD HARD LANDSCAPE 195.3M2  
FRONT YARD SOFT LANDSCAPE 160M2  
TOTAL FRONT YARD AREA 355.3M2  
SOFT LANDSCAPE 45% OF FRONT YARD



REAR YARD HARD LANDSCAPE 503.0M2  
REAR YARD SOFT LANDSCAPE 653.8M2  
TOTAL REAR YARD AREA 1156.8M2  
SOFT LANDSCAPE 56% OF REAR

GENERAL NOTES:  
CONTRACTORS MUST CHECK AND VERIFY ALL DIMENSIONS AND CONDITIONS ON THE PROJECT AND MUST REPORT ANY DISCREPANCIES TO THE DESIGNER BEFORE PROCEEDING WITH CONSTRUCTION.  
THIS DRAWING MUST NOT BE USED FOR CONSTRUCTION PURPOSES UNTIL SEALED AND SIGNED BY THE DESIGNER.  
DO NOT SCALE DRAWINGS.

rev	description	by	date
REV:	DESCRIPTION:	by	date



PROJECT NAME: DASILVA RESIDENCE  
2452 Hixon St, Oakville,  
ON L6L 1V1

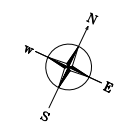
DRAWING TITLE:  
SITE-PLAN-(AREA'S)

DRAWN BY:  
S.D

DATE:  
12/18/2023

SCALE:  
1:250

SHEET NO:  
A2





# PLANNING RATIONALE

4252 HIXON STREET  
OAKVILLE, ONTARIO

Town of Oakville, Planning Services  
1225 Trafalgar Road, Oakville, ON

**Attn: Paul Barrette, MCIP, RPP**  
**Manager of Planning Services, West District**

**Re: Planning Brief – 2452 Hixon Street, Oakville**

The following Planning Brief provides a summary of the proposed development and justification of the required minor variance to support the existing driveway on the subject property.

The proposed driveway for the subject property will require submission of a minor variance application to the Town of Oakville, to permit a driveway width in excess of the requirements of the Zoning By-law. As such, the purpose of this brief is to provide the planning justification for the proposed variance that would allow for the development of the subject lands.

### **Subject Lands and Proposed Use**

The subject property at 2452 Hixon Street in Oakville is currently occupied by a single detached dwelling and an attached garage, which was constructed in 2021. Located in one of the Town of Oakville's low-density neighbourhoods, the subject property is situated on the south side of Hixon Street and east of Bronte Road. The subject site is approximately 1,855 square metres in lot area.

The existing dwelling on the subject property was constructed in full compliance with the requirements of the Zoning By-law, including all required setbacks, building height, lot coverage, and floor area ratio, among other provisions in the By-law.

Subsequent to the construction of the dwelling, the homeowner installed a new heated driveway and walkway in the frontage of the house. Of note, the existing driveway features an entrance from the municipal right-of-way with a 4.5 metre width, and widens toward the entrance of the two-car garage as well as the toward the front porch of the dwelling. The narrow driveway entrance provides for the retention of existing mature trees within the municipal right-of-way, while the widened driveway provides for opportunity for vehicle maneuvers and an entrance courtyard feature in front of the existing entrance porch of the dwelling. The existing driveway features a 'heated' design intended for ice-melt in the winter season, and also features various treatments and materials in the design including flagstone in the location of the 'courtyard', and concrete in the location of the primary driveway.

A number of images of the existing driveway condition are provided in the following figures of this report.



**Existing Front Elevation of Dwelling and Driveway**

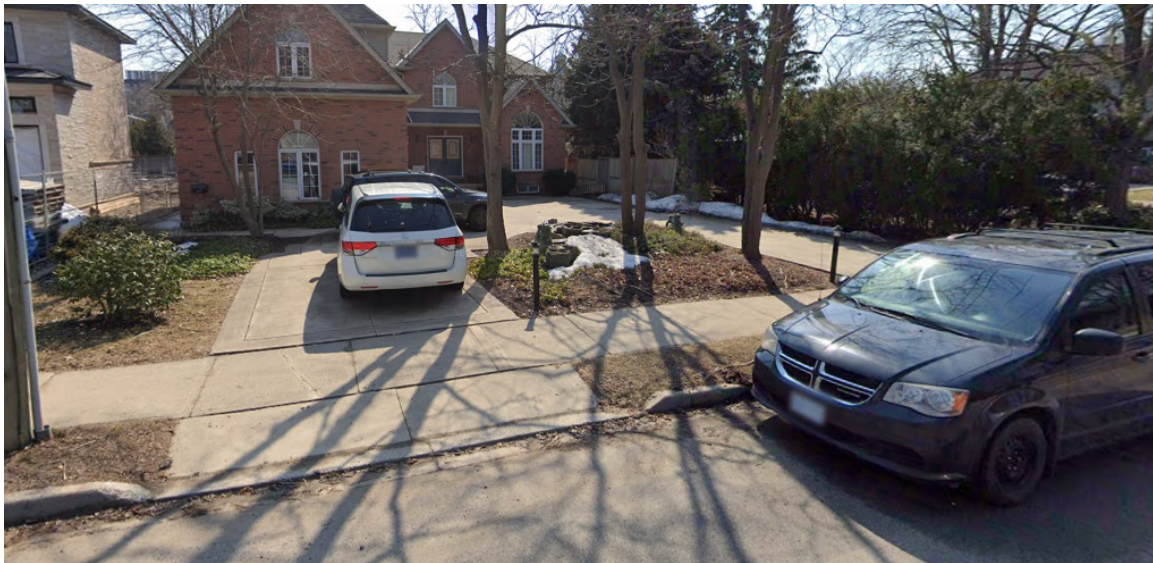


**Existing Driveway and Surface Materials**



### Front Yard Landscape Areas

The adjacent uses to the surrounding the subject site are residential detached dwellings, with a number of recently re-constructed dwellings of various architectural styles, and driveway configurations including circular driveways and ‘hammerhead’ driveway designs. A number of these driveways are either in excess of the driveway width requirements of the Zoning By-law or occupy significant portions of the respective front yards of the properties they occupy. The following images provide the existing streetscape context of a number of driveway designs in the immediate neighbourhood.



**Circular Driveway – 2485 Hixon Street**



**Irregular Driveway – 2451 Hixon Street**



**Extended Driveway to Rear Yard Detached Garage – 2437 Hixon Street**



**Extended Driveway – 2418 Hixon Street**



Widened Driveway – 2412 Hixon Street

### **Proposed Variance**

The subject lands are zoned RL3-0 within the Town of Oakville’s 2014-014 Zoning by-law.

The application pursues the approval of a minor variance that would facilitate the permission of the existing driveway configuration in front of the existing dwelling. To permit the proposed development, a single variance to is required.

The following section of the report provides an overview of the required variance.

By-law Provision	Requirement	Requested Variance
Driveway Width	9.0 metres maximum	20.4 metres maximum

### **Evaluation of the Proposed Minor Variance**

The application to the Town of Oakville Committee of Adjustment seeks approval of a single variances to permit the construction of a new dwelling. As such, the application is evaluated by examining the four tests of minor variance, as set out in the Planning Act:

- 1) Is the application minor in nature?
- 2) Is it an appropriate and desirable development for the area?

- 3) Is it in keeping with the purpose and intent of the Zoning By-law?
- 4) Is it in keeping with the purpose and intent of the Official Plan?

### **Minor in Nature**

The primary basis for determining whether a requested variance is minor in nature is one of impact. This determination is not a mathematical exercise and, even though a variance may be a considerable numerical change, it may still be properly judged to be minor in nature if the actual effects of the variance do not result in significant adverse impacts on the surroundings, which include neighbouring properties as well as the 'streetscape'. In my opinion, the requested variances are minor in nature.

Disproportionate driveway widths impact the streetscape when the additional width contributes to an excessive proportion of the front yard being paved, particularly when this driveway area is near the street. In the context of the proposed development, the large front yard ensures that an extensive front yard remains landscaped and the building configuration and existing / proposed vegetation ensure that much of the view of the internal driveway court and hammerhead will be screened from the streetscape of Hixon Street, as well as from neighbouring properties. This driveway width also assists with vehicular movements and turnaround area, and further is provided with various surface treatments and hardscape features which are intended to provide for an extension of the porch as a front courtyard to the dwelling, notwithstanding that the Zoning By-law defines this area to be included in the maximum driveway width.

### **Appropriate and Desirable Development For The Area**

The driveway on the subject lands features architectural quality and attention to detail, which is compatible with the existing dwelling and the neighbourhood streetscape which features a variety of driveway designs. As noted, the property is within a low-density dwelling neighbourhood with varied architectural character as well as a variety of driveway designs and configurations within the Town of Oakville, and the proposed variance will allow for a driveway that is appropriate in its high quality design within this neighbourhood.

As such, the proposed development supports the character of the neighbourhood and is appropriate and desirable for the area.

## **Intent of the Zoning By-Law**

The intent of regulating the maximum driveway width is to ensure that reasonable vehicular access can be provided without the hard surface treatment of the driveway dominating the front yard area. The driveway width has been measured at the widest part of the driveway, which includes the front 'courtyard' located at the entrance to the dwelling. The front yard features a significant amount of planting and softscape opportunities, and the driveway will be mitigated at street level through the presence of the existing trees and proposed landscaped features on the northern portion of the site, which assist to further reduce impacts from the streetscape.

Further, the lot width of the subject property would permit a circular driveway under section 5.8.5 of the Zoning By-law, and the existing driveway configuration assists in mitigating any potential impacts to the municipal trees in front of the subject site, were a circular driveway constructed as part of the development.

It is my opinion that the requested variance to the maximum driveway width is consistent with the intent of the Zoning By-Law

## **Intent of The Official Plan**

Within the Livable Oakville Official Plan, the subject site is designated as Low Density Residential, which permits single detached dwellings.

The following policies are relevant to the subject property:

Section 11.1.9: Development within all stable residential communities shall be evaluated using the following criteria to maintain and protect the existing neighbourhood character:

- a) The built form of development, including scale, height, massing, architectural character and materials, is to be compatible with the surrounding neighbourhood.*
- b) Development should be compatible with the setbacks, orientation and separation distances within the surrounding neighbourhood.*
- f) Surface parking shall be minimized on the site*

The existing dwelling and driveway features an architectural character and materials that is compatible with the surrounding neighbourhood, and the driveway width maintains general and compatible patterns of driveway designs within the neighbourhood. The surface parking is limited in the front yard and is

mitigated through soft landscape treatment and protection of existing municipal trees located within the Hixon Street right-of-way.

Further to Section 11.1.9 of the Livable Oakville Official Plan, the *Design Guidelines for Stable Residential Communities* implement the urban design and residential policies of the Official Plan. The design guidelines would apply to the development on the subject site, and are an important tool in providing an assessment on the intent of the Official Plan.

The following sections of the Town of Oakville Design Guidelines for Stable Residential Communities are pertinent to the subject development, which state as follows:

*Section 3.2.6 of the Design Guidelines recommends that new development should make every effort to minimize the visual prominence of the garage and the surface parking area on the property frontage in order to maintain a positive pedestrian experience along the streetscape.*

*Section 3.3.1 of the Guidelines suggests that new development be designed and sited to retain established landscaping, such as healthy mature trees and existing topography, and incorporate landscaping and proposed trees into the design and development of the site for compatibility with the surrounding landscape patterns.*

*Section 3.3.2.1 of the Design Guidelines recommends that new development should be designed with minimal paved areas in the front yard. These paved areas should be limited in width to accommodate a driveway plus a pedestrian walkway.*

*Section 3.3.2.2 of the Design Guidelines recommends that new development should be designed with widest part of the driveway positioned directly in front of the garage door(s). The driveway width should be minimal at the property line to reduce the impact on the pedestrian environment and on street trees in the boulevard.*

The existing garage is located at the west side of the dwelling, and the entrance to the driveway is provided at a width of 4.5 metres to mitigate impacts from the streetscape and maintain a positive pedestrian experience. This existing driveway width at the property line reduces the impact on the pedestrian environment and on street trees in the boulevard. Additionally, there are landscape and intended hedges in the front yard of the property as to further mitigate views from the streetscape, and provide compatibility with the

surrounding landscape patterns. The development incorporates a 'courtyard' feature that is intended to function as an extended pedestrian walkway, notwithstanding being included in the definition of the driveway width.

In my opinion, the development is consistent with the general intent and purpose of the Livable Oakville Plan and the Design Guidelines for Stable Residential Communities.

### **Planning Conclusion**

This report evaluates the proposed minor variance in accordance with the tests in the Planning Act. The proposed variance has been reviewed in relation to the current requirements of the Zoning By-law and specifically examined with respect to the adverse impact, if any, that would be experienced in the nearby area as a consequence of the granting of the variance. It is my opinion that the property can accommodate the variance for increased the increased driveway width without adverse impact on nearby properties and while fitting into the character of the area.

To further ensure that the proposed landscape plan is appropriately implemented to mitigate potential impacts to the streetscape as outline in the planning brief, the following condition is recommended to the Committee:

1. That the Owner provide a detailed landscape plan, to the satisfaction of the Director of Planning, in consultation with the landscape architectural resources of the Town, and in any final approval the Director shall identify those resources and state that they agree with the approved plan(s).

As such, the application is considered minor in nature, desirable for the use of the land and maintains the general intent and purpose of the Official Plan and Zoning By-law. On this basis, the proposed development satisfies the four tests required for a minor variance application under the Planning Act and represent good planning.

Respectfully submitted by,



Paul Demczak, MCIP, RPP  
Principal, Batory Management



*Batory Planning & Management is a multidisciplinary urban planning and project management consulting firm with a focus on helping our clients improve the built environment and embrace unique opportunities within the real estate spectrum. The firm integrates urban planning, project management, and real estate consultancy, prioritizing a customer-focused experience for our clients.*

