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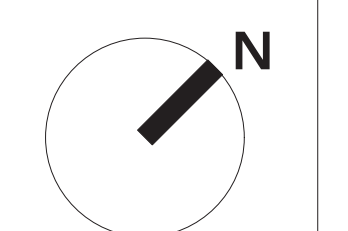
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No.	Date	Description
5	OCT 29 2024	ISSUED FOR REVIEW
4	OCT 11 2024	ISSUED FOR REVIEW
3	OCT 01 2024	ISSUED FOR REVIEW
2	AUG 14 2024	ISSUED FOR REVIEW
1	JUL 30 2024	ISSUED FOR REVIEW

Issues



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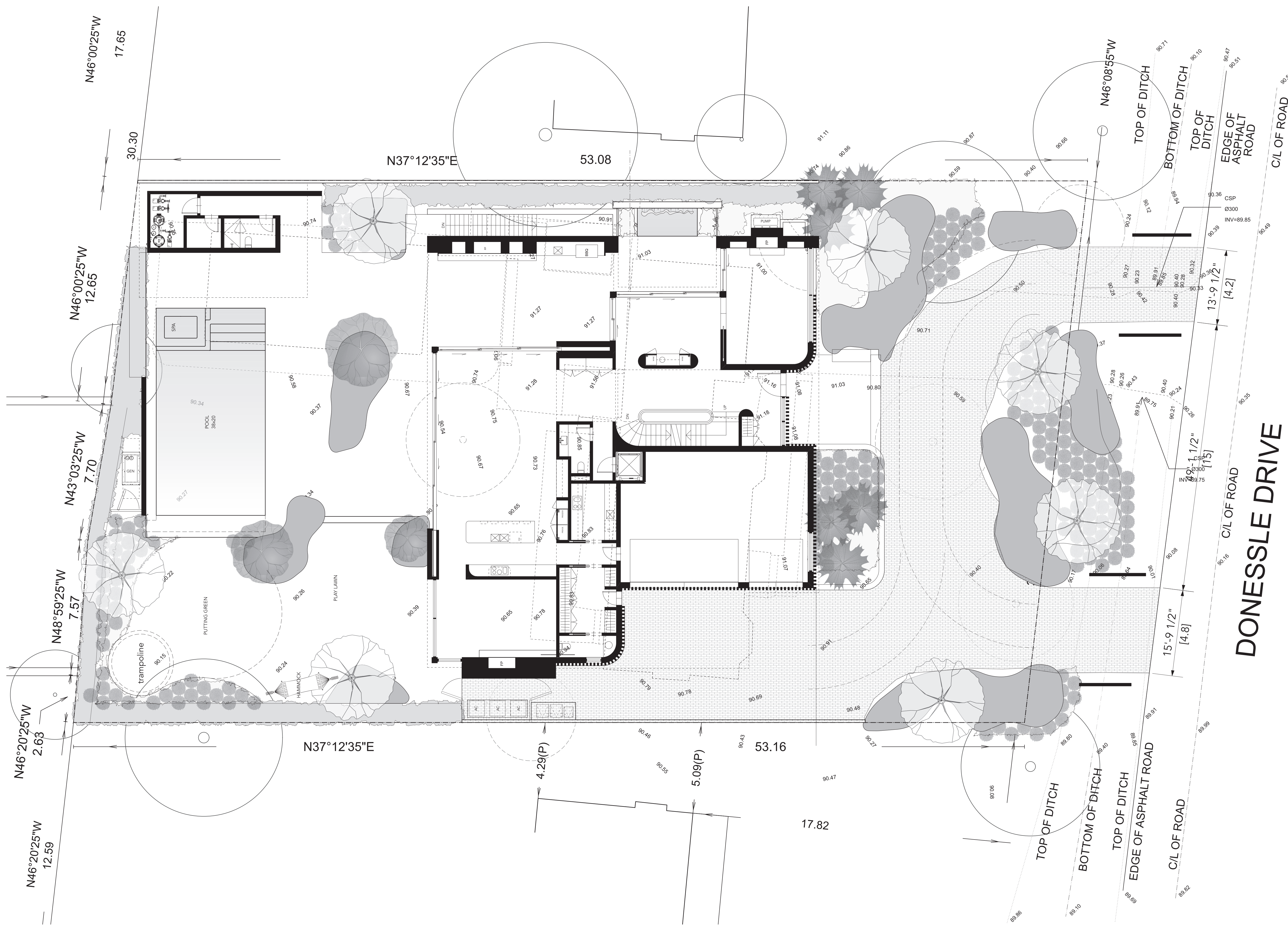
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Project:
MAIN RESIDENCE
208 DONESSLE DRIVE
OAKVILLE, ONTARIO

Sheet Title
SITE PLAN

Drawn By: MF	Checked By: WS
Date Drawn: JUL 2024	Sheet Number: A-1.1
Project Number: 24001	
Scale: 1/8" = 1'-0" @ 24 x 36	

SITE STATISTICS	1.0 SITE AREA		3.0 FLOOR AREA		5.0 SETBACKS	
	MINIMUM	EXISTING	ALLOWED	PROPOSED	ALLOWED	PROPOSED
	1,393.5 sqm 15,000 sqft	1,612.6 sqm 17,357.6 sqft	EXCLUDED FROM TOTAL	475.9 sqm 5,122.5 sqft	FRONT	14.6 m 47.9 ft
					REAR	10.5 m 34.4 ft
					SIDE (NW)	4.2 m 13.8 ft
					SIDE (SE)	4.2 m 13.8 ft
					6.0 DRIVEWAY COVERAGE	
					ALLOWED	PROPOSED
					FRONT YARD AREA	414.4 sqm 4,460.6 sqft
					DRIVEWAY COVERAGE	50%
						46% @ 189.3 sqm 2,037.8 sqft



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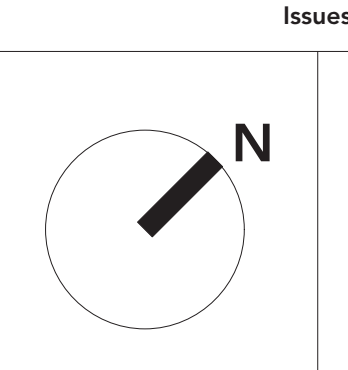
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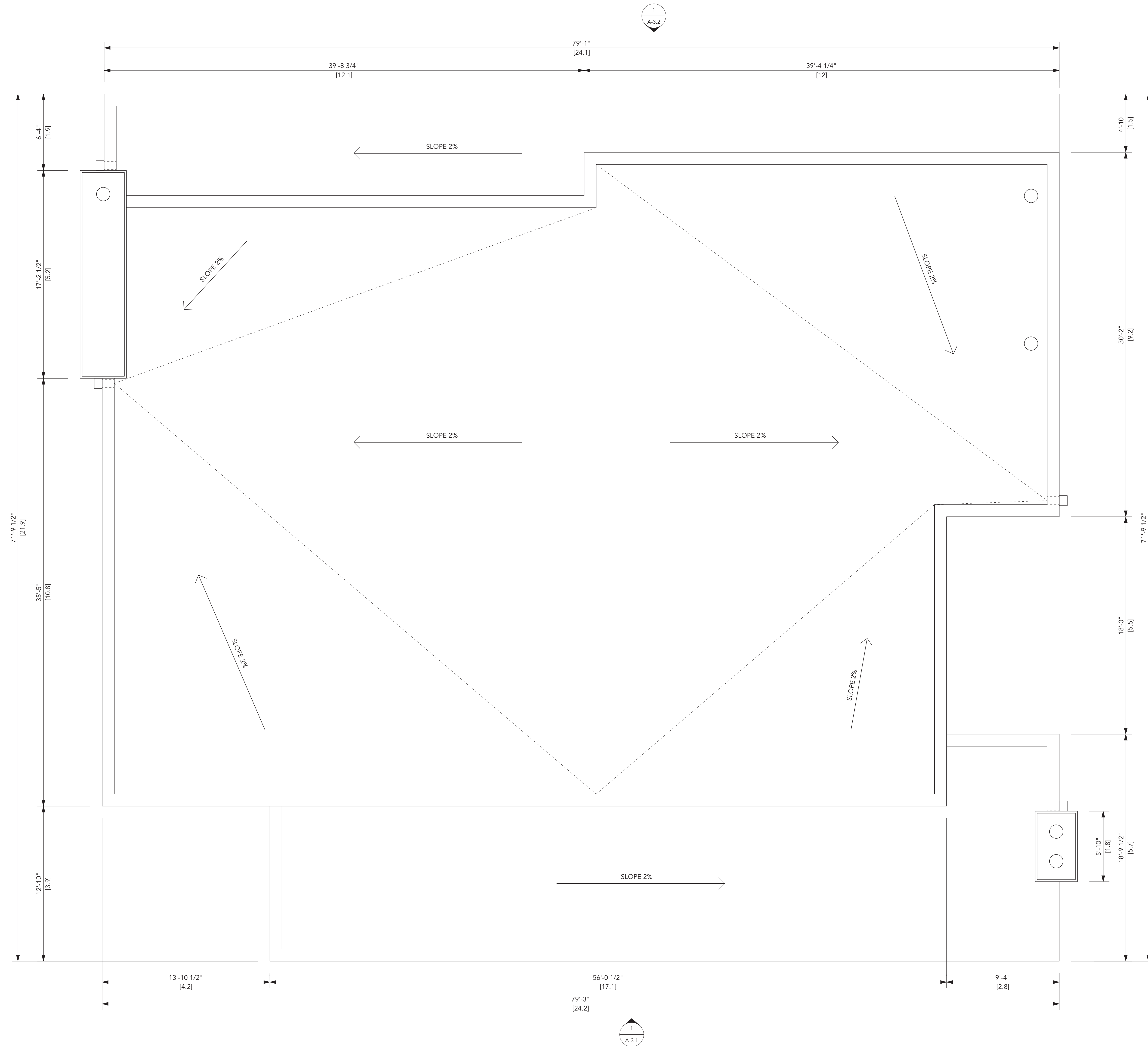


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Project:
 MAIN RESIDENCE
 208 DONESSLE DRIVE
 OAKVILLE, ONTARIO

Sheet Title
 LANDSCAPE LAYOUT

Drawn By: MF	Checked By: WS
Date Drawn: JUL 2024	Sheet Number: A-1.2
Project Number: 24001	
Scale: 1/8" = 1'-0" @ 24 x 36	



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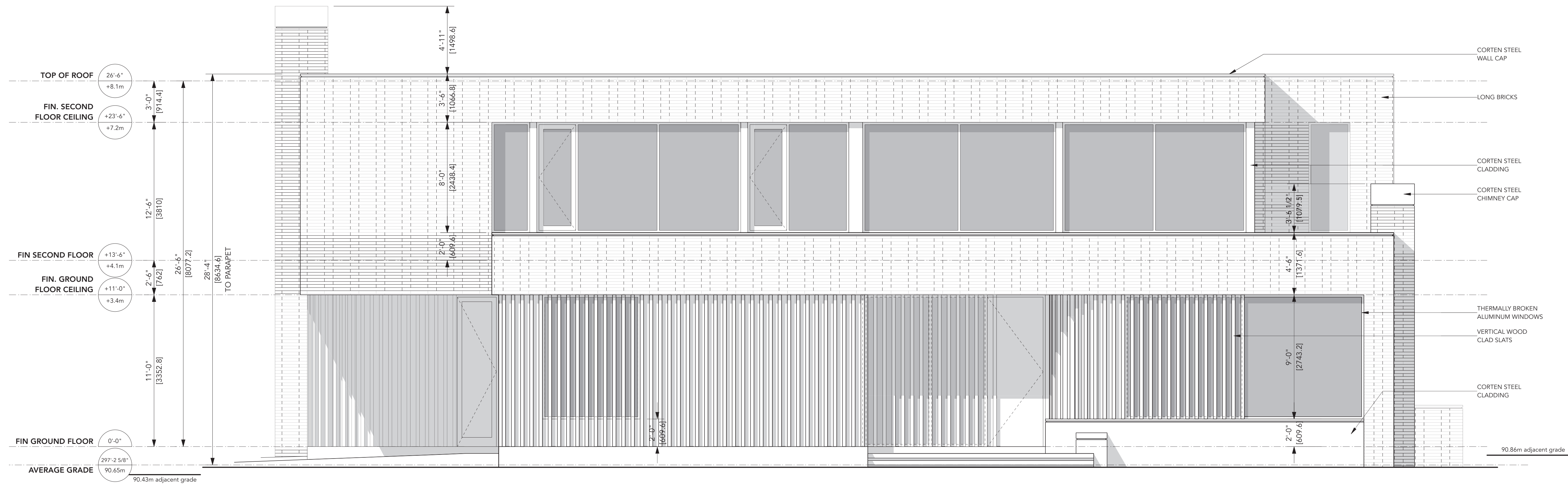


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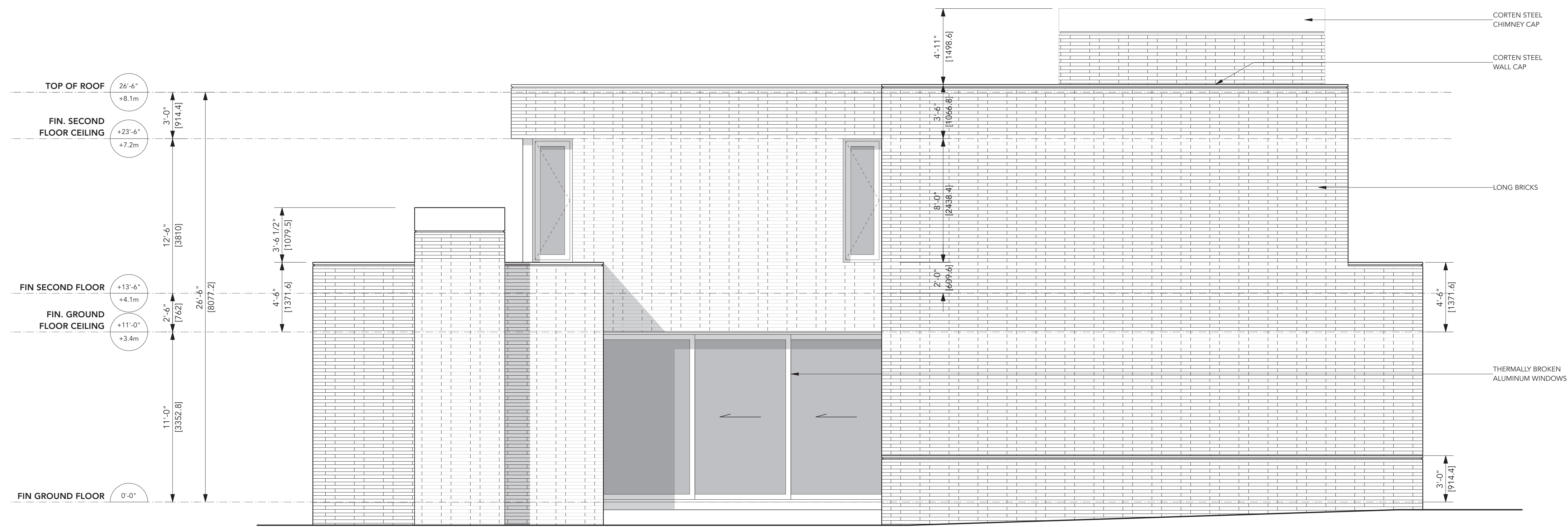
Project:
 MAIN RESIDENCE
 208 DONESLE DRIVE
 OAKVILLE, ONTARIO

Sheet Title:
 ROOF PLAN

Drawn By: MF	Checked By: WS
Date Drawn: JUL 2024	Sheet Number: A-2.4
Project Number: 24001	
Scale: 1/4" = 1'-0" @ 24 x 36	



1 NORTH EAST ELEVATION
A-3.1 Scale: 1/4" = 1'-0"



2 NORTH WEST ELEVATION
A-3.1 Scale: 1/4" = 1'-0"

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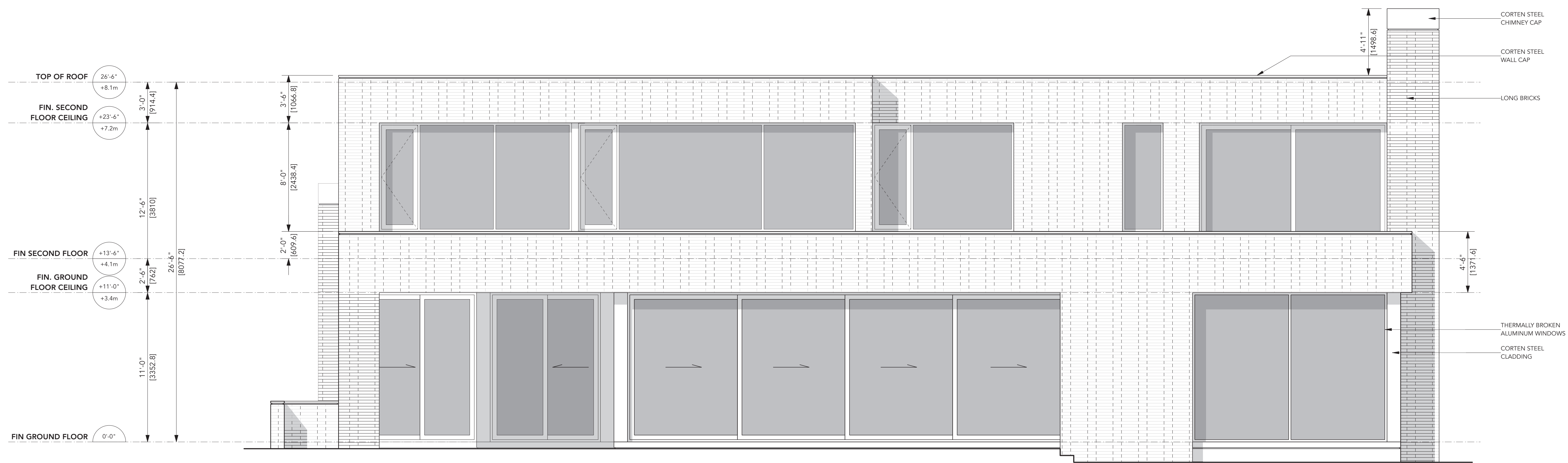
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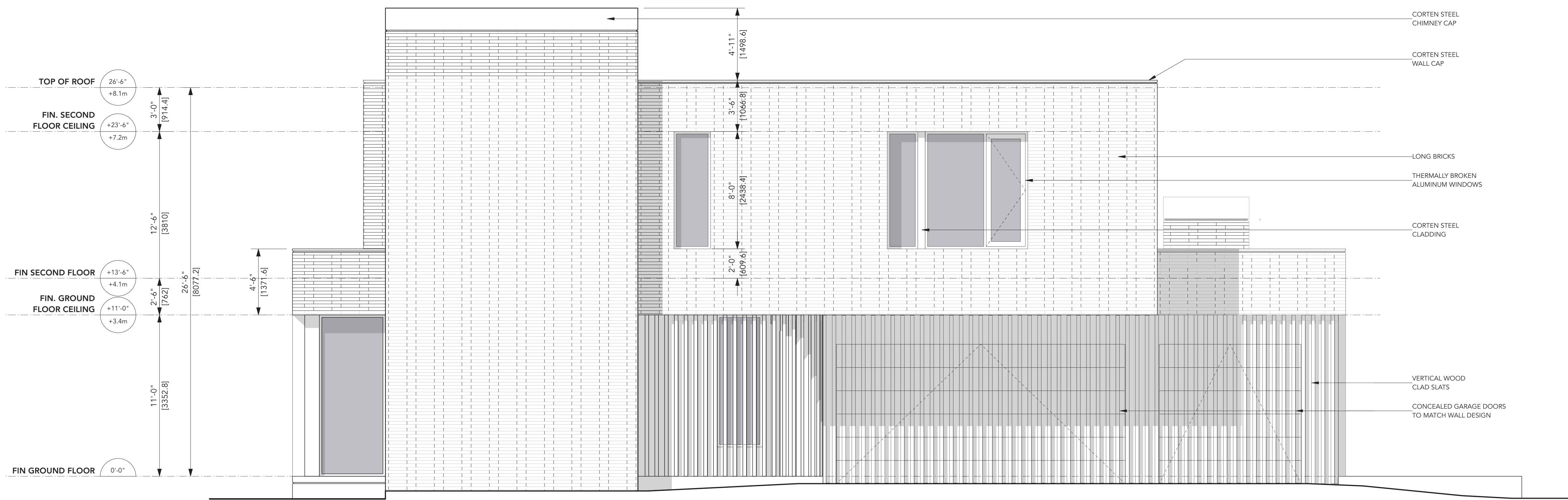
Project: MAIN RESIDENCE
208 DONESLE DRIVE
OAKVILLE, ONTARIO

Sheet Title: ELEVATIONS

Drawn By: MF	Checked By: WS
Date Drawn: JUL 2024	Sheet Number: A-3.1
Project Number: 24001	
Scale: 1/4" = 1'-0" @ 24 x 36	



1 SOUTH WEST ELEVATION
A-3.2 Scale: 1/4" = 1'-0"



2 SOUTH EAST ELEVATION
A-3.2 Scale: 1/4" = 1'-0"

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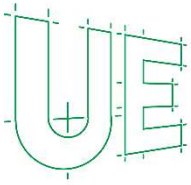
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Project: **MAIN RESIDENCE
208 DONESLE DRIVE
OAKVILLE, ONTARIO**

Sheet Title: **ELEVATIONS**

Drawn By: MF	Checked By: WS
Date Drawn: JUL 2024	Sheet Number: A-3.2
Project Number: 24001	
Scale: 1/4" = 1'-0" @ 24 x 36	



Urbtech Engineering Inc.

1200 Speers Road, Suite 8, Oakville, Ontario L6L 2X4
Telephone (905) 896 7364

October 1st, 2024

Our File No. 24-485

Town of Oakville
1225 Trafalgar Road
Oakville, ON
L6H 0H3

**Re: Grading and Drainage
Tania & Ramsey Shaheen
208 Donessle Dr, Town of Oakville
CAV A/139/2024**

We have reviewed the existing grading and drainage pattern and the proposed Site Plan and confirm the following:

- The existing drainage is a split drainage. The flows from the front half of the lot are draining to the existing ditch on Donessle Dr and the rear half is draining to the adjacent lots to the rear.
- In view of the proposed Site plan, the drainage pattern will not be altered. The flows from the front half will continue to drain to the existing ditch on Donessle Dr and the remaining area will drain to the lots adjacent to the rear of this subject property.
- To improve the drainage and to reduce the increase of peak flows and the volume of runoff from the increased impervious surfaces, LID strategies will be implemented at the design stage.
- Therefore, there will not be any adverse impact on the adjacent properties nor on the existing City infrastructure.

I trust that this addresses your comments, however, should you have any questions, please contact our office.

Yours very truly.

URBTECH ENGINEERING INC.



Andrzej Jaworski, P.Eng.
Consulting Engineer

October 29, 2024

GSAI File: Various

Secretary-Treasurer
Committee of Adjustment
Town of Oakville
1225 Trafalgar Road
Oakville, ON L6H 0H3

**RE: Minor Variance Application – 2nd Submission
Residential Development
208 Donessle Drive, Town of Oakville**

Glen Schnarr & Associates Inc (GSAI) are the planning consultants to Ramsey and Tania Shaheen (the ‘Owner’) of the lands municipally known as 208 Donessle Drive, in the Town of Oakville (the ‘Subject Lands’ or ‘Site’). On behalf of the Owner and further to the initial submission in August 2024, we are pleased to provide this revised Minor Variance Application to facilitate a replacement dwelling on the Subject Lands.

SITE & SURROUNDING AREA

The Subject Lands are located on the west side of Donessle Drive, north of Lakeshore Road East. The Site, municipally known as 208 Donessle Drive, has a lot area of approximately 1,612.6 square metres and approximately 30.48 metres of frontage along Donessle Drive. The Subject Lands are currently improved with a 2-storey, detached dwelling with an integrated garage.

The area surrounding the Subject Lands is an established residential Neighbourhood characterized predominantly by 1- and 2-storey detached dwellings. Mature, tree lined streetscapes are also present. Institutional uses, including churches and schools, as well as parks are interspersed. Overall, the Neighbourhood can be characterized as having an eclectic character given there is a diverse range of dwelling designs and sizes, including original homes and newer or renovated dwellings.

OFFICIAL PLAN & ZONING

The Subject Lands are designated ‘Low Density Residential’ by the in-effect Livable Oakville Plan. It is also subject to a ‘Residential Low Density Lands’ Special Policy Area, Policy 26.2. There are no applicable Secondary Plan policies.

The Site is also subject to the Town of Oakville Zoning By-law 2014 – 014 (‘By-law 2014-014’), as amended, which zones it as ‘Residential Low Density (RL1-0)’. Detached dwellings and accessory structures, such as cabanas, are permitted uses.

REQUESTED RELIEF

The Owner is seeking permission to construct a replacement detached dwelling, including an integrated garage and a rear yard cabana structure. The proposed dwelling with an area of approximately 641.3 square metres (6,902.8 square feet) and the rear yard cabana, as currently contemplated, has been planned and designed to compliment and seamlessly integrate with the eclectic character present in the Neighbourhood. While some relief is required, the proposed dwelling, to the greatest extent possible, has been planned and designed to comply with the applicable and in-effect zoning regulations.

The following are the variances for which the Owner is seeking approval:

1. Section 4.3, By-law 2014-014

A 0.0 metre encroachment of an uncovered access stairs below grade within an interior side yard is permitted.

A 1.51 metre encroachment of an uncovered access stairs below grade into the northern interior side yard is requested.

2. Section 5.8.5.c), By-law 2014-014

A maximum total floor area for a private garage area of 56.0 square metres is permitted.

A maximum total area for a private garage area of 74.5 square metres is requested.

3. Section 5.8.5.c), By-law 2014-014

A maximum private garage entrance width of 9.0 square metres is permitted.

A maximum private garage entrance width of 10.7 metres is requested.

4. Section 6.3, By-law 2014-014

A maximum building depth of 20.0 metres is permitted.

A building depth of 21.9 metres is requested.

5. Section 6.3, By-law 2014-014

A minimum interior side yard setback of 4.2 metres is permitted.

A (north) interior side yard setback of 3.1 metres is requested and a (south) interior side yard setback of 2.4 metres is requested.

6. Section 6.4.1, By-law 2014-014

A maximum residential floor area ratio, for lots with an area of 1,301.00 square metres or greater, of 29% is permitted.

A residential floor area ratio of 39.8% is requested.

7. Section 6.4.2, By-law 2014-014

A maximum lot coverage of 25% is permitted.

A lot coverage of 32.8% is requested.

8. Section 6.4.3.a), By-law 2014-014

A minimum front yard setback of 14.6 metres is permitted.

A front yard setback of 12.4 metres is requested.

MINOR VARIANCE TESTS

Section 45(1) of the *Planning Act*, as amended, identifies the four tests which must be satisfied in order for the Committee to approve this application. Those tests are:

1. The variance maintains the general intent and purpose of the Official Plan.
2. The variance maintains the general intent and purpose of the Zoning By-law.
3. The variance is desirable for the appropriate development or use of the land.
4. The variance is minor in nature.

In my opinion, the requested variances are supportable and meet the four tests under the *Planning Act* in the following ways:

The Variance Maintains The General Intent & Purpose of the Official Plan

As mentioned above, the Subject Lands are designated ‘Low Density Residential’ by the in-effect Livable Oakville Plan. The intent of the ‘Low Density Residential’ designation is to facilitate a range of permitted low density housing types including single detached dwellings. The proposed residential use and detached dwelling built form are permitted.

Livable Oakville directs that infill development in stable residential communities is to be evaluated against perspective criteria (Section 11.1.9). Specifically, Section 11.1.9 states:

'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.*
- h) Impacts on the adjacent properties shall be minimized in relation to grading, drainage, location of service areas, access and circulation, privacy, and microclimatic conditions such as shadowing.'*

The proposed dwelling has been designed to be complimentary to and compatible with both historical and surrounding development forms in the Neighbourhood. This is achieved through the provision of a refined, high-quality built form with modern architectural elements and features; such as the inclusion of natural wood slotting that is intended to provide warmth at the ground floor while complimenting and contrasting with the brick façade; inclusion of features such as green roof elements – strategically placed to be visible from the street (as further demonstrated in the accompanying renderings).

Furthermore, the placement of the proposed dwelling is generally consistent with the placement on the lot as homes in the immediate surrounding area, the incorporation of visible ground level and built form features that are similar and complimentary to those found in the immediate surrounding area including along Donessle Drive and Balsam Drive.

I also highlight that the presence of covered porches and an integrated, front yard private garage are features found throughout the immediate surrounding Neighbourhood. As noted previously with the front yard, covered porch areas are generally used to implement green roof features intended to compliment the natural aesthetics and overall canopy seen throughout the neighbourhood. Based on the above, the prevailing pattern of orientation, height and massing are maintained. Furthermore, the proposed facades are to provide for compatible material selections as those present in the surrounding Neighbourhood and provides for a built form, scale and massing that has clear ground level elements, and mitigates the appearance of blank front main walls or a dwelling that visually overwhelms. This enables the provision of living areas that meet the changing needs of the Owner and the family, while also being appropriately and sensitively provided on the lot. The proposed dwelling has also been planned and designed to maintain an appropriate relationship with the Donessle Drive streetscape. Given the above, the proposal will provide for a built form, massing and built form features that will seamlessly integrate with the established and evolving character of the Neighbourhood. I highlight that similar modern-inspired dwellings are present in the surrounding Neighbourhood as demonstrated below.



View of 283 Donessle Drive

As stated above, the Subject Lands are also subject to the Residential Low Density Special Policy Area policy overlay of the Livable Oakville Plan. This Special Policy Area applies to various lands across Oakville, including the Subject Lands and surrounding lands. The Special Policy Area policy, as specified by Policy 26.2.1, states:

'The Special Policy Area in Southeast, Central and Southwest Oakville that applies to the Low Density Residential designation is intended to protect the unique character of this area within the Town. Due to the special attributes of the large lots and related homes in this Special Policy Area, intensification shall be limited to development which maintains the integrity of the large lots. Densities in the Special Policy Area shall not exceed 10 units per site hectare notwithstanding the Low Density Residential designation.'

The proposed dwelling has been appropriately placed on the lot. This placement enables the established lot patten and the integrity of development on large lots to be maintained. In my opinion, the proposed development conforms to the above-noted Special Policy Area direction.

Based on the above, it is my opinion that the requested variances conform to the policy objectives established by the Livable Oakville Plan and meet the general intent and purpose of the Official Plan.

The Variance Maintains The General Intent & Purpose of the Zoning By-law

As mentioned above, the Subject Lands are subject to By-law 2014-014, as amended. The requested variances seeks the following relief:

Increased Stairs Encroachment

Section 4.3 of By-law 2014-014 states that a maximum encroachment of an uncovered access stairs below grade in an interior side yard of 0.0 metres is permitted, whereas a 1.51 metre encroachment is requested.

The purpose and intent of encroachment regulations is to ensure that a dwelling's overall scale and massing is appropriate. Specifically, built form encroachment regulations work hand-in-hand with building envelope regulations, to ensure that a reasonable built form and massing is provided.

In this case, an increased encroachment for an uncovered access stairway within the northern interior side yard is requested to facilitate access to the basement level. Given the provision of living areas within the basement level, positioning the access stairway in the northern interior side yard is appropriate and enables a desirable transition from the interior living spaces to the grade-related rear yard private amenity area at the ground level. Furthermore, the access stairway is visually screened by built form features and side yard landscaped areas, ensuring that the stairway is out of public view and not adversely impacting the streetscape character. The inclusion of the exterior stairway to the basement level is an appropriate design feature for the home. The requested encroachment is technical in nature and is required to accommodate an appropriate and desirable built form and site organization to be provided. Finally, provision of the staircase will not adversely impact the scale and massing of the development and will not adversely impact surrounding lands.

Increased Private Garage Area

Section 5.8.6 of By-law 2014-014 states that a maximum floor area for a private garage of 56.0 square metres is permitted, whereas a private garage floor area of 74.16 square metres is requested.

The purpose and intent of private garage area regulations is to ensure that an appropriate structure is provided and to prevent a garage from being a visually dominant feature.

In this case, an increased private garage area is requested to facilitate a ground level, integrated garage. The grade-level garage is to be accessed as an extension of the

proposed circular driveway extending from the streetline. Furthermore, the garage has been appropriately positioned on the lot to enable safe access and a refined, built form to be provided. More specifically, the side elevation of the garage faces the streetline, while the garage entrance faces toward the southern property line. I highlight that the garage has been located in a similar fashion as dwellings in the surrounding area.

The requested private garage area will enable a refined built form to be provided that is not visually dominated by a garage, while also accommodating the needs of the Owner and the family. It will also enable sufficient parking spaces to be provided, while balancing the provision of an aesthetically pleasing residential built form, landscaped front yard areas and a desirable streetscape interface. Overall, the requested private garage area will enable a consistent and compatible streetscape presence to be provided, while also ensuring that the garage areas are subordinate and secondary to the dwelling. Finally, I highlight that increased private garage areas have been approved in the surrounding area.

Increased Private Garage Entrance Width

Section 5.8.6 of By-law 2014-014 states that a maximum width of a private garage of 9.0 metres is permitted, whereas a private garage width of 10.7 metres is requested.

The purpose and intent of private garage width regulations is to ensure that an appropriate structure is provided and to prevent a garage from being a visually dominant feature.

In this case, an increased private garage width is requested to facilitate a ground level, integrated garage that is appropriately situated on the lot and to enable sufficient access to the garage to be provided. As stated above, the garage is to be accessed as an extension of the proposed circular driveway extending from the streetline. Furthermore, the garage has been appropriately positioned on the lot to enable safe access and a refined, built form to be provided. In my opinion, the requested private garage width will enable a refined built form to be provided that is not visually dominated by a garage, while also accommodating the needs of the Owner and the family. Overall, it will enable a consistent and compatible streetscape presence to be provided, while also ensuring that the garage is subordinate and secondary to the dwelling.

Increased Dwelling Depth

Section 6.3 of By-law 2014-014 states that the maximum dwelling depth of 20.0 metres is permitted, whereas a dwelling depth of 21.9 metres is requested.

The purpose and intent of dwelling depth regulations is to ensure an appropriate built form is facilitated, overlook and privacy concerns are mitigated and to prevent undue impacts from overly long buildings on adjacent rear yards.

In this case, a building depth of 21.9 metres, as measured from the front main wall of the dwelling on the ground level to the rear main wall of the dwelling on the ground level, is requested. Given the proposed dwelling contemplates a unique built form, this results in a building depth that is a minor departure from existing permissions. Additionally, there is a significant stepback above the ground level which results in a reduced building depth on the second level. More specifically, on the second level, the building depth is 16.5 metres from front main wall to rear main wall. Furthermore, the proposed dwelling provides for high-quality living areas oriented toward the rear of the property to take advantage of the rear yard private amenity areas and a direct visual relationship with covered terrace areas. The positioning of the living areas and covered outdoor areas in this manner enables a dwelling that best meets the needs of the family, while also facilitating architectural features that will facilitate a built form that is consistent and compatible with the Neighbourhood character. The proposed dwelling's depth is proportional to the Subject Lands' lot. Furthermore, the dwelling as contemplated will be visually screened by privacy fences along the shared property lines, front yard private amenity areas and rear yard private amenity areas. Finally, the limited amount of openings and windows along the side elevations, combined with the privacy fencing and landscaped open spaces, will eliminate overlook and privacy concerns.

Finally, I highlight that similar and greater building depths have been approved in the surrounding Neighbourhood, including depths ranging from 22.6 to 26.97 metres. Therefore, the requested depth is within range of previous approvals, is reflective of an optimal design, is appropriate for the Site and maintains a compatible built form that is complimentary to the established Neighbourhood character.

Reduced Interior Side Yard Setbacks

Section 6.3 of By-law 2014-014 establishes that the minimum interior side yard permitted is 4.2 metres, whereas a minimum (north) interior side yard setback of 3.1 metres and a (south) interior side yard setback of 2.4 metres is requested.

The general intent and purpose of setback regulations is to ensure sufficient spacing and buffering between buildings that are beside one another in order to provide appropriate transition and scale as well as adequate space for maintenance, while also avoiding privacy and overlook concerns.

A reduced north interior side yard setback, as measured from the perimeter of the dwelling's main wall to the northern property line, is being requested. Similarly, a reduced south interior side yard setback, as measured from the perimeter of the dwelling main wall to the property line, is being requested. In this case, the requested reduced setbacks are required to facilitate the refined built form and site design. Overall, it is my opinion that the proposed dwelling's design and placement on the lot is appropriate and desirable. Visual screening is to be provided via wooden privacy fencing along the shared property lines as well as landscaped front yard and rear yard areas. As stated above, a general absence of windows and openings along the side elevations as well as the privacy screening and landscaped areas will not lead to overlook or privacy concerns nor will the dwelling have any adverse impacts on the surrounding lands.

Reduced Front Yard Setbacks

Section 6.4.3.a) of By-law 2014-014 establishes that the minimum front yard permitted is 14.6 metres, whereas a minimum front yard setback of 12.4 metres is requested.

The general intent and purpose of setback regulations is to ensure sufficient spacing and buffering between buildings that are beside one another in order to provide appropriate transition and scale as well as adequate space for maintenance, while also avoiding privacy and overlook concerns.

A reduced front yard setback, as measured from the perimeter of the dwelling's front main wall to the eastern property line, is being requested. In this case, the requested reduced setback is requested to facilitate the refined built form contemplated and an optimal site design. The reduced front yard setback is also taken from a pinchpoint. As further demonstrated on the accompanying Site Plan, the lot's unique fabric and irregular orientation of Donessle Drive results in a greater front yard setback being provided at the northern perimeter of the dwelling. Given the variable front yard setback being provided, the requested reduction is technical in nature and necessary to facilitate an appropriate placement of the dwelling on the lot. Overall, it is my opinion that the proposed dwelling's design and placement on the lot is appropriate and desirable. As stated above, sufficient visual screening is to be provided and the resultant setback will not have any adverse impacts on the surrounding lands.

Increased Residential Floor Area Ratio

Section 6.4.1 of By-law 2014-014 states that the maximum residential floor area ratio permitted is 29%, whereas a residential floor area ratio of 39.8% is requested.

The purpose and intent of residential floor area ratio regulations is to control the overall building mass on a property. The residential floor area ratio regulation works hand-in-hand with building envelope regulations, including lot coverage, to ensure that a reasonable built form and massing is provided. An appropriate mass is to be provided by regulating the amount of floor area that can be accommodated on a lot.

The proposed dwelling has been planned and designed to provide a built form and living areas that better reflects the family’s changing needs. It has also been planned and designed to provide for a built form, scale and architectural features that are compatible with those in the surrounding Neighbourhood, while respecting the Neighbourhood character. Overall, the proposed dwelling includes articulations along the front façade, stepbacks above the ground level and an integrated roofline and building height that is below the maximum permitted – together, these features reduce the visual appearance of adverse massing and scale. There are clear ground level elements to assist in the visual reduction of mass and scale, while also contributing to the maintenance of the established Neighbourhood character. These design features also avoid the appearance of blank or visually overwhelming front main walls. I highlight that the proposed dwelling incorporates built form features that are consistent with built forms in the surrounding area, including along Donessle Drive.

As stated throughout this Letter, the proposed dwelling incorporates a generous stepback above the ground level, and a flat roofline and reduced building height in order to provide for a built form that is well-designed and of appropriate massing and scale. These features collectively enable a refined built form that integrates with the surrounding Neighbourhood. In my opinion, the requested increase in residential floor area ratio will facilitate a high-quality, refined, appropriately sized dwelling that is consistent and compatible with the surrounding Neighbourhood. It will not visually overwhelm or adversely impact the established Neighbourhood character.

Increased Lot Coverage

Section 6.4.2 of By-law 2014-014 states that the maximum lot coverage permitted is 25%, whereas lot coverage of 32.8% is requested.

The general purpose and intent of lot coverage regulations is to ensure that a dwelling’s and accessory structure’s overall scale and massing is appropriate.

Specifically, lot coverage regulations are intended to ensure an appropriately sized dwelling and any accessory structure is constructed on a lot and to ensure that any structure is in keeping with the character of the surrounding Neighbourhood. Lot coverage regulations work hand-in-hand with building envelope regulations to ensure that a reasonable building footprint is provided. An overall appropriate mass is to be provided by regulating the amount of floor area that can be accommodated on a lot.

I note that By-law 2014 – 014 requires that the floor area of covered porches or lounges, private garages above grade, large eave overhangs and accessory structures to be included in the calculation of lot coverage. This results in situations where proposed lot coverage is elevated. In the case of the Subject Lands, appropriately 6.6% or 105.9 squares metres of the requested lot coverage is contained in the proposed northern side yard covered lounge and rear yard cabana, including the large roof eave overhang areas. The covered lounge and cabana design features assist in providing architectural diversity to the proposed design while also enabling a natural and logical extension of the indoor living areas. Furthermore, covered porches and lounge areas are a noted design feature of dwellings in the surrounding Neighbourhood. I also highlight that the proposed dwelling has positioned a substantial proportion of the proposed livable area to the rear of the property, thereby maintaining an appropriate and consistent streetscape character and presence as found in the surrounding area, while also reducing the dwelling's visual massing and privacy concerns. The massing strategically uses a building height of 8.1 m that is below the permitted maximum height of 9 m to soften the impact of the requested variances, and mitigate any perceived visual impacts to the streetscape along Donessle, as well as neighbouring dwellings.

Finally, I highlight that the requested lot coverage is consistent with existing building patterns. There are instances of increased coverage being approved by Committee in the surrounding area. As such, it is my opinion that the requested lot coverage is appropriate, will enable an appropriate built form, scale and massing to be introduced and maintains the purpose and intent of the regulation.

Based on the above, it is my opinion that the proposed variances meet the general intent and purpose of the Zoning By-law.

The Variance is Desirable for the Appropriate Development or Use of the Land

Approval of the requested variances will allow for the proposed development of the Subject Lands. Reinvestment in lands in close proximity to services and amenities, such as that

being proposed, is appropriate and desirable for the Town, the Neighbourhood, and this property.

The requested increased garage entrance width, increased private garage area, reduced interior and front yard setbacks, increased residential floor area ratio and increased lot coverage will maintain an appropriate built form, height, mass, and built-form features. The Owner and designer have given great thought to the building materials being used to ensure they are complimentary of the character of the Neighbourhood. The use of timber, brick and well located green elements will assist in the integration of the proposed dwelling into the existing streetscape and established Neighbourhood character. The variances are desirable in recognizing the appropriate development and use of the Subject Lands.

Overall, it is my opinion that the proposed variances have been designed to be complimentary to the character of the Subject Lands and the surrounding Neighbourhood. The proposal will not negatively affect surrounding uses and represents an efficient, compatible, and appropriate development that is desirable for the Subject Lands.

The Variance is Minor in Nature

The requested variances will permit the development of a replacement dwelling and accessory rear yard cabana structure on the Subject Lands and collectively, represent minor departures from what is currently permitted. The variances required do not represent overdevelopment of the Subject Lands as the proposed dwelling will be complimentary to the surrounding Neighbourhood and will respect the existing physical character, massing and scale of the Neighbourhood.

Overall, the variances will allow for sensitive reinvestment to occur on the Subject Lands in a manner that is compatible and in keeping with the current physical character of the Neighbourhood. The variances requested will not result in adverse impact on adjoining properties or the surrounding Neighbourhood. Therefore, it is my opinion that the proposed variances are minor in nature.

CONCLUSION

As described above, the requested variances satisfy the four tests of Section 45(1) of the *Planning Act* and represent good planning.



Yours very truly,
GLEN SCHNARR & ASSOCIATES INC.

A handwritten signature in black ink, appearing to read 'Jim Levac', is positioned above the typed name.

Jim Levac, MCIP, RPP
Partner