

July 23, 2025

VIA EMAIL: coarequests@oakville.ca

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File 25866.00001

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

Attention: Heather McCrae, Secretary -Treasurer

Ms. McCrae

Re: 3308 Lakeshore Road West, Oakville - Application for Minor Variance Pursuant to the Provisions of Section 45(1) of the Planning Act, R.S.O. 1990, c. P.13, as amended

WeirFoulds is legal counsel to [REDACTED], owner of lands municipally known as 3308 Lakeshore Road West (the “**subject property**”), in the Town of Oakville (the “**Town**”).

Please find enclosed a completed Application for Minor Variance (the “**Application**”) being filed with the Committee of Adjustment (the “**Committee**”) in accordance with Section 45(1) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended (the “**Act**”). The purpose of the Application is to seek certain minor variances from the Town’s Zoning By-law 2014-014, as amended (the “**By-law**”) to permit the construction of a new two-storey detached dwelling on the subject property.

THE SUBJECT SITE AND SURROUNDING PLANNING CONTEXT

The subject property is currently occupied by a detached dwelling and is accessed via a circular driveway. The existing home is setback 23.86 metres from Lakeshore Road West and 40.54 metres from the rear lot line. The existing setbacks are 8.66 from the west and 40.54 metres from the east.

The subject property has a lot frontage of 351.6 metres and a depth of 100.3 metres with a total lot area of 4602.82. Geographically, the subject property is in southwest Oakville on the south side of Lakeshore Road West, backing on to Lake Ontario. For context purposes, the subject property is approximately 1 kilometer from Burloak Drive, which represents the border with the City of Burlington.

Further, the subject property is located approximately 300 metres east of Great Lakes Boulevard (containing a more recent vintage of traditional subdivision style homes on the north side of Lakeshore Road West). Immediately across Lakeshore Road West is Shell Park, which is a Town owned park containing both passive and active recreation spaces.

To the east and west of the subject property are residential properties all developed with executive-style estates on large lots, all located within an established and mature neighbourhood comprised of lots of significant sizes with mature trees and well-landscaped and maintained lawns and gardens. These homes typically have two or three car garages, upgraded design elements such stone facades and elaborate cornices. Mature trees line the road in many of the front yards as well between the houses, as illustrated in the Neighbourhood Map below.



The homes located on these larger lots are architecturally diverse in design with some of the original homes having been replaced and/or renovated with newer, larger homes.

PREVIOUS COMMITTEE OF ADJUSTMENT APPLICATION AND CONSERVATION HALTON

The Committee may be familiar with this property as it dealt with a minor variance application by the previous owner under CAVA/136/2022, copy of decision is attached for the Committee's convenience.

This previous application, which was approved but expired on August 16, 2024, was granted the following relief:

No.	Zoning By-law Regulation RL2-0	Variance Request
1	Section 5.8.6 b) For <i>detached dwellings</i> on lots having greater than or equal to 12.0 metres in <i>lot frontage</i> , the maximum total floor area for a <i>private garage</i> shall be 45.0 square metres.	To permit the maximum total floor area for the <i>private garage</i> to be 57.78 square metres on a lot having greater than or equal to 12.0 metres in <i>lot frontage</i> .
2	Section 5.8.7 c) Attached <i>private garages</i> shall not project more than 1.5 metres from the face of the longest portion of the <i>main wall</i> containing <i>residential floor area</i> that is on the <i>first storey</i> of the <i>dwelling</i> oriented toward the <i>front lot line</i> .	To permit the attached <i>private garage</i> to project not more than 11.72 metres from the face of the longest portion of the <i>main wall</i> containing <i>residential floor area</i> that is on the <i>first storey</i> of the <i>dwelling</i> oriented toward the <i>front lot line</i> .
3	Section 6.4.3 a) The <i>minimum front yard</i> on all lots shall be the yard legally existing on the effective date of this By-law less 1.0 metre; (Existing 23.86 m - 1.0 m = 22.86 m minimum).	To permit a <i>minimum front yard</i> of 20.87 metres.
4	Section 6.4.6 c) The maximum <i>height</i> shall be 9.0 metres.	To permit a maximum <i>height</i> of 9.23 metres.

PROPOSED DEVELOPMENT AND LIST OF REQUIRED MINOR VARIANCES

As shown on the architectural plans filed with the Application, the client intends to demolish the existing dwelling and construct a new and modern two-storey residential detached dwelling, with an attached garage. A front yard setback of a minimum of 14.05 metres with a maximum of 19.55 metres is proposed. A rear yard setback of 35.14 metres will be provided, respecting the previous limits of development approved by Conservation Halton.

A second garage is proposed at the basement level which will provide climate controlled indoor vehicle storage for the client's personal vehicle collection.

To facilitate the proposed development, the following nine (9) variances are required:

No.	Current	Proposed
1.	Section 6.4.3 a) The minimum front yard on all lots shall be the yard legally existing on the effective date of this By-law less 1.0 metre (Existing 23.86 m – 1.0 m = 22.86 m minimum).	To permit a minimum front yard of 14.05 metres.

2.	<p>Section 6.4.4 a)</p> <p>A minimum of 50% of the length of all main walls oriented toward the front lot line shall be located within the area on the lot defined by the minimum and maximum front yards.</p>	To permit a main wall proportion of 26.91%.
3.	<p>Section 6.4.5</p> <p>Balconies and uncovered platforms are prohibited above the floor level of the first storey on any lot in the -0 Suffix Zone.</p>	To permit three balconies above the floor level of the first storey, each with a total balcony projection beyond the main wall of 0.86 metres.
4.	<p>Section 5.8.7 c)</p> <p>An attached private garage shall not project more than 1.5 metres from the face of the longest portion of the main wall containing residential floor area that is on the first floor of the dwelling orientated toward the front lot line or flanking lot line.</p>	To permit the attached private garage to project not more than 2.74 metres from the face of the longest portion of the main wall containing residential floor area that is on the first floor of the dwelling oriented towards the front lot line.
5.	<p>Section 5.8.6 b)</p> <p>For detached dwellings on lots having greater than or equal to 12.0 metres in lot frontage, the maximum total floor area for a private garage shall be 45.0 square metres.</p>	To permit the maximum floor area for the private garage to be 57.02 square metres on a lot having a greater than or equal to 12.0 metres in lot frontage.
6.	<p>Section 5.8.2 c) iii)</p> <p>The maximum permitted width for a single driveway shall be 9.0 metres for a lot having a lot frontage equal to or greater than 18.0 metres.</p>	To permit a maximum width for a single driveway of 11.08 metres for a lot having a lot frontage equal to or greater than 18.0 metres.
7.	<p>Section 5.8.2 f)</p> <p>The maximum width of the walkway access at the point of attachment shall be 1.8 metres.</p>	To permit a maximum width of the walkway access at the point of attachment of 4.5 metres.
8.	<p>Table 4.3, Row 7</p> <p>Window wells with a maximum width of 1.8 metres are permitted to encroach a maximum of 0.6 metres into a minimum yard.</p>	To permit the window well with a maximum width of 6.13 metres to project a maximum of 0.65 metres into a minimum yard.
9.	<p>Section 5.8.1 d)</p>	To permit a maximum of two attached private garages per dwelling.

	A maximum of one attached private garage per dwelling shall be permitted.	
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The above list of variances was the subject of the pre-consultation meeting and received a zoning review.

In all other respects, the proposal meets applicable regulatory requirements, specifically those dealing with side yard setbacks and height.

EXISTING OFFICIAL PLAN DESIGNATION AND ZONING

The subject property is designated Urban Area in the Region of Halton's Official Plan and Low Density Residential in Liveable Oakville (Schedule F South West Land Use). The Town's Zoning By-law 2014-014 (the "**By-law**") zones the subject property as RL2-0.

The policies for residential land uses are set out in Section 11 of the Livable Oakville Plan. Among the objectives include the following:

- a) maintain, protect and enhance the character of existing Residential Areas;*
- b) encourage an appropriate mix of housing types, densities, design and tenure throughout the Town;*
- c) promote housing initiatives to facilitate revitalization, compact urban form and an increased variety of housing alternatives;*

Development within stable residential communities is evaluated against the criteria in Section 11.1.9 to ensure new development will maintain and protect the existing neighbourhood character.

Specifically, the proposal needs to be evaluated against the criteria established under Section 11.1.9, and the following criteria apply:

Policies 11.1.9 a), b), and h) state:

- "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.”

Development is defined as “*the creation of a new lot, a change in land use, or the construction of buildings and structures, requiring approval under the Planning Act*”.

“Compatible” is defined as “*the development or redevelopment of uses which may not necessarily be the same as, or similar to, the existing development, but can coexist with the surrounding area without unacceptable adverse impact.*”

“Character” is defined by Livable Oakville as “*the collective qualities and characteristics that distinguish a particular area or neighborhood.*”

The proposal includes replacing the existing single detached dwelling on the Subject property. It reflects replacement housing that is appropriate for the site context, is in keeping the character of the neighbourhood and is compatible with the surrounding neighbourhood. The proposed front yard setback and development scale and massing proposed are appropriate and are compatible with the surrounding area. The development meets or exceeds the required side yard setbacks and the increase to height proposed has no visual or adverse impact. The massing is softened by a low sloping roof with articulation on the front façade. Any potential impacts to the adjacent properties have been minimized through the orientation of the house on the lot, the architectural design and materials for the new home and extensive landscaping. The proposed new single detached dwelling can coexist with the adjacent neighbouring lots without any unacceptable adverse impacts related to overlook or privacy, grading, drainage or access.

OAKVILLE DESIGN GUIDELINES FOR STABLE RESIDENTIAL AREAS

The Oakville Design Guidelines for Stable Residential Communities (the “**Guidelines**”) act as a framework to guide design based decision-making and direction for new residential development within Oakville, such as layout, massing, functionality, and relationships between surrounding areas and adjacent communities. The Design Guidelines work in conjunction with the Livable Oakville Official Plan by helping to implement the urban design and residential policies of the Official Plan.

The Guidelines provide directions on the criteria set out in Policy 11.1.9 and are in place to ensure new development is compatible with the surrounding neighbourhood characteristics and patterns. The proposal responds to the relevant guidelines as follows:

3.1.1 Character

- 1. New development should positively contribute to the surrounding neighbourhood character by incorporating building and site elements that provide a visual reference to existing neighbourhood features and that complement the qualities of the surrounding residential community.*
- 2. New development should be designed to maintain and preserve the scale and character of the site and its immediate context and to create compatible transitions between the new dwelling and existing dwellings in the surrounding neighbourhood.*

Careful attention has been deployed to ensure the proposal positively contributes to, and is compatible with, the neighbourhood character in terms of building design, sitting, scale and character. The new dwelling will maintain the same orientation on the lot as the existing dwelling and is designed with a unique architectural style with significant landscaping and is compatible with the surrounding neighbourhood.

3.1.2 Lotting Pattern

- 1. New development should be compatible with the predominant pattern of lot width, lot depth and lot area as the adjacent properties to maintain and preserve the existing neighbourhood lotting pattern.*
- 2. New development should maintain the setback or average of setbacks from the street frontage as the existing dwellings in the immediate area.*

No change to the existing lot characteristics (lot width, lot depth and lot area) is proposed. The variance respecting the front yard setback will be in keeping with the front yard setbacks established in the neighbourhood and generally maintains the consistent setbacks for homes and along the lake properties.

3.1.3 Scale

- 1. New development should not have the appearance of being substantially larger than the existing dwellings in the immediate vicinity. If a larger massing is proposed, it should be subdivided into smaller building elements that respond to the context of the neighbourhood patterns.*

The proposed detached dwelling will meet the regulations respecting maximum lot coverage, maximum floor area and maximum height. As such, the proposed dwelling will not have the appearance of being substantially larger than adjacent houses. Further, the design of the new home incorporates articulation and de-emphasizes the appearance of the attached garage and

the related ramp to the below grade parking storage. The front yard maintains landscaping, and an entry features, including maintaining the existing circular driveway, consistent with the surrounding area.

3.1.5 Rear Yard Privacy

- 2. New development, which projects beyond the established rear setback of adjacent dwellings, should be designed so that the placement of doors, decks and balconies do not directly overlook onto adjacent properties.*
- 3. New development should not include second storey decks and balconies, which may create an undesirable overlook condition onto adjacent properties.*
- 4. New development is encouraged to incorporate appropriate fencing, screening, landscaping and other mitigative design measures that can assist in maintaining the privacy of adjacent dwellings and rear yards.*

The proposed development respects and reinforces the existing rear yard condition – no variance is being sought in this regard. The proposed second storey balconies are a common feature and exist on abutting/surrounding properties. The balconies are intended to take advantage of the lake views from the second storey. There are no residential uses to the rear of the property as the property backs on to the lake. With the combination of mature landscaping that will provide buffer screening assistance, there will not be any overlook conditions onto adjacent properties which side onto the subject property.

3.2.3 Setbacks

- 1. New development should be oriented and positioned on the lot to be compatible with the existing pattern of dwelling placement, in terms of front, side, flankage and rear yard setbacks.*
- 2. New development should maintain the setback or average of setbacks from the street frontage as the existing dwellings in the immediate area.*
- 3. New development may slightly vary the front yard setback, provided the change accommodates site constraint(s) and makes effort to maintain existing natural features and mature trees.*

The house is to be sited to provide appropriate setbacks from the street as well as from the side and rear lot lines and maintains an appropriate setback consistent with the required zoning and setbacks established for yards in the surrounding area.

3.2.6 Garages and Accessory Structures

- 1. New development with an attached garage should make every effort to incorporate this feature into the design of the building to achieve compatibility with the overall massing, scale and style of the dwelling and the immediate surroundings.*
- 2. New development which includes an accessory structure(s), such as a detached garage, carport, cabana, gazebo and/or storage structure, should design the structure(s) to be compatible with the quality, style, materials and colours of the primary dwelling.*

The proposed garage has been designed to be architecturally incorporated into the main building and provide adequate parking.

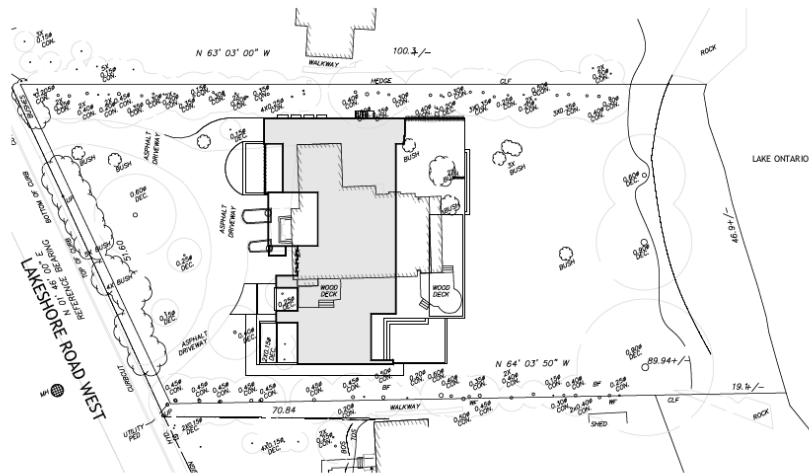
THE STATUTORY FOUR TESTS

It is my opinion that the requested variances, both individually and collectively, satisfy the “four tests” under Section 45(1) of the Act, as described in detail below.

Variance 1- Front Yard Setback

In respect of Variance 1 (minimum front yard), relief is being requested to reduce the minimum front yard setback from 22.86 metres to 14.05 metres. The intent of establishing a minimum front yard setback is to provide a buffer between the street and dwelling and to create a relative uniform building location in relation to surround properties.

The current residential policies note that development should be compatible with the setbacks, orientation and separation distances within the surrounding neighbourhood. Due to the required setback from Lake Ontario, the built form was pushed towards Lakeshore Road. For the most part, the setback of the original dwelling has been maintained, with the exception of along the northern building face, see sketch below that transposes the proposed building envelope over the existing.



Moreover, the proposed front yard setback is generally within the range of setbacks in the immediate neighbourhood context and maintains a consistent setback along Lakeshore Road West. The orientation of the house and the integrated garage also ensures consistent placement of the house between the two abutting neighbouring properties, meeting the intent of this regulation. Further, Staff did not indicate that the proposed front yard setback was of any concern during the pre-consultation meeting and the comments provided.

Accordingly, the proposed front yard setback will locate the proposed dwelling in front of the existing dwelling without causing projections which would impact the amenity area of neighbouring properties. As such, the requested variance is minor in nature, desirable for the appropriate development or use of the land and meets the general intent and purpose of both the Zoning By-law and the Official Plan.

Variance 2- Main Wall Proportion

In respect of Variance 2 (main wall proportion), the intent once again is to ensure a building placement to create a uniform appearance from the street. In this case, the request is to reduce the required 50% of the length of all main walls orientated toward the front lot line, which needs to be located within the area on the lot defined by the minimum and maximum front yard), down to 26.9%.

As previously noted, the subject property will continue to enjoy a significant setback from Lakeshore Drive West. Further, the property contains mature landscaping along the front lot line

masking any appearances into the property. The combination of these two factors maintains the intent of a uniform street appearance.

It is therefore my opinion that the requested variance is minor in nature, desirable for the appropriate development or use of the land and meets the general intent and purpose of both the Zoning By-law and the Official Plan.

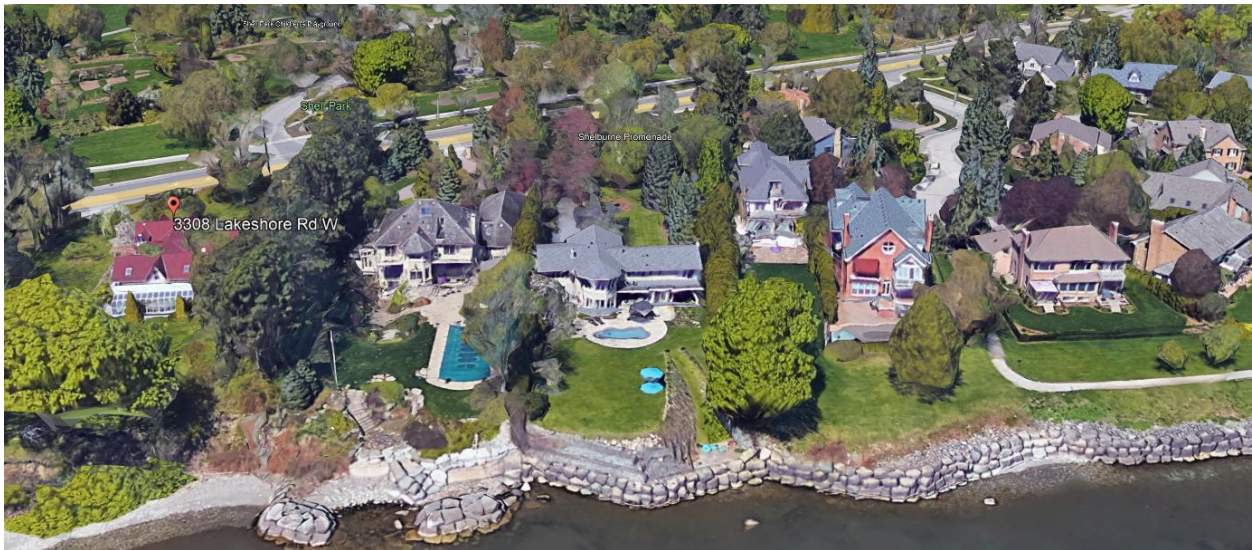
Variance 3- Balconies

In respect of Variance 3 (balconies), the proposal includes second-storey balconies facing Lake Ontario, whereas the Town's Zoning By-law contains a blanket restriction against balconies. This restriction applies to the -0 suffix Zone, as well as other residential properties in the south of Oakville.

While we can appreciate Staff's desire to prohibit second floor balconies for the purpose of ensuring that privacy and overlook concerns are not created, such an approach fails to take into consideration site-specific neighbourhood characteristics and property attributes.

It is common for properties with Lake Ontario frontage to have second storey balconies. This is a sought after built form and very characteristic in that context. It is noted that the immediate properties to the north have balconies. The existing balcony at 3300 Lakeshore Road West was approved by the Committee despite Staff's opposition (CAV A/090/2020). I had the opportunity to review the meeting related to that application and support the Committee's opinion that this regulation is not a balcony prohibition but rather a prohibition on impacts such as overlook and loss of privacy of rear yard amenity areas on abutting properties, being the main source of contention.

Each application seeking a minor variance should be considered on its own merits. It is my opinion that where unique circumstances can arise where a second-floor balcony be considered for approval. In this regard, as indicated above, balconies are very common built form components for Lake Ontario fronting properties. In addition, the subject property contains mature landscaping on the side lot lines that will provide adequate screening. This is demonstrated in the image below:



In the case of the subject property's northern lot line, Staff requested an increase in the originally proposed setback to preserve the existing row of trees. The Applicant agreed and amended the plans to protect these trees and ensure their long-term viability in an undisturbed manner. The combination of increased side yard setbacks that either meet or exceed the By-law requirements and the mature landscaping, all assist in mitigating against any off-site impacts. As previously mentioned, the abutting properties contain similar balcony features and as such a balcony on the subject property will be in keeping with the character of the neighbourhood.

It is therefore my opinion that the requested variance is minor in nature, desirable for the appropriate development or use of the land and meets the general intent and purpose of both the Zoning By-law and the Official Plan. The second-floor balconies are not anticipated to result in any visual and/or privacy impacts as there is existing distance buffering and mature vegetative screening from surrounding properties.

Variance 4- Garage Projection

In respect of Variance 4 (private garage projection), the request is to permit a 2.73 metres projection whereas the By-law allows a 1.5 metres projection. The intent of this regulation is to prevent the private garage from being a visually dominant feature of the dwelling.

The request for a slight increase in the garage projection will position the proposed garage in front of the proposed dwelling central to the lot, which would meet the intent of the By-law noting that a significant setback will be provided from the street (between 16 metres at the south end of

the dwelling increasing close to 20 metres at the north end) which maintains and protects the existing neighbourhood character.

It is noted that the Committee previously approved a garage projection of 11.72 .

It is my opinion that the requested variance is minor in nature, desirable for the appropriate development or use of the land and meets the general intent and purpose of both the Zoning By-law and the Official Plan.

Variance 5- Garage Floor Area

In respect of Variance 5 (private garage floor area), the intent of regulating the private garage floor area is similar to the matters discussed above related to Variance 1, 2 and 4, mainly to prevent this aspect of the proposed dwelling from becoming a visually dominant feature. In this instance, the proposal is to provide a private garage having an area of 57.02 square metres, whereas the By-law permits 45 square metres.

It is my opinion that the slight increase in the floor area is minor in nature, desirable for the appropriate development of the land and meets the general intent and purpose of the Zoning By-law and Official Plan. Based on the location of the dwelling on the subject property and the scale of the proposed garage in relation to the proposed dwelling, the additional garage floor area will not make it the prominent portion of the dwelling. The design of the building façade and the generous setback from the street mask the appearance of the garage, ensuring its extremely low visibility.

It is also noted that the Committee approved a private garage floor area of 57.78 in the previous application.

For the above reasons, it is my opinion that the requested variance is minor in nature, meets the general intent and purpose of the Zoning By-law and Official Plan and is desirable for the appropriate development of the land.

Variances 6 and 7- Maximum Driveway and Walkway Widths

In respect of Variance 6 (maximum driveway width) and 7 (maximum walkway width), the Applicant is requesting relief from the By-law to permit an increased driveway width from 9.0 metres to 11.08 metres. The width of the walkway access is proposed at 4.5 metres whereas 1.8 metres is permitted.

The subject property currently has a circular driveway that currently does not meet the width regulation of the Zoning By-law . The proposed driveway, while it will replace the existing asphalted driveway, will generally be in the same location. Also, the driveway paved area was reduced from 372.54 square metres to 316.76 square metres in response to Staff's comments received during the pre-consultation meeting.

The maximum driveway and walkway widths are to ensure an appropriate balance between paved or hardscaped areas and landscape areas. The proposed replacement driveway will continue to be centrally located at the front of the lot. The access walkway will be connected with the driveway to provide access and treated with pavestone.

As noted on the plans, the majority component of the driveway pavement comprising the circular driveway will generally meet the 9.0 metres maximum. The exceedance of the permitted driveway width is for a very small portion of the entire circular driveway configuration. We also note the By-law permits the driveway to occupy not more than 50% of the yard in which is located within – the proposed driveway will not exceed this maximum.

In my opinion, the requested increase in the driveway and walkway width is consistent with the surrounding neighbourhood character. As can be seen from the air photo, surrounding properties enjoy a similar trait. It is therefore my conclusion that these two variances will maintain the general intent and purpose of the Official Plan and the By-law.

Further, these two variances represent a desirable and appropriate fit with the surrounding neighbourhood and can be appropriately accommodated on this large lot without any visual intrusions from the streetscape/public domain.

In respect of whether the variances are "minor in nature", in my view, the main planning consideration is the degree of adverse impact that will occur if the variance is granted. Having regard to this principle, in my opinion, the variances both individually and collectively will not produce an adverse impact.

Variance 8- Window Well Encroachment

In respect of Variance 8 (window well encroachment), the By-law permits a maximum window well of 1.8 metres and allows a 0.6 metre projection, whereas the requested variance is to permit a 6.4 metres window well and allow for a 0.65 metre projection.

A total of three window wells is proposed, two of which meet the regulatory requirement. The most southerly window well requires zoning relief. The requested variance is to permit more

natural light to enter the basement level. Please also note that the window well will be masked by the built-in planter located immediately in front.

The intent of regulating window wells is to mostly address adequate side yard drainage, access and allows for landscaping. In this instance, the window well is proposed in the front of the dwelling and will be supplemented with landscaping. As such, there will not be any issues related to drainage or access respecting the side yard.

For these reasons, it is my opinion that the variance is minor in nature, is desirable and appropriate and maintains the general intent and purpose of the Zoning By-law and Official Plan.

Variance 9- Second Attached Private Garage

In respect of the final Variance 9 (second attached private garage), the By-law permits only one whereas a second private garage is requested in the basement level. The purpose of this second private garage is to house the client's personal car collection. Unlike the at grade private parking garage, the floor area related to the second private garage is excluded from the density calculation.

As demonstrated in the plans filed with the application, there is a garage door at the northern end of the dwelling which leads to an internalized sloped driveway to the basement level. Because of the garage door, Zoning Staff have labeled this vehicle storage area as a second private garage.

Pursuant to the By-law, a private garage is defined to mean "*a portion of a dwelling or a detached accessory building or structure accessory to a dwelling designed or primarily used for the parking of private motor vehicles, commercial vehicles, and/or recreational vehicles, and includes carports and portes-cochere*". Furthermore, a parking space is defined to mean "*means an unobstructed rectangular space that is designed to be used for the temporary parking of a motor vehicle*".

Since the second private parking garage is only intended to store and display private motor vehicles on a longer-term basis than a parking space (unobstructed and temporary), it does not truly meet the intent of the above definitions. Nevertheless, the variance is necessary for the purposes described above.

It is therefore my opinion that the variance is minor in nature, is desirable and appropriate and maintains the general intent and purpose of the Zoning By-law and Official Plan.

OTHER STATUTORY REQUIREMENTS

In addition to the foregoing, the Act requires that an approval authority, such as the Committee, to have regard for certain other matters and to make certain findings when making a decision that affects a planning matter, such as in this case the Application. These include regard for the matters of Provincial interest, consistency with Provincial policy statements, and conformity with applicable Provincial plans.

The Act and Matters of Provincial Interest

Section 2 of the *Planning Act* establishes matters of provincial interest to which any approval authority, such as the Committee, shall have regard, in carrying out its responsibilities. In my opinion, the Application has had appropriate regard for, and implements matters of Provincial interest, and with the following sections set out in s. 2 of the Act:

(h) the orderly development of safe and healthy communities and (o) the protection of public health and safety;

The proposal is well designed and contributes to the Town's Official Plan policies related to orderly development and the necessary considerations for compatibility with character and scale.

Provincial Planning Statement

Section 3(5) of the Act requires the Committee to make a decision on the Application that is consistent with the provincial policy statements and in conformity with provincial plans, that are in effect on the date of the decision.

The Provincial Planning Statement, 2024 (the "PPS") provides policy direction province-wide on land use planning and development to promote strong communities, a strong economy, and a clean and healthy environment. It supports the provincial goal to enhance the quality of life for all Ontarians and the promotion of the efficient use of land.

For the same reasons stated above, it is my opinion, the Application is consistent with the PPS and implements the City's directions and policies related to residential development, including the Design Guidelines analyzed in this planning rationale.

OVERALL CONCLUSION

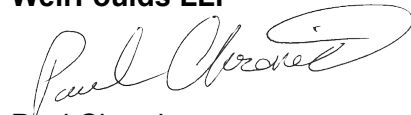
This submission is provided to the Committee to assist during its consideration of the Application and provides information in support of the minor variances.

It is my opinion that the requested minor variances, as set out in this Application, both individually and collectively, maintain the general intent and purpose of the Official Plan and Zoning By-law, are desirable for the appropriate development of the subject property and are minor in nature for all of the preceding reasons.

Thank you for your attention to this matter. Should you have any further questions, please do not hesitate to contact me directly.

Yours truly,

WeirFoulds LLP

A handwritten signature in black ink, appearing to read "Paul Chronis", written over a white background.

Paul Chronis
Land Use Planner

PC/nm

CC: Client

Schedule “A”

Section 10 Minor Variance Application – Summary List of Required Variances

Property Location: 3308 Lakeshore Road West

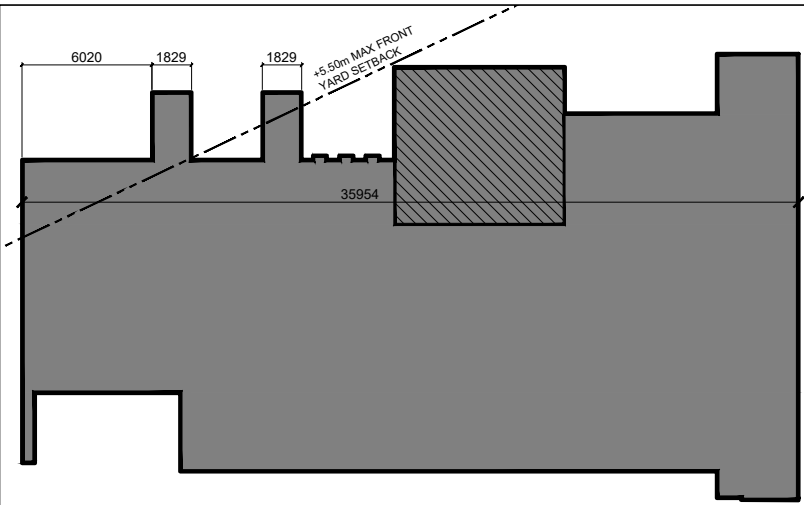
Zoning of property: RL3-0, Residential

Variance Request:

Under Section 45(1) of the *Planning Act*, the applicant is requesting the Committee of Adjustment to authorize a minor variance to permit the construction of a two-storey detached dwelling on the subject property proposing the following variances to Zoning By-law 2014-14:

No.	Current	Proposed
1.	Section 6.4.3 a) The minimum front yard on all lots shall be the yard legally existing on the effective date of this By-law less 1.0 metre (Existing 23.86 m – 1.0 m = 22.86 m minimum).	To permit a minimum front yard of 14.05 metres.
2.	Section 6.4.4 a) A minimum of 50% of the length of all main walls oriented toward the front lot line shall be located within the area on the lot defined by the minimum and maximum front yards.	To permit a main wall proportion of 26.91%.
3.	Section 6.4.5 Balconies and uncovered platforms are prohibited above the floor level of the first storey on any lot in the -0 Suffix Zone.	To permit three balconies above the floor level of the first storey, each with a total balcony projection beyond the main wall of 0.86 m.
4.	Section 5.8.7 c) An attached private garage shall not project more than 1.5 metres from the face of the longest portion of the main wall containing residential floor area that is on the first floor of the dwelling orientated toward the front lot line or flankage lot line.	To permit the attached private garage to project not more than 2.74 metres from the face of the longest portion of the main wall containing residential floor area that is on the first floor of the dwelling oriented towards the front lot line.
5.	Section 5.8.6 b)	To permit the maximum floor area for the private garage to be 57.02 square

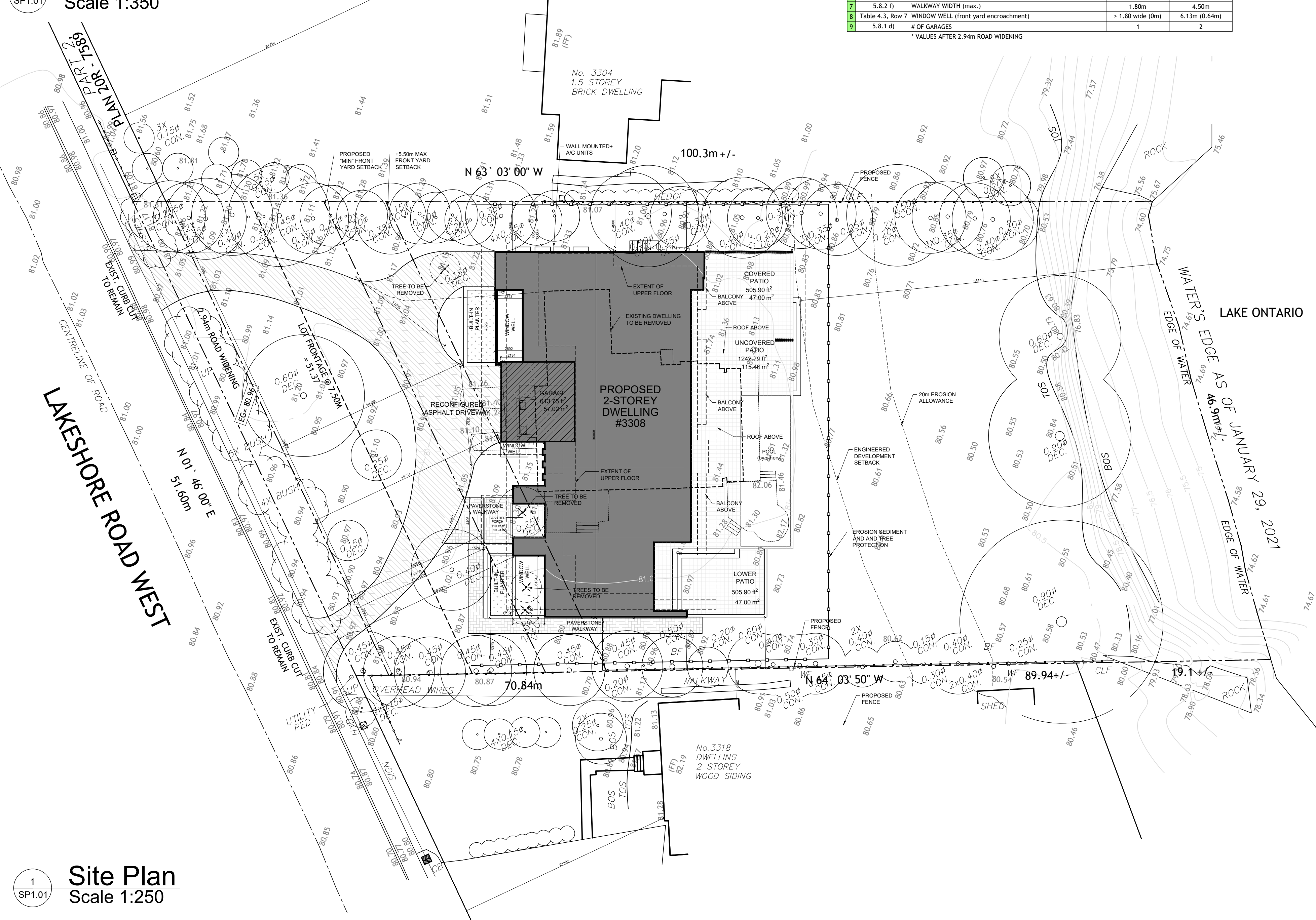
	For detached dwellings on lots having greater than or equal to 12.0 metres in lot frontage, the maximum total floor area for a private garage shall be 45.0 square metres.	metres on a lot having a greater than or equal to 12.0 metres in lot frontage.
6.	Section 5.8.2 c) iii) The maximum permitted width for a single driveway shall be 9.0 metres for a lot having a lot frontage equal to or greater than 18.0 metres.	To permit a maximum width for a single driveway of 11.08 metres for a lot having a lot frontage equal to or greater than 18.0 metres.
7.	Section 5.8.2 f) The maximum width of the walkway access at the point of attachment shall be 1.8 metres.	To permit a maximum width of the walkway access at the point of attachment of 4.5 metres.
8.	Table 4.3, Row 7 Window wells with a maximum width of 1.8 metres are permitted to encroach a maximum of 0.6 metres into a minimum yard.	To permit the window well with a maximum width of 6.13m to project a maximum of 0.65m into a minimum yard.
9.	Section 5.8.1 d) A maximum of one attached private garage per dwelling shall be permitted.	To permit a maximum of two attached private garages per dwelling.



Main Wall Proportionality

Scale 1:350

2
SP1.01



Site Plan

Scale 1:250

1
SP1.01

By-Law	Zoning Regulations - RL2-0	REQUIRED	PROPOSED
	* Lot Area	836m ²	4206.60m ²
	* LOT FRONTAGE	22.50m	51.37m
1	6.4.3 a) * FRONT YARD SETBACK (min)	22.86m	14.05m
	* FRONT YARD SETBACK (max)	27.86m	19.55m
	REAR YARD SETBACK	7.50m	35.14m
	SIDE YARD SETBACK (south)	1.20m	5.06m
	SIDE YARD SETBACK (north)	1.20m	4.96m
2	6.4.4 a) MAIN WALL PROPORTIONALITY	50%	26.91%
	PARKING SPACES	2	2
		ALLOWABLE	PROPOSED
	* FLOOR AREA RATIO	29% (1219.91m ²)	21.66% (911.34m ²)
	* LOT COVERAGE	25% (1051.65m ²)	22.65% (952.59m ²)
	DWELLING HEIGHT	9.00m	9.00m
3	6.4.5 BALCONY (above first floor)	not permitted	3 proposed
	SKYLIGHTS (max. roof area)	5%	1.89%
4	5.8.7 c) GARAGE PROJECTION (beyond main wall)	1.50m	2.13m
5	5.8.6 b) TOTAL GARAGE AREA (combined)	45m ²	57.02m ²
	* DRIVEWAY COVERAGE (front yard)	50% (564.97m ²)	28.28% (316.76m ²)
6	5.8.2 c) iii) DRIVEWAY WIDTH	9.00m	11.08m
7	5.8.2 f) WALKWAY WIDTH (max.)	1.80m	4.50m
8	Table 4.3, Row 7 WINDOW WELL (front yard encroachment)	> 1.80 wide (0m)	6.13m (0.64m)
9	5.8.1 d) # OF GARAGES	1	2

* VALUES AFTER 2.94m ROAD WIDENING

NOTE:
ALL DIMENSIONS SHOWN IN
MILLIMETERS UNLESS NOTED
OTHERWISE

BUILDING
GARAGE
PORCH/ PATIO
DRIVEWAY
WALKWAY
LANDSCAPE



DO NOT SCALE DRAWINGS

Note:
1) Contractor to check all dimensions, specifications, ect on site and shall be responsible for reporting any discrepancy to the engineer and/ or designer.
2) These plans are to remain and the property of the designer and must be returned upon request. These plans must not be used in any other location without the written approval of the designer.
3) All works to be in accordance with the Ontario Building Code.

DESIGN
STUDIO
smp

Drawing Submissions:	
Date:	Type:
July 21, 2025	Planning

3308 Lakeshore Road W
Oakville, Ontario, L6L 6S6

Reviewed By JT
Drawn By SS

Page
SP1.01

Site Plan

3308 Lakeshore Rd W Oakville, Ontario

Project Description: - New Dwelling

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DESIGN
STUDIO

smpl

Drawing Submissions:	
Date:	Type:
June 27, 2025	Planning
July 03, 2025	Planning R1

3308 Lakeshore Road W
Oakville, Ontario, L6L 6S6

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Drawn By	SS
Page	A0.01

Cover Page



Square Footage:

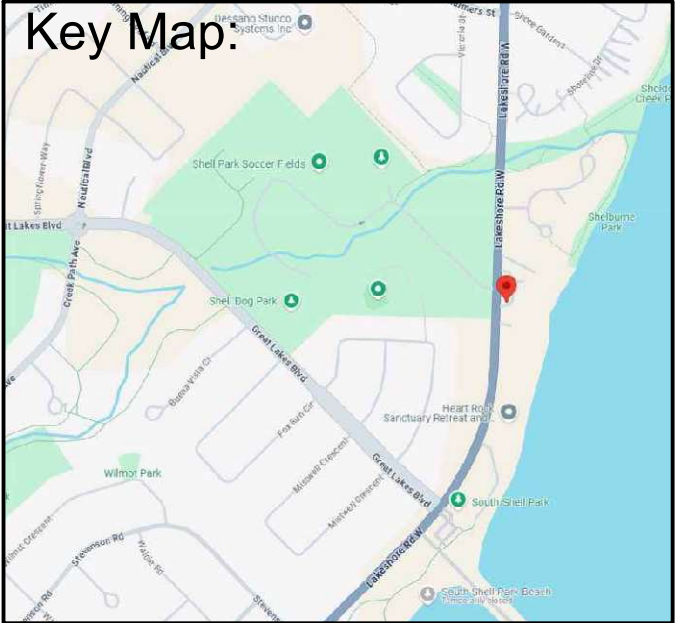
Basement	7023.69 ft ²	652.52 m ²
Main	5619.31 ft ²	522.05 m ²
Second	4190.30 ft ²	389.29 m ²
Garage	613.75 ft ²	57.02 m ²

Architectural Design Firm: SMPL Design Studio

Address: 15 Colbourne St,
Hamilton, Ontario

Postal: L8R 2G2

Phone: 905-529-7675



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smpl DESIGN STUDIO

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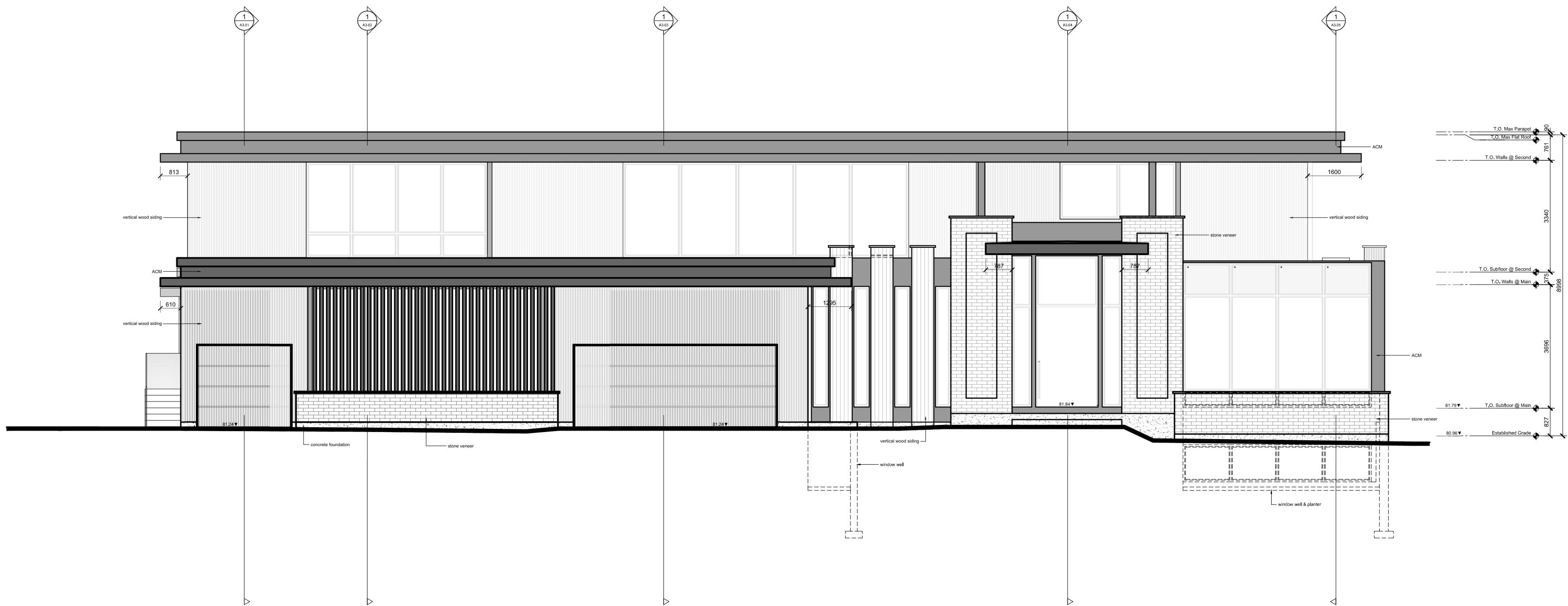
Date:	Type:
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Page
A2.01

Elevations



1
A2.01

Front Elevation
Scale 1:100

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Drawing Submissions:

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July 03, 2025	Planning R1

3308 Lakeshore Road W
Oakville, Ontario, L6L 6S6

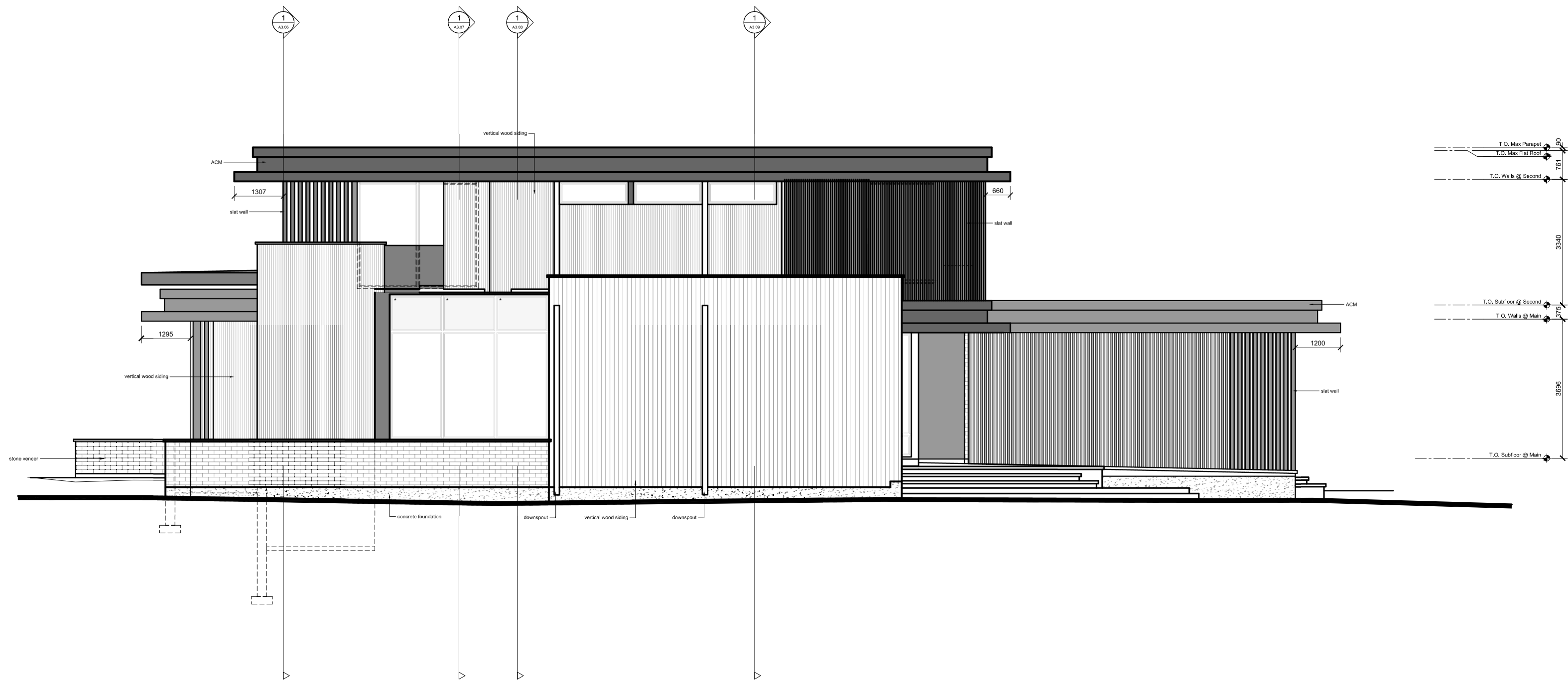
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Page

A2.02

Elevations



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Date:	Type:
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3308 Lakeshore Road W
Oakville, Ontario, L6L 6S6

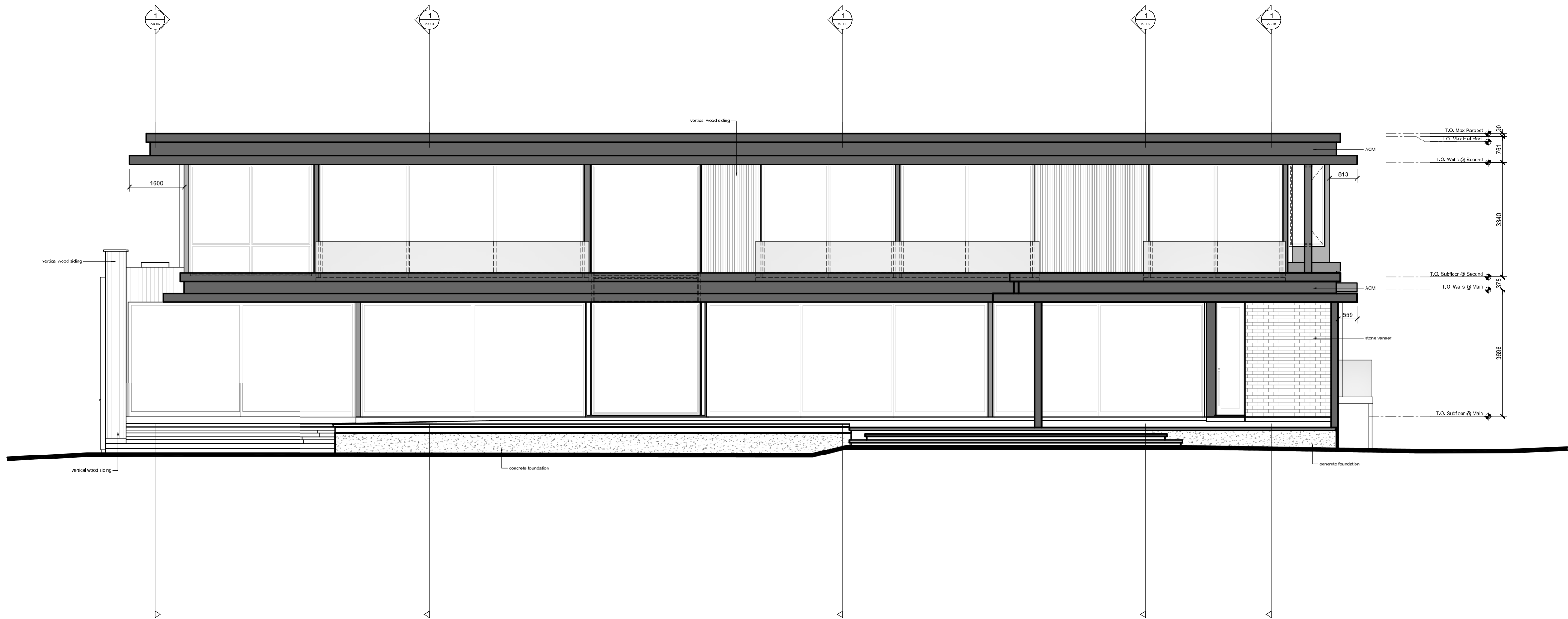
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A2.03

Elevations



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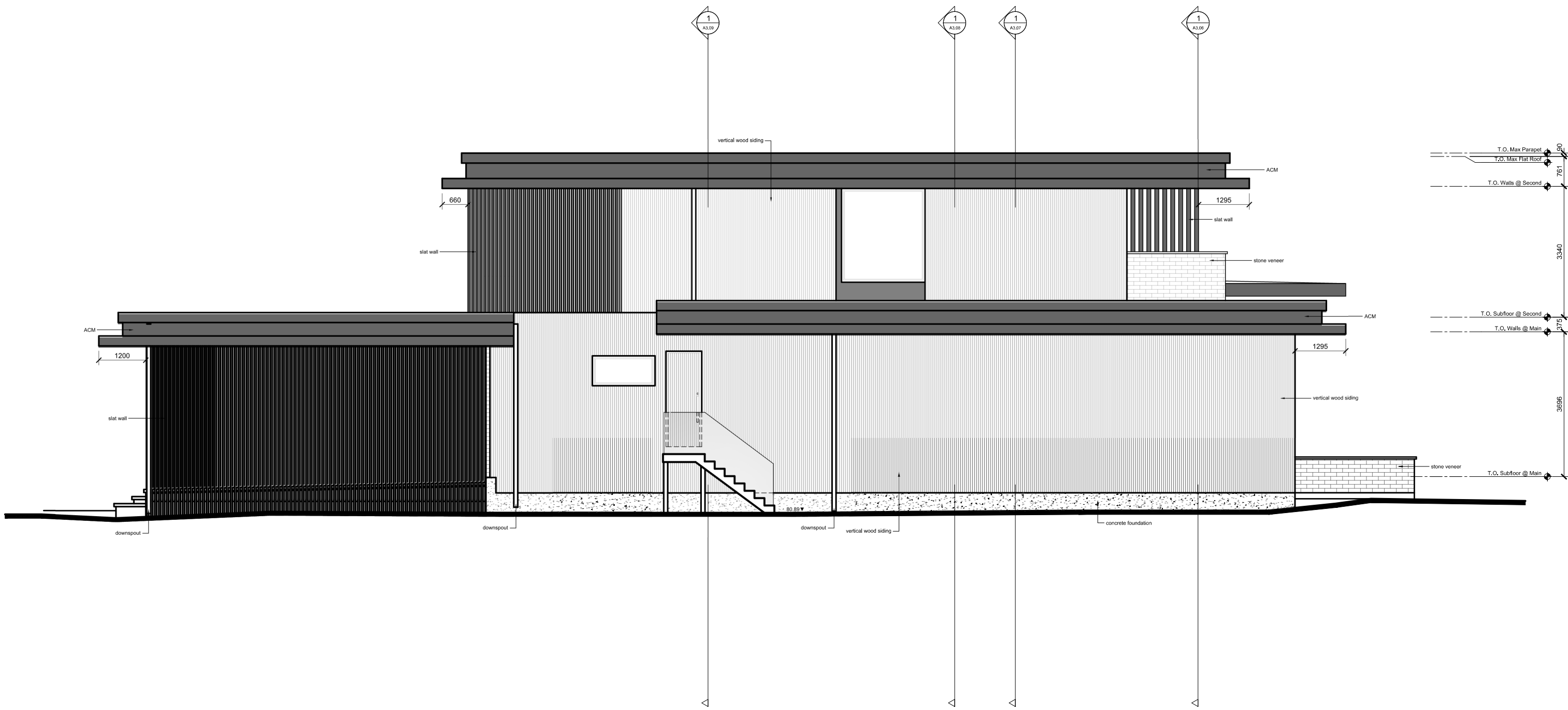
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June 27, 2025	Planning
July 03, 2025	Planning R1

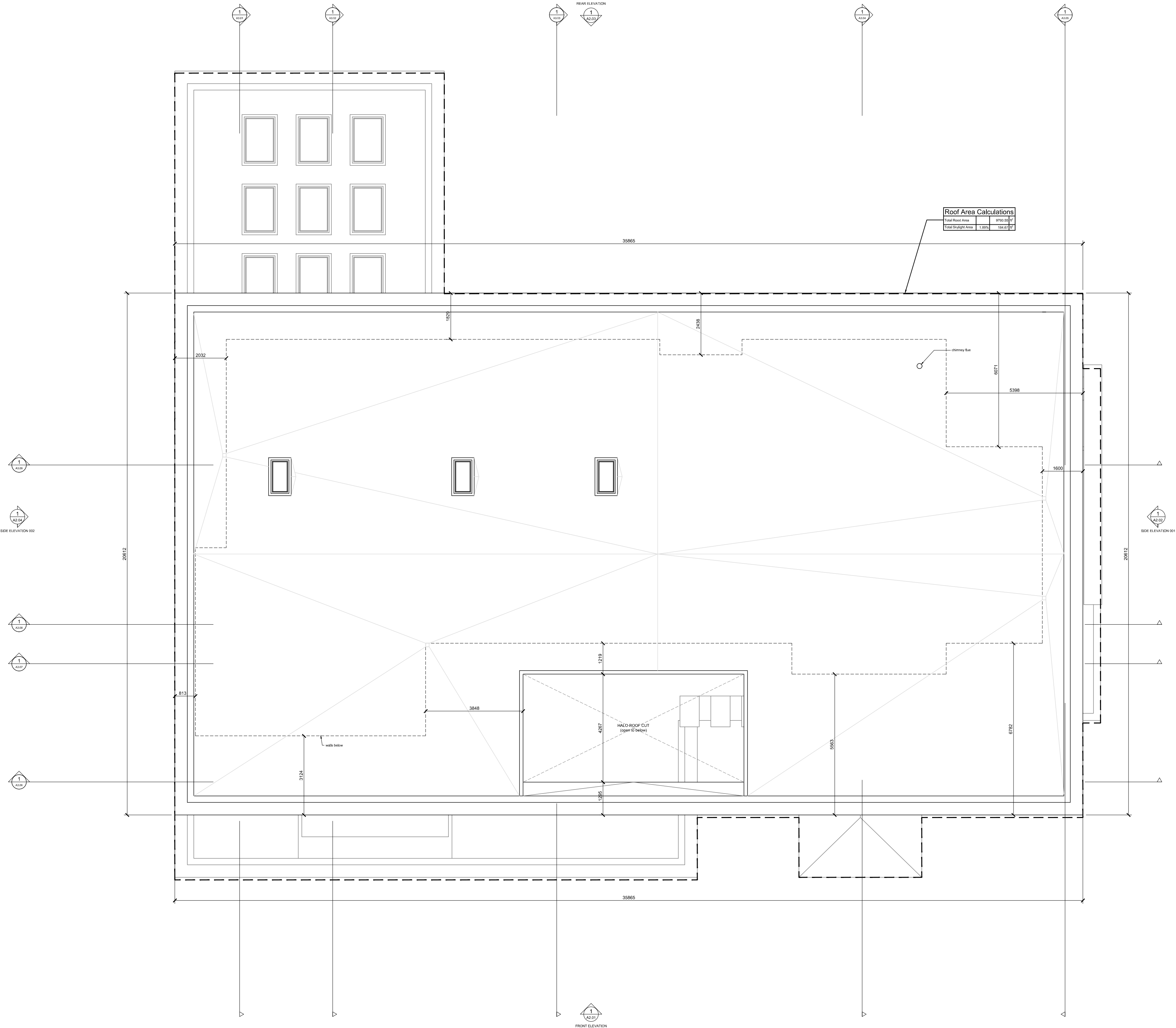
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A2.04

Elevations





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Page
A1.05

Roof Plan

Schedule “A”

Section 10 Minor Variance Application – Summary List of Required Variances

Property Location: 3308 Lakeshore Road West

Zoning of property: RL3-0, Residential

Variance Request:

Under Section 45(1) of the *Planning Act*, the applicant is requesting the Committee of Adjustment to authorize a minor variance to permit the construction of a two-storey detached dwelling on the subject property proposing the following variances to Zoning By-law 2014-14:

No.	Current	Proposed
1.	Section 6.4.3 a) The minimum front yard on all lots shall be the yard legally existing on the effective date of this By-law less 1.0 metre (Existing 23.86 m – 1.0 m = 22.86 m minimum).	To permit a minimum front yard of 14.05 metres.
2.	Section 6.4.4 a) A minimum of 50% of the length of all main walls oriented toward the front lot line shall be located within the area on the lot defined by the minimum and maximum front yards.	To permit a main wall proportion of 26.91%.
3.	Section 6.4.5 Balconies and uncovered platforms are prohibited above the floor level of the first storey on any lot in the -0 Suffix Zone.	To permit three balconies above the floor level of the first storey, each with a total balcony projection beyond the main wall of 0.86 m.
4.	Section 5.8.7 c) An attached private garage shall not project more than 1.5 metres from the face of the longest portion of the main wall containing residential floor area that is on the first floor of the dwelling orientated toward the front lot line or flankage lot line.	To permit the attached private garage to project not more than 2.13 metres from the face of the longest portion of the main wall containing residential floor area that is on the first floor of the dwelling oriented towards the front lot line.
5.	Section 5.8.6 b)	To permit the maximum floor area for the private garage to be 57.02 square

	For detached dwellings on lots having greater than or equal to 12.0 metres in lot frontage, the maximum total floor area for a private garage shall be 45.0 square metres.	metres on a lot having a greater than or equal to 12.0 metres in lot frontage.
6.	Section 5.8.2 c) iii) The maximum width for a single driveway and the combined maximum width where more than one driveway is permitted shall be 9.0 metres for a lot having a lot frontage equal to or greater than 18.0 metres.	To permit a maximum width for a single driveway and the combined maximum width where more than one driveway of 18.21 metres for a lot having a lot frontage equal to or greater than 18.0 metres.
7.	Section 5.8.2 f) The maximum width of the walkway access at the point of attachment shall be 1.8 metres.	To permit a maximum width of the walkway access at the point of attachment of 4.5 metres.
8.	Table 4.3, Row 7 Window wells with a maximum width of 1.8 metres are permitted to encroach a maximum of 0.6 metres into a minimum yard.	To permit the window well with a maximum width of 6.4m to project a maximum of 0.65m into a minimum yard.
9.	Section 5.8.1 d) A maximum of one attached private garage per dwelling shall be permitted.	To permit a maximum of two attached private garages per dwelling.