

## Development Permit Area M2 – Claymore Road

<b>Category:</b>	F – Multi-family Residential
<b>Area:</b>	Development Permit Area No. M2, as shown on map ‘Schedule No. 2.3’, includes multi-family residential properties located along the eastern end of Claymore Road.
<b>Justification:</b>	<p>The successful integration of multi-family residential uses into the neighbourhoods of the Town requires that they match the scale of adjoining residential areas, while providing some landscape buffering towards adjacent properties, without creating an enclave that separates the buildings from the surrounding community.</p> <p>The objective of the development permit is to ensure that any additional development be at a scale and size to complement both the generous layout of adjacent single-family residential areas and to ensure compliance with the greenbelt objectives of the Plan for areas to the south west.</p>
<b>Guidelines:</b>	<p>Development Permits issued for this area shall be in accordance with the following general guidelines:</p> <ol style="list-style-type: none"> <li>1. Developments shall be at a scale to complement the residential subdivisions to the north and east, while accommodating the need for a transition area to the greenbelt land along the municipal boundary.</li> <li>2. The shape of developments shall avoid massive building components in favour of more intimate clustered designs. Such designs could include varied rooflines, ground floor access to individual units, courtyards and landscaping that stress the human scale of buildings and site improvements.</li> <li>3. Parking facilities shall be integrated with the site landscaping and buffered from adjoining parcels and buildings on site through the use of trees, shrubs and screens. Smaller clusters are preferable.</li> <li>4. Developments shall not separate themselves from the surrounding community by containing the dwellings within walled or fenced enclaves with centralized and/or controlled access points.</li> <li>5. Developments must create a humanized streetscape that is pedestrian-friendly. Garages should not dominate the streetscape or building façade and should avoid excessive protrusion beyond the front line of the building. Where possible, driveways should be a single car width at their point of intersection with the internal roadway and any sidewalk.</li> </ol>

	<p>6. Where developments involve more than one building or multiple dwelling components, unit designs that appear repetitive or monotonous should be avoided in favour of a variety of different unit designs that exhibit harmonious architectural features.</p>
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