

Development Permit Area M3 – Multi-family Residential

Category:	F – Multi-family Residential
Area:	Development Permit Area No. M3, as shown on map ‘Schedule No. 2.3’, includes multiple residential properties located between Arbutus Street and Broom Road in the southwest corner of the Town.
Justification:	<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 and not create “walled” enclaves that attempt to separate the development from the larger community by the use of physical barriers, such as a wall or fence.</p> <p>The objective of the development permit is to ensure that any 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 southwest.</p>
Guidelines:	<p>Development Permits issued for this area shall be in accordance with the following guidelines:</p> <ol style="list-style-type: none"> 1. Developments shall be at a scale to complement the residential subdivisions to the north and west, while accommodating the need for a transition area to the greenbelt land along the municipal boundary. 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. 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. 4. Fences or similar screening shall not separate developments from the neighbouring community.

	<ol style="list-style-type: none"><li data-bbox="527 226 1487 426">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 data-bbox="527 464 1487 592">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.
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