

PART I - INTRODUCTION

SECTION 1: Plan Content

1.1 PART I - INTRODUCTION

is included for information purposes and is not the operative part of this Official Plan.

PART II - THE OFFICIAL PLAN

and Schedules 'A' - LAND USE, 'B' - PLANNING DISTRICTS, 'C' - TRANSPORTATION, 'D' - URBAN SERVICE AREA, 'E' - HERITAGE CONSERVATION AREAS, 'F' - SPECIAL POLICY AREA, 'G' - SITE PLAN CONTROL, 'H' - COMMERCIAL/INDUSTRIAL CATEGORIES 'I' - ENVIRONMENTAL PROTECTION AREAS and 'J' - ROUGE NORTH MANAGEMENT AREA* constitute the operative part of this Official Plan.

APPENDICES

to this Official Plan are included as information.

* 103-116 APPEALED TO THE OMB

SECTION 2: The Context For This Plan

1. INTRODUCTION

This Official Plan contains the policies of the Town of Markham in regard to land use planning and development control. It establishes a framework for growth management within the context of senior government policies and initiatives and Town objectives. This Plan has been prepared and approved in accordance with the requirements of the *Ontario Planning Act*.

Planning policy within Markham is established by Council, through public consultation and within a framework of senior government legislation and requirements. In adopting this Official Plan, and its amendments, Council has regard for the range of circumstances unique to Markham that combine to generate and define the policy options and initiatives appropriate to the Town.

This introduction to the Official Plan identifies significant elements of senior government policy and other circumstances contributing to the context for land use policy-making and implementation in Markham.

This Introduction may incorporate references to senior government initiatives that are more current than this Official Plan.

1.1 Town of Markham Official Plan

The first Official Plan for the Town, following its incorporation within the Regional Municipality of York in 1971, was adopted in 1976 and substantially approved in 1978. In the years following the incorporation of the Town and adoption of that Plan, Markham experienced substantial growth, the population tripling in the 15 years prior to 1986.

In 1985 the Town began a review of the Official Plan, focusing on essential revisions not already achieved through ongoing amendments, to address the continuing demands of managing growth and the evolving policy context.

Following this review, the Official Plan (Revised 1987) was adopted and substantially approved in 1993. A first Office Consolidation of the Plan was published in that year. Since that date the Plan has been further amended through the introduction of broad Town-wide policies, site specific amendments and the incorporation of a substantial number of Secondary Plans.

1.2 This Office Consolidation

This consolidation of the Official Plan (Revised 1987) as amended, incorporates the provisions of amendments to the Plan as identified in Section 1.1.2 of the Plan. These include:

- **15*** amendments introducing general Town-wide policies, relating to growth management, financial considerations of growth, natural features, housing, industrial and commercial development, parkland, **funeral homes, places of worship, community improvement areas, Rouge North Management, the Oak Ridges Moraine*** and technical refinements to the provisions of this Plan;
- **19*** amendments incorporating new Secondary Plan, 12 of which deal with lands in the urban expansion are identified in Amendment No. 5 to this Plan, and,
- **104*** amendments introducing site specific refinements to the designations or policies of this Plan, including amendments to the Secondary Plans forming part of the Plan (Refer to Section 4.1, below).

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2. SENIOR GOVERNMENT

2.1 Government of Canada

Generally, the effect of Federal policy and legislation is indirect on municipal land use planning. Federal policies such as those relating to transfer payments, taxation, foreign investment, immigration or to direct investment in programs and infrastructure may all influence decisions made of individuals or corporate bodies that may ultimately affect land use activity within Markham. Federal land ownership and controls on transportation and telecommunications activities may have a more apparent impact regarding municipal land use policy.

2.1.1 Federal Lands for a Possible Future Airport at Pickering

The Federal Government owns approximately 1900 ha of land in northeast Markham, acquired in the early 1970's as part of the 7350 ha holding for a possible future airport at Pickering. This ownership represents approximately 24% of the presently undeveloped, rural land in the Town and in terms of use is subject to policies set by the Federal Government. Although this Plan establishes policies currently designating the majority of these lands for agricultural use any Federal Government decision to proceed with an airport or to use all or a portion of the lands for other purposes could supersede the provisions of this Plan.

On August 1, 2001, the Order declaring the entire Federal holding, including the portion in Markham to be an airport site was signed. The Order appeared in the Canada Gazette, Part II on August 15, 2001. The Greater Toronto Airports Authority has also been asked to conduct, on behalf of Transport Canada, interim planning which is required before the Government decides whether or not to proceed with an airport on the Pickering Airport Site. The GTAA released a draft Master Plan for an airport on the Pickering Airport Site in November 2004. The Town continues to support consultation with the Federal Government and the Greater Toronto Airports Authority in regard to any decisions relating to a possible future airport on the Pickering Airport Site.

2.1.2 Federal Airport Zoning Regulations

Lands surrounding Buttonville Airport, located at Highway 404 and 16th Avenue are subject to Federal Zoning Regulations established under the *Aeronautics Act* in 1988. These regulations restrict the introduction of certain land uses and establish limits on building height. Applicants for development approval are required to demonstrate compliance with the regulations. Virtually all of the lands subject to these regulations are developed or approved for development with urban uses by this Plan.

In July, 1998 the Minister of Transport announced the Government's intention to designate the federal lands in northeast Markham as part of a site for a possible future airport at Pickering. On August 1, 2001, the Order declaring these lands to be an airport site was signed and appeared in the Canada Gazette, Part II on August 15, 2001. The Pickering Airport Site

Zoning Regulations were approved by the Privy Council in September 2004, and published in the Canada Gazette Part II on October 20, 2004. The Regulations took effect in September 2005 and have been placed on the title of affected lands within the Town.

2.1.3 Rail Corridors

There are four rail corridors passing through Markham, two under the jurisdiction of CN, one owned by GO Transit and one owned by CPR. Railway companies, properties and structures are subject to federal legislation, including the *Railway Safety Act*, the *Canada Transportation Act* and legislation specific to the railway companies, which supersedes the provisions of this Plan. GO Transit currently operates commuter rail service on two of these lines accessible from several stations located within Markham.

This circumstance is recognized in implementing the policies of this Plan and reflected in the need for Markham, the railway owners/operators and the Federal Government to work cooperatively to coordinate infrastructure improvements and the review of development applications on adjacent lands.

This Plan identifies a general intent to achieve improvements, including grade separations, where rail lines intersect with roads under the jurisdiction of the Town, York Region and the City of Toronto.

2.1.4 Telecommunications

Telecommunications are regulated through a range of Federal legislation, including the *Radio Communication Act*; approvals relating to telecommunications facilities are generally coordinated through Industry Canada.

Generally, the Town works with service providers who require approvals in compliance with Federal regulations, to also have regard for Town policies and standard approval requirements. In this circumstance the Town seeks to work on a cooperative basis with service providers and the Federal Government to ensure that the establishment of telecommunication facilities is appropriate and beneficial to all concerned, and does not impact negatively on uses in the surrounding community.

2.2 Province of Ontario

As with the Federal Government, Provincial legislation generates many indirect influences on land use planning at the municipal level. Municipal government itself is established through Provincial legislation, as are the responsibilities and powers allocated to a municipal corporation.

The Province of Ontario also has a significant direct impact on land use, through its legislative authority and in Markham, through land ownership and control over utility corridors and public highways.

2.2.1 Planning Act

The most direct control exerted by the Province in regard to land use planning and policy is through the *Planning Act* which defines the authority that a municipality may or must employ in land use planning matters.

The *Planning Act* is designed to work in concert with a wide range of other Provincial legislation that may affect municipal government (e.g. the *Municipal Act*) or land use (e.g. the *Environmental Assessment Act*), including the hierarchy of local government authority, established in Markham's case, through the *Region of York Act*.

Under the *Planning Act* provision is made for specific types of Provincial authority to also be exercised. Several of these are significant for Markham.

2.2.2 Provincial Policy Statement

The current Provincial Policy Statement, issued under Section 3 of the *Planning Act* came into effect on March 1, 2005. The *Planning Act* requires that any decisions relating to planning matters "shall be consistent with" policy statements issued under the Act.

The Policy Statement provides principles and policy direction on matters of Provincial interest relating to land use planning and development, including building strong communities (including managing and directing land use to achieve efficient development and land use patterns) wise use and management of resources (including heritage, water, agriculture and resources) and protecting public health and safety (including natural and human-made hazards). Local and regional municipalities are to act in accordance with the Policy Statement in preparing and implementing their planning policies.

2.2.3 Provincial Plans

At the time of the preparation of this Official Plan Consolidation (July 2005), there were several provincial plans in effect (such as the Parkway Belt West Plan, Oak Ridges Moraine Conservation Plan, and the Greenbelt Plan) or taking place such as a new draft Growth Plan for the Greater Golden Horseshoe.

Parkway Belt West Plan

The Parkway Belt West Plan was established under the provisions of The *Parkway Belt Planning and Development Act*, 1973. The area for which the Parkway Belt West Plan applies to was established by Ontario Regulation 472/73, as amended. The Parkway Belt West Plan is still in effect within the Town for those lands zoned by the Minister's Zoning Order.

Oak Ridges Moraine Conservation Plan

On December 14, 2001 the Province of Ontario passed the *Oak Ridges Moraine Conservation Act*, S.O. 2001, c.31. On April 22, 2002 Ontario Regulation 140/02 – the Oak Ridges Moraine Conservation Plan, was filed under the *Oak Ridges Moraine Conservation Act*, 2001, which established a policy framework for protection of the ecological integrity of the Oak Ridges Moraine. The Oak Ridges Moraine is located along portions of the northern boundary of the Town. The Town has since implemented the requirements of the Oak Ridges Moraine

Conservation Plan through an Official Plan Amendment establishing an 'Oak Ridges Moraine Planning District and Secondary Plan, and through an Implementing Zoning By-law.

Greenbelt Plan

Bill 135 – The *Greenbelt Act*, 2005 provides authority for the Province to establish the Greenbelt Area and the Greenbelt Plan. The Greenbelt Plan builds on the provincial Niagara Escarpment Plan and Oak Ridges Moraine Conservation Plan and provides for permanent agricultural and environmental protection and a wide range of recreation and tourism and cultural heritage opportunities within the concept of protecting countryside. The Greenbelt Plan was released on February 2005. The Greenbelt lands in Markham include a significant portion of eastern Markham, the Little Rouge Creek corridor and portions of the major tributaries of the Rouge River. The *Greenbelt Act* requires that the Town shall undertake an Official Plan Amendment conformity process to implement the Greenbelt Plan in accordance with the timelines established by the Act.

Growth Plan for the Greater Golden Horseshoe

Bill 136 – *Places to Grow Act*, 2005 provides authority for the Province to establish Growth Plan Areas and Growth Plans. The draft Growth Plan for the Greater Golden Horseshoe builds on the provincial Planning Act Reform and the Greenbelt Plan initiatives to address common growth management planning interests across Greater Golden Horseshoe. The draft Growth Plan establishes criteria and a process for the development of sub-area growth strategies to address common policy issues beyond municipal boundaries. Once approved, the Growth Plan requires that the Town shall undertake an Official Plan Amendment conformity process to implement the Growth Plan in accordance with the timelines set out by the Growth Plan.

2.2.4 Provincial Zoning Orders

The *Planning Act* authorizes the Minister responsible for its implementation to establish a Minister's Zoning Order, to permit or to restrict land use, in a manner similar to the establishment of zoning by-laws by a municipal Council. Two provincial zoning orders currently apply to lands in Markham.

The Minister's Zoning Order - Airport

This Order (Ontario Regulation 104/72) applies to certain lands in Markham, generally west and south of the Federal land holding for a possible future airport (refer to Section 2.1.1, above). The Zoning Order was introduced in 1972 to control land use around the Federal land holding.

The Provincial Policy Statement (2005) (refer to Section 2.2.2 above) identifies that restrictions on land use apply in regard to Noise Exposure Forecasts identified. Pursuant to the Policy Statement further restrictions may be incorporated into this Plan.

The designated area of this Order has been reduced from time to time since its introduction, and it is anticipated that following the enactment of Federal Zoning Regulations for the Pickering Airport Site, the Minister's Zoning Order will be removed.

Minister's Zoning Order – Parkway Belt West

The second Zoning Order (Ontario Regulation 473/73) relates to certain lands in south-central Markham forming part of the designated area of the Parkway Belt West Plan, approved by the Province in 1978 under the *Ontario Planning and Development Act*. The provisions of the Parkway Belt West Plan are recognized in this Plan through the Parkway Belt West designation.

Most of the lands within the designated area of the Parkway Belt West Plan and the Minister's Zoning Order have been acquired by the Province for highway or hydro corridor uses. Some lands are still in private ownership, and others are owned by other public authorities.

The use of these lands is governed in the first instance by the Parkway Belt West Plan and the Minister's Zoning Order.

2.2.5 Provincial Lands

The Province, like the Federal Government, owns a substantial amount of land in Markham. Lands held by the Province in southeast Markham currently amount to approximately 975 ha., about 12% of the land outside the urban area in the Town.

At the time of this Consolidation, the Greenbelt Plan proposes to provide permanent protection to the majority of these lands for agricultural and environmental uses.

2.2.6 Hydro Electric Power Facilities

Two principal hydro corridors owned by the Province extend through Markham intersecting at the major transformer facility adjacent to Highway 407, west of Warden Avenue. The major east-west corridor located largely within the Parkway Belt West is planned to carry two 500 kv and two 230 kv transmission lines west of the transformer facility. Three 500 kv and two 230 kv lines are planned to extend east of the transformer facility. The north-south corridor located primarily in Concession 4 extends from Steeles Avenue to the northern Town limit. These corridors and transmission facilities are subject to Provincial requirements and must be accommodated in the implementation of this Plan.

At the time of this Consolidation, the Parkway Transformer Station on 14th Avenue west of Warden Avenue had been approved and was under construction.

2.2.7 Provincial Highways

The number of Provincial Highways in Markham has been reduced as the result of transfer of jurisdiction for certain highways to York Region. Highway 7, west of McCowan Road, Highway 11 (Yonge Street) and Highway 48 (Markham Road) south of Highway 407 have been transferred to the Region. The principal highways remaining under Provincial control are the northern portion of Highway 48, Highway 7 east of McCowan Road and Highway 404, a limited access Freeway. Highway 407 a toll Freeway is in operation between the western and eastern limits. Highway 407, as constructed, and currently operating, was sold by the Province to a privately operated company in 1999.

2.3 *York Region*

Markham is one of the member, local municipalities forming part of York Region, established by Provincial legislation as an upper-tier municipal corporation in 1971. The Regional Council is comprised of elected representatives from each member municipality, including Markham, and has been given authority for certain planning approvals and infrastructure that affect the Town's planning policies and procedures.

In particular, the Town must comply with the provisions of the Regional Official Plan, in developing and administering some of its own planning policies.

2.3.1 *Regional Official Plan*

The York Region Official Plan was first approved by the Province in October, 1994 and has been subject to a further series of subsequent approvals for specific parts of the Plan since that time.

The Plan establishes a vision for the Regional planning area which extends over more than 1750 square kilometers and has a planned population of 1.28 million by 2026.

The Regional Official Plan establishes growth forecasts for population and employment for the Town and a boundary for those lands within the Town intended for urban development. The Plan incorporates general policies regarding the designation and use of lands within and beyond the urban boundary. Policies relating to the development in centres and corridors are particularly significant in regard to managing growth. The Plan also identifies the system of major roads under the jurisdiction of the Region, which are subject to Regional requirements and restrictions and establishes a regional-scale policy framework for the provision of those municipal services, including transit, over which the Region has authority.

2.3.2 *Approval Authority for Planning Matters*

Under Provincial legislation York Region functions as the approval authority for the Town. However, authority in regard to certain matters has been further delegated by the Region to the Town. The Region retains authority over Official Plan matters of regional significance, but has established a process to exempt amendments of local significance from Regional approval. The Region has also delegated authority for approval of plans of subdivision, land severance and condominium, to the Town. Other planning approvals including zoning, site plan control, and part lot control exemptions are within the Town's authority.

The Region functions as a commenting agency on certain of these approvals, in instances where they may relate to a matter of Regional jurisdiction.

2.3.3 *Regional Roads and Servicing Infrastructure*

Most of the principal concession roads within the Town are under the jurisdiction of York Region, as are several highways formerly controlled by the Province (refer to Section 2.2.6

above and to Schedule 'C' - TRANSPORTATION of this Plan). The Region is responsible for the design and operation of these roads and has the authority to control the design and location of intersecting roads and driveways, transit routes and facilities, and streetscape facilities and may comment in regard to uses and buildings on adjoining lands.

York Region has authority over the allocation of water and sewage treatment capacity to its member municipalities, and constructs the major distribution facilities for these services. Markham works on a cooperative basis with the Region and the development industry to achieve the required staging of construction and financing for this infrastructure which is essential to accommodate continued growth.

In a similar manner the Town works with developers and service providers to ensure that other required utilities are available on a timely basis.

3. OTHER CONTEXTUAL FACTORS

3.1. Growth and the Economy

Markham has historically been a rapidly growing municipality, in terms of both population and employment. In the 20 years following its incorporation in 1971 Markham's population increased fourfold and its employment grew by more than 600%.

In the subsequent 30 years to 2021, the Town's population and employment are projected to double again, consistent with the intent of the Region's Official Plan. The provisions of this Plan have been established and refined to manage and direct sustained growth, and will continue to evolve to perform these functions.

It is recognized however, that growth is a function of the economy, which is subject to a myriad of influences that continually vary and over which the Town may have little control. Increasingly, decisions influencing land development reflect economic circumstances at the regional, national, North American and global levels. Markham must operate within these evolving circumstances, some of which may be addressed through the policies of this Plan, and some of which may not.

3.2 Natural Environment

3.2.1 Toronto and Region Conservation Authority

Under authority granted by the Province, through the *Conservation Authorities Act*, the Toronto and Region Conservation Authority develops and implements watershed strategies and plans, policies, programs, regulations and projects to address the natural hazards associated with flooding, erosion and slope instability, as well as greenspace protection and enhancement. The TRCA is also responsible for screening and recommending implementation measures to the Federal Department of Fisheries and Oceans in relation to federal policy for the Management of Fish Habitat and the *Federal Fisheries Act*.

The policies in this Plan take into account the watershed planning initiatives of the TRCA, in particular those of the Valley and Stream Corridor Management Program. Markham participates in several joint programs with the TRCA including the Don Watershed Council and the Screening Zone program for development approvals.

3.2.2 Rouge North Management Plan

The Rouge North Management Plan (RNMP) is a guideline document developed by the Rouge Park Alliance and its north partners (Markham, Richmond Hill, Whitchurch-Stouffville, the TRCA and York Region) to guide the implementation of *Rouge Park North* along the tributaries of the Rouge River watershed from Steeles Avenue to the southern boundary of the Oak Ridges Moraine. The

RNMP outlines the processes and programs for the Rouge Park Alliance partners to implement the common vision in the RNMP of a natural park system along the valley and stream corridors of the Rouge River. The RNMP is multi-jurisdictional and its implementation relies on the cooperative and voluntary efforts of all the Rouge Park Alliance partners.

The final Rouge North Management Plan (2001) has been approved by the Rouge Park Alliance and endorsed in principle as a guideline by the Town of Markham on July 10, 2001.*

3.2.3 *Oak Ridges Moraine*

The Oak Ridges Moraine is located along portions of the northern boundary of the Town. Approximately 3% of the land area within the Town is located on the Oak Ridges Moraine. On December 14, 2001 the Province of Ontario passed the *Oak Ridges Moraine Conservation Act*, S.O. 2001, c.31. On April 22, 2002 Ontario Regulation 140/02 – the Oak Ridges Moraine Conservation Plan, was filed under the *Oak Ridges Moraine Conservation Act*, 2001, which establishes a policy framework for protection of the ecological integrity of the Oak Ridges Moraine. The Town has implemented the requirements of the policy framework through an Official Plan Amendment to this Plan, a Secondary Plan and an implementing Zoning By-law.

3.2.4 *Natural Features Study*

In 1990, Council authorized the preparation of a Natural Features Study to provide the Town with the basis for a comprehensive strategy to address natural features. In 1997, Council adopted Amendment No. 52 to this Plan (Policies to Protect, Enhance and Restore Natural Features) which applies to the lands within the Urban Development Area. It is intended that the Town will review the findings and recommendations of the Natural Features Study as they apply to the rural area and establish policies for the rural area at the appropriate time.

3.3 *Heritage Conservation*

The Town of Markham is very conscious of its past, reflected in the Town motto “Leading While Remembering”. The legacy of heritage buildings and historic areas remaining within the Town is valued and protected. The Town has three Heritage Conservation Districts based on historical villages and one District Study Area, all established under the *Ontario Heritage Act*.

Each of the established Districts has a Heritage Conservation District Plan, adopted by Council, to guide the construction/reconstruction of buildings, and related matters within the District. Development within the Districts is subject to Site Plan Control Approval. The Town also designates individual buildings under the *Heritage Act* and maintains an inventory of all heritage structures. Significant heritage buildings are preserved and restored through the Town’s “Heritage Subdivision”, which was established to accommodate significant buildings that cannot be retained in their historic locations.

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Through Heritage Markham, the Local Architectural Conservation Advisory Committee, the Town pursues the protection, preservation and restoration of heritage buildings, often through adaptive reuse. The Town also maintains several pioneer cemeteries, and Town history is studied and interpreted through the Markham Museum.

As part of the approval of development the Town monitors the presence of archaeological resources and ensures that any resources located are appropriately managed.

3.4 *Design-Based Community Planning*

During the 1990's Markham embraced a community planning philosophy that increased the emphasis on urban design. Principles and concepts supporting this design-based community planning approach were identified in the Design Implementation Guidelines adopted by Council in June, 1996. The guideline document articulates the Town's expectations for the design of residential communities establishing a clear set of urban design principles that provide direction for the development of high quality communities and neighbourhoods. The application of the design principles is intended to result in vibrant, pedestrian friendly neighbourhoods built on the foundation of a clearly articulated and thoughtfully rendered public realm.

To implement these design principles/concepts, requirements for planning and design studies are established through this Plan to guide implementing development approvals.

Key to the design-based community planning approach is the preparation of Community Design Plans. The Community Design Plan generally encompasses three aspects: an Open Space Master Plan, a Comprehensive Streetscape Master Plan, and Built Form Guidelines. The Community Design Plan identifies the design vision and direction for subsequent zoning by-law, subdivision and site planning processes. To complement the Community Design Plan an architectural control process may also be implemented through the approvals processes.

4. IMPLEMENTATION OF THIS PLAN

This Official Plan is implemented through a range of subsidiary approvals provided for under the *Planning Act*, other development-related legislation, and the provisions of this Plan. General provisions relating to implementation are contained in Section 7 of this Plan.

4.1 Secondary Plans

Secondary Plans are policy documents forming part of this Plan, that identify in more detail the policies, requirements and procedures relating to the implementation of Town development policies. A Secondary Plan may incorporate variations in the provisions of this Plan. Secondary Plans are adopted as amendments to this Plan and are generally approved by York Region. **At the time of finalizing this consolidation of the Official Plan (July 2005), there were 28*** statutory Secondary Plans, comprising part of this Plan, each governing certain of the lands within the Town's urban area (refer to Sections 1.1.3a) and c) and Section 9 of this Plan).

Certain non-statutory Secondary Plans, approved by Council prior to the adoption of this Plan in 1987 serve as guidelines regarding continuing development approvals.

4.2 Zoning By-laws

The Town maintains a series of zoning by-laws implementing this Plan, which establish detailed land use permissions and restrictions and development standards, applicable to classes of development at the property level.

Town zoning is superseded where a Minister's Zoning Order (Refer to Section 2.2.3, above) or Airport Zoning Regulations (Refer to Section 2.1.2 above) are in effect. Revisions to zoning are made through by-law amendments approved by Council; minor variances to zoning provisions are granted under the authority of the Town's Committee of Adjustment, which is appointed by Council.

4.3 Subdivision Approval

In greenfield areas, new development is generally guided by Town approval of plans of subdivision, consistent with the provisions of this Plan, Secondary Plans and other governing legislation. Infill development may also be subject to subdivision approval.

The Town's requirements in regard to subdivision approval are secured through agreements with the landowners. Related types of approvals include consents (land severance) dealt with by the Town's Committee of Adjustment, and condominium approval and part lot control exemptions, dealt with by Council.

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4.4 *Site Plan Control Approval*

As authorized by the *Planning Act*, Council has established the Town as an area subject to site plan control approval. The Town has the authority to approve certain details of site development and building elevations and to exempt certain types of development from this approval. Generally, the Town has chosen to require that all non-residential and most multiple-unit residential development projects be subject to site plan control approval. The Town's requirements in regard to site plan control approval are secured through agreements.

4.5 *Design Guidelines*

Markham has established an approach to development approval that is firmly grounded in the consideration of good community and building design. Whether through Community Design Plans (Refer to Section 3.4, above) or design guidelines for various types of development the Town expects and undertakes the purposeful application of sound design principles as part of the process of development approval.

This approach is intended to ensure that the appearance and function of the public realm and adjoining development are of consistently high quality and appropriate design, while ensuring general public safety and enjoyment. Design guidelines, whether applied to new communities, large scale projects or individual buildings, assist in defining how specific elements should be addressed in the review of development proposals.