



TOWNSHIP OF KING

**Schomberg Village Centre Urban Design Guidelines**

*FINAL REPORT - February 2006*

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figure 1.1



figure 1.2

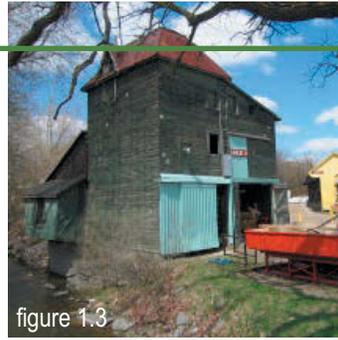


figure 1.3



figure 1.4

The Schomberg River is an important natural point of contact in many locations through-out the village



figure 1.5



figure 1.6

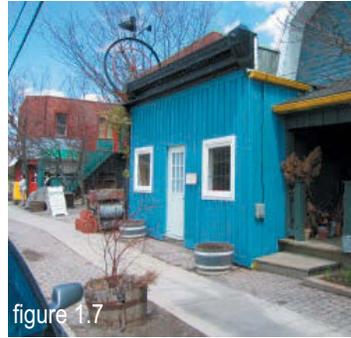


figure 1.7

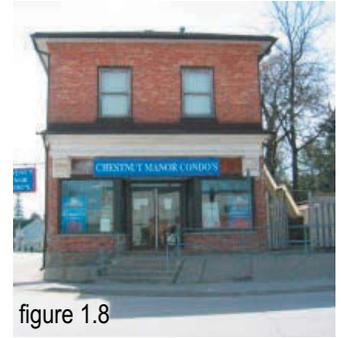


figure 1.8

The village originally started as a retail centre and continues to evolve as an eclectic set of building that fit well together



figure 1.9



figure 1.10



figure 1.11

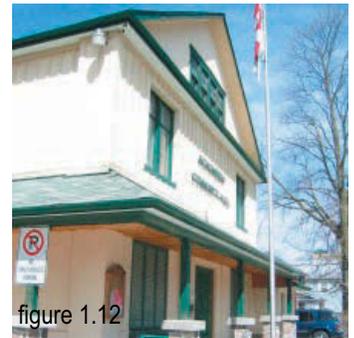


figure 1.12

Housing is still a predominant part of the village

The Church and Community Hall remain as important public meeting places and frame an important entrance to the fairgrounds

# Schomberg - Urban Design Guidelines

## 1.1 Context

Schomberg is a picturesque village nestled within the Schomberg River Valley and located off the main Highways of 27 and 9. This remote location has allowed the village to retain its small scale and unique heritage.

The village of Schomberg is often described by residents as a genuine Canadian small town that displays evidence of how the community has evolved. The general historic ambiance and heritage homes are set in a context of a “real neighbourhood”. This sense of authenticity is an important aspect of the village that residents wish to preserve. The village has changed very little over the last decades, except for the addition of new subdivisions. The preservation of the Dufferin Marsh is a positive aspect of daily life for Schomberg’s residents, providing a natural setting for walking, recreation and enjoying nature.

The residents would like to see Schomberg retained as a working community village that includes everyday uses such as a grocery store, hair dressing, hardware store and speciality food shops like the Butcher and Sheena’s Kitchen. Residents appreciate personal service and have long-term loyalty to the local stores. There used to be a grocery store on Main Street, but it disappeared shortly after the IGA opened on Hwy 27. There is a concern that shops on Main Street are becoming less viable as many services have moved out to the plaza on the highway. Schomberg residents would like to attract more visitors to Main Street however, the village should continue to be a “real” place with places to serve everyday needs.

An objective of the guidelines will be to encourage building forms that will increase retail uses as well as provide opportunities for residents to live and work on the main street while minimizing the loss of continuous at grade retail.

## 1.2 Objectives

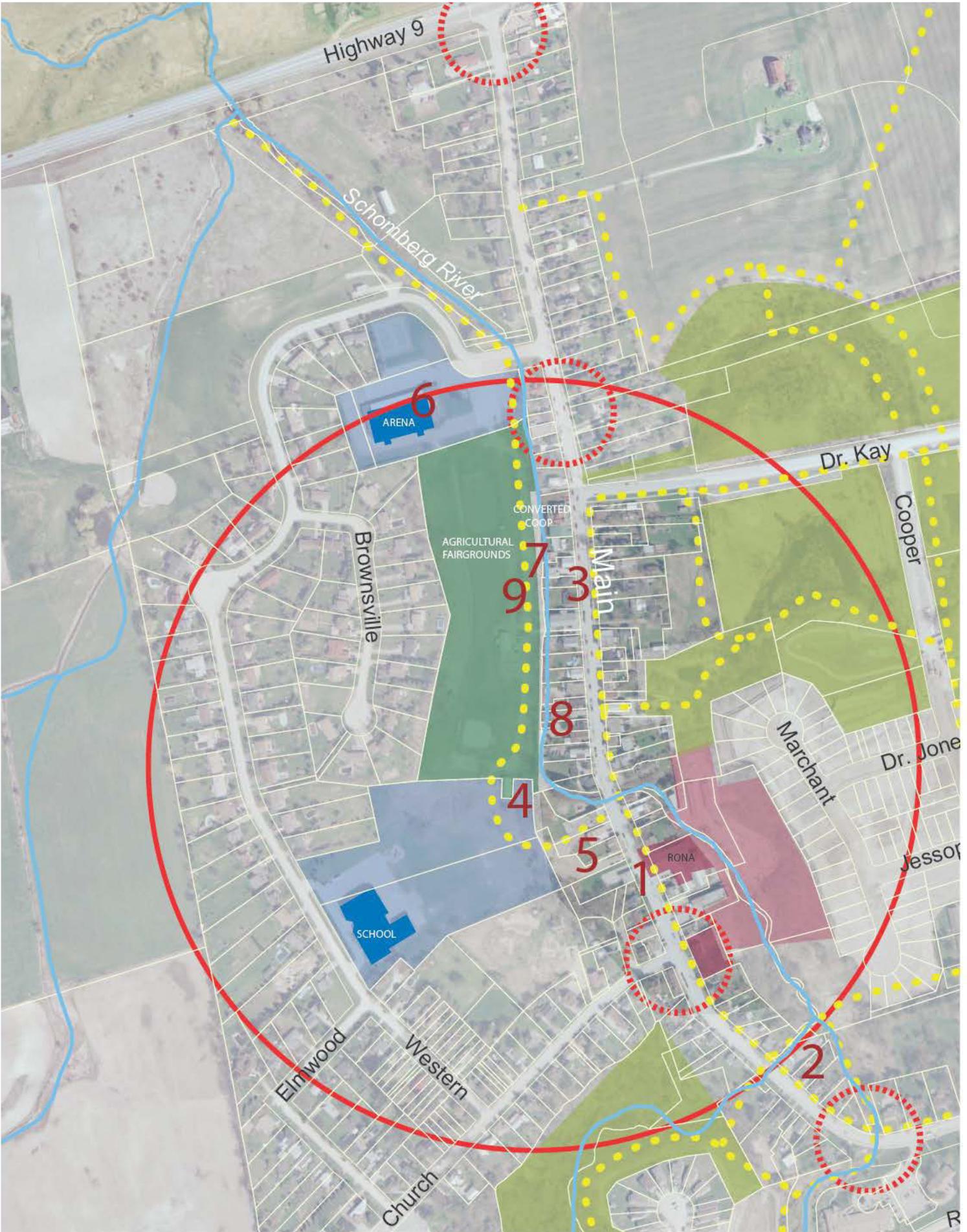
Schomberg’s existing buildings, parks and open spaces already provide a high quality context for the development of the Urban Design Guidelines. The Guidelines therefore must ensure that new development does not compromise the fine grain scale and heritage context of the village. The Guidelines are specifically designed to instruct infill and new development within the village’s historic centre. Contemporary architectural expressions must be carefully considered for their compatibility to the scale, massing and architectural character of existing buildings.

## 1.3 Guiding Principles

This Urban Design Guideline document provides recommended design concepts that aim to advance a high-quality, integrated approach to enhancing and preserving Schomberg’s unique qualities. A fundamental objective for these guidelines is to guide the development and future growth of the area and to ensure that the unique qualities of the area are preserved. The Urban Design Guidelines adhere to the four primary principals outlined below.

1. Affirm Schomberg’s Cultural Legacy
2. Re-define Links to Open Space Areas
3. Foster High-Quality Built Form and Community Design
4. Preserve the Fine Grain Scale and Integrity of The Village

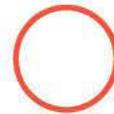
# 1.0 INTRODUCTION





## Legend

- 1 Church and Main Street Gateway
- 2 Bridge Gateway
- 3 Main Street infill and redevelopment sites
- 4 Former Fire Hall and Municipal Parking lot
- 5 Church and Main Street redevelopment opportunity
- 6 Arena open space enhancements
- 7 Main Street streetscape design
- 8 Improved Public Interface at the Schomberg River
- 9 Improved Pedestrian Link from Main St. to Fairgrounds



Five minute walking radius



Village gateways



Institutions



Parks



Open natural spaces



Retail Centres



Potential Longterm Redevelopment Areas



Proposed community trails and links

## 2.0 SCHOMBERG CONTEXT PLAN

# 3.0 ANALYSIS OF EXISTING CONDITIONS

## 3.1.2 street trees

With a narrow right of way and above ground utilities, Main Street cannot sustain street trees. There are, however, opportunities to plant within the existing chicanes, both understorey perennials and small trees. In areas where redevelopment is more significant, opportunities to selectively locate additional landscape elements such as trees and planters should be considered and coordinated with the setback of new buildings to allow for sufficient width between the curb and front building face.



figure 3.1

This section of Main Street is a prime redevelopment opportunity to include a mixed use building with retail at grade and residences above.

4

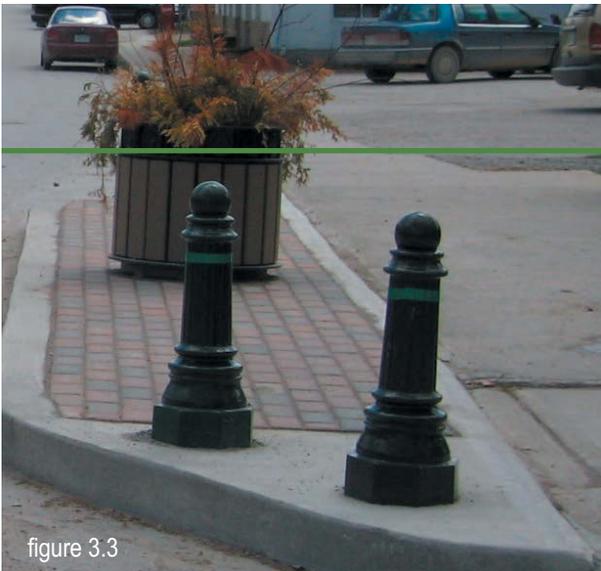


figure 3.3



figure 3.4



figure 3.6

## 3.1.2 fences and low walls

Fences and low walls add interest and character of the village and are often the result of home owners defining their front yards.

The fairgrounds are introduced by a beautiful set of stone gates which should be retained and potentially repeated at other public entrances to the fairground such as at the north end near the arena and at the south end through the existing small parkette.

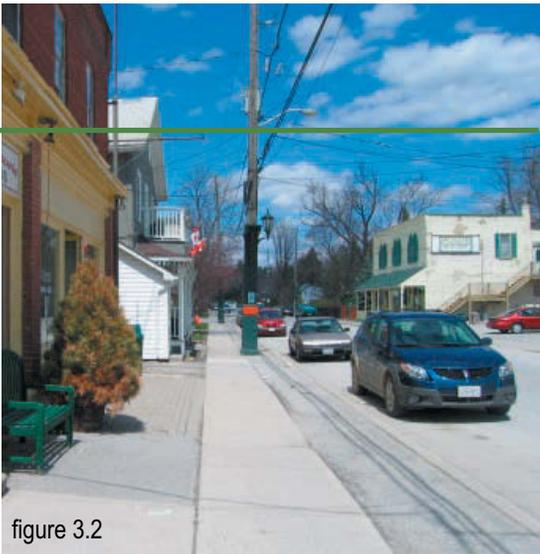


figure 3.2

Where trees are not possible there are areas for enhanced landscape in front of buildings.

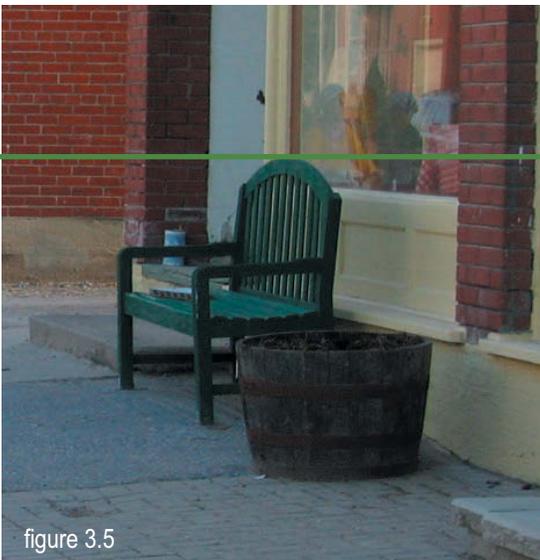


figure 3.5

The following provides a visual analysis of existing open spaces, streetscape and built form conditions in Schomberg. Through a series of open house and workshop discussions with the community of Schomberg and King Township, it was agreed that the existing building fabric of the village is the largest contributor to the unique qualities of the village. The small scale (2-3 storey) buildings with facades right against the street give Schomberg an urban village quality that is much sought after in other places.

The most important urban design consideration is that any new development additions or renovations allow for increased opportunities to include retail and/or public uses at grade to achieve a more vital pedestrian oriented experience of the village as a local resident or visitor. Much of the continuity of the retail street as it exists is interrupted by private dwellings and converted apartments and while these houses have an important place in the village, care should be taken to minimize the number that are located in a row within the central section of Main Street. An active retail street depends on the continuity of shop fronts.

### 3.1.3 site furniture

Benches, bicycle racks, waste receptacles, and lighting should have a standard form throughout Schomberg's Village Centre to unify the area visually, to reduce maintenance and to simplify replacement. A collection of site furniture should be chosen for its durability, its compatibility with the Ontario climate, and its future availability. Canadian-made site furniture should be chosen for ease of distribution and to ensure that it will withstand Canadian winters.

Colours and materials of site furniture should be coordinated as much as possible. Painted finishes should be avoided; the natural colour of materials will enhance Schomberg's character and minimize long term maintenance.



figure 3.7

The Fairgrounds stone gates should be similarly repeated at other Fairground entry points.

## 3.1 EXISTING AND PROPOSED CONDITIONS: STREETSCAPE



figure 3.8

Wide curb cuts undermine sidewalk and pedestrian zones



figure 3.9

The parking area at Dr. Dillane's should be screened at its edges with landscaping

### 3.1.5 public open space

The Dufferin Marsh and the Agricultural Fairgrounds are large and diverse open space amenities for Schomberg residents. Clear signage should be mounted to identify links to the Fairgrounds from Main Street and gateways that are complimentary in design to the stone gateway between the Church and Community Hall.

6 Links to connect the Dufferin Marsh Trail system to the plaza and the Oak Ridges Moraine trail system should be provided to allow residents alternative pedestrian routes to incorporate into their daily routines. These trail connections should be in keeping with the requirements of the Lake Simcoe Region Conservation Authority and the Dufferin Marsh Public Open Space Management Plan to minimize adverse environmental impacts.

There are many opportunities that exist in the village to over look and enjoy views of the surrounding valley (i.e. Dr. Dillane's and the old feed Mill). Wherever possible new development should capitalize on these opportunities through terraces, projecting windows and building orientation. In particular, improvements to the interface of Main Street buildings with the Schomberg River at the Fairgrounds will help in improving both the 'health' and upkeep of the river as well as the rear of the buildings that back onto the river.



figure 3.11

The Dufferin Marsh



figure 3.14



figure 3.15

### 3.1.4 driveway curb cuts



figure 3.10

In Schomberg there are many locations where multiple and wide curb cuts undermine the continuity of the sidewalk. To create a cohesive streetscape, the number and size of curb cuts should be minimized through the use of private laneways or shared driveways. Where possible, driveway access should be paired or consolidated into one, particularly where mixed use, institutional or commercial uses apply.



figure 3.12

The Schomberg River provides a unique natural setting for the village



figure 3.13

A viewing platform provides valley overlook opportunities

7



figure 3.16

Informal pathways allow for access to natural areas with minimal environmental damage



figure 3.17

An improved edge condition between the Fairground and Arena with a new gateway and trees will help

### 3.1.6 parking



figure 3.18

On-street parking along both sides of Main Street creates a convenience for retail establishments as well as a buffer for pedestrians. The new municipal parking lot will further attract the shopping and dining public into the Village Centre into the evening. New surface parking areas should be incorporated behind Main Street buildings. The edges of these parking areas should be well landscaped and buffered from adjacent properties, particularly where houses abut.

## 3.1 EXISTING AND PROPOSED CONDITIONS: STREETSCAPE

### 3.1.7 utility poles

Utility poles in Schomberg are dressed in green casings that try to assimilate a heritage style. These decorative elements are bulky at the sidewalk level and detract from the original design of the street. These utility poles should eventually be buried beneath the sidewalk at such time when financing is available.



figure 3.19

### 3.1.8 commercial signage

Cohesive, well designed and high quality signage can immediately improve the village appearance. Mobile and large amounts of back lit signage should be replaced with signs that have a hand crafted appearance, are easily visible or well integrated with the building façade. Free standing signs should not impede passage of pedestrians

8



figure 3.22



figure 3.23

### 3.1.8 bridges and rivers

Opportunities to provide access and visibility to the Schomberg River should be reinforced through pathways, viewing terraces and the existing village bridges. Existing bridges could be enhanced through additional treatments such as banners, decorative lighting, seating and feature sidewalk paving to create bridges as landmark features in the village.

Bridges and river viewing areas also provide an opportunity to incorporate natural and cultural heritage interpretive elements such as plaques and other commemorative elements.



figure 3.25



figure 3.20



figure 3.21

### 3.1.11 Servicing

All building service areas should be located away from public view at the side or rear of buildings. Garbage and other refuse or recycling should be well screened or house in a discrete enclosure.

Hydro poles create visual 'clutter' that is not complementary to the scale of the village and its narrow main street.

### 3.1.9 street paving

Although Schomberg does not have to adopt traditional traffic calming paving techniques, special paving could be installed to enhance the centre of the Village. Main Street could be paved with brick or concrete unit pavers for the width of the road bed from Dr. Kay to Church Street. This would create a special pedestrian-friendly village core area within the community and provide a special place for traffic free days to host special events such as parades and street markets, and could also be held in conjunction with Fairground events.



figure 3.24

Continuous street paving would unify the image of the village as a single special place.



figure 3.26



figure 3.27

## 3.1 EXISTING AND PROPOSED CONDITIONS: STREETSCAPE

### 3.2.1 commercial building typology

The existing prominent building typology of retail at grade, with one storey of office of residential above, should be maintained in Schomberg. This typology establishes and reinforces the character and unique qualities of the Village's Main Street.

Within the areas where a continuous building facade exists, a third storey could be considered on a case by case basis if it can be incorporated into a pitched roof or demonstrates that there is no negative impact on the scale of the street.



figure 3.28



figure 3.29

10



figure 3.33



figure 3.34

### 3.2.4 continuous street facade

Schomberg's existing urban fabric generally establishes a continuous building facade throughout the entire village. Currently, private dwellings and some buildings that are setback from the street undermine its continuity. Until some residential sites convert to retail and grade and other can be redeveloped to infill the street facade, the use of planters, seating areas and landscaping can be used to visually continue the line of the buildings.

## 3.2.2 a diverse mix of styles

The diversity of the building styles in Schomberg gives the village an eclectic look and feel. Diversity in new developments should also be encouraged but the scale of the existing building fabric must be maintained and excessively long facades should be avoided. New development should also avoid bulky third floors, large projecting building elements, blank walls facing street and should employ well defined entrances with the incorporation of detail such as porches, canopies and hand crafted signage. The use of local building material such as stone, brick, clapboard and board and baton is also recommended. Minimizing the need for steps at buildings entrances will also help with village accessibility.



figure 3.30

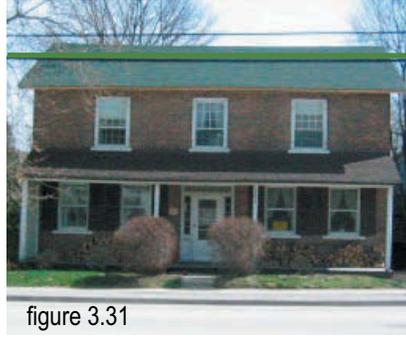


figure 3.31

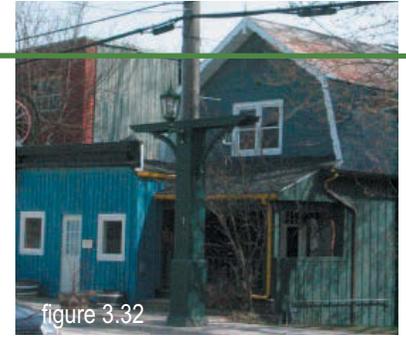


figure 3.32

## 3.2.3 new construction

New buildings in Schomberg should reflect the historic qualities of the village through their scale and architectural form. Buildings in Schomberg are generally two to three storeys in height with flat or pitched roofs with well detailed dormers, gables, windows, eaves and front entrances. New buildings should be compatibly designed to reflect, but not necessarily mimic, these proportions and detailing. Similar building heights of a minimum two to three storeys should be maintained.



figure 3.35



figure 3.36

The corner of Church and Main Street is a prime redevelopment site

# 3.2 EXISTING AND PROPOSED CONDITIONS: BUILT FORM



figure 3.37



figure 3.38

12

### 3.3.3 new construction

Each new building should take advantage of its specific urban condition. Buildings located at corners should create facades on both streets. New building construction can vary in form to provide different choices and contribute to the existing eclectic character for the community. All new development must demonstrate a high quality of architectural design and use of building materials.

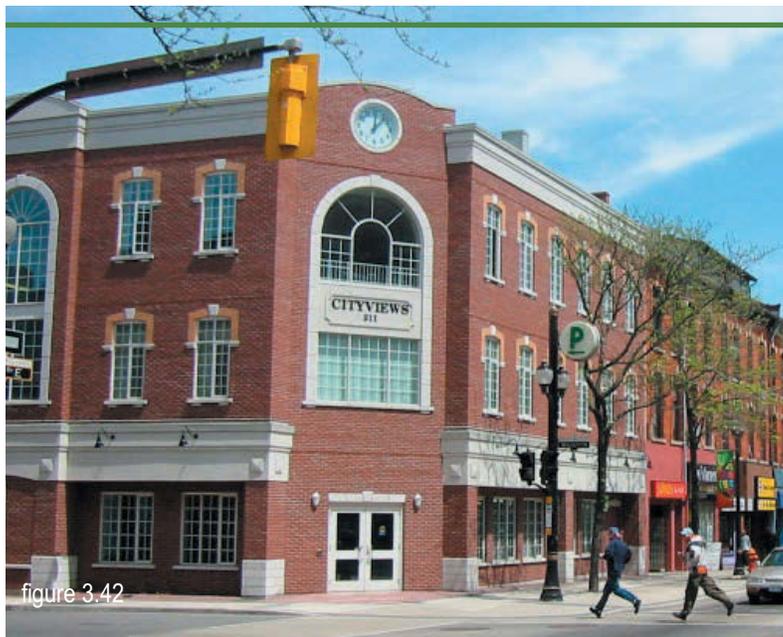


figure 3.42

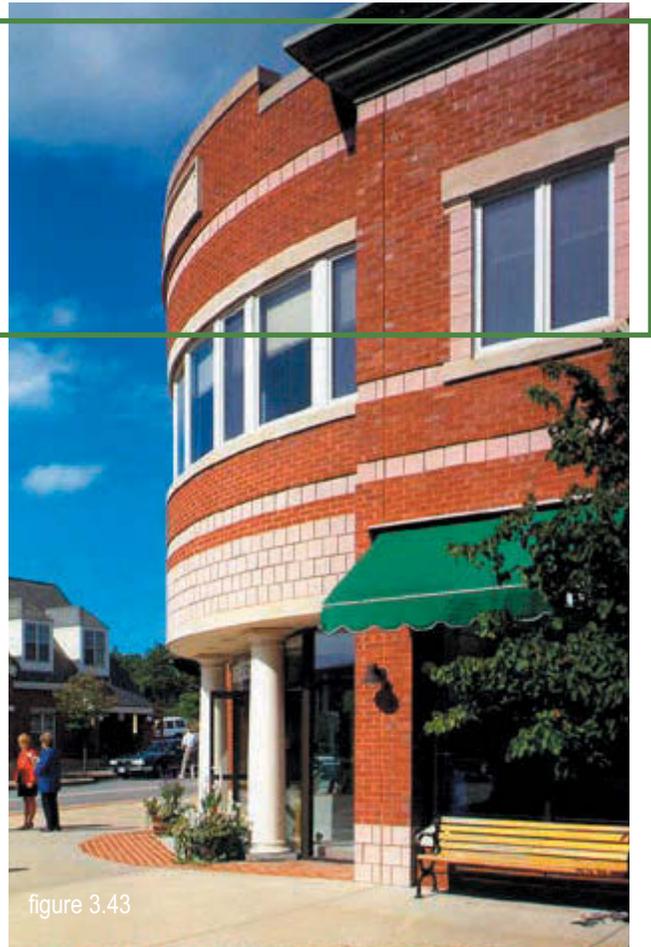


figure 3.43

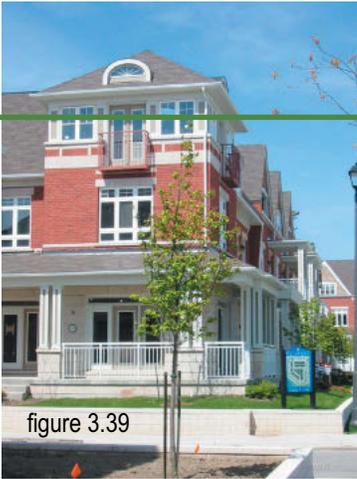


figure 3.39

### 3.3.1 street sections

Locating buildings close to the street is an important step to create a dynamic urban environment. A comfortable pedestrian environment is created through a combination of continuous building facades, street trees and street furniture.

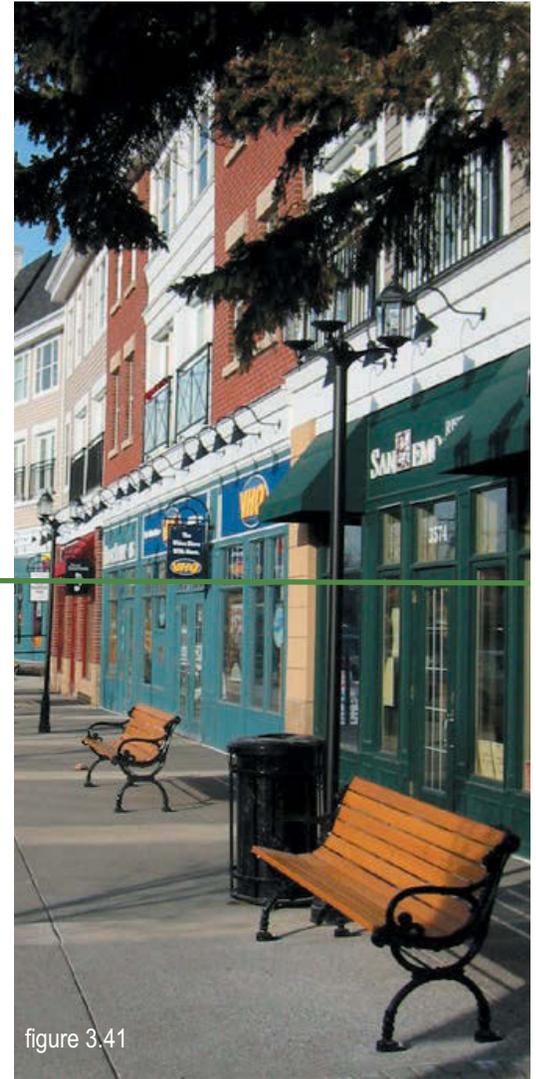


figure 3.41

### 3.3.2 architectural detailing

The use of architectural details and materials that reflect what is historically evident in the village ensures that new buildings will complement the existing. An architectural richness can be achieved in all new buildings when there is an attention to scale and proportion.



figure 3.40

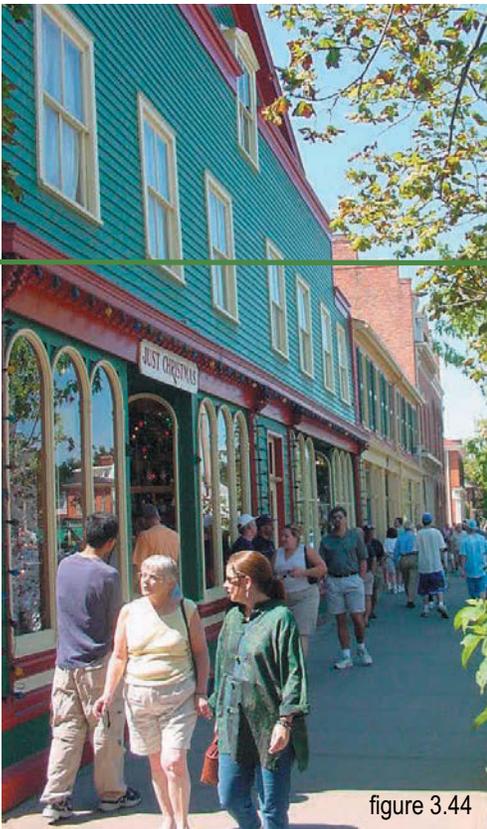


figure 3.44

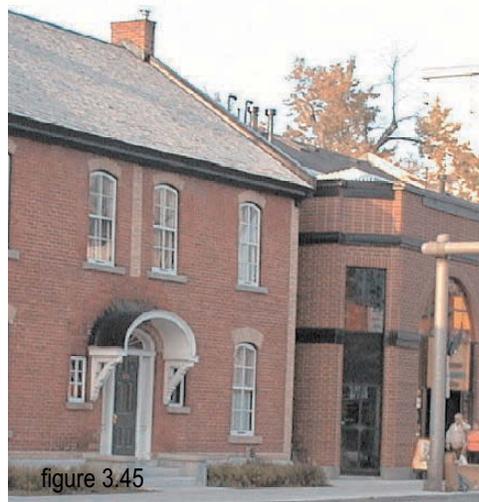


figure 3.45

### 3.3.4 building typologies

Mixed-use developments can encourage vibrant streetscapes throughout the days and evenings.

New developments can highlight historic buildings through the use of compatible forms and materials.

## 3.3 COMPARABLE PRECEDENTS

## 4.0 Urban Design Guidelines: Goals

Schomberg's Urban Design Guidelines are intended to promote a visually rich building fabric that projects a distinct neighbourhood image through the use of materials, building form, site planning and architectural styles.

Existing Schomberg buildings are representative of rural Ontario architecture. While styles, materials and details differ, a general similarity exists in the architectural massing and shape. New construction should complement the existing low-rise, generally commercial form urban fabric.

## 4.1 General Recommendations

**a** Architectural styles should be varied to maintain Schomberg's diverse urban fabric but relate contextually in form and scale. Despite the use of various architectural styles, quality should be consistent and building materials and finishes should reflect a high level of craftsmanship.

**b** While creativity and innovation should not be stifled, the architectural language of new construction should emulate past styles, or provide contemporary expressions which are compatible with the scale, massing and details required to support Schomberg character as a historic yet functional Village.

**c** Consistent rhythms of similar, not identical, details and architectural elements should be used to establish the continuity of the street facade and assist in the creation of a unified street facade.

**d** The use of high quality building materials including stone, wood, metal and concrete is highly recommended.

## 4.2 Public Realm

### 4.2.1 Gateways

A sense of arrival to Schomberg should be reinforced by the built form, landscape and enhanced treatments aligning the street. Therefore, we do not suggest using free standing gateway markers to mark the arrival to the Village Centre but do suggest that a historically appropriate sign be located on Highway 27 to identify the village as a destination location.

- The entrances into the Fairground should be clearly articulated with a gateway similar in style to the one found between the Community Hall and the Church on Main Street



**Figure 4.1** Pedestrian friendly zones are constructed from a series of elements such as planting, building massing, sidewalk widths, retail at grade, etc.



**Figure 4.2** New, more compact building typologies would provide housing choice for the community.

## 4.2.2 Above Grade Utilities

Utility wires have a negative impact on the urban environment. Wherever wires can not be buried, special care must be taken in the location of plantings to mitigate but not interfere with the overhead wires. When upgrades take place efforts should be made to consolidate wiring, effectively eliminating excess poles which lead to street clutter, and can interfere with pedestrian travel and mature tree growth.

## 4.2.3 Traffic Mitigation

Although Schomberg does not have a need to mitigate high traffic concerns, clearly defined pedestrian and vehicles zones would make the area more inviting to pedestrians. Continuous red brick paving of Main Street was expressed by residents as a positive way of defining the village and signaling to drivers to slow down. Other options include:

- Contrasting and textured concrete or brick paving should be used to signal to motorists to slow down and show pedestrians where to cross.
- Road narrowing, on-street parking, street tree planting, and sidewalk widening should also be used, where possible.
- All buildings should front onto streets to further contribute to an active street edge that serves to calm traffic.

## 4.2.4 Parking and Curb Cuts

The existing condition of parking on the Main Street positively effects both the economic and urban conditions of the area with improved access to local business and dividing the sidewalk from the road. By visually narrowing the road through the village, traffic is encouraged to slow down.

- Parking lots in front of shops should be discouraged as they enforce a streetscape that is dominated by wide expanses of cars and asphalt. A unified paving treatment for existing parking areas should be considered to minimize the visual impacts of the paved areas.
- Providing parking at the rear of Main Street buildings provides the opportunity for sidewalks, and building facades to establish a defined street edge. This is a principal requirement for expanding Schomberg's existing building facade condition.
- The centralized municipal lot is supported as it reduces the need for on site parking requirements for new developments

Minimizing the number and size of curb cuts where possible is an important step in reclaiming a street for pedestrians. Each interruption



Figure 4.3 Offsetting tree planting from wires can help mitigate the visual impacts of overhead wiring.

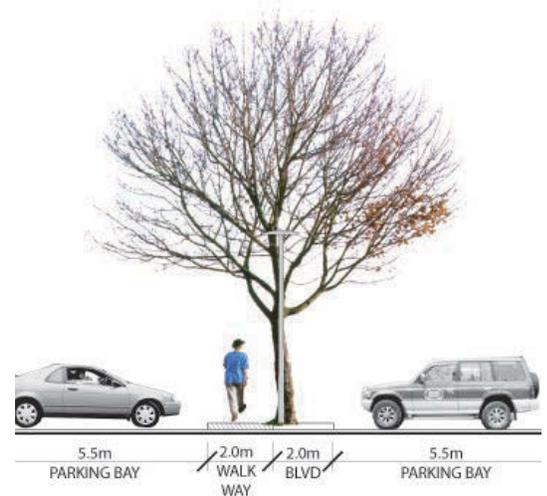


Figure 4.4 Clearly identifying pedestrian zones aids in the functionality of parking lot layouts



Figure 4.5 Greening parking lots with trees and planting minimizes the visibility of asphalt.

in the sidewalk diminishes a pedestrian's walking experience and feeling of safety.

- The number of curb cuts should be minimized through the use of private laneways or shared driveways, new curb cuts for residential laneway or driveway should not be wider than 3.5 unless the additional width can be justified at Site Plan Approval.
- Where appropriate, driveway access should be paired or consolidated into one, particularly where providing access to rear parking lots for mixed use, institutional or commercial uses.
- Parking areas for abutting commercial uses should be connected.

## 4.2.5 planting

Plant material should be chosen for its ability to withstand the local Canadian climate, for its visual interest throughout the year, and for ease of maintenance. Intricate planting patterns should be avoided. The preferred method is to use masses of low-maintenance plants placed at key locations to direct pedestrian traffic, screen parking lots and provide visual interest. Simplicity of plant character in keeping with the architectural palette will create a unified composition properly scaled to the width and heritage character of the street.

- Low maintenance planters and planting areas should be used at the street edge to soften hard surfaces, i.e. within the chicanes, in front of buildings where setback are permitted and parking lots. Plantings should be used to announce entrances, to accent open space areas and define walkways.

## 4.2.6 lighting

The location and style of light standards impacts the visual quality and usability of any streetscape. It is important that a style is chosen that reflects the architectural and heritage quality of Schomberg. Welcoming atmospheres can be created by introducing pedestrian-scaled lighting which enhances safety, casual strolls and lingering.

- As a minimum, pedestrian-scaled lighting should be provided on the Main Street. Lighting should also be provided adjacent to parks, public open space, pedestrian walkways and institutional or commercial areas.
- Light standards may be outfitted with banners to enhance the seasonal atmosphere of the area.
- Light standards should be chosen for their longevity, quality of materials, resilience to Canadian winters and use of de-icing salt as well as for style, scale, and lighting measures. Ideally, street lighting should be down cast to minimize light pollution.
- Cut-off lighting should be used to minimize light spillage into the atmosphere.

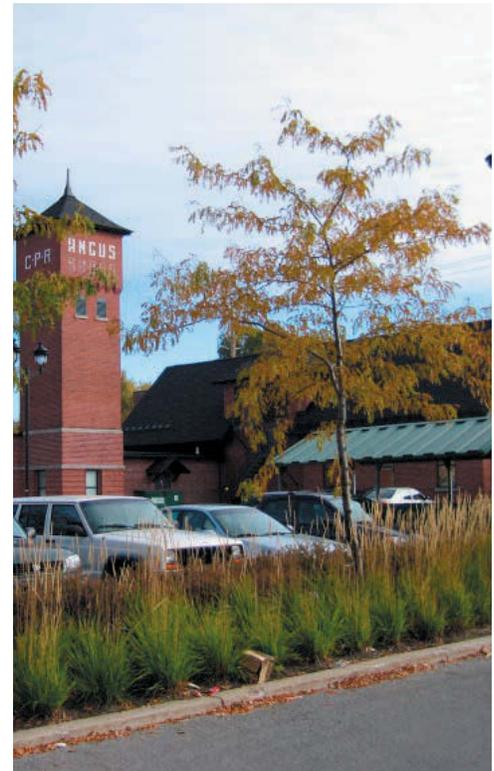


Figure 4.6 Planters with vertical elements should be installed to buffer existing street fronting parking lots from the sidewalk



Figure 4.7 Pedestrian-scaled lighting should have a heritage character throughout the Village Centre.

## 4.2.7 street furniture

Benches, bicycle racks and waste receptacles should be standardized throughout the Village Centre to visually unify the area, reduce maintenance and simplify replacement.

- A collection of street furniture should be selected for its durability, its compatibility with the local Canadian climate, and its availability for additional purchases in the future.
- Canadian-made street furniture should be chosen for ease of distribution and to ensure that it will withstand Canadian winters.
- Colours and materials of site furniture should be coordinated as much as possible.
- Furniture styles should be complementary and consistent.
- Street furniture should be placed out of the way of emergency and maintenance vehicles, especially snow removal vehicles.
- Bicycle racks should be installed at regular intervals throughout the downtown.



Figure 4.8 Standard, galvanized bicycle racks should be installed in the Village Centre in areas where a wider sidewalk can be accommodated, at parks and public gathering areas.

## 4.2.8 street trees

Though much of Schomberg's main street is too narrow to plant trees the integration of new street trees are important to the design of Schomberg's streetscaping plan, and is fundamental to the image and quality of life in the village. Trees provide positive modification to our climate, help to diminish water and air pollution, and provide a desirable pedestrian environment. Street trees not only create beautiful, light-dappled pedestrian areas, but they also help calm traffic.

- Any new construction should preserve existing mature trees and woodlots to make them features of the community.
- Native street trees should be planted where possible throughout the village, especially at the entrance ways to the Fairground.
- Tree pits should be constructed using a connected trench method to provide optimal growing conditions, ensuring regulation of moisture levels, and maximum room for root growth.
- Only native species that are tolerant of urban conditions, salt, poor soil, and uneven irrigation, should be planted. Good examples are Silver Maple, Red Maple, Red Oak, and White Oak.
- To ensure that trees do not suffer from soil compaction that restricts water and air around their roots, the bases of trees should be planted with groundcover or shrubs and mulch, or metal tree grates for intensely used areas.
- Adjustable tree grates that allow for growth of the tree should be used. Gravel should be filled under the tree grate to prevent debris from accumulating between it and the finished planted grade.



Figure 4.9 Street trees play a key role in establishing pedestrian friendly and inviting streetscapes

## 4.2.9 sidewalks and planters

Pedestrian friendly sidewalks are important for Schomberg's Main Street. To realize a walkable street, pedestrians need to be given a clearly demarcated, continuous zone that is protected from vehicular traffic where sidewalks are greater than 4.0 metres. The use of strategically placed planters in the sidewalk between the pedestrians and vehicles gives the pedestrian an added sense of security.

- Continuous sidewalks should be constructed in either poured in place concrete with a broom finish for traction and/or brick pavers.
- A continuous public sidewalk should be provided on both sides of arterial roads.
- Sidewalks are recommended to match existing.
- Sidewalks should be typically concrete and/or brick pavers and should be continuous across driveways. Where crossings over driveways and intersections occur, sidewalks should be marked through other materials such as brick pavers.
- Sidewalk edges and curbs should be graded and scored to provide barrier-free access for people physically and visually impaired.



Figure 4.10 Sidewalk widenings provide room for pedestrian amenities like planting, seating and seasonal café space.



Figure 4.11 Textured pavers should mark Village Centre intersection.



Figure 4.12 A continuous street facade should be made up of similarly proportioned buildings with varying exterior finishes and styles.

## 4.3 Private Realm

### 4.3.1 massing

Massing refers to the size, scale and shape of a building. By ensuring that the massing of new construction adheres to these guidelines many reurbanization goals can be achieved. These goals include enhancing the existing vibrant streetscapes, minimizing existing and eliminating new parking lots at the street edge and reflecting existing architectural styles.

- All new construction on Main Street should be no less the two storeys in height.
- Maximum building heights should generally not exceed 2-3 storeys unless a building proposal demonstrates that additional storeys can have compatible scale and massing with neighbouring properties.
- On sites where a third storey is deemed suitable, the upper floor can be contained within gables and pitched roofs to reflect the architectural vernacular of Schomberg.
- On continuous building frontages, the building façade should be generally divided into individual storefronts or entrances.
- Roof lines for infill development should match in style or complement preexisting heritage roof lines.
- Large bay windows with a high proportion of facade glazing is recommended for ground floor retail, glazing on upper floor should match or exceed the proportion of glazing found in adjacent buildings.
- On sites where frontage permits, street frontage should be developed as a row of individual stores, or at the very least, project the appearance of multiple shops.
- Storefront design should be designed to establish a rhythm of a heritage storefront character with recessed entries, porches, awnings and/or large bay windows.
- Residential apartments and offices above street level shops are encouraged to contribute to the activity and commercial vitality of the village.



Figure 4.13 The use of high quality building materials will reflect the historic styles of the village



Figure 4.14 Buildings located on corners should have well defined frontages on both streets

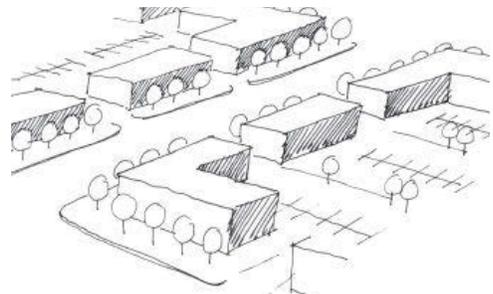


Figure 4.15 Parking lots should be placed behind the buildings.

### 4.3.2 new construction additions and renovations

The appearance of new construction will have a major impact on the long term visual quality of Schomberg. A balance must be achieved in new construction that does not prevent the incorporation of new architectural styles but guarantees a quality of construction that enhances the diversity of styles that already exist.

- Details such as porches, chimneys, eaves, gables, cornices, and the way materials are combined reinforce a building's style. On existing buildings, these details should be preserved and restored. On new buildings, care should be taken to finish buildings using the same level of detail.
- Additions to an existing building should reference the building to which it is being added both volumetrically and materially.
- Special consideration should be given to match existing roof lines.
- When adding structure to an existing building, particularly a heritage structure, care should be taken to match materials used in the original building in colour, texture and type.
- While elements and details that are true to the building should be introduced, the distinction between old and new should not be obvious.
- Existing buildings should not be altered through embellishment or other decorative means against their initial stylistic intent.

### 4.3.3 setbacks

Currently in Schomberg the predominant building type found on the Main Streets are of a commercial style buildings set close to the street edge.

- All new construction should adopt small front yard setbacks that generally aligns with adjacent buildings. There may be exceptions for buildings that require a building forecourt, courtyard or other open space (i.e. public use building). All dedicated surface parking should be located behind buildings and additions.
- Some provision can be made for planting boxes or small green spaces in front of new buildings. These green spaces should be scaled to fit their locale while maintaining a clear pedestrian sidewalk width of 1.5 metres minimum.



Figure 4.16 A variety of façades contribute to a common setback.



Figure 4.17 Buildings can frame public spaces at key intersections.

## 4.3.4 rooflines

The roofline of any new buildings can be as diverse as the types that already exist in Schomberg. Attention to the rooflines of new buildings and the relationship to adjacent buildings will help infill the downtown with appropriately detailed and styled new construction.

- Roof forms should apply a generally consistent roofline in mass to other buildings in the village.
- Roof materials and colours should complement the building materials and the proposed building design.
- Sloped roofs should have a minimum slope of 30 degrees to effectively shed snow loads.
- Townhouse and multiplex dwellings should express individuality of address through defined roof forms that express separate dwellings and contribute to a residential character for the overall development.
- Roof elements including chimneys, dormers, pitches, cupolas, and vents should be incorporated as distinct elements providing the potential for additional variety in the image of one dwelling to the next.
- The use of dormers on sloped roofs is encouraged to ensure liveability in top storeys, or to allow future conversion of attic spaces. Dormer windows should be of the same type and proportion as those used for windows in the lower storeys.
- Where ever possible green roofs should be incorporated into the design of flat roofs. Examples of green roofs can include roof top gardens with patios or sod roofs

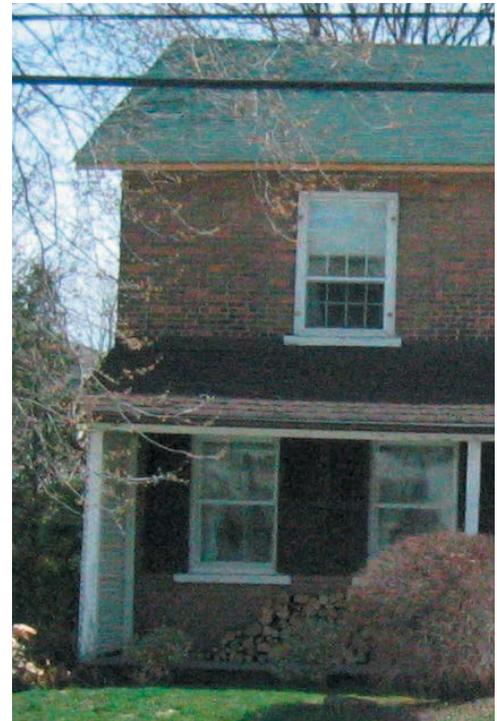


Figure 4.18 Peak roofs and porches are the typical of residential buildings in Schomberg



Figure 4.19 A variety of roof styles and building materials are found in Schomberg.



Figure 4.20 Peak roofs are recommended to mitigate additional building heights above the existing two storey urban fabric

## 4.3.5 architectural detail

The choice of elements and details should reflect architectural characteristics associated with Schomberg as set out in the following sections. These characteristics can be applied as pure representations or combined with one another to create hybrid interpretations of the village vernacular.

## 4.3.6 entranceway

Building projections including porches, decks and canopies are encouraged as transitional building elements that provide weather protection, dwelling access and active amenity spaces. Entrances in Schomberg typically include elevated and at-grade porches. These raised entrances should not apply in new construction.

- To ensure fully accessible buildings at grade entry should be maintained or established.

## 4.3.7 signage

It is essential that businesses within the village area are able to identify themselves through individually distinct and recognizable signage. At the same time it is also important that the quality, scale and style of signage be reflective of the architectural styles of the area.

- Signage, banners, interpretive signs and plaques should be used to capture the identity of the village and generate excitement among residents and visitors.
- Signs should be made from natural materials; back-lit fluorescent and plastic signs should be avoided. Apart from their poor fit with the façade, they do not reinforce the Village Centre as a pedestrian-scaled main street.
- Architectural signs marking historical dates and names should be integrated into the building fabric and constructed from cast metal, stone or tile.



Figure 4.21 At grade entranceways with overhangs are recommended



Figure 4.22 Different buildings styles can be incorporated if they adhere to the requirements of the Guidelines through appropriate massing and use of building materials.

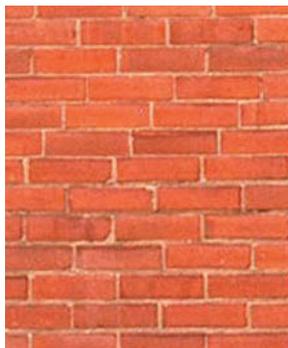


Figure 4.23 Red brick is a primary construction material for Schomberg



Figure 4.24 Stone is a recommended high quality construction material that is also recommended



Figure 4.25 The painted wood (board and baton) gives the village an eclectic and unique quality



Figure 4.26 Brick detailing adds interest to a facade

- Commercial signs should be scaled and designed for both pedestrians and motorists.
- Signs should enhance the architectural character of the building façade; the building should be assessed to determine what types of signs are appropriate within its frame.
- If a building is a heritage structure, historical photographs should be consulted to establish the types and styles of signs appropriate to it.
- A historically themed sign strategy for all public streets, buildings, parks, trails, watercourses, woodlots, gateways and other facilities should be adopted for the entire community.

### 4.3.8 residential fences

There is a great variety of fence types found in the Schomberg: wood picket, cast iron, traditional agricultural and living fences, i.e. hedges. They all have an approximate height of 1.2 metres and are made of natural materials. These fences can provide an important vertical element at the street edge.

- New residential fences are encouraged and should echo the character of existing village fences through use of materials, visual permeability, and height.
- Use of landscaping and fencing should be utilized to buffer neighbouring residential neighbourhoods from new developments.

### 4.3.9 building materials

Part of the character of Schomberg's architecture is due to the natural local building materials used in construction: red brick, yellow brick, stone, painted and natural wood siding. These high-quality materials should be used in new construction to knit the new buildings to the existing village and build on Schomberg's unified character.



Figure 4.27 Using traditional fencing styles maintains an authentic village feel - Wood Picket



Figure 4.28 The existing stone wall on Main Street at the entrance to the Fairgrounds. A more durable natural stone retaining wall product should be used to maintain the look and feel of the original wall for when it needs to be replaced.

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Figure 4.29 Living fences like hedges and bushes help to articulate private and public spaces

## 4.0 SCHOMBERG ARCHITECTURAL GUIDELINES

## 5.0 Proposed Streetscape Design

Main Street is recommended to retain its existing right-of-way within which the following urban design guidelines should apply.

- Maintain 2 lanes for traffic, and permit 2 street parking lanes and retain existing chicanes but replace pavers with a planter. The new planted landscape should include one street tree minimum.
- The existing sidewalk dimensions should be maintained and where possible a landscaped boulevard area should be provided between the sidewalk and the adjacent property.
- The sidewalk should be continuous across all curb cuts and street crossings, using a consistent unit paver pattern to differentiate pedestrian walkways from the asphalt or continuous red brick paving for the length of the village main street.
- Hydro poles should be buried when economically feasible
- Street lighting should be located to the curb. Pedestrian scale lighting, flowering baskets and seasonal banners should be attached to the existing building facades or on the street lighting poles, where possible.

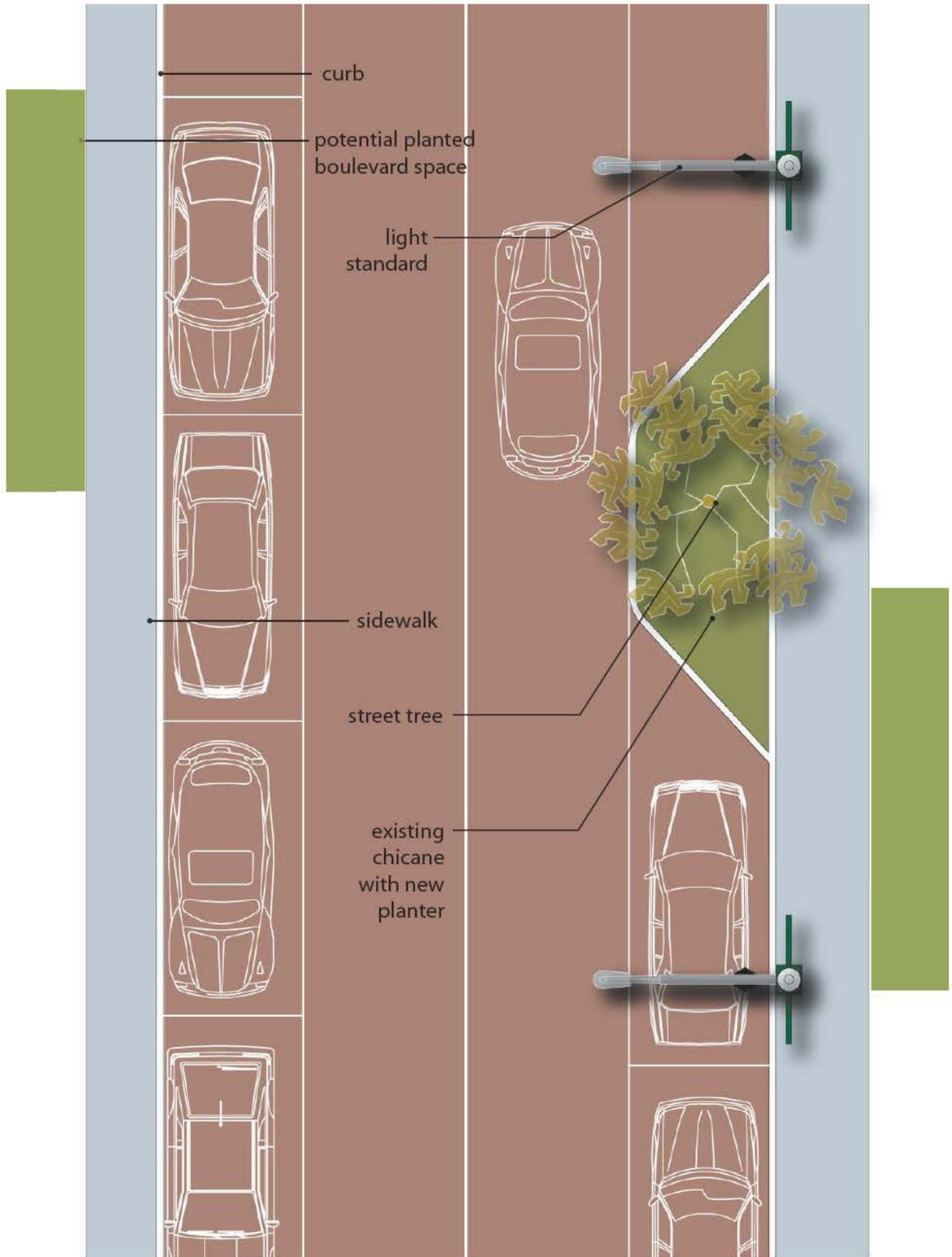


FIGURE 5.1- PROPOSED PLAN DETAIL

5.1 TYPICAL ROAD DESIGN: MAIN STREET  
 SCHOMBERG VILLAGE CENTRE URBAN DESIGN GUIDELINES

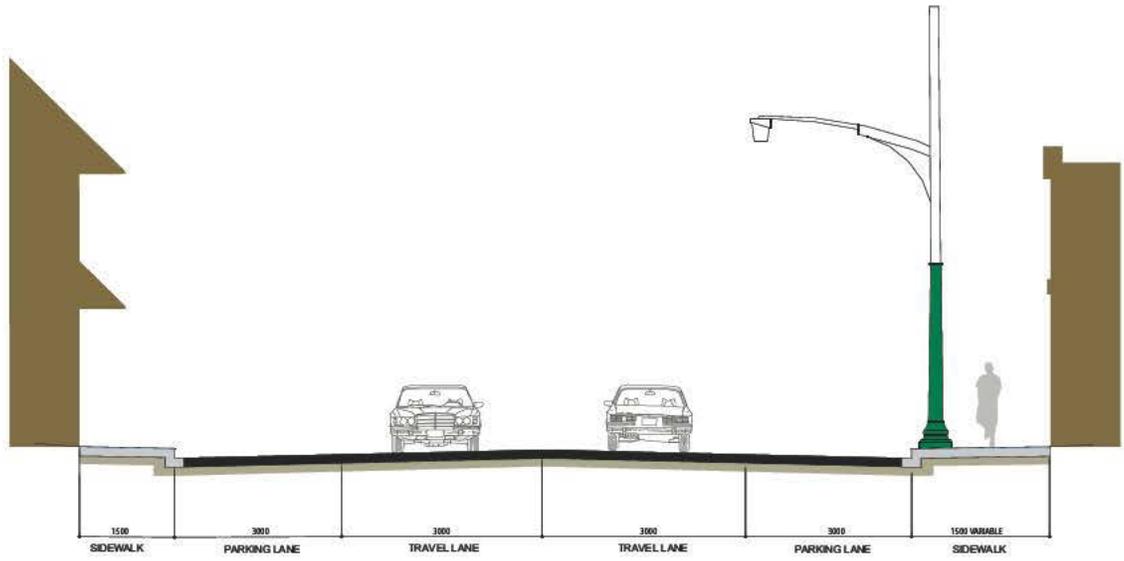


FIGURE 5.2 - EXISTING SECTION

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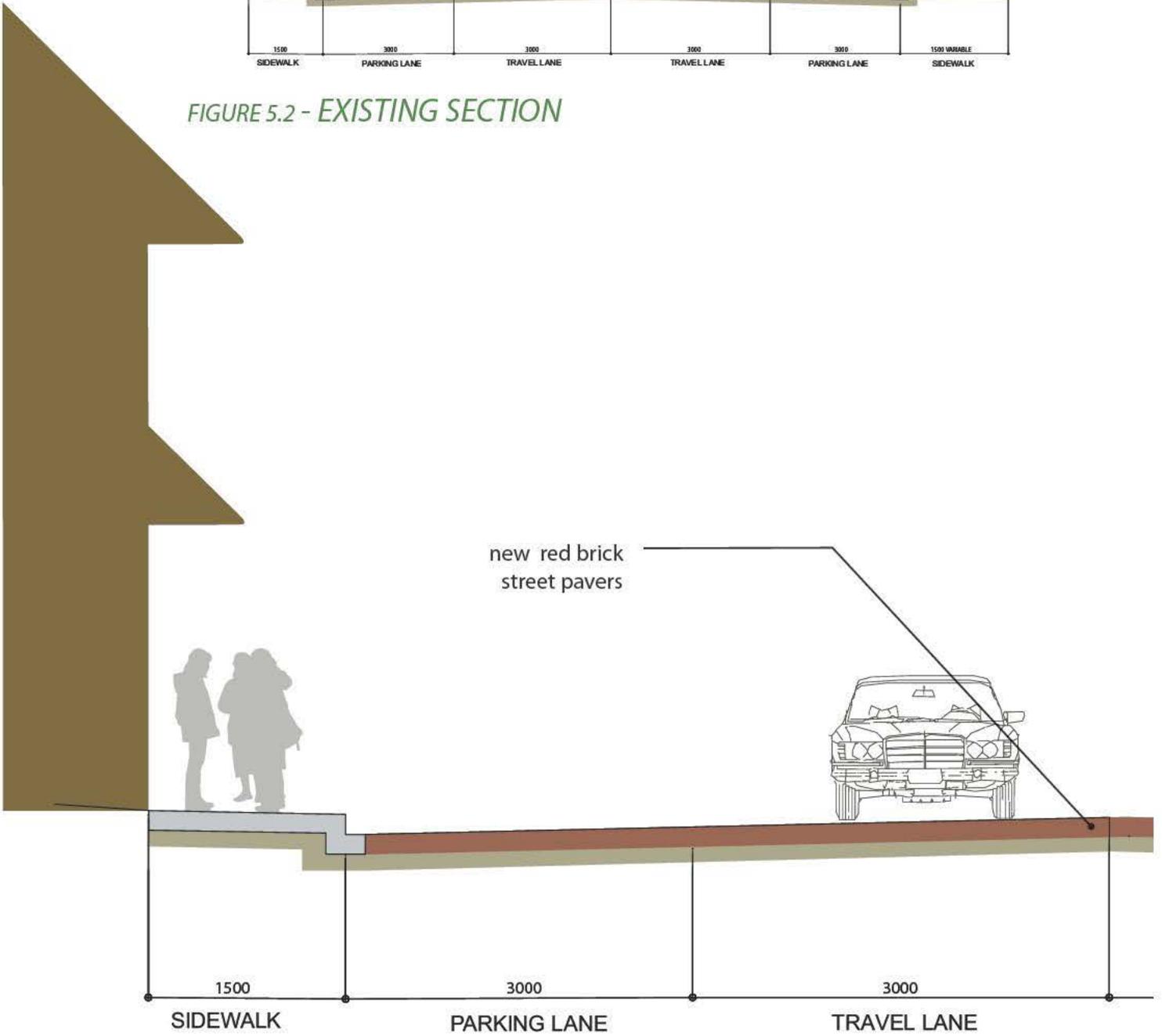
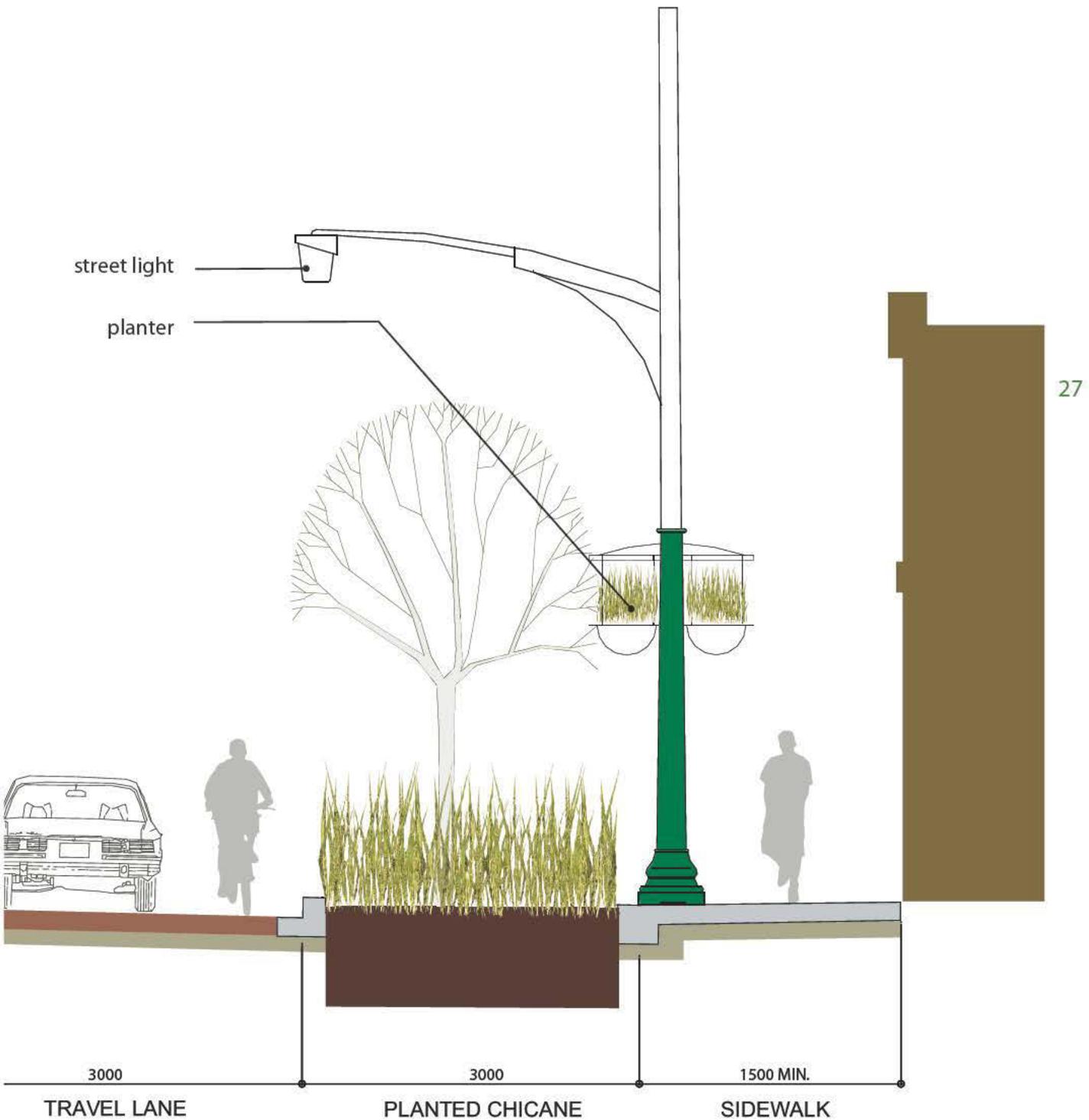


FIGURE 5.3 - PROPOSED STREET SECTION



**5.1 TYPICAL ROAD DESIGN: MAIN STREET**  
 SCHOMBERG VILLAGE CENTRE URBAN DESIGN GUIDELINES

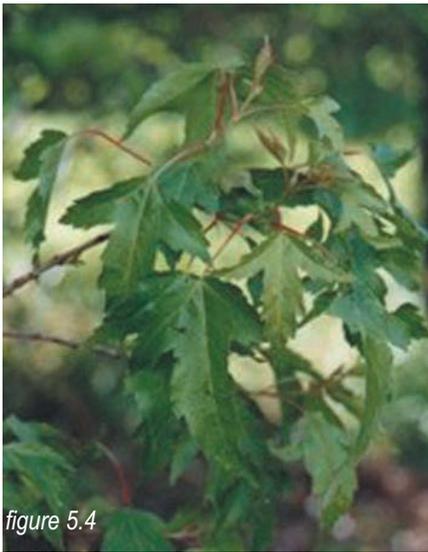


figure 5.4

Street trees are important for Schomberg for their contribution to traffic calming, for their mitigation of vehicular emissions, and for the shade and buffering they provide to pedestrians. With tree planting, an emphasis must be placed on the design of growing space both above and below ground to create growing conditions that will support trees for future decades. Although not many opportunities exist to expand Schomberg's tree canopy trees are still fundamental to the image and quality of life in the Village Centre. A new tree canopy or boulevard should be created between the Fairgrounds and the Arena. Tree canopies provide positive modification to our climate, help to diminish water and air pollution, and provide a desirable environment.



figure 5.5



figure 5.7



figure 5.6

## *Acer ginnala* Amur Maple

The Amur Maple species are small trees chosen for their compact, regular form, their intense red fall colour, and their ability to tolerate salt and adverse growing conditions. In the spring, the trees flower with clusters of fragrant, yellowish-white flowers.



figure 5.8

## *Quercus rubra* Red Oak

Red Oaks are sturdy street trees tolerant of urban pollution. Leaves first emerge as reddish in colour, become dark green in the summer and turn varying shades of red in the fall.



figure 5.9

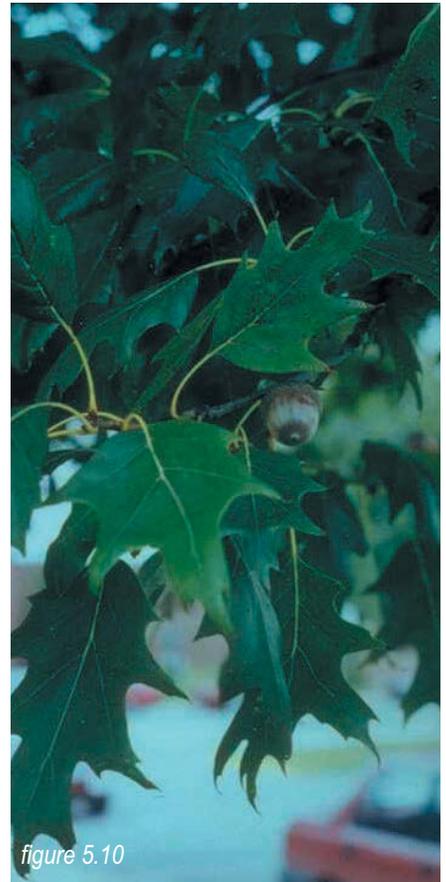


figure 5.10



figure 5.11



figure 5.12

*Melica ciliata* is an ornamental grass densely tufted with spike-like panicles pale green or tinged with purple that turn silky and white in the fall.

30



figure 5.15

*Panicum virgatum*, a native grass, creates a cloud-like inflorescence in the fall and maintains its form throughout the winter.



figure 5.13

Planting should be used to buffer parking areas



figure 5.14

Phragmites australis is a native grass that grows in wet conditions and is valued for its form, its hardiness and for its soil-cleaning and water filtration properties.

Seasonal planting is an important part of the streetscaping palette and can contribute greatly to the appearance of the Village Centre both for drivers and pedestrians. Due to high maintenance requirements, seasonal planting should be located in fewer and larger areas to maximize its visual impact. The consolidation of seasonal plantings will have an appropriate scale for the street and will provide greater efficiency for maintenance.

Plant material should be chosen for its ability to withstand the climate of King Township, for its visual interest throughout the year, and for ease of maintenance. Intricate planting patterns should be avoided; the preferred method is to use masses of low-maintenance plants placed at key locations to direct pedestrian traffic, screen parking lots and provide visual interest. Simplicity of plant character in keeping with the architectural palette will create a unified composition properly scaled to the width and heritage character of the street.

Low maintenance native and ornamental grasses create verticality and change throughout the year. Specific native species are commonly used around the perimeter of parking lots to filter runoff and lessen a dependency on stormwater sewers. All grasses retain their form throughout the year and change colour with the seasons. Potential planting could include the following.

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#### Trees

- Amur Maple
- Red Oak
- Beech
- Hawthorn
- Sugar Maple

#### Tall Grasses and Bushes

- Switchgrass
- Dogwood
- Reedgrass
- Serviceberry
- Cottonwood

## 5.3 PLANT SELECTION



figure 5.16



figure 5.17



figure 5.18

To ensure that trees do not suffer from soil compaction that restricts water and air around their roots, the bases of trees should be either planted with groundcover or shrubs and mulch, or metal tree grates for areas with intense pedestrian traffic.

Adjustable tree grates that allow for the growth of the tree should be chosen. Gravel should be filled under the tree grate to prevent debris from accumulating between it and the finished planted grade.

## 5.4 TREE PROTECTION

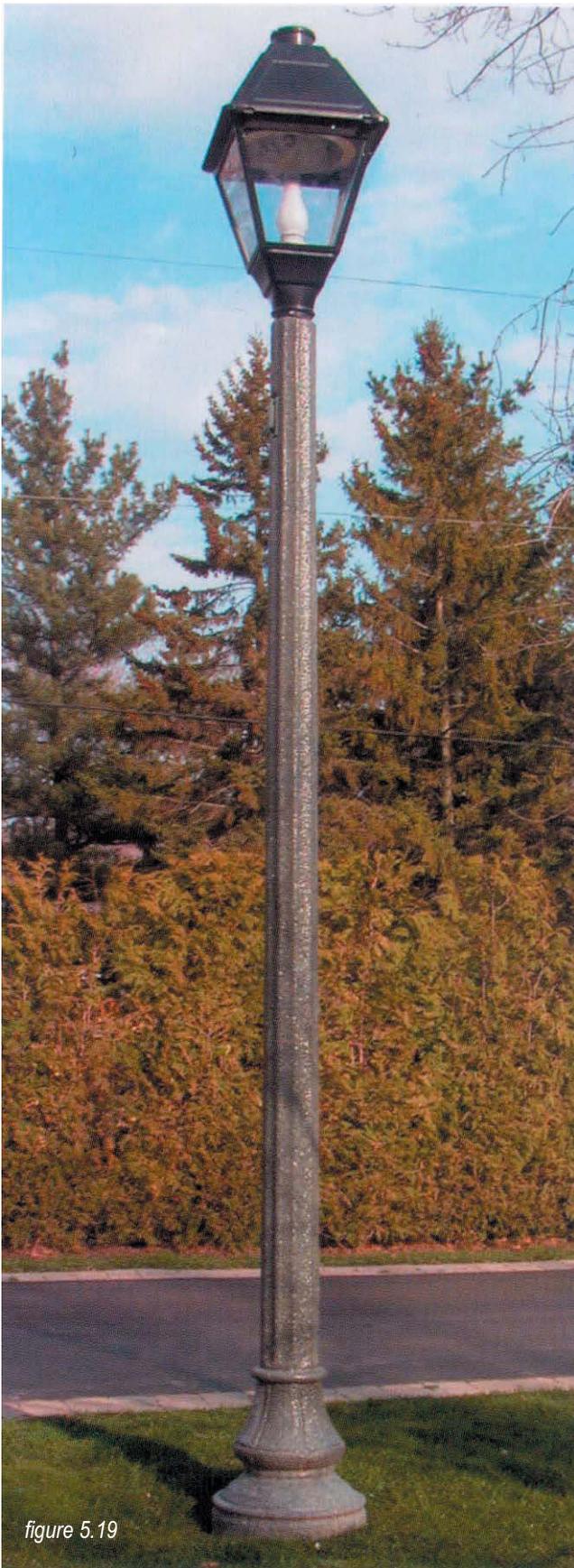


figure 5.19

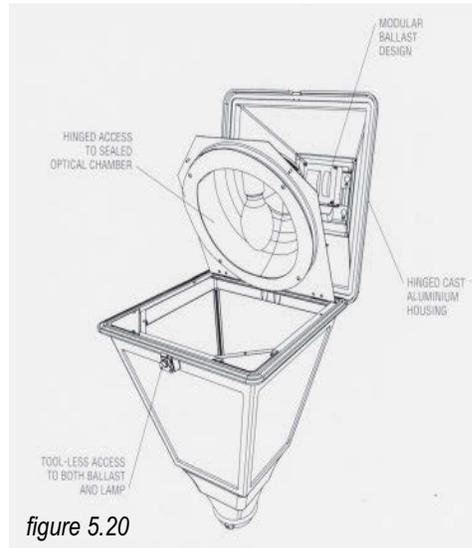


figure 5.20



figure 5.21

Street lighting should create well-lighted, beautiful and safe streetscapes.

One street light style has been chosen to create a uniform and coherent streetscape identity, and to facilitate future purchases.

A lantern style street light with heritage character is proposed for Schomberg's pedestrian paths and walkways. Manufactured and distributed in Ontario, the lamp is easily maintained and has low glare characteristics.

## 5.5 DECORATIVE LIGHTING



figure 5.22



figure 5.23



figure 5.26



figure 5.27

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## paving details

Paving details have been developed in different materials, from a simple concrete sidewalk to more detailed bands in concrete, red brick and granite unit pavers. A curb-edge decorative band clearly demarcates the division between the pedestrian and vehicular zones. The rough texture and contrasting colour not only have an aesthetic purpose, but also alert those who are visually impaired to obstacles and the edge of roadbeds. The road bed for Schomberg is proposed to be replaced with a red large format paver to highlight the uniqueness of the area and defined the retail boundaries of the village.

## unit pavers

Unit pavers in the boulevard are separated from the concrete walk with an expansion joint to allow for thermal expansion. The pavers are dry laid in a sand setting bed and held in place by the curbs.

Unit pavers, saw cuts and trowel joints are located perpendicular to the curb edge and fanned at the street corners to limit the number of unit pavers to be custom cut. The bed under the unit pavers is poured-in-place unreinforced concrete with an integral curb next to the smooth walk. The two curbs provide a border for the pavers.

## sidewalks

Sidewalk surfaces are broom-finish concrete located behind the boulevard unit pavers. The surface is divided with trowel joints or saw cuts into 1200 and 1600mm units to control cracking and to allow for modular replacement.



figure 5.24



figure 5.25



figure 5.28

# Legend

- 1** Indicates proposed mixed-use redevelopment opportunities, typical
- 2** Parking located at rear of new developments allowing new building to define the street edge, typical
- 3** Key redevelopment site, Main and Church Street gateway
- 4** Key redevelopment site, Former Fire Hall and Municipal Parking Lot Redevelopment site
- 5** Key redevelopment site, Main Street site
- 6** Streetscape feature at Bridge
- 7** Existing Schomberg Land configuration, typical
- 8** Shows location of existing building for redevelopment, typical
- 9** Existing buildings, typical
- 10** New Gateway and tree canopy at Fairgrounds and existing parkette

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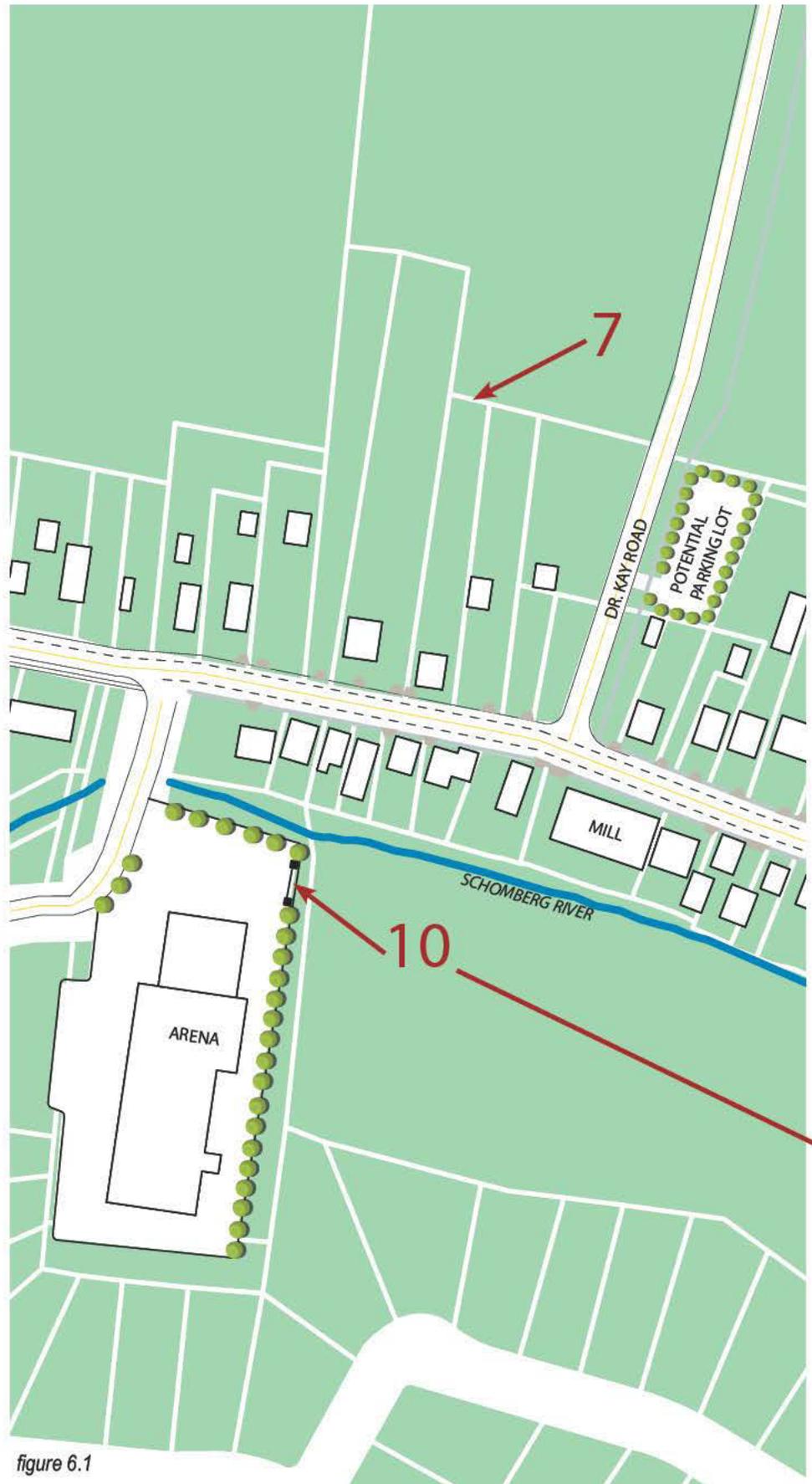
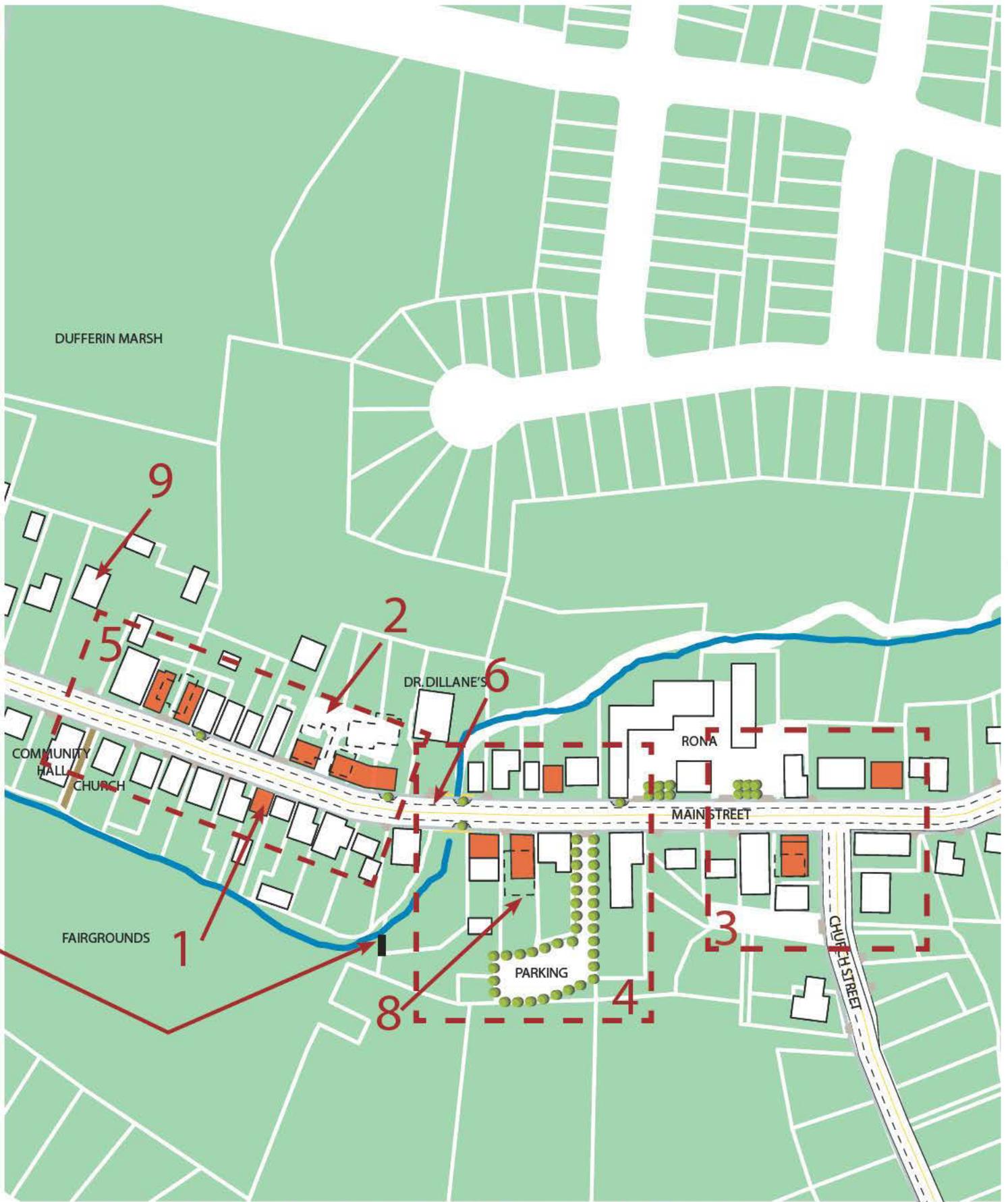


figure 6.1



6.1 - MAP OF KING CITY SHOWING POTENTIAL REDEVELOPMENT AREAS

## 6.0 PROPOSED REDEVELOPMENT AREAS

SCHOMBERG VILLAGE CENTRE URBAN DESIGN GUIDELINES

There are many opportunities to enhance the treasured historic characteristics of Schomberg's Downtown. This Main Street redevelopment identifies potential sites, north and south of the Schomberg River, where new mixed-use properties can provide additional retail locations in the Village Centre. Wherever possible, new parking is to be located in behind the proposed buildings to maintain historic building setbacks while providing vehicular traffic convenient access to retail stores. The proportions (width and height) of any new construction in this area should reflect surrounding buildings and should include a high standard of architectural detailing.

Specific Urban Design recommendations include:

1. Infill buildings should be set close to the street edge. Future setbacks in areas where more than one building is replaced, provide a minimum distance of 4.0 metres between the street curb and the building face to allow for street tree planting within the boulevard (i.e. between the sidewalk and curb).
2. Buildings should be 2 storeys minimum and 3 storey maximum. Buildings should be designed to generally fit with the scale and width of existing main street buildings. Clapboard, brick and stone are the predominant village building materials and the use of these high quality, authentic materials is encouraged in new buildings, additions and renovations.
3. Front porches and building awnings are highly recommended.
4. Parking should be located behind the building or provided through on street parking.

All design concepts are to be coordinated with, and reviewed in relation to, other municipal objectives.

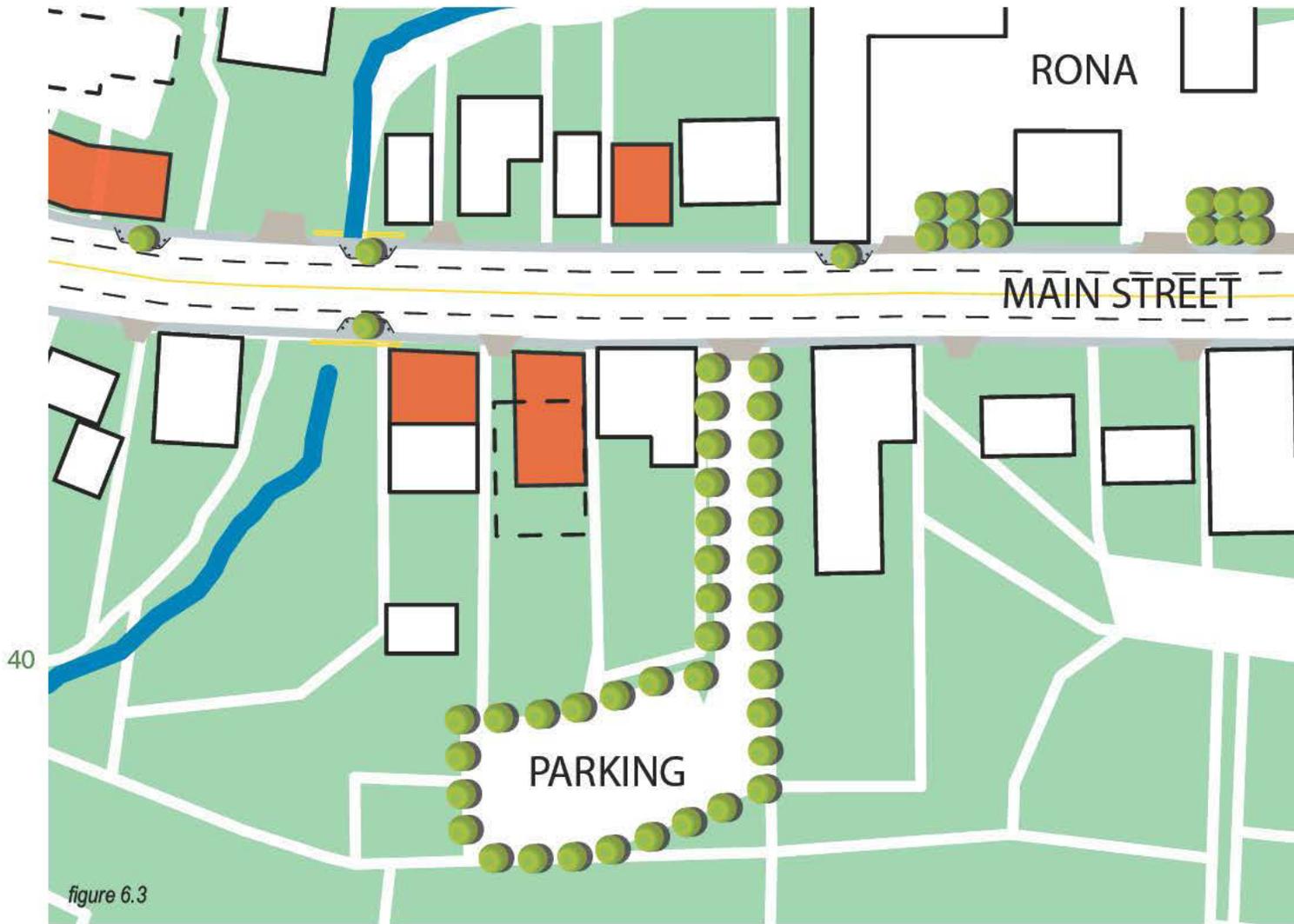


figure 6.2

## 6.2 PROPOSED KEY REDEVELOPMENT SITES

SCHOMBERG VILLAGE CENTRE URBAN DESIGN GUIDELINES

# former fire hall and municipal parking lot concept plan



The new Municipal Parking Lot was constructed in 2005. To make use of these improved parking facilities, there is an opportunity for three new mixed-use buildings on Main Street. The proposed buildings are to be constructed at the setbacks already established by the adjacent properties and are to be a minimum of two storeys with retail/office on the ground floor and residential/office above. The built form of the proposed buildings should complement the existing historic buildings in the downtown area. All design concepts are to be coordinated with, and reviewed in relation to, other municipal objectives.



## main and church gateway concept plan



figure 6.5

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figure 6.6

At the intersections of Main and Church Streets, there is an opportunity to welcome visitors and residents to the Downtown Village Area through a series of façade upgrades, new covered walkways and a redesign of the existing variety store.

The redesigned store is proposed to better reflect the historic nature of Downtown Schomberg while continuing to provide its essential services to the area. It is important to establish a gateway at this location that is reflective of the surrounding community. The acquiring of the adjacent properties north and east of this intersection should be considered as an option to create a larger mixed use building with residential and/or office uses above retail at grade. All design concepts are to be coordinated with, and reviewed in relation to, other municipal objectives.

## 6.2 PROPOSED KEY REDEVELOPMENT SITES

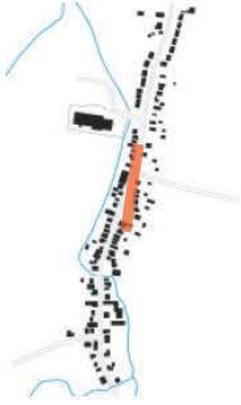


Figure 6.7 - East Side of Main Street - South of Dr. Kay Road

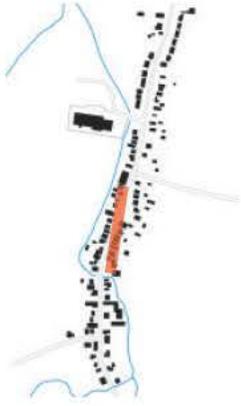


Figure 6.8- East Side of Main Street - North of the Schomberg River (continued from above)

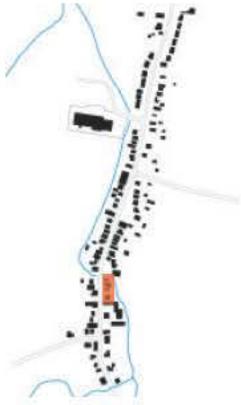


Figure 6.9 - East Side of Main Street - South of the Schomberg River



Figure 6.10- East Side of Main Street - North of the Intersection of Church and Main

Streetscape feature and infill opportunity on Main Street



Streetscape feature and infill opportunity on Main Street



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Potential long term infill site





Facade treatment and infill opportunity at Main and Church Gateway



Figure 6.11 - West Side of Main Street at the Intersection of Church and Main

Facade treatment, streetscape feature and infill opportunity at old fire hall on Main St.



Figure 6.12 - West Side of Main Street - South of Schomberg River

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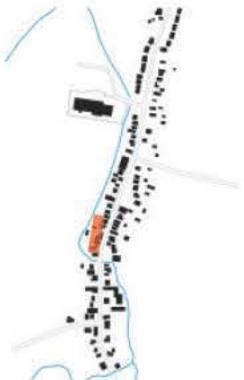


Figure 6.13 - West Side of Main Street - South of Schomberg River  
(continued from above)



## 6.3 PROPOSED STREET ELEVATIONS

SCHOMBERG VILLAGE CENTRE URBAN DESIGN GUIDELINES



## 7.1 A Guide

This document will be made available to the Mayor, King Township Councillors, residents, property owners, developers and builders to assist in explaining desirable outcomes for Schomberg. Over time, the Township of King will amend the document based on experience, trends and feedback from stakeholders.

## 7.2 A Vision for Schomberg

Several recommendations and guidelines in the document require action by the Township to effect the desired outcome. The following list, broken down by Short-Term, Medium-Term and Long-Term, is intended to provide the Township with a clear road map to maintain and enhance the special character of the Village in the years to come, even as development pressures may increase.

## 7.3 Short-term Initiatives: Immediate to One Year

- a) Adopt this document and prepare a communication plan to make this document available to all relevant stakeholders, on paper, and on the King Township's website.
- b) Explore linkages between this document and the municipal and regional policy frameworks. Namely, begin to review municipal standards and zoning bylaws for compatibility.
- c) Begin to use the document in site plan reviews and subdivision agreements.
- d) Begin to identify potential sources of funding and financing tools to implement public realm recommendations.
- e) Widely communicate the vision for the Village Centre to generate excitement and interest, including the local Chamber of Commerce.
- f) Develop a comprehensive streetscape plan for the Village Centre that includes design details for sidewalks, street trees planting, road widths and street furniture.

## 7.4 Medium-term Initiatives: One to Five Years

- a) Review the document.
- b) Complete the sidewalk updates and road repaving for the urban area.
- c) Implement improvements in the Village Centre, including streetscaping, and the installation of street furniture,
- d) Adopt a historical signage strategy for Schomberg that is compatible with King City and Nobleton.

## 7.5 Long-term Initiatives: Five Years and Beyond

- a) Review the document every 5 years and make necessary amendments and/or additions.
- b) In conjunction with Region of York initiatives regarding improvements to Highway 27 and Highway 9 including transportation and sewer projects, additional improvements to sidewalks/walkways to the village centre, pedestrian-scaled lighting and signage opportunities should be considered.

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## 7.6 Urban Design and the Policy Framework

Urban Design Guidelines cannot be fully implemented in isolation of other Township and Regional initiatives. Therefore, we suggest that the Urban Design Guidelines and policy recommendation in this document that are put forward by the Township be screened for possible links to the municipal and regional policy frameworks, including zoning, transportation strategies, local implementation of the Ontario Building Code and the fiscal framework.

- a) The Township and School Board should collaborate to ensure the future viability of the school by ensuring appropriate housing stock and after-hours programming of the school.
- b) The Township and Region could establish a task force to address the impact of regional roads on local communities.
- c) The Township should contemplate applying sustainable principles to public realm improvements and LEED (Leadership in Energy and Environmental Design) building standards on municipal buildings.
- d) The Township and Region should consider the establishment of transit services serving Schomberg to provide transportation options to residents.

## 7.0 Implementation