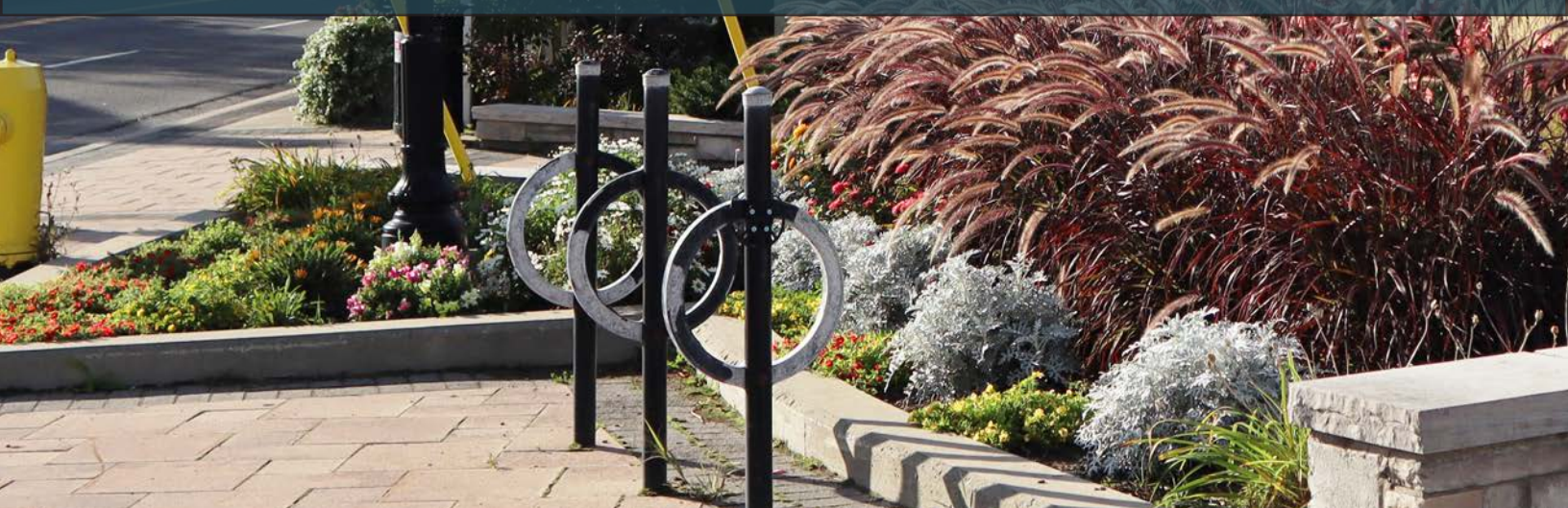




# TOWNSHIP OF KING VILLAGE URBAN DESIGN GUIDELINES

FINAL - DECEMBER 2023





**Submitted to:**

Township of King

2585 King Road, King City, Ontario, L7B 1A1

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# 1

# Introduction





# 1. Introduction

## 1.1 Context

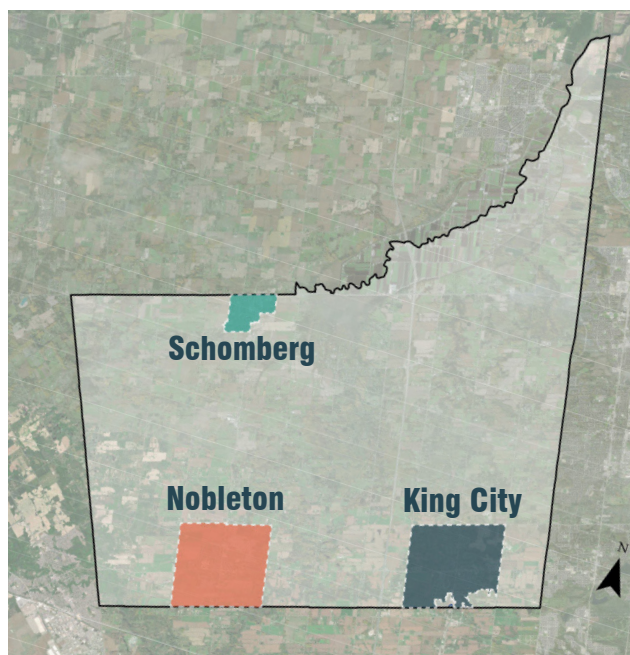
King Township is a diverse, vibrant community that benefits from beautiful natural landscapes, a picturesque countryside, and a high quality of life amongst its three Villages and seven Hamlets. Located in York Region on the northern limits of the Greater Toronto Area (GTA), the Township is an attractive destination for residents, businesses and visitors alike. The Township of King is often referred to as a 'community of communities', recognizing the distinct character of each Village and Hamlet, and the vibrant Countryside. Although most of the Township's land area is in its Countryside, most residents are concentrated in the three Villages of King City, Nobleton and Schomberg.

Over the last decade, the three Villages have experienced unprecedented development pressure as the Township continues to grow and prosper. While much of the growth is experienced in the form of new subdivisions within the designated greenfield areas of the Villages, there are significant development pressures in the existing built-up areas of the Villages. The historic Village Cores and other commercial and mixed use areas are experiencing pressure to accommodate various uses, including a greater range of housing types than have historically been built in the Villages. This has also placed significant development pressure within the Township's existing, stable neighbourhoods in the form of infill development, replacement dwellings, and major residential additions. Additionally, the Township has identified employment lands where the majority of jobs will be accommodated in the future.

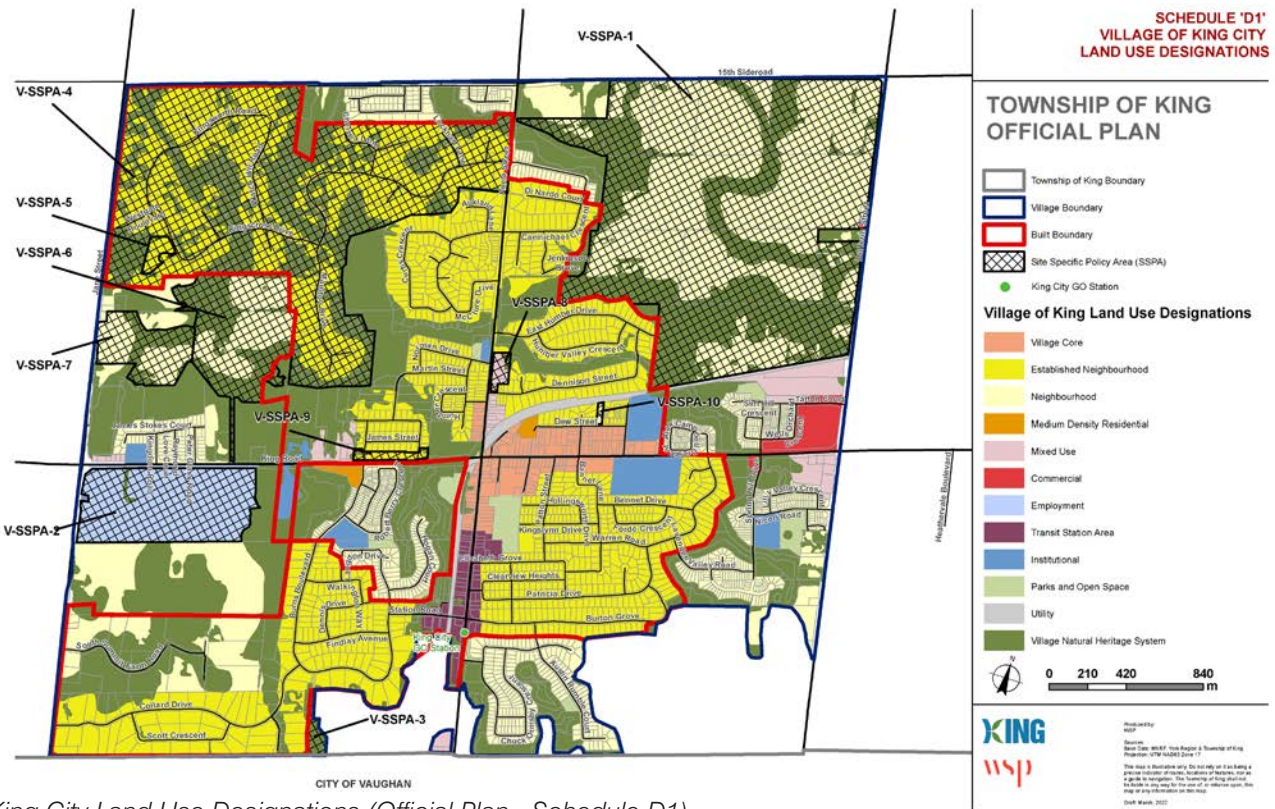
To help guide and shape these various forms of growth appropriately within the Villages, the Township adopted a new Official Plan in 2019, entitled 'Our King.' The new Official Plan sets out a sustainable, context-sensitive approach to managing growth, striking a balance between enhancing the unique character of each Village and area while facilitating a suitable amount of growth. The majority of growth in the Township is to be directed to the three Villages, which have the greatest range of community services and the greatest mix of uses and densities. The Official Plan also emphasizes the overarching objective of protecting the unique character attributes of the various distinctive neighbourhoods and the historic core areas within each Village.

For reference, the land use designations for the Villages are included on the following pages (per Schedule D of the Official Plan).

The following subsections provide more specific context for each of the three Villages' design and planning challenges.



*Location of the three Villages in the Township of King*



King City Land Use Designations (Official Plan - Schedule D1)

### 1.1.1 King City

King City is one of the Township’s three Villages, located in the southeastern portion of the Township and centered at the crossroads of King Road and Keele Street. King City is intended to receive the majority of growth anticipated to the 2031 planning horizon within its urban boundary, more than doubling its existing population as of 2016 from 6,900 to 15,000 by 2031. King City’s employment is also projected to increase significantly, from 1,950 jobs in 2016 to 2,965 jobs in 2031.

King City has a vibrant historic core where the greatest mix of uses, as well as historic buildings, are concentrated. However, the busy main roads, particularly King Road, creates design challenges with respect to maintaining a vibrant, walkable core. However, some of the local side streets, such as Doctors Lane and Hoop Street, have potential to be transformed into vibrant streetscapes which extends the mixed use core. King City is also benefited by the King City GO Rail Station, providing rapid GO rail transit service to downtown Toronto, and creating the opportunity for transit-oriented development. Nestled within the Oak Ridges Moraine, King

City is also surrounded by natural features and systems which contribute to its overall quiet, small-town feel. A major challenge is the need to balance various growth pressures with all of these distinctive character attributes.

Much of the land area in King City consists of a diverse range of different residential neighbourhoods, ranging from estate subdivisions on partial municipal servicing to new urban neighbourhoods with a mix of different housing options. Many of the older Established Neighbourhoods are experiencing redevelopment, resulting in a mixed character of original development characteristics contrasted with typically larger, newer replacement homes that have been constructed. Similarly, some of the intensification areas have experienced substantial pressure, and there are a range of apartments, townhomes and mixed-use developments emerging in the Village and a need to ensure compatibility between low rise neighbourhoods and adjacent areas planned for intensification.











Photos of existing conditions in the Villages:

1. Main Street in Schomberg
2. Recent Residential Construction
3. Keele Street in King City
4. King Township Library
5. King Business Park Gateway Feature
6. Existing Commercial Use in King City
7. Historic Residential Dwelling
8. Recently Constructed Townhouses
9. King City GO Rail Station



## 1.2 Purpose of the Guidelines

The purpose of these Village Urban Design Guidelines (the 'Guidelines') is to provide clear design guidance for the Township's three Villages of King City, Nobleton and Schomberg. The Guidelines focus on the following three components of each Village:

1. Village Centres, consisting of the Village Cores, Mixed Use Areas, and Transit Station Area as designated by the Official Plan;
2. Established Neighbourhoods, as designated by the Official Plan; and
3. Employment Areas, as designated by the Official Plan.

To ensure the Township continues to offer a high quality of life for all, there is a demonstrated need to balance growth with high quality urban design of the public and private realms. Historically, the Township has administered Guidelines for its Employment Lands and the Village Cores. However, as the Villages' context has evolved, there has been a need to establish updated design guidance which reflects current trends, facilitates contemporary design, and addresses modern challenges.

Although growth contributes to the diversity and vibrancy of the Township, it is within this context that these Urban Design Guidelines have been developed; to balance growth and new development, while recognizing the heritage of King Township that makes it a uniquely desirable place to live. In consideration of this context, it is intended that these Urban Design Guidelines will ensure that the following fundamental goals are met:

- King City, Nobleton and Schomberg are three distinct Villages that are celebrated by residents for their unique character, high quality of life, and engaged members of the community.
- The Villages will accommodate the majority of the projected population and employment growth in King in a manner that meets the design objectives of the Official Plan. Building on the principles and policies of the Official

Plan, and other documents and studies, these Guidelines set out clear expectations to ensure that the Villages grow and evolve in a manner that protects and enhances their unique identities and existing neighbourhoods and ensures that they remain distinct from the Township's neighbouring, more urban municipalities.

- New development including reconstruction, redevelopment, additions and infill in the Villages will be compatible with adjacent development, harmoniously and thoughtfully respectful of the environment, emphasize the creation of a strong sense of community, and provide choices in terms of obtaining goods and services, accessing parks and employment opportunities.

These Guidelines have been based upon and considerate of a wide range of inputs. These Guidelines provide a consolidation and update of previous the Village Centre specific guidelines for King City, Nobleton, and Schomberg and the Employment Area Design Guidelines. Over the past 5-10 years, the Township has also been embarking upon a major update to its planning policy, regulations, guidelines and related programs. The Guidelines also build on the policies and actions identified in King Township's evolving and recently updated planning framework. The principal related documents are summarized on the following pages.

It is noted that these Guidelines do not replicate or replace other requirements of the Township or other jurisdictions. Compliance with these Guidelines will not exempt projects from any other required approvals. For example, streetscape and public realm works on Regional roads will be subject to York Region approval and is subject to Regional guidelines, such as the York Region Streetscape Design Standards and the Designing Great Streets Guidelines.



The **Our King Official Plan (2019)** provides an overall the vision for the three Villages, emphasizing the principles of complete, healthy, and sustainable communities, which will foster local identity, healthy lifestyles, economic prosperity, and civic pride. The Plan establishes policies which guide Council's decision-making on development applications. The Official Plan provides overarching objectives as well as specific design policies for each of the areas addressed by these Guidelines, including the Village Centres, Established Neighbourhoods and the Employment Areas. These Guidelines are a key implementation vehicle for the Official Plan, helping to ensure the vision for Our King is realized. The Plan focuses on maintaining the small-town character that has made these Villages attractive and unique places to live and work. These Guidelines provide both broad and specific recommendations and strategies that ensure development sets out a vision for design excellence and particularly emphasizes principles of designing harmoniously with the environment through natural linkages and sustainable design.

The **Streetscaping and Beautification Plan (2015, updated in 2021)** provides a framework for public realm improvements (streetscapes) in the Villages. Under the program, a range of improvements have been completed or are planned/underway, focusing on public space and public realm enhancements which contribute to the aesthetic and social aspects of the Village Centres. The projects have included roadway improvements, crossings, street furniture, lighting, hardscaping, landscaping, and other elements.

The **Community Improvement Plan (2015, updated 2021)** is a community revitalization strategy for each of the three Villages. The Plan enables a series of financial incentive (grant) programs, along with complementary municipal actions, that are to be used to promote private property investment. The Plan includes policies and guidelines which have informed these Guidelines. These Guidelines are intended to represent a resource for reviewing and evaluating applications for financial incentives.

The **Schomberg Main Street Revitalization Plan (2019)** sets out a vision for streetscape works in the historic core of Schomberg. A final streetscape plan is being refined and detailed design is expected to be completed in 2022.

The **Township's Sustainable King: Green Development Standards Program (2020)** provides a tool for evaluating the sustainability of proposed development against a range of standards. The tool provides criteria for four areas: green infrastructure, natural environment, efficiency and conservation, and healthy communities.

The **Core Area Parking Study (2018)** assessed parking supply and demand across the Township, providing recommendations for managing parking and related elements as the Villages continue to grow and evolve.

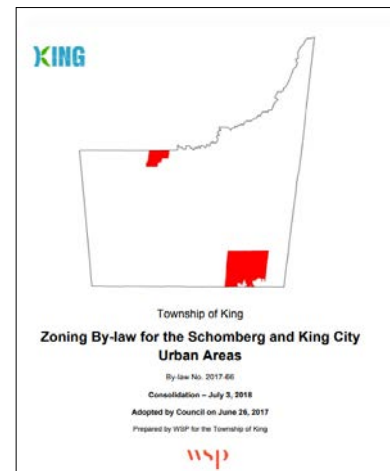
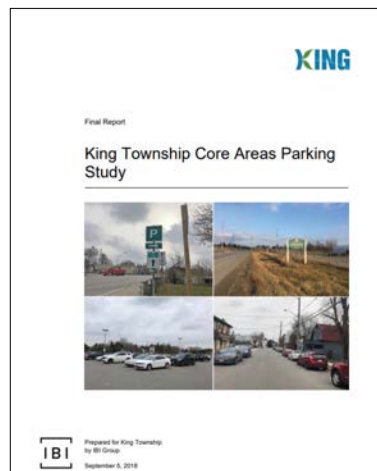
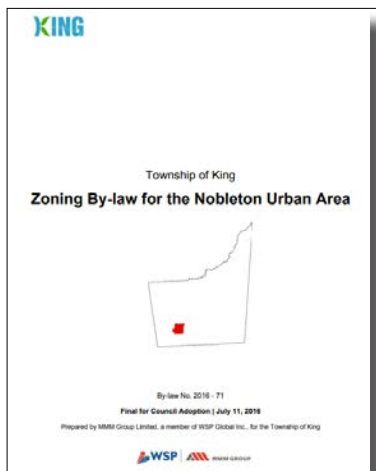
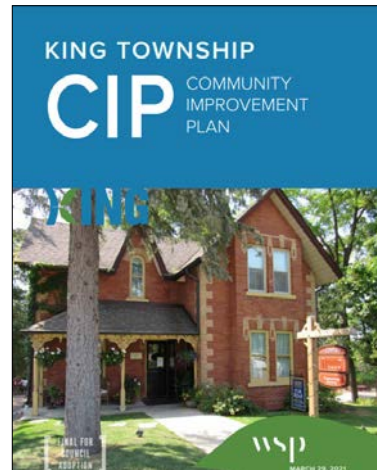
The **Parks, Recreation, and Culture Master Plan (2019)** guides future recreational, culture and park needs, identifying short, medium and long-term actions relating to the provision of facilities, service levels, and operational matters.

The **Township's Urban Area Zoning By-law Review (2014 – 2017)** has resulted in updated land use and development regulations for each of the three Villages. Through this work, the Township assessed and updating zoning for the Village Centres, Employment Areas and the Established Neighbourhoods, setting out more specific standards which are considerate of each neighbourhood's distinguishing characteristics.

The **Township of King Active Transportation Strategy (2020, review underway)** provides a recommended action plan for improving connectivity and promoting healthier transportation choices. The Plan recommends a range of pedestrian and cycling facilities, such as sidewalks, multi-use paths, trails and more.

These Guidelines shall work in tandem with and support the urban design objectives of the Official Plan policies and the various projects and reports identified above by providing further design guidance and detail. The Guidelines are a helpful resource and manual by:

- Illustrating to builders and developers the urban design objectives and aspirations of the Township;
- Outlining design criteria and urban design best practices that can be referred to in the review of development applications;
- Serving as a basis for potential future updates to the Township's Urban Zoning By-laws, where guidelines are appropriately integrated as zoning regulations; and,
- Providing King's residents, builders and other stakeholders with an understanding of the Township's expectations for built form, streetscapes and public spaces.



*Selected cover pages from various Township plans, policies and regulations that have provided input into these Guidelines*



## 1.3 Guiding Principles

Drawing from the policies and principles of the Township of King Official Plan and other relevant guiding documents and studies, the following Guiding Principles form the basis for the objectives contained within each section of the Guidelines. It is intended that each of the Guidelines contained in this document will work towards achieving one or more of the following Principles.



### Guiding Principle #1

#### Maintain and Enhance each Village's Historic, Small-Town Character

Each Village has defining architectural character and predominant built form patterns that date to their original development. These existing patterns and attributes should be referenced or utilized in new development, to reinforce a sense of place and highlight what makes each Village unique. We call King City, Nobleton, and Schomberg "Villages" because they are clusters of neighbourhoods which offer a high quality of life, a complete range of services and resources, and an overall small-town scale and feel. Development densities and heights will need to be sensitive to this overall context, by appropriately locating buildings, open space, and other elements to mitigate the visual impact of larger buildings on the streetscape and on adjacent sensitive uses. Further, heritage resources are defining elements of each Village. It is a key principle to ensure the conservation of historic buildings and sites in the Township. Reuse of heritage buildings and sensitive integration of heritage buildings in development will be encouraged.



*The 10 Guiding Principles described in this section establish the important characteristics of good urban design in the Villages, such as heritage conservation, active transportation, and other considerations.*



### Guiding Principle #2

## Promote Complete Communities and a Connected and Animated Pedestrian Network

To support complete communities and healthy living, connectivity throughout the Villages, will be achieved through improved pedestrian connections and amenities. The Villages will be designed to accommodate a mix of uses and housing options, where appropriate. Pedestrian boulevards along main roads will provide soft and hard landscaping, facilitating strong connectivity and walkability. Street tree planting and street furniture, including benches, support pedestrian activity and contribute to the development of an animated pedestrian network. Built form adjacent to these boulevards and other pedestrian pathways as well as public realm improvements will be scaled and oriented to their street or pathway, and will provide active edges that reinforce pedestrian activity.



### Guiding Principle #3

## Achieve Excellence in Architecture, Design and Sustainability

The Township will be a destination for design excellence and will accordingly have a high standard for new development. New buildings will be designed and detailed to create high quality streetscapes and built form through high quality materials, façade articulation, and active window treatments. Scale and massing of new buildings will be focused on creating human-scaled environments that are more comfortable and attractive places to live, work, and play. Innovation and excellence in architecture and sustainable design will be strongly encouraged. Further, these Guidelines reference gateways (entry points into the Villages) and other prominent sites which will benefit from enhanced architectural treatment and/or more prominent built form.





#### Guiding Principle #4

### Maintain and Enhance the Individual Character of Established Neighbourhoods

King Township's Established Neighbourhoods will be supported by new residential buildings and additions that are massed and scaled to fit harmoniously within the streetscape and in the context of neighbouring uses. Development will address context amongst existing residential buildings through consistent setbacks, spacing, cladding materials, window alignments and roof design. Buildings will be sited to preserve mature vegetation, where possible, and new plantings will be used to contribute to an urban canopy over time. The application of these various approaches will contribute to a sensitive built form relationship for new buildings and additions within these neighbourhoods. Development should consider and enhance the unique defining elements of each neighbourhood, such as common architectural elements and rooflines.



#### Guiding Principle #5

### Ensure Development Sensitive Interfaces with Existing Built Form

Infill development will appropriately interface with the existing and planned context in King Township, in consideration of existing built form, such as height, massing, and scale. In addition, setback, setbacks, articulation, and consistent roof lines will be employed to achieve a harmonious built form relationship between new and existing buildings. Since the context varies between the Villages and even within the individual neighbourhoods, these Guidelines provide specific guidance for the Village Centres, Established Neighbourhoods and Employment Areas, as well as Village-Specific Guidelines. Unique built form attributes of each Village and within each individual neighbourhood will be reinforced. The Township will encourage a range of architectural styles; the emphasis of these Guidelines is on ensuring compatibility, sensitivity to the context, and harmony in the built form.



### Guiding Principle #6

## Connect and Develop the Township's Recreational Network

The recreational network within the Villages will be supported through well-designed public gathering spaces that provide for a range of recreational uses and respite for residents of all ages. They shall provide for accessibility for persons of various abilities and buildings adjacent to them will be designed to address, frame, and afford passive surveillance for these spaces through at-grade design and overlook from balconies and porches. Over time, a variety of both publicly accessible and private recreational spaces will support greater community participation and recreational activity in the Villages.



### Guiding Principle #7

## Enhance the Natural Heritage System

There are many sites that will require consideration of how development is integrated with environmental features and the overall natural heritage system. Fundamentally, development must not negatively impact the environment, in accordance with the policies, guidelines and regulations from the Township and other jurisdictions. Opportunity to promote public appreciation through overlook or pathways/connections adjacent to natural features for the environment is encouraged and should be explored in conjunction with development, provided the sensitive environmental features and functions are not negatively impacted. Opportunities to restore or expand the natural heritage system, where appropriate, will be encouraged. The provision of an urban tree canopy and the maintenance of mature vegetation over time should be prioritized and thoughtfully integrated into the siting of development and construction activity.

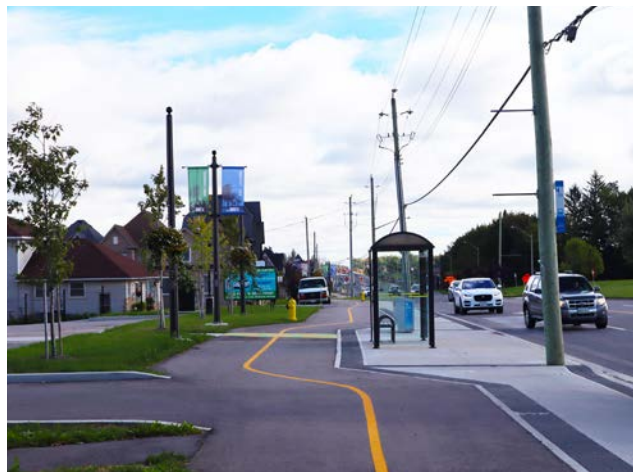




### Guiding Principle #8

## Promote a Holistic Approach to Site and Building Sustainability

The public and private realm will be designed to ensure sustainability while protecting both the natural and built heritage in King. Site design will also consider elements of sustainability, such as the provision of low impact development measures, barrier-free design, cycling infrastructure, direct lighting, landscaping and tree planting, and connectivity with recreational uses and natural heritage features. Building and site design will consider incorporating sustainable design measures such as water/energy efficient design, alternative energy generation, the provision of green roofs, cool roofs, sustainable materials, and other approaches.



### Guiding Principle #9

## Support Active Transportation and Multi-Modal Travel with Built Form

Active transportation is fundamental to ensuring that all residents regardless of age or physical ability will be able to access different transportation options and actively participate in the community. This will be supported through sensitively designed and sited built form that encourages pedestrian and cycling activity and promotes more compact development and connectivity. New buildings will be sited to emphasize direct pedestrian connections to main entrances, and designed to accommodate cycling facilities, universal accessibility and with densities that will support public transit.



### Guiding Principle #10

## Welcome Visitors and Residents with Attractive Gateways and Focal Points

Each Village is a self-contained community, nestled amongst farms and open space, and where development will occur within clear boundaries. The entry points into each Village provide an important design opportunity to establish “gateways” through signage, enhanced landscaping, public art, as well as high quality architectural and built form treatment. Gateways should welcome visitors and set a positive visual impression of the community. Further, it is a principle of these Guidelines to establish other focal points, such as important views, sites at major crossroads, and other prominent sites. Other focal points should include enhanced treatment, such as landscaping and public art, in addition to enhanced architectural treatment and more prominent built form, where appropriate.



*The Urban Design Guidelines provide guidance for both private development as well as public realm improvements to ensure a coordinated approach to urban design.*



## 1.4 How to Use the Urban Design Guidelines

The King Village Urban Design Guidelines provide a comprehensive set of design expectations for development in the Village Centres, Established Neighbourhoods and Employment Areas of King City, Nobleton and Schomberg. The design directions and recommendations for public and private realm elements address building typologies, built form, landscape, and site design. The Guidelines are intended as both an inspirational and an instructional document, outlining King Township's urban design vision for built form, and public realm streetscapes and green spaces within these components of the three Villages.

This document is structured as follows:

**Section 1.0 (this section) introduces the local context of King Township**, followed by an outline of the urban design objectives and principles that are supported by the Guidelines as contained in subsequent chapters.

**Section 2.0 provides objectives and guidelines for the Village Centres**, which consist of the Village Cores, Mixed Use Areas and the King City Transit Station Area. The Guidelines are organized into categories, including: built form; building and site requirements; building types; and guidelines for the public realm. The Guidelines relate to a wide range of potential development contexts. The Guidelines also provide Village-specific guidance, recognizing the specific context of each individual community.

**Section 3.0 provides objectives and guidelines for the Established Neighbourhoods**, which are the predominantly low density, older residential neighbourhoods in each of the Villages. The emphasis is on ensuring the compatibility and design fit of any proposed infill and replacement dwellings in these neighbourhoods of varying character. The Guidelines are also organized into categories: built form, building and site, and public realm.

**Section 4.0 provides objectives and guidelines for the Employment Areas.** The Guidelines promote a high standard of design amongst the Employment Areas in a manner that is appropriate to King's context and facilitates development of a wide range of businesses. The Guidelines are organized into categories: built form, site/building guidelines, and public realm.

**Section 5.0 provides direction for the implementation** of these Guidelines, including an outline of the process for reviewing development applications by a peer reviewer, and opportunities to implement these Guidelines through other municipal documents, such as the zoning by-law.

# 2

## Village Centres





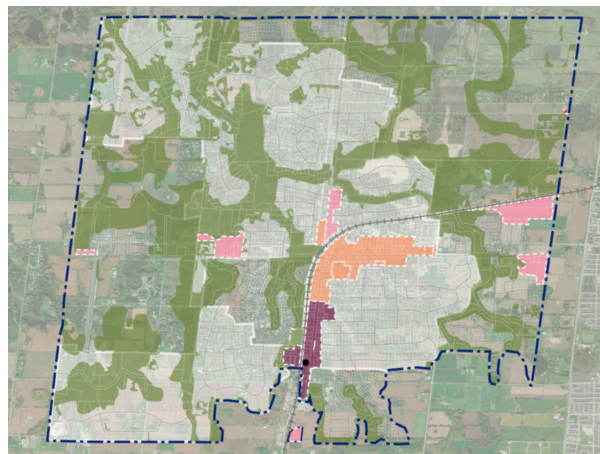
# 2. Village Centres

## 2.1 Context and Objectives

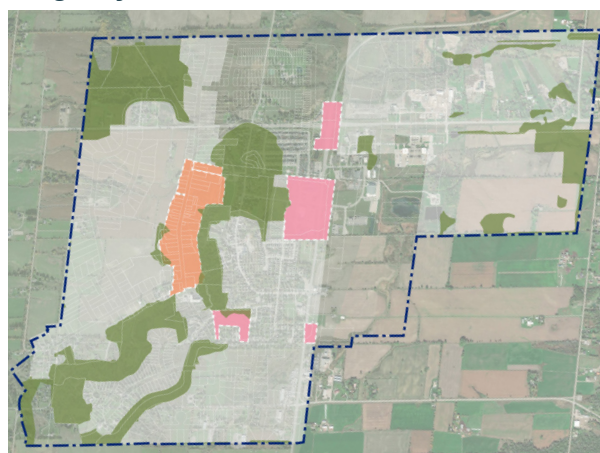
The Village Centres are anticipated to accommodate the majority of intensification growth in the Township. Village Centres are located within each of the three Villages, and are comprised of the Village Core, Mixed Use Area, and Transit Station Area designations of the Official Plan. All three Villages have lands designated Village Core and Mixed Use Area while the Transit Station Area designation is specific to King City.

Within the Village Centres the anticipated growth will be accommodated through redevelopment and intensification to ensure efficient use of infrastructure and to enhance the vibrancy of each Village. Intensification and redevelopment, over time, will contribute to the revitalization of the Village Centres which are important economic hubs in the Township. These Guidelines will help shape this growth in a manner that is sensitive to each Village's unique context. It is noted that redevelopment and intensification is likely to be limited in Schomberg's Village Core, where there are flooding risks. As such, the Official Plan applies a Special Policy Area in Schomberg to reflect this context.

Intensification and redevelopment shall occur in a manner that incorporates the guiding principles of these Guidelines, such as ensuring compatibility and maintaining the character of the Village, enhancing and retaining mature vegetation while ensuring excellence in architecture, design and sustainability.



**King City**



**Schomberg**



**Nobleton**

**Legend**

- Village Core
- Mixed Use
- Transit Station Area

## 2.1.1 Village Cores

The Village Cores represent the primary historic centres of King City, Nobleton and Schomberg. Generally, the highest densities and mix of uses are to be accommodated in the Village Cores. The Village Cores are key community destinations, consisting of a wide variety of businesses residential uses and other complementary uses. Cultural and historic resources are concentrated in the Village Cores. These areas are intended to revitalize over time, becoming more vibrant with a strong pedestrian focus. A vibrant, “main street” feel will be strengthened over time.

There is a need to provide design guidance that balances pressure for higher density urban uses with the unique character and historic components of each Village Core. Historically, the Village Cores were developed with mainly two storey buildings. Development in the Village Cores is guided by Section 5.4 of the Official Plan. The Official Plan permits developments of up to 3 storeys, but may contemplate development up to 6 storeys where the development demonstrates that the criteria outlined in the Official Plan are met. As such, there is a need to provide design guidance to ensure that taller buildings are sensitively integrated into the existing context. A wide range of building typologies, including townhouses, mixed use buildings and other uses are also permitted and require guidance.

While in some respects the three Village Cores share many design characteristics and have a similar scale, each Village Core also has distinctive attributes, including unique built form characteristics and architectural themes. The Official Plan provides expectations about building height, massing and character, which are further implemented in these Guidelines.



**King City**



**Nobleton**



**Schomberg**



## 2.1.2 Mixed Use Areas

The lands designated Mixed Use Area in the Township include several designated properties, areas and nodes outside of the historic Village Cores, where a range of uses are envisioned by the Official Plan in a manner that facilitates transition in density between adjacent Established Neighbourhoods and the denser Village Cores. Intensification will be accommodated in these Mixed Use Areas, principally in the form of townhouses, apartments and mixed use buildings. Since the Mixed Use Areas sometimes interface directly with adjacent low-rise neighbourhoods, there is a need to ensure compatibility and transition between development and existing Established Neighbourhoods. The Mixed Use Areas will be designed to facilitate built form transition between the lower density neighbourhoods and the historic cores. In some cases, the Mixed Use Areas also act as “gateways” into the Villages, framing some of the major entrances. As such, the Guidelines will set out expectations that ensure these areas provide a positive impression on travelers and exemplify the distinctive aspects of each Village.



**King City**



**Nobleton**



**Schomberg**

### 2.1.3 King City Transit Station Area

The King City Transit Station Area incorporates lands with intensification opportunity in close proximity to the King City GO Station. The provision of rapid transit and inter-community connectivity, along with the close proximity of the Transit Station Area to the King City Village Core, creates opportunity to accommodate suitable mixed-use and higher density development. Redevelopment of the existing mix of low-density uses and other infill is encouraged, and these Design Guidelines will help support implementation of the Official Plan.



King City GO Station

### 2.1.4 Objectives of the Village Centre Guidelines

Building on the Guiding Principles established in Section 1.3, the following are the objectives for these Village Centre Guidelines:

1. Establish and apply a consistently high standard for architecture and design, inclusive of well-articulated façades, fenestration, high quality building materials and providing interesting architecture.
2. Build King's reputation for innovation in design, sustainability, technology by encouraging innovative green design ideas and technology, such as green roofs, low-impact development principles, cool roofs, green energy generation and water/energy saving design features, for example.
3. Strengthen pedestrian-scaled and pedestrian-oriented streetscapes by locating buildings and entrances close to the street, providing streetscape amenities and providing strong pedestrian connectivity between development, streets, parks, and open spaces.
4. Facilitate an exciting, vibrant downtown experience through public realm enhancements, activated street frontages, and the thoughtful integration of development to prioritize the pedestrian experience.
5. Ensure that development is compatible with existing uses and minimize any visual/aesthetic, noise, light/shadow, odour, and privacy impacts by providing suitable setbacks, upper storey step-backs, vegetation, landscaping, and screening.
6. Provide for transition in built form between low-rise neighbourhoods and the relatively denser Village Cores, by facilitating appropriate transitional heights and scale in Mixed Use Areas and where the Village Core and Transit Station Area is adjacent to low-rise neighbourhoods.



7. Enhance the defining character attributes of each individual Village and neighbourhood, by reinforcing predominant building setbacks, providing public art, utilizing defining architectural elements in new development, strengthening the predominant roof lines, and providing for suitable step-backs of upper storeys which reinforce the existing built form.
8. Sensitively integrate development with the natural environment, ensuring that environmental features are protected and providing appropriate opportunity to provide public access and appreciation.
9. Support public spaces by orienting building entrances and patios towards public areas and encouraging built form that flanks or faces these spaces.
10. Where proposed, locate automobile-oriented uses such as drive-throughs in the rear of sites and facilitate pedestrian-oriented development near the streets, to minimize their impacts on the pedestrian experience.
11. Maintain an overall small-town feel and scale by promoting a street wall which is consistently treated with historically established character (i.e., 2 storeys), and setting back taller buildings or stepping back the upper storeys.
12. Facilitate transit-oriented development in the King City Transit Station Area, including providing convenient pedestrian access to the station and providing for a vibrant pedestrian experience with a mix of uses that are designed to be compatible with adjacent low-rise residential uses.
13. Minimize the impacts of busy roads on the pedestrian experience through public realm treatments, such as on-street parking, landscaping, and buffering where appropriate.
14. Accommodate and support activity in the Villages by providing infrastructure for pedestrians and cycling in the Township, including conveniently accessible bicycle parking and infrastructure and promoting strong connectivity between development, streets, trails, and parks.
15. Celebrate and remember the history of our Villages and the Township by conserving heritage resources and by referencing historical persons, places and events in the design of public spaces, signage, and public art, such as the agricultural history of the broader community.
16. Conserve heritage resources through compatible, sensitively designed development, and support the adaptive re-use of heritage buildings.
17. Ensure that major entries into the Villages (gateways) provide a positive impression of the community through heightened landscaping, architectural treatment and prominent heights where permitted (refer to Section 2.5.4).
18. Minimize visual impacts of service areas, mechanical equipment, utilities, loading areas, and garage entrances on the streetscape and on adjacent development through suitable location, setbacks as well as screening.
19. Provide for a barrier-free public realm and facilitate barrier-free development which allows all members of the community to participate in daily life.
20. Ensure that the public realm is safe, by providing a built form which frames public spaces and by applying Crime Prevention Through Environmental Design (CPTED) principles (refer to Appendix 1).
21. Enhance the public realm in conjunction with development to contribute to the improvement of public spaces over time.
22. Improve pedestrian comfort along the busy Regional Roads that traverse the Village Centres through streetscaping and built form treatment. These Guidelines recognize that the Regional Roads are under Regional jurisdiction, and Regional approvals, guidelines and/or requirements may apply to public realm improvements on Regional roads.

## 2.2 Built Form Guidelines

Built form generally refers to the location, scale, height, and massing of buildings in an area, and the relationship of buildings and structures to the public realm. Collectively, these attributes have a major bearing on street and neighbourhood character, significantly affecting the pedestrian experience. The following Guidelines for the Village Centres aim to generally promote enhancements to the pedestrian experience, bringing buildings closer to the street and creating more attractive, safe and vibrant streets which balance different modes of transportation. The Guidelines are also intended to ensure that intensification is compatible with existing scale and character and that a mix of uses will strongly frame the streets to create a vibrant “main street” experience.

### 2.2.1 General Building Location and Orientation

Building siting and orientation within a street block or individual property is a key component of an attractive streetscape. The siting and orientation of buildings can emphasize views and vistas to key features (e.g., greenlands, urban plaza, park/parkette areas, and landmarks). Overall, in the Village Centres, the intent is to facilitate development which strongly frames streets and provides a pedestrian-scaled design.

- a. Building orientation to the street shall reinforce a continuous street wall frontage and define the pedestrian boulevard through built form or front/side yards setbacks. The Village Specific Built Form Guidelines (Section 2.2.4) provides additional guidance regarding building setbacks from the street edge. **01**
- b. Building massing shall be oriented to address the street and provide direct connection to the pedestrian boulevard. A minimum 2.0 m wide barrier free walkway should be provided between a single unit doorway and the sidewalk.
- c. More prominent building massing and articulation shall be provided at the gateway entrances to the Township and Villages, at view termini and to frame views and vistas to open space and natural heritage features.
- d. Buildings on corner lots shall be oriented to address both streets and generally located close to the street edge.
- e. Where existing uses have parking in between the street frontage and the building, a continuous street edge can be achieved by providing soft and/or hard landscape features to define the pedestrian boulevard edge and mitigate visual impact of parking areas.
- f. Where new buildings are located next to lots with parking forecourts, the side elevations of these buildings will have active windows with clear glazing and/or other architectural features to address public views from the street.
- g. Buildings will be aligned parallel to a public road with siting and massing that provides a consistent building relationship, and frames public roads and spaces.
- h. Building site plans should be coordinated with all streetscape elements and utilities located within the road right-of-way to ensure there are no conflicts between them.
- i. Buildings located adjacent to or at the edge of parks and open spaces will be designed, sited, and massed to address the open space and provide opportunities for overlook onto it. **02**
- j. Building façades are encouraged to front or flank open spaces rather than backing onto these features.
- k. Built form facing parks, parkettes, open spaces, collector roads are discouraged from including front-loaded garages or garage entries facing onto them.
- l. For apartments and mixed use buildings, parking should be provided within



- buildings or below grade. To create a better streetscape experience, at-grade parking will be located behind new buildings and additions and screened to address impact on public views and adjacent low-rise neighbourhoods. This location will also provide for added separation distance from low-rise neighbourhoods.
- m. Townhouse dwellings with front loaded garages shall ensure the garages are designed to be subordinate to the habitable portion of the dwelling.
  - n. In addition to the requirements of the Zoning By-law, larger building setbacks may be required to create appropriate relationships and transition between buildings.
  - o. Front yard setbacks are key in forming the continuous pedestrian friendly street edge. Front yard setbacks should balance the need to bring buildings close to the street with the need to provide a comfortable pedestrian boulevard, especially adjacent to major corridors.
  - p. Increased side yard setbacks should be considered to ensure separation transitions and for opportunities to provide mid-block pedestrian connections in long uninterrupted blocks.
  - q. On some development sites, a mid-block pedestrian connection may be identified and required to provide improved pedestrian permeability and connectivity. It is desirable to facilitate a mid-block pedestrian connection where it aligns with internal street networks or approximately every 150 metres or more frequently.
  - r. All new construction in Village Centres should provide a suitable pedestrian boulevard width. Buildings should generally be located in close proximity to the sidewalk. However, a suitable setback between the building and the property line is encouraged to accommodate landscape features and/or associated outdoor patios. The Village Specific Built Form Guidelines (Section 2.2.4) contains additional guidance.
  - s. Maintain a degree of spaciousness between buildings and property lines where appropriate to the context (e.g., the individual Village) and land use type (e.g., Village Core, Mixed Use Areas and Transit Station Areas). In addition to the requirements of the Zoning By-law, larger interior side yard setbacks may be used to facilitate spaciousness where this is an attribute of the streetscape.



*Building setbacks should maintain consistency to reinforce a continuous street wall*



*Buildings should be sited to closely frame streets and public spaces*

## 2.2.2 Height and Massing

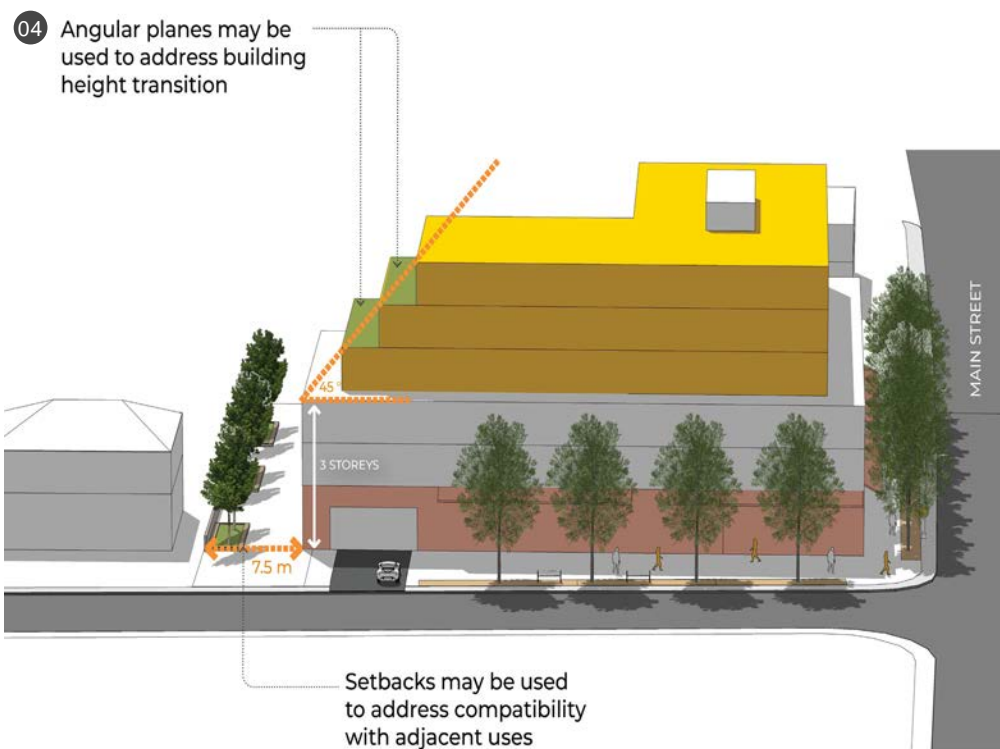
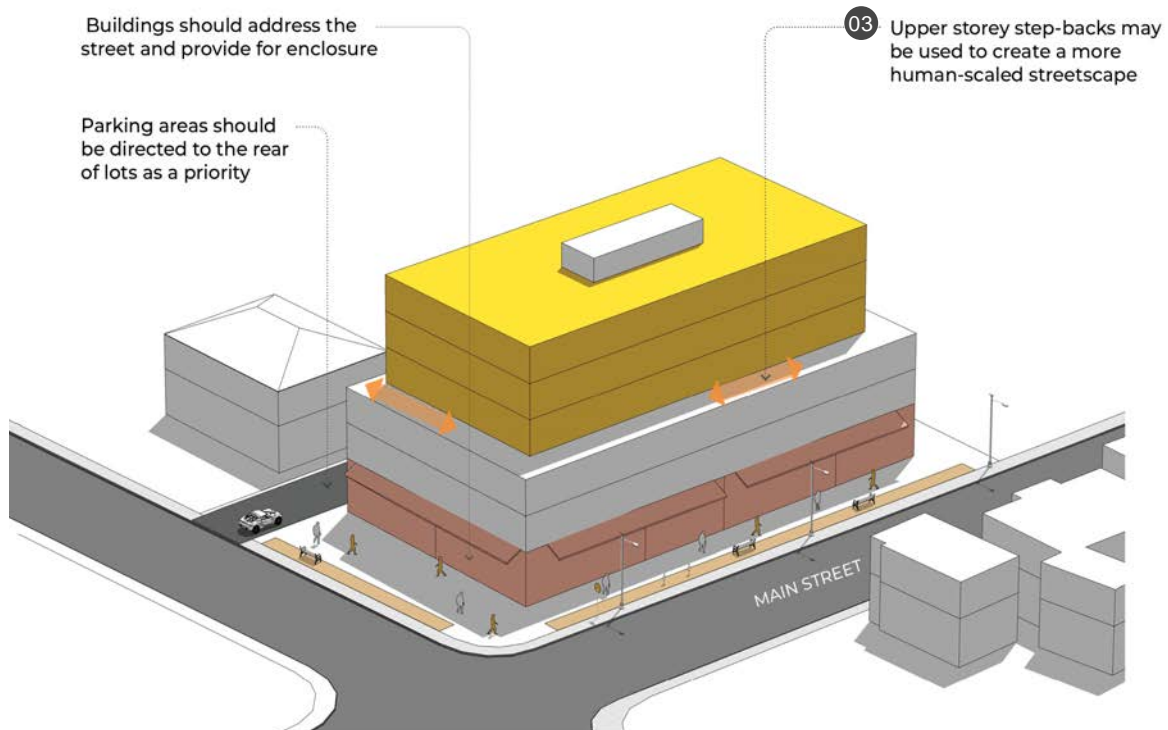
Building height and massing can affect the pedestrian experience and quality of a streetscape, affecting how a building “fits” within its context and impacting the level of sunlight and shadowing. The following provides guidance to support pedestrian comfort and sensitive building scale within the streetscape.

- a. Building massing should reinforce a continuous street wall frontage, located at the front property line to help define the pedestrian boulevard.
  - b. Buildings adjacent or opposite one another shall be compatible in massing and height. Extreme variation in height shall be avoided and mitigated through appropriate massing, such as upper storey setbacks to create transition between buildings. <sup>03</sup>
  - c. The massing of buildings should transition from greater to lower mass and height by incorporating techniques such as setbacks of upper storeys, or by providing gaps between different building masses using elements such as parkettes, plazas, parking areas, or streets.
  - d. More prominent building massing and articulation should be provided at corners and especially at the gateway entrances to the community, as well as to frame views and vistas to open space and natural features where they are adjacent.
  - e. Generally, a minimum ground floor height of 4.5 m is required to provide flexibility for at-grade uses to accommodate retail and commercial uses. However, a smaller ground floor height may be considered to maintain the existing street wall and align the ground floor’s roof line with that of adjacent buildings.
  - f. Height for buildings will reflect the permissions of the Official Plan, which permits 3 storeys and allows potentially up to 6 storeys (up to 20 m) in the Village Cores and 5 storeys in the Mixed Use Areas (up to 16 m), where criteria are met in accordance with the Official Plan. Buildings will need to be designed in a manner that provides for transition and compatibility in accordance
- g. Buildings greater than 3 storeys will require a setback along the street at the 4th storey of 2.5 to 3.0 m to create a pedestrian scaled streetwall.
  - h. Where development is adjacent to low-rise neighbourhoods, building height and massing shall incorporate consideration for privacy, overlook, visual compatibility, and shadow impacts. An angular plane of 45 degrees, measured at a height of 10.5 metres and 7.5 metres from grade, shall typically apply from any side or rear lot line that is adjacent to a low-rise neighbourhood. However, a more stringent angular plane requirement may be necessary to facilitate appropriate transition and mitigate impacts. <sup>04</sup>
  - i. To ensure a continuous streetwall and roof datum line, buildings shall not be less than 2 functional storeys in height.
  - j. Building façades should be generally divided into individual units or storefronts through the use of entrances, vertical breaks and/or raised pier details to create visual interest.
  - k. Buildings at corner sites will be sited and massed to address the intersection as well as the two flanking public roads.



*Building massing and height should incorporate setbacks and massing that provides for transition and an appropriate scale*





## 2.2.3 Roofs

Rooflines and roof slopes contribute to the overall aesthetic and scale of the streetscape, while also influencing the height and massing of the building. A consistent roofline across a streetscape helps to create visual harmony and consistency in built form.

- a. Roof materials and colours should complement the building materials and the proposed building design. 05
- b. Within the design of a streetscape, attention should be paid to the adjacent roof forms to ensure appropriate transitions. Sharp contrasts in roof slope between adjacent buildings should be avoided.
- c. Variety in roof the design is encouraged to provide streetscape interest and may include traditional gables and dormers or contemporary designs with parapet and/or cantilevered details. 06
- d. Where flat roofs are used they shall include a parapet or cornice detail and be capped for a finished appearance. This will reinforce a roofline datum along Village Centre corridors.
- e. Skylights, where present, shall be located on the roof slope not visible from the street (rear or side slope) and shall have a flat profile.
- f. Where rooftop mechanical equipment is proposed, they shall be screened from view (including setting back the equipment from rooftop edges which face public streets) and either integrated into the design of the building or enclosed with materials and/or colours that are consistent or complementary to the building.
- g. Townhouse and multi-unit dwellings should express individuality through defined roof forms that contribute to a residential character for the overall development.

- h. 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.
- i. Wherever possible green roofs and / or white roofs should be incorporated into the design of flat roofs.
- j. The incorporation of solar panels into the roof design is encouraged and should be considered where possible. Solar panels should not be dominant visual elements as viewed from the streetscape.



*Roof styles may use a variety of styles and rooflines should be coordinated to create visual continuity*



## 2.2.4 Village Specific Built Form Guidelines

Given the distinct character of each of the three Villages, the Guidelines that follow provide additional considerations with respect to their specific context and will be considered in addition to the preceding general built form Guidelines.

### 1. King City

The King City Village Centre consists of the historic denser Village Core, along with various Mixed Use Areas on King Road and Keele Street, as well as the Transit Station Area, where there is a mix of existing, low density uses. While the existing context varies across these areas, the objective of these Guidelines is to create a more enclosed built form which prioritizes pedestrian connectivity and facilitates transition to the surrounding neighbourhoods. King Street and Keele Street support a mix of different uses and building types, including mainly well-maintained single detached dwellings used for both residences and for commercial purposes. Within King City, the following Guidelines apply:

- a. New development in the Village Core should include more continuous retail uses at grade with shops introduced at strategic locations including the Keele Street/King Road intersection and further along these main streets.
- b. New development is to be brought close to the street frontage, subject to providing suitable pedestrian boulevards, and all parking areas will be located at the rear of buildings.
- c. The pedestrian boulevards are narrow on both King Road and Keele Street. Where possible, buildings should be setback from the street line to accommodate a more generous combined pedestrian boulevard of 5.0 m.

- d. All new development on King Road and Keele Street shall be no less than two functional storeys in height, with three storeys preferred. Taller buildings may be appropriate in some areas, subject to meeting these Guidelines and the Official Plan's criteria.
- e. Smaller scale and finer grained retail and commercial uses which adaptively re-use existing building space is encouraged for the Village Centre. Redevelopment, major additions and infill will require streetscape, façade and massing treatment to ensure harmonious fit within the streetscape.
- f. The King City Transit Station Area provides an opportunity to locate multi-unit residential and some limited mixed use developments in close proximity to higher order transit; denser development should be encouraged along Keele Street within the Transit Station Area.
- g. All new development along these streets will require appropriate transition to adjacent or neighbouring established residential uses in terms of height and massing. This will include the use of setbacks, step-backs or transitional rooflines to provide transition and compatibility between new development and adjacent established residential uses. **07**



*A key design challenge in King City is to achieve high compatibility between new development and many existing uses, which have a low-rise, residential character*

## 2. Nobleton

The Nobleton Village Centre is centred around the King Road and Highway 27 intersection. The majority of retail and commercial activity occurs on Highway 27, but there is a strip of various businesses designated for a mix of uses, including automotive uses along King Road, east of this main intersection. Nobleton has a relatively more dispersed built form compared with the Village Cores of King City and Schomberg, and there is a need to shape development in a manner that contributes to a more pedestrian-oriented core and provides buffering from the busy Regional roads. Within Nobleton's Village Centres, the following Guidelines apply:

- a. Infill and redevelopment on Highway 27 shall contribute to and build upon the streetscape of recent development with compatible setbacks and built form massing.
- b. Within the limits of the Village Centre, all new development on King Road and Highway 27 shall be no less than two functional storeys in height, with three storeys preferred. **08**
- c. The pedestrian boulevards are narrow on King Road and new development should be setback from street to accommodate
  - a more generous combined pedestrian boulevard of 5.0 m minimum.
- d. The pedestrian boulevard on Highway 27 is also narrow, however, recent development has a larger building setback that addresses the pedestrian experience; new development setbacks should be aligned with this existing condition.
- e. Generally new development is to be brought closer to the street, while providing for a 5.0 m pedestrian boulevard and locating all parking areas at the rear of buildings.
- f. Parking will not be permitted in the front of the building, and rear parking is preferred. Where parking areas need to be located at the side of the building, it will not comprise more than 1/3 of the property frontage and will be screened and landscaped, along property line, to ensure a continuous street edge.
- g. Older retail / commercial plazas, especially along Highway 27, should be retrofitted where possible and define their street edge through hard and soft landscaping (e.g. shrub and tree planting and decorative fencing with masonry piers).



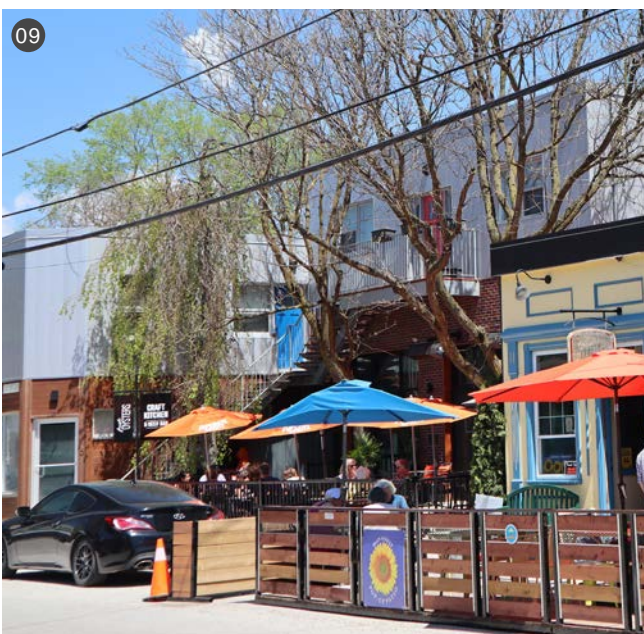
*Over time, infill and redevelopment will help to knit together Nobleton's urban fabric and create a more comfortable experience for pedestrians*



### 3. Schomberg

The Schomberg Village Centre is distinct from the other Village Centres in King Township as it is based around and along Main Street, which is a local road and not a major Regional thoroughfare. The built form along Main Street is also finer grained and modest in scale reflecting the relationship to the street and other existing buildings, compared with King City and Nobleton. Schomberg is a vibrant community and its Village Centre is anchored by major community focal points, such as the Community Hall, Parkette, Dufferin Marsh and the Schomberg Fairgrounds. Schomberg's concentration of heritage resources is a key defining character attribute, and the Guidelines of Section 2.6.5 will be applied in cases where there are existing built and cultural heritage resources. Further, due to its proximity to the Schomberg River, a key natural corridor, much of Schomberg's Village Core is subject to potential flooding hazards. As such, development is limited by a Special Policy Area (refer to Section 4.8.2 of the Official Plan). Within Schomberg's Village Centres, the following Guidelines apply:

- a. All new construction on Main Street should be no less than two functional storeys in height. **09**



*Two storey buildings and a narrow, enclosed built form adds distinctiveness to Main Street in Schomberg*

- b. Maximum building heights should generally not exceed three storeys except in accordance with the Official Plan and provided the building proposal demonstrates that additional storeys can be accommodated through stepping of massing and be compatible in scale and massing with neighbouring properties.
- c. Storefront design should be designed to establish a rhythm of a heritage storefront character with recessed entries, porches, awnings and/ or large bay windows.
- d. Residential apartments and offices above street level shops are encouraged to contribute to the activity and commercial vitality of the Main Street.
- e. All new construction should adopt small front yard setbacks that generally align with adjacent buildings. There may be exceptions for buildings that require a building forecourt, courtyard or other open space (e.g., public use building).
- f. Large scale commercial or residential development should not be located on Main Street.
- g. All dedicated surface parking should be located behind buildings or in centralized locations that are screened from view through built form or within building additions.
- h. Driveway access onto the Main Street will be minimized wherever possible to ensure pedestrian activity is not impacted. Consolidated driveway access shall be encouraged.
- i. Some provision can be made for planting boxes or modest landscaped spaces in front of new buildings. These green spaces should be scaled to fit their locale while maintaining a clear pedestrian sidewalk width of at least 1.5 m.

## 2.3 Building and Site Guidelines

The following Guidelines provide more detailed expectations with respect to architecture, façade treatment, and Guidelines for specific aspects of new development. Overall, the intent of these Guidelines is to promote a high standard of design elements which support pedestrian connectivity, accessibility and innovation in sustainable design and architecture. These Guidelines will also help ensure land use compatibility and improved aesthetics through thoughtful integration of garages, garage entries, and building service areas.

### 2.3.1 Building Façades

Building façades are the most prominent component of the streetscape. Well articulated, interesting façades provide a richness of experience for pedestrians and create visual interest both at short and longer viewing distances. Wall plane changes, windows and window details, deep wall recesses or pronounced piers, material changes, and canopies all contribute to building articulation.

- a. A variety of architectural elements such as wall plane articulation, entry porches, canopies, columns, dormers, and material



*Architectural detailing breaks up blank walls and creates interest and focus on certain sites or building entrances*

detailing will be employed to create a distinctive character for streetscapes. 10

- b. Where possible a higher degree of articulation should be provided at intersection corners and especially at gateway entrances to the Village Centres.
- c. Longer building façades and walls shall be broken up visually via vertical façade articulation, entrances, and repeating landscaping elements.
- d. Large expanses of blank wall faces shall be avoided and addressed through wall plane changes, material changes and the introduction of clear fenestration.
- e. Entrances to buildings should be emphasized through any combination of canopies, material changes, increased height, or wall articulation.
- f. For mixed use buildings, defined horizontal breaks (e.g., change in material, change in fenestration, storefront band/cornice, or decorative banding) should be provided between the at-grade retail or residential uses and the upper floors of a building to provide visual interest and articulation.
- g. Non-street facing building façades exposed to public view or facing parking areas should be addressed through the provision of windows, wall articulation and/or architectural detailing similar to the main façade.
- h. Roof datum lines should be emphasized through the employment of building cornices.
- i. Retail building frontages as part of mixed use buildings should employ at least 50% glazing on the ground floor and along the street. Upper storeys should employ at least 30% glazing where they face the street.
- j. Windows should be articulated with sills, frames, vertical breaks, recesses, and lattices. Long expanses of glazing should be avoided.



## 2.3.2 Building Signage

Building signage is an opportunity to add visual interest and emphasize building entrances. It is intended that signage will not dominate the streetscape. In the Village Centres, building signs should be scaled for pedestrians rather than automobile traffic.

- a. The quality, scale and style of signage will be complementary to the architectural style of the building and its area context. **11**
- b. Signs shall be made from natural materials; back-lit fluorescent and plastic signs are prohibited, in accordance with the Sign By-law.
- c. Signage should be clearly visible, provide visual interest and be scaled and complementary to the building's architecture and pedestrian scale. **12**
- d. Architectural signs marking historical dates and names should be integrated into the building fabric and constructed from cast metal, stone, or tile.
- e. The municipal address should be clearly visible and be clearly lit on all buildings and especially the front façade of any residential dwellings.
- f. Signage should not obscure windows, cornices, columns or other architectural elements and be limited to the storefront of a building and in a consistently defined area on the façade for commercial and mixed use buildings.
- g. Pylon signs, where appropriate in conjunction with commercial uses in Mixed Use Areas, should be pedestrian-scaled, utilize high-quality materials, and be well-landscaped at its base. Pylon signs should not be used in the Village Cores where this is a greater emphasis on creating a pedestrian-oriented experience.

- h. If a building is a heritage structure, historical photographs should be consulted to establish the types and styles of signs appropriate to it.
- i. A historically themed sign strategy for all public streets, buildings, parks, trails, watercourses, woodlots, gateways and other facilities should be considered for each Village.



*Façade and signage treatment contributes interest to the streetscape and impacts the community's identity*

### 2.3.3 Exterior Cladding

King Township has a variety of architectural styles and combination of construction techniques and buildings materials that represent the area’s history and reflect the timing of development. Brick, stone, wood, and some stucco are present in each of the Village Centres’ cladding material palette and should be referenced for new development to ensure integration, visual fit, and historic appropriateness.

- a. Building materials and their finishes should be of high quality, durable, sustainable, and provide for ease of maintenance. 13
- b. Part of the character of existing architecture in the Villages is due to the natural local building materials used in construction and should be referenced for exterior cladding (e.g., red and buff/yellow brick, stone, painted and natural wood siding). These high-quality materials should be used in new construction, both commercial and residential, to knit the new buildings into King Township as a unifying character.
- c. The tradition of building with a wide variety of natural materials, such as stone and wood, should be continued so that new development is linked to the existing village without necessarily replicating styles and design.
- d. The choice of wall cladding materials and colours should be compatible with the architectural style of the building or dwelling.
- e. Stucco as a main cladding material is discouraged and should only be used where architecturally appropriate for trim detailing, architectural features, and consist of muted earthtone colours.
- f. Where siding is used it shall be of a composite wood or fibre cement siding material; vinyl siding will be discouraged and shall not be permitted as a main building cladding material.

- g. Exterior cladding materials shall be consistent on all publicly visible building elevations and include the same level of detailing, window styles and features as the front elevation of the building.
- h. Blank wall faces are discouraged where exposed to public view. Buildings shall be consistently clad and architecturally detailed across all exposed elevations. 14
- i. Where a heritage building is being re-purposed/renovated, the original building materials should be restored where possible. High-quality, natural materials should be used to complement historic building materials. Historic building materials should not be replicated with lower quality materials for any restorations or additions to heritage buildings.



High-quality and well coordinated cladding materials positively impact the public realm



## 2.3.4 Entrances

The treatment and location of building entrances plays a critical role in supporting a pedestrian-oriented streetscape. Building entrances should be emphasized through built form and architectural treatment and be well-connected to the street.

- a. Building projections including porches, decks and canopies are encouraged as transitional building elements that provide weather protection to entrances. Any such building projections should not obstruct the pedestrian boulevard, as described further by Sections 2.2.1 and 2.2.4 of these Guidelines.
- b. Main entrances are to be oriented towards the street and at gateways or corners towards the intersection where feasible.
- c. Primary building entrances shall be clearly visible, located on a public road or public open spaces, and should be accessible to people of all ages and abilities. <sup>15</sup>
- d. Building entrances shall be clearly visible from the street and well lit.
- e. Building entrances shall be prominent and linked to the sidewalk through walkways, canopy features, covered porches or hard-surfaced patios.
- f. To ensure fully accessible buildings, an at-grade entry should be maintained or established, and, where possible, an at grade deck, porch or canopy should be provided. Accessibility ramps are permitted in any yard to provide universal access to building entrances that are not at grade (refer to Section 2.3.7 for further guidance).
- g. For mixed use buildings, a distinct or differentiated entrance shall be used for the residential or office uses above the at-grade retail entrances.



*Building entrances should be articulated and well-connected to the public realm*

## 2.3.5 Parking Areas, Garages and Garage Entrances

In the Village Centres, vehicular parking may be accommodated in parking areas, or garages may be required in conjunction with multi-unit dwellings or townhouses. Garages may be lane-based, below grade or street based when located interior to a development and off an arterial road.

### 1. Lane Based Garages

Lane-based garages are accessed from a rear laneway, removing the garage from the street frontage and contribute to better streetscape quality in the Township.

- a. Rear-accessed garages shall be complementary to the principal dwelling in terms of materials, character and quality.
- b. Garages should be designed and arranged to provide an attractive visual environment within the rear lane, including the provision of landscaping and decorative pavers.
- c. Garage doors shall be sectional, roll-up types with a variety of glazed top panels.
- d. The corresponding municipal address shall be provided on the garage, be well lit and facing the lane.
- e. Pairing of garages within the laneway should occur wherever possible and feasible.
- f. Garages on corner lots or highly exposed to public view shall include architectural detailing, material cladding and colours consistent with the main building.
- g. Landscaping in rear lanes is encouraged to provide visual interest in the garage lanescape.

### 2. Below Grade Garages

Below grade garages are accessed from a common or singular garage entrance, providing common parking area with availability for residents and visitors in a higher density development.

- a. Wherever possible, below grade parking should be provided for apartment, condominium, and mixed use buildings. Below grade parking will be encouraged for other forms of development.
- b. Garage access or ramps should be discreetly located off lanes or the short side of the block and near the rear of the property, to limit their physical and visual impact on the streetscape. **16**
- c. Access areas/ramps should be combined with servicing and loading to minimize the visual impact of these services.
- d. The garage access area shall be well lit and include landscaping or architectural treatment to address public views. **17**
- e. The garage access should be recessed from the main building to minimize its presence along the building elevation.



*Garage access entrances should be located discreetly to minimize their visual impact*



### 3. Surface Parking Areas

Any surface parking areas must be designed to accommodate tree plantings and landscaping that promote an attractive and comfortable interface with the pedestrian boulevard.

- a. Surface parking areas should be located behind buildings. In no case will new parking areas be located in front of buildings (i.e., in the front yard or exterior side yard).
- b. Parking areas located in the interior side yards shall be discouraged and are only permitted as noted in these Guidelines.
- c. Where abutting any street line, parking areas should include a planting strip with a minimum width of 2.0 m.
- d. Where abutting any residential use, parking areas should be buffered by a planting strip with a minimum width of 3.0 m and include screening to address visual impacts.
- e. Surface parking areas should be demarcated and treated with clear, accessible pedestrian pathways to connect the parking area to the sidewalks and building entrances. Large parking areas should include a raised and landscaped pedestrian route(s) and should be provided leading to the main entrance or entrances of the building.
- f. Planted medians are encouraged at the edges of parking spaces to help break up large areas. <sup>18</sup>



*Pedestrian routes and planted medians improve the function and aesthetic of parking areas*

### 2.3.6 Heritage Considerations

On sites that are recognized for any existing built or cultural heritage resources, the following Guidelines will apply.

- a. New buildings should be designed so that it is clear they are not heritage buildings, but may be encouraged to reflect the rhythm, scale, pattern, and heritage design features to achieve a consistent appearance within the neighbourhood context.
- b. Complementary architectural characteristics such as window alignment, rooflines, entrance location, ground floor treatment and materials should be used.
- c. Original materials, heritage details and attributes on heritage properties should be retained and not covered or removed and, where necessary, repaired wherever possible.
- d. The original stylistic intent of existing buildings should not be altered through embellishment or other decorative means.
- e. Materials that complement the original structure should be used when carrying out additions or renovations.
- f. New additions to protected built and cultural heritage resources should be subordinate in scale, massing and design to the heritage building and located to the rear, wherever possible. If a new addition must be located to the side of a protected heritage building, it should be setback from the front wall of the heritage building to allow the heritage building to maintain its prominence.
- g. Site elements and features such as mature trees and vegetation, wrought-iron fencing, stone walls, and stone paving should be protected and incorporated into new development.

## 2.3.7 Universal Accessibility

Development should be designed for universal accessibility, enabling participation by all residents in the community. Design should incorporate thoughtful consideration for a fulsome range of accessibility needs.

- a. Buildings should provide for ease of accessibility and meet the requirements of the Accessibility for Ontarians with Disabilities Act (AODA).
- b. Park spaces, amenity spaces, a group of buildings sharing a common green space, and privately-owned public spaces (POPS), should ensure universal accessibility.
- c. Building design at entrances and other ground level building accesses shall include consideration for accessibility of various physical abilities including the provision of ramps and walkways with a gradual low slope angle. **19**
- d. Within large parking areas, a raised and landscaped pedestrian route(s) should be provided leading to the main entrance or entrances of the building through distinct paving materials or markings to ensure safe pedestrian circulation.



*At-grade entrances, automatic door openings and hardscaping reduce physical accessibility barriers*

## 2.3.8 Servicing and Loading

Servicing and loading areas will need to be accommodated in conjunction with development. Generally, these areas should be screened and located to minimize their visual impacts.

- a. Servicing and loading areas shall be located at the rear of buildings or on the interior side of the building not exposed to the street. Where these areas cannot be feasibly accommodated in this manner, such as Main Street in Schomberg, the use of on-street parking space for loading purposes may be considered. Shared driveways and loading areas are encouraged to minimize streetscape impacts.
- b. Servicing and loading areas will have vehicular access points and signage designed to minimize potential conflicts between pedestrians and vehicles.
- c. Loading areas that are visible from a public road shall be appropriately landscaped to enhance the aesthetic appeal and to screen them from public view.
- d. Servicing, waste storage, and loading areas shall be discreetly located and be screened from public view through architectural design, low walls, and/or landscaping features. **20**
- e. Snow storage areas should be identified and planned to ensure that the site's loading, parking and circulation routes will be accessible throughout the year.
- f. For higher density residential and mixed use buildings, servicing and loading areas should be combined with parking access/ ramps to minimize the visual impact.



*Service areas should be located and screened to minimize visual impacts*



## 2.3.9 Sustainability

Sustainability and green building design are key parts of King's vision for the future. Development should incorporate green technologies, sustainable design and approaches that advance this vision.

### 1. Energy, Water Use, and Alternative Roofs

- a. The introduction of green roofs or roofs that incorporate solar energy generation are encouraged for all new and redeveloped buildings.
- b. Green roofs should especially be considered in the design of residential and non-residential flat roof built form as an energy conservation measure.
- c. Green roofs should be incorporated into roof top amenity spaces in buildings, where feasible.
- d. Where a green roof is not possible, roof materials that are solar reflective and provide for a lower level of heat absorption or solar panels should be considered. <sup>21</sup>
- e. Sustainable design elements including energy and water efficiency measures as well as green energy generation are encouraged.



Where green roofs are not possible, solar reflective roofs or solar panels should be considered.

### 2. Stormwater Management

In the face of climate change, it is increasingly urgent to address stormwater management in a thoughtful manner to minimize downstream impacts.

- a. Low impact development measures and innovative approaches should be considered and employed, including permeable surfaces, to help maximize water infiltration at the source, rather than facilitating runoff to the storm system. <sup>22</sup>
- b. Buildings should be designed to provide for stormwater management through the provision of green roofs, rooftop rainwater storage, and/or rainwater harvesting.
- c. Building design should consider the incorporation of features that treat and filter runoff prior to being discharged to surface retention areas, including systems that reuse water on site (grey water).
- d. Bioswales should be located near the base of the building to treat stormwater runoff.
- e. Landscaping and gardens surrounding buildings and building complexes should incorporate permeable surfaces, rain gardens, rain capture, and native plantings that capture runoff.



Bioswales and other measures should be incorporated to provide lot-level stormwater management control

### 3. Adaptive Re-use & Recycling

Adaptive re-use is a process where an existing building or structure is renovated or updated to suit a new use or purpose. This process is encouraged for older buildings or properties that may have architectural or cultural heritage significance as a way of preserving important features, while allowing for redevelopment and new uses to occur. The following guidelines apply to adaptive re-use:

- a. Adaptive re-use is encouraged for older buildings, and required for those which are designated, listed or have been identified as having potential for heritage significance. <sup>23</sup>
- b. Adaptive re-uses should seek to balance preservation of key features with achieving current building standards and design goals.
- c. Where adaptive re-use is not feasible, recycling of materials should be considered for reuse rather than being disposed.



*Historic buildings should be adaptively re-used, where possible*

### 4. Bird-Friendly Design & Night Sky

Bird-friendly design aims to reduce bird mortality and negative impacts from buildings and lighting through design features. Lighting should also be efficient and directed at illuminating at a pedestrian level so that it does not impact the night sky. The following Guidelines apply:

- a. The overuse of fenestration on upper storeys of building façades should be minimized.
- b. Glass should be screened with a physical barrier, such as screens or shutters.
- c. Using 'bird-friendly' glass that is designed to decrease the amount of collisions. This may include translucent, screened glass, angled glass or a pattern that has gaps of less than 5 centimeters high and/or 10 centimeters wide.
- d. Parking areas, driveways and walkways shall be illuminated with low level, pedestrian-scaled lighting. Lighting shall be directed downward and inward to avoid light spill-over onto adjacent properties.
- e. Lighting should be energy efficient (LED) and designed to be dark-sky compliant, and should include cut-off shields to prevent uplighting of the night sky.
- f. Lighting should be directed inward and downward to mitigate negative impacts on adjacent uses.
- g. Lighting should be integrated into the design and architecture of the building.



## 2.4 Guidelines for Specific Building Typologies

Future development in the Village Centres is likely to consist of a range of different building typologies. In the Village Core and in the Transit Station Area, this may include principally mixed use buildings, with at-grade non-residential uses and offices or residential units in the upper storeys. Apartment buildings, a variety of townhouses and other uses are also anticipated to be proposed. Additionally, it is important to recognize that the Village Centres still consist of some single detached dwellings, some of which have been repurposed for commercial or mixed uses. Within the Mixed Use Areas, these various typologies may be proposed along with a wider range of commercial buildings, where permitted. Building on the preceding guidelines for built form and building/site considerations, the following Guidelines are applicable to specific building typologies as may be proposed in the Village Centres.

### 2.4.1 Townhouse Dwellings

Townhouse dwellings are comprised of individual units attached and grouped together into a larger architectural form, where the entrances to units are private exterior entryways and not common hallways. Therefore, the massing and design of the townhouse unit block should be considered in relation to the townhouse block as a whole. It is anticipated that some townhouse developments will be proposed in the Village Centres. Townhouses can provide a higher density form and facilitate built form / land use transition between low-rise residential uses and higher-density mixed uses and apartments.

There are different types of townhouse building types, each comprised of its own characteristics and architectural style. The design of townhouse dwellings can be in the form of street, lane based, stacked, back-to-back and live-work townhouses. Depending on their type, they are generally 2 to 4 storeys in height.



*Townhouses may take a wide variety of styles, forms, and densities*

## 1. General Guidelines for Townhouses

- a. The elevations of the townhouse block shall be articulated in a manner that provides variation between units, while reinforcing common characteristics that visually unite the block.
- b. Townhouse blocks will be limited to a maximum of 6 units. The length of the townhouse blocks should not exceed 36 m unless it is essential to the architectural style of the townhouse block.
- c. Where townhouses are considered for Village Cores or any Village Centre fronting onto an arterial or collector road, front facing garages shall not be permitted. These locations will require lane based or below grade garage access.
- d. Variety in the design of roofs through the use of traditional gables and dormers, or more contemporary designs that include cantilevers and parapet details, is required to break up the massing of townhouse blocks.
- e. The massing and form of townhouse units adjacent to Established Neighbourhood dwellings shall be complementary to those dwellings through height and architectural features to promote visual continuity along the streetscape.
- f. Townhouses are encouraged to be attached only at the lower floor levels and to provide separation between units in the upper storey.
- g. The main front entry shall be oriented to the front lot line or higher order street, for interior townhouse units, while the entry of the corner unit is encouraged to be oriented to the flanking lot line. Where a dwelling unit flanks a laneway, the main entrance shall face the public street.
- h. Corner unit designs are encouraged to provide significant corner features such as porches, wall articulation and bay windows, or other corner unit features as appropriate to their architectural style.

- i. Front facing garages shall be flush or behind the building face of the townhouse unit, have a maximum driveway length of 6.0 m and not exceed 50% of the width of the unit to allow for green space and tree planting in the front yard.

## 2. Street & Lane-Based Townhouses

- a. Detached garages accessed via a lane shall be complementary in design and building materials with the principal dwelling.
- b. Lane based townhouses that do not have rear yards should provide amenity spaces above the garage and/or in the form of usable balconies.
- c. Utility meters shall be screened from public view by integrating them into the design of the townhouse units through the use of wall recesses, enclosures, or inseting within the building walls. Lane based townhouses should locate utility meters at the rear.
- d. Air conditioning units, heat pumps and utilities should be located at the rear. Where they are located at the front or in the exterior side yard of an end unit, they shall be integrated into a wall face and / or screened through landscaping and shrubbery.



*Example of lane-based townhouses*



### 3. Stacked Townhouses

Stacked townhouses are generally townhouses that include two to three levels of separate townhouse units over the extent of a townhouse block and includes separated or grouped entrances leading to the individual units. For example, a lower unit is typically accessed at-grade or 1/2 level up or down and the upper unit(s) is (are) accessed by a separate set of stairs leading from a common landing. For stacked townhouses, the following should be considered in addition to the previous guidelines for townhouses:

- a. Garage and parking spaces are to be located either below grade or attached at the rear of the units with access from a private or public lane.
- b. Where parking is integrated at the rear, a private amenity space should be provided above the parking area in the form of
  - c. At-grade garages typically occupy the width of the unit and are located at the rear. The number of garage spaces is related to the width of the unit (e.g., a 6.0 m width accommodates two cars whereas a 9.0 m width accommodates 3 cars).
  - d. Full balconies or rooftop amenity areas should be provided to offset the limited amount of private amenity space for residents.
  - e. Any rooftop mechanical equipment used commonly for the building (e.g., elevator) shall be screened from public view and integrated into the design of the building with materials and colours that are complementary to the building.
  - f. Garages should incorporate sufficient space for bicycle storage and waste storage.



*Example of stacked townhouses*

#### 4. Back-to-Back Townhouses

Back-to-back townhouses have units share both side and rear walls with adjacent units. They either include front-loaded parking spaces or below grade parking when provided within a larger clock of units. For back-to-back townhouses, the following should be considered in addition to the previous Guidelines for townhouses:

- a. Parking and garages can be front-loaded and accessed from the street or preferably located below grade, where built on a slab, and accessed by a shared garage entrance.
- b. Full balconies or rooftop amenity areas should be provided to offset the limited amount of private amenity space for residents.
- c. Where a concentration of back-to-back townhouses occurs, units facing each other shall have a minimum wall face separation distance of 13.0 m with increased distance encouraged to provide for light and privacy.
- d. Long stretches of these townhouse blocks shall include a sidewalk/walkway after every second block to provide visual relief and potential mid-block connections.
- e. Utility meters for the block may be ganged in a discrete location, or screened from public view within the townhouse block design.
- f. Air conditioning units, heat pumps and utilities should be located discreetly and away from public view. Where they are located at the front or in the exterior side yard, they shall be integrated into a wall face and / or screened through landscaping and shrubbery.



*Example of back-to-back townhouses*



## 5. Live-Work Townhouses

Live-work townhouses are characterized by units designed to allow a mix of residential and non-residential uses. The ground floor is typically designed to accommodate retail, commercial or office uses, while the upper floors serve as residential units. Zoning should provide the flexibility to allow for both residential and non-residential uses at the ground floor. The following Guidelines shall apply in addition to the general Guidelines for townhouses:

- a. The height of the ground level should be a minimum of 3.7 m and up to 4.5 m, to accommodate a flexible range of uses including retail and commercial.
- b. Off-street residential and non-residential parking is typically accommodated at the rear of the building, and accessed from a rear lane or private driveway. On-street or layby parking should be made available adjacent to live-work townhouses, where possible.
- c. Private amenity space for the residential unit should be provided either in the form of a deck, above a garage or balconies.
- d. Live-work townhouses should be located along arterial or collector roads and where adjacent to amenity features such as parks, parkettes, and urban squares.
- e. Pedestrian activity should be supported through minimal front yard setbacks, weather protection and enlarged clear windows at-grade.
- f. Mechanical equipment including air conditioning units, heat pumps, and utilities shall be screened and/or located away from public view.
- g. Section 2.3.2 shall be applicable with respect to signage associated with the commercial use. Pylon and standalone signs shall not be permitted in conjunction with live-work townhouses.



*Live-work townhouses provide a transitional form of mixed use*

## 2.4.2 Low-Rise Apartment and Multi-Dwelling Buildings

Low-rise apartment buildings and multi-dwelling buildings are appropriate in establishing an active urban character where intensity of use is desirable.

- a. Low-rise apartment buildings and multi-dwelling buildings range in height from three (3) to six (6) storeys (14.0 to 20.0 m) and shall only be permitted where they meet these Guidelines and the requirements of the Official Plan.
- b. The design of the building and the site shall consider overall form, massing and proportions, and rhythm of major repetitive building elements to create a pedestrian-scaled street façade.
- c. The main building façade shall be oriented to front onto the public street. The front yard setback shall be minimized to the distance required to accommodate landscaping and tree planting.
- d. Building façades along public roads shall be articulated with colour, material variations, windows and other treatments of the wall plane to provide a high quality of design and detail. The design treatment of flanking façades visible from the road shall be similar to that of the front façade.
- e. The primary building entrance shall be oriented toward the street frontage, and provide weather protection and visibility to interior lobbies to allow for safe and convenient arrival and departure from the building.
- f. Where located at a corner, buildings shall be designed to address both street frontages and be massed towards the corner. <sup>24</sup>
- g. Parking shall be located below grade where possible. Where it is only possible to provide parking at grade, it shall be located at the rear of the lot and be screened from street view by the building, decorative fencing and landscaping.
- h. A variety of high quality masonry (brick and stone) or other quality building cladding systems will be considered. Concrete block, precast wall panels or metal shall be discouraged.
- i. Where a building exceeds 3 storeys, a stepback to the fourth storey of 3.0m should be provided to support a pedestrian-scaled streetscape experience.
- j. On upper storeys, balconies may not protrude into the public realm, but instead should be recessed within the wall face or up to the adjacent to the property line.
- k. Awnings and canopies provide for an added element of articulation on the building elevation and contribute to a pedestrian scaled streetscape edge while providing weather protection.
- l. Rooftop mechanical equipment shall be screened from public view and integrated into the design of the building with materials and colours that are complementary to the building.
- m. Servicing, loading and garbage facility areas shall be located at the rear of the building and incorporated into the overall building envelope and screened from public view.



*Multi-dwelling buildings should employ architectural treatment to address both street frontages*



## 2.4.3 Mixed Use Buildings

Mixed use buildings provide additional variety of built form in addition to low-rise apartment and multi-unit buildings, and may include retail/commercial uses at grade and residential or office uses above. Mixed use buildings should be sited in Village Cores, and may be proposed in Mixed Use Areas and the Transit Station Area to introduce a mix of uses which contributes to a positive pedestrian experience.

- a. Mixed use buildings range in height from three (3) to six (6) storeys (14.0 to 20.0 m) and shall only be permitted where they meet these Guidelines and the requirements of the Official Plan.
- b. The primary façade shall front the public road at a minimum setback and should address the adjacent roadway and/or open space areas.
- c. Building setbacks should be either at the property line where a minimum 5.0m pedestrian boulevard is present or should be setback to support the achievement of a 5.0 m pedestrian boulevard.
- d. The design of mixed use buildings should reflect the mix of uses occurring within the building and should establish a strong pedestrian-oriented base and clearly differentiated residential or office related upper storeys.
- e. Main entrances shall have direct sidewalk connections and ensure they are flush with the public sidewalk, wherever possible.
- f. Buildings should be articulated to avoid large expansions of uninterrupted blank façades.
- g. At-grade retail and commercial units should be broken down in scale in terms of unit width or vertical breaks to provide a finer grained frontage.
- h. Building lengths should not exceed 30 m in length. Where they exceed this length, strong vertical breaks in the building façade should be introduced at intervals to provide the appearance of multiple buildings that for pedestrian scaled forms.
- i. Where a building exceeds 3 storeys, a stepback to the fourth storey of 3.0 m should be provided to support a pedestrian-scaled streetscape experience.
- j. The side and rear elevations of mixed use buildings abutting low-density residential properties shall be stepped down in height to maintain an appropriate scale and transition in relation to adjacent Established Neighbourhood areas, in accordance with the Guidelines of Section 2.2.2. The Guidelines of Section 3 should also be considered where a site is adjacent to an Established Neighbourhood.
- k. At-grade commercial uses shall incorporate transparent windows on the majority of the building facing public areas to promote visually active frontages, natural light and connection to pedestrians and the streetscape.
- l. Defined horizontal breaks (e.g., change in material, change in fenestration, storefront band/cornice, etc.) should be provided between the street-level commercial uses and the upper floors of a building.
- m. A minimum floor to ceiling height of 4.5 m should be provided on the ground floor to allow for flexibility and accommodate a variety of retail/commercial uses. Smaller ground floor heights may be appropriate to reinforce existing historical street wall and roofline patterns.
- n. Commercial space unit widths should provide a consistent rhythm along the building façade and streetscape with finer grained intervals of between 6.0 and 8.0 m widths.
- o. The lobby entrance to access the residential units shall be clearly distinguished from the commercial entrances and can be located at the front or side of the building.
- p. Entrances to individual commercial units at the street level are favored over a single at-grade entrance.

- q. Corner buildings shall be designed to address both street frontages with amassing towards the corner for visual interest and to “anchor” the building in the streetscape, especially at gateway locations.
- r. Where buildings exceed 3 storeys, the base portion should be masonry clad (brick or stone) up to 2 storeys, defined with a continuous sill between the base and upper portions of the building. The upper portion should contain the largest mass of the building consisting of a consistent material that is reflective the architectural character of the community. Upper storeys may be clad with accent materials which should be applied consistently across all elevations.
- s. On upper storeys, balconies may not protrude into the public realm, but instead should be recessed within the wall face or up to the adjacent to the property line.
- t. Awnings and canopies may be utilized to add an element of articulation on the building elevation, to contribute to a pedestrian scaled streetscape edge, and to provide weather protection.
- u. Rooftop mechanical equipment shall be screened from public view and integrated into the design of the building with materials and colours that are complementary to the building.

## 2.4.4 Retail and Commercial Buildings

Standalone retail and commercial buildings, for the purpose of these guidelines, refers to plazas or groups of low-rise commercial buildings. The guidelines also consider the potential retrofit of existing plazas in relation to creating a better pedestrian streetscape environment.

- a. Building scale, massing and height should relate to the pedestrian scale and encourage pedestrian circulation.
- b. Entrances to buildings should be emphasized through any combination of material changes, increased height, canopies, or wall articulation.
- c. Commercial buildings located at a gateway to the Villages will contribute to defining the sense of entry to the community and include:
  - i. Distinctive building designs which include articulated built form, massing features and added building height at corners that address the gateway;
  - ii. Decorative planting and/or hardscape features that complement the building design and materials; and,
  - iii. At-grade details at the corners that provide or define direct connections to building main entrance(s).
- d. Buildings should have a minimum height equivalent to a 2 to 3 storey building (approx. 8.5 to 13 m) to address the street edge and be compatible with other built form; additional height may be permitted in accordance with the Official Plan. <sup>25</sup>
- e. Clear windows should be maximized on all building elevations where possible. Street frontages and elevations facing parking areas shall include clear glazing to provide a comfortable and safe pedestrian experience.
- f. Non-street facing building façades exposed to public view or facing parking areas

should provide visual interest through the provision of windows, wall articulation and/or architectural detailing similar to the main façade.

- g. Large expanses of blank wall faces shall be avoided and addressed through landscaping, wall articulation and material changes to create visual interest.
- h. Servicing and loading areas shall be discreetly located and be screened from public view through architectural design, low walls and landscaping features.
- i. At-grade parking shall be located at the rear of the building. If located at the side of the building it cannot exceed 1/3 of the property width and must include landscaping and decorative fencing along the property frontage to maintain the street edge.
- j. Rooftop mechanical equipment shall be integrated into the roof design and screened from public view.
- k. In existing retail / commercial plazas where the forecourt is dominated by parking areas in between the building and the

front property line, the following retrofit or improvements are encouraged:

- i. Define the street edge through hard and soft landscaping (e.g., shrub and tree planting and decorative fencing with masonry piers).
- ii. Provide defined pedestrian connections from the street frontage to the main entrance(s) of the building(s).
- iii. Break up large parking areas by introducing planted medians and pedestrian routes with a landscaped and tree planted edge leading to the plaza frontage.
- iv. Clearly indicate pedestrian crossings through stamped paving, asphalt markings or decorative pavers.



*Retail buildings should address the street and provide at least two storeys to promote pedestrian-scaled streetscapes*



## 2.4.5 Schools and Public Buildings

Institutional uses such as schools and other public facilities may be proposed in the Village Centres. These uses can function as important community hubs and focal points. However, as they also may generate significant automobile traffic, they should be sensitively sited and designed to support pedestrian-oriented, enclosed streetscapes.

- a. Public buildings should address and define the street by generally being located close to the street frontage.
- b. Main entrances shall be directly visible from the street and be given architectural design emphasis.
- c. Public uses are encouraged to be located adjacent to parkland and other public uses, to maximize public access and other design coordination opportunities.
- d. The design of public use sites should be coordinated with public realm design considerations, such as assessing the need for pedestrian crossings.
- e. Where located on corner sites, public buildings shall be sited close to the intersection and address both street frontages in a consistent manner.
- f. Public buildings shall incorporate prominent building features into their design which help to reinforce their importance as a community building by responding to their context and public views. 26
- g. Building façade colours and material cladding should be of high quality and reference or be complementary to adjacent residential built form.
- h. Building elevations shall include massing variations and wall articulation wherever possible. Long uninterrupted building façades shall be discouraged.
- i. The majority of parking areas should be concentrated to the sides of the public building in order to allow for an unobstructed direct pedestrian connection between the building and the sidewalk boulevard.
- j. Potential drop-off/pickup and school bus areas shall be carefully located so as not to dominate or obstruct direct connections from the pedestrian boulevard to the main entrance(s) of the public building.
- k. Where parking and service areas are visible from the street, landscaping which screens these areas and focuses attention on the public building shall be provided.
- l. Rooftop mechanical equipment shall be screened from public view and/or be enclosed and clad in materials/colours present and complementary to the rest of the public building.
- m. A minimum 2.0 m landscape buffer consisting of a combination of tree and shrub planting with appropriate fencing shall be provided along the boundary with residential lots and determined in coordination with the Township.
- n. Signage should be incorporated into the building architecture. Ground level signage should be designed to incorporate planting beds or other landscape features.



*Public buildings form community focal points and should be treated with high-quality design*

## 2.4.6 Places of Worship

Places of worship also act as community focal points, providing an important service to the local community. This importance should be reflected through architectural treatment and pedestrian-oriented built form.

- a. The place of worship building should represent a community landmark feature. The orientation of the building should address public views and provide architectural features that address those views (e.g. a steeple, tower, roof form, accentuated gable feature, etc.) and be oriented towards the street. <sup>27</sup>
- b. The main entrance shall be given architectural design emphasis so that it is distinguished and visible.
- c. Places of worship shall be well landscaped along any street lines, and shall incorporate direct pedestrian walkways between the primary building entrance, sidewalks, and to parking areas. <sup>28</sup>
- d. On-site vehicular access routes should avoid conflicts with pedestrian routes and entrances to the building and access points to the site shall be minimized to provide for safe, visible access and exit from the site.
- e. Parking areas will be located at the sides and rear of the building and shall not be located in the front yard of any place of worship building.
- f. Where parking is visible from the street, landscaping which screens parking areas and focuses attention on the place of worship building shall be provided.
- g. Service areas and rooftop mechanical equipment shall be screened from public view.



*Places of worship function as key community landmarks and should be designed to address the street*

## 2.5 Public Realm Guidelines

The Guidelines for the Village Centres public realm are intended to promote visually rich, appealing and comfortable public spaces.

Public realm design should project a distinct community image through the preservation and establishment of design elements, such as views, vistas and gateways, and the use of design features such as furnishings, street trees and a unified, overarching urban design style. New development should enhance the existing public realm urban fabric and support the community's transition into a more vibrant, pedestrian-supportive environment.

The Public Realm Guidelines are organized into the following subsections:

1. Section 2.5.1 provides general guidance for public realm design matters.
2. Section 2.5.2 provides guidance for community streetscapes, addressing a wide range of matters such general design, and specific streetscaping elements.
3. Section 2.5.3 provides guidance for parks and open space uses.
4. Section 2.5.4 provides Guidelines for the gateways to the Villages.
5. Section 2.5.5 provides guidance to support enhancing views and vistas.
6. Section 2.5.6 provides guidance for public art.
7. Section 2.5.7 provides Guidelines for utilities.
8. Section 2.5.8 provides Guidelines for the public realm in King City's Transit Station Area.

### 2.5.1 General Guidelines

It is the intent of these Guidelines to guide public realm improvements that build upon and enhance the recently completed streetscaping improvements that have occurred in the Villages. These Guidelines shall be used to help guide future improvements. The following overarching guidelines apply to all of the Village Centres:

- a. The public realm shall be designed to be safe, sustainable and vibrant, including built form which frames and contributes to the success of these spaces. The design of all new public areas should consider the principles of CPTED (Crime Prevention Through Environmental Design), attached in Appendix 1.
- b. Any improvements on Regional roadways shall be subject to York Region's review and approval.
- c. Increase the vibrancy and activity in the Village Centres through incorporating enhanced pedestrian- and cyclist-friendly infrastructure and design.
- d. All new development and redevelopment should have connections to existing or new parks and open spaces generally within 200 m (a 2 to 3 minute walk) to encourage active transportation.
- e. Intensification in the Village Centres is encouraged in a manner that ensures development is compatible with adjacent land uses and the Village character by contributing to and enhancing the public realm.
- f. Support public areas (e.g., streets, parks, walkways, plazas) by encouraging built form facing or flanking onto them to include visually active facades, such as small retail and commercial uses with transparent windows.
- g. Enhance the private-public interface by providing private spaces and activity areas, including building entrances and patios which are oriented toward public areas.
- h. Buffer the public realm using setbacks, landscaping and screening from utilities, building service areas, parking, mechanical equipment and/or ventilation systems that can be unsightly.



## 2.5.2 Community Streetscapes

Community streetscape design helps to create pedestrian-friendly environments, encouraging active transportation, enhancing sustainability, reducing greenhouse gas emissions, and protecting the environment. The Guidelines in this section provide a general design framework for components of the streets, streetscape and related public realm, with a particular focus on the main streets within the Villages, including King Road and Keele Street in King City; King Road and Highway 27 in Nobleton; and, Schomberg's Main Street.

- f. Vehicular travel lanes should be reduced to the minimum width required to support potential future transit and emergency services access and circulation and to allow for more generous planting, amenities, and pedestrian boulevards. Reduced vehicular lane widths reduce motorist speeds and severity of collisions, improving safety for all street users.
- g. All new streets and street redevelopment should reflect and correspond to the adjacent open space or built form.

### 1. General Streetscape Guidelines

- a. Provide consistent and complementary pedestrian-scaled streetscape design including such elements as decorative and conventional paving, landscaping, lighting, street furniture and signage. <sup>29</sup>
- b. The public-private interface, which refers to the zone where public and private uses overlap, should be carefully designed to promote passive surveillance for enhanced perceptions of safety and comfortable use.
- c. Amenity zones, which may include landscaped boulevards, furnishings and other public amenities, should be maximized to improve the public realm and encourage walking and other active modes of transportation. <sup>30</sup>
- d. Cycling facilities including dedicated areas that support cycling, such as bike lanes and cycle tracks, should be provided along main routes to promote active transportation. Where possible, cycling routes should be elevated and separated from pedestrian zones and vehicular travel lanes to maximize safety for both cyclists and pedestrians.
- e. Create formal connections between streets, parks and opens spaces, including public access to natural areas, as part of an active transportation network.



*Consistent, high-quality treatments and amenities should be provided within streetscapes in the Village Centres*

## 2. Village-Specific Streetscape Guidelines

In addition to the general streetscape guidelines, each Village has unique public realm challenges and opportunities that must be addressed.

The following applies to the **King City Village Centre**:

- a. Explore opportunities for parking supply improvements, planters, or decorative bollards, in consultation with the Region.
- b. Explore opportunities to connect the existing raised cycle lanes along King Road through the Village Centre to provide a continuous east-west cycling connection, including signage to inform cyclists of routes and lane-track transitions.
- c. Consider formalizing the paved shoulders of Keele Street south of Burton Grove as an on-street bike route through line painting and establishing painted buffer zones, at a minimum.
- d. To slow drivers and promote safety, widened pedestrian boulevards and narrow drive lanes are encouraged within the Village Centre to permit a 5.0 metre boulevard (2.0 metre sidewalk and 3.0 metre planting and street furniture zone).

The following applies to the **Nobleton Village Centre**:

- a. King Road and Highway 27 have an existing right-of-way dimension that limits the ability to create a continuous planted street tree boulevard between the sidewalk and the street due to lack of space. Widened pedestrian boulevards and narrowing of drive lanes is encouraged for the identified streets within the Village Centre to permit a 5.0 metre boulevard (2.0 metre sidewalk and 3.0 metre planting and street furniture zone).
- b. Special consideration must be taken in assessing the continuity of the sidewalk and its connection with adjacent properties. The intent is that over time, a continuous boulevard and sidewalk will be provided.

The following applies in the **Schomberg Village Centre**. The Main Street Streetscaping project is still in process at the time of writing of these guidelines and are intended to supersede these guidelines once complete. Until that time, the following guidelines will apply:

- a. The sidewalk should be widened to 1.8 metres, where feasible, and should be continuous across all curb cuts and street crossings, using a consistent paving or unit paver pattern to differentiate pedestrian walkways from the roadway for the length of the Village Centre.
- b. Where space permits, a landscaped boulevard area (2.0 metres) should be provided between the sidewalk and adjacent properties.
- c. Hydro lines should be buried when economically feasible and new street lighting should be located adjacent to the curb and outside of the pedestrian sidewalk.

## 3. Pedestrian Sidewalks

Pedestrian-friendly sidewalks are important to the Township's overall connectivity and are a major part of the overall mobility network. To realize a walkable street, pedestrians need to be given space that is attractive, continuous, accessible, safe, and clearly demarcated. The following guidelines apply to the implementation of sidewalks:

- a. A continuous public sidewalk should be provided on both sides of roads and should be typically concrete and, where appropriate, decorative pavers.<sup>31</sup>
- b. Sidewalks should be continuous across driveways. Where these crossings occur over driveways to larger residential and non-residential developments, including intersections, they should be marked through other materials or patterns to reinforce the pedestrian route.
- c. Where space allows outside of the public sidewalk (i.e., within the boulevard or amenity zone) the strategic placement of planters or other street furnishings

between the sidewalk and vehicle lanes should be provided for added buffering and pedestrian safety, while not impeding accessibility.

- d. Areas should be provided for bike racks and street furniture while ensuring that pedestrian travel and accessibility are not impacted.
- e. Sidewalk edges and curbs should be graded and include tactile warning surface indicators to provide barrier-free access.

Keele Street and King Road are recommended to incorporate measures that will buffer the pedestrian realm from traffic impacts. The following guidelines are proposed to improve the pedestrian realm:

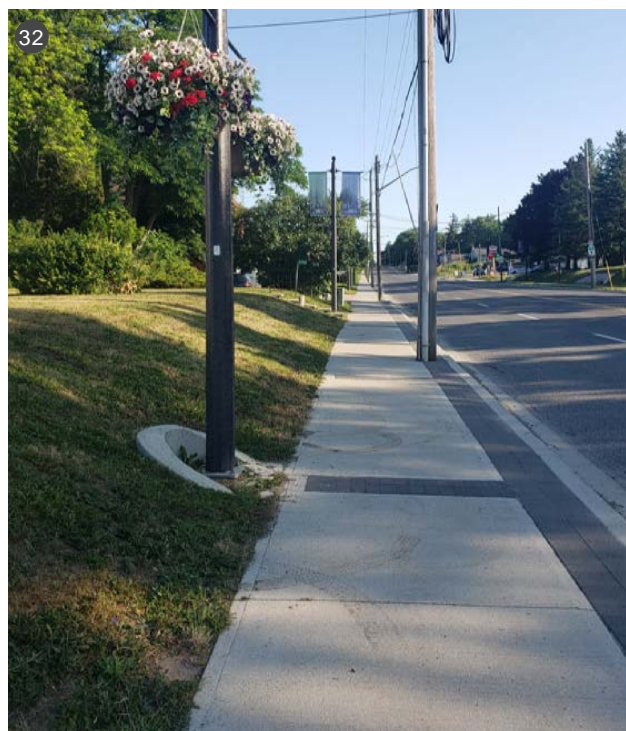
- a. Sidewalks should be setback and buffered from the street by incorporating a boulevard with street tree plantings.
- b. To make the pedestrian experience safer along King Road and Keele Street within the Village Centre, distinct paving materials can be used to define pedestrian routes. For example, crosswalks can be identified with bands of decorative pavers or other markings that define the crossing. <sup>32</sup>
- c. Boulevards along King Road and Keele Street should be designed with regular pedestrian rest stops, including benches, waste receptacles and street tree plantings.



*Pedestrian sidewalks should be continuous, on both sides of roads and should be distinctly paved*

Existing buildings along Highway 27, as well as some areas of King Road in Nobleton, have large setbacks from the street, with sidewalks adjacent to the street and minimal or no boulevard street trees, creating a wide visual expanse. Straight roadways combined with wide fields of view encourage drivers to speed up. It is desirable to reverse this and encourage motorists to slow down when passing through the Village Centre to increase safety, reduce traffic noise and generally improve the pedestrian experience. As such, the following guidelines apply:

- a. Where drive lanes cannot be physically narrowed, additional visual narrowing of the roadway through closer street tree spacing is recommended along King Road and Highway 27 to reduce drivers' speeds.
- b. Boulevards along King Road and Highway 27 should be designed with regular pedestrian rest stops, including street tree plantings for shade and thermal comfort, as well as benches and waste receptacles to contribute to attractive pedestrian streets.





#### 4. Cycling Facilities

Cycling facilities are the dedicated travel area for cyclists, and are most often found in the form of buffered or separated bike lanes, or elevated cycle tracks, and are complemented by amenities, such as bike racks and repair stations. Well-designed cycling facilities provide choice and encourage people to move around the Township and within the Villages Centres by bike. Cycling facilities need to feel safe, be easily accessible, and connect to destinations to facilitate this movement. When this occurs, and trips are shifted from driving to cycling, vehicle volumes decrease, reducing traffic congestion, air and noise pollution. Streets with cycling infrastructure have the potential to move more people, at a lower cost, and with improved public health outcomes.

Design guidelines for cycling facilities include:

- a. Consider the context when determining the type of facility required. For fast/busy roads a separated and buffered cycling facility

may be required, where slow/quiet streets may not need a dedicated cycling facility, allowing the roadway to be shared.

- b. Consider current demand and projected future users when planning and designing new cycling facilities and infrastructure.
- c. Prioritize safety of cyclists and pedestrians through clearly marked crossings, designated waiting spaces at intersections and separation of different modes (e.g., cars from bikes and bikes from pedestrians). Separation measures may include buffer space, physical separation (e.g., curbs), visual contrast and/or tactile indicators. <sup>33</sup>
- d. Support cycling facilities with regular maintenance, clear pavement markings, and infrastructure such as bike racks at destinations, rest stops, and cyclist-friendly catch basin covers in cycling routes. <sup>34</sup>



*Cycling facilities should be considered to create convenient cycling opportunity*

## 5. Street Furniture

Street furnishings, including seating, waste/recycling receptacles, planters, light posts, banner posts, bicycle racks and bollards can help to define the public realm and, through the unity of their design, contribute to the local village character. Design guidelines which apply to all Village Centre street furnishings include:

- Furnishings should be consistent in style and respond to the character of each Village, for visual consistency and to simplify maintenance and replacement. <sup>35</sup>
- A collection of street furniture will be selected for its durability, its compatibility with the local climate, and its availability for additional purchases in the future. <sup>36</sup>
- Canadian-made street furniture is preferred for ease of distribution and for demonstrated resilience under Canadian winter conditions.
- Street furniture should be located outside of the traveled path of pedestrians and outside the path of emergency and maintenance vehicles, including snow removal vehicles. <sup>37</sup>



Street furniture should complement other streetscape elements such as paving, banners, and lighting



Street furnishings should be coordinated and utilize high quality and durable materials, and located outside the pedestrian travel path





## 6. Village-Specific Street Furniture Guidelines

Several specific guidelines are identified with respect to the design of street furnishings in each Village Centre, as follows.

The following guidelines shall apply to the **King City Village Centre**:

- a. Furnishings should be coordinated throughout King City Village Centre to unify the area visually. The traditional style includes monochromatic colour palettes and deep, rich tones, ornate detailing, and materials such as cast iron, wood, stone or brickwork and pavers.
- b. Bicycle racks, seating and waste receptacles should be installed at key destinations within the Village Centre of King City, including shops, parks, schools, and other public buildings.

The following guidelines apply to the **Nobleton Village Centre**:

- a. Furnishings should be coordinated throughout Nobleton Village Centre, building on the existing public realm materials from recent upgrades at Chery Park and Old King Road. Materials should be compatible with existing site furnishings, and may be black in colour, and include cast iron, brick, and other traditional-style decorative features. Site furniture should also be chosen for its durability, its compatibility with the Ontario climate, and its future availability.
- b. Benches, bicycle racks and waste receptacles should be installed at key destinations along the boulevard, such as in front of shops, along King Road and Highway 27.

The following applies to the **Schomberg Village Centre**:

- a. Furnishings should be coordinated throughout Schomberg Village Centre. Rustic-style furnishings may be appropriate to complement the character of Main Street. The rustic style is characterized by earthy colour tones, natural, time-worn and casual detailing, and includes natural materials such as wood and corten (weathered) steel.

- b. Bicycle racks should be installed within the boulevard at key destinations to encourage cyclists' use of Main Street and the surrounding trails.
- c. Fences and low walls add interest and character of the village and are often the result of homeowners defining their front yards. Development and redevelopment should incorporate fencing that complements the existing fence styles, such as wooden beam or board fencing, and detailed cast iron or concrete railings, similar to those at creek crossings.

## 7. Street Lighting

The location and style of light standards impacts the visual quality and usability of any streetscape. Welcoming atmospheres can be created by incorporating pedestrian-scaled lighting which enhances the perception of safety, promoting additional use and increased perception of safety in these areas.

- a. Pedestrian-scale lighting (typically around 3-5 m tall) should be provided adjacent to parks, public open space, pedestrian walkways and residential, institutional or commercial areas. <sup>38</sup>
- b. Light standards should be chosen for their appearance (appropriate to the Village style and character), longevity, quality of materials, resilience to Canadian winters/use of de-icing salt, as well as for style, scale, and light (lumen) measures. <sup>39</sup>
- c. Light standards that are reflective of the architectural and heritage quality of the Villages may be outfitted with banners and/or hanging flower baskets to enhance the seasonal atmosphere and character of the area and allow for advertising cultural or community events.
- d. Street lighting should be downcast to minimize light pollution to adjacent residences, and should be dark sky compliant (e.g., through cut-off or shielded light fixtures).



## 8. Village-Specific Street Lighting Guidelines

Each Village Centre also has unique considerations for street lighting, as follows.

The following applies in the **King City Village Centre**:

- a. At a minimum, pedestrian-scaled lighting should be provided on the main streets of Keele Street and King Road and should incorporate banners and/or hanging planters.

The following applies in the **Nobleton Village Centre**:

- a. A lantern style streetlight with heritage character is proposed for Nobleton, and these should complement the existing street banner poles located along King Road.
- b. At a minimum, pedestrian-scaled lighting should be provided on King Road and Highway 27 within the Village Centre.

The following applies in the **Schomberg Village Centre**:

- a. Light standards that are reflective of the rustic and heritage character of the village should be used to replace the existing utility-pole-mounted street lighting.
- b. Additional pedestrian-scaled light standards are encouraged in Schomberg to improve lighting conditions, particularly along Dr. Kay Drive.
- c. Light standards may be outfitted with banners and/or hanging flower baskets to enhance the seasonal atmosphere and character of the area and allow for advertising cultural or community events.



*Street lighting should be pedestrian-scaled where appropriate and designed with high-quality, durable materials*

## 9. Signage

Public realm signage should complement the intent of creating more pedestrian-scaled design and should not dominate the streetscape.

- a. Signs that are pedestrian-scaled (i.e., legible to pedestrian traffic, not vehicular traffic), match the character style of the Village, and are free standing or well-integrated with their building façade are encouraged in the Village Centres.
- b. Pylon signs and other types of signage prohibited by the Township's sign by-law shall also not supported or permitted by these Guidelines.

## 10. Village-Specific Signage Guidelines

Unique considerations for each Village Centre must also be made in accordance with the following.

The following applies to **King City Village Centre**:

- c. Cohesive, well designed and high-quality signage can improve the village appearance.

The following applies in **Nobleton Village Centre**:

- a. Signage in Nobleton is a dominant feature of the streetscape. Although there are some appropriately-scaled examples, most signage is directed to vehicular instead of pedestrian traffic. Large backlit and flashing signs are inappropriate for the character of Nobleton and should be discontinued.

The following applies in **Schomberg Village Centre**:

- a. Signs in Schomberg should match the rustic aesthetic of other Village furnishings.

## 11. Street Trees and Planting

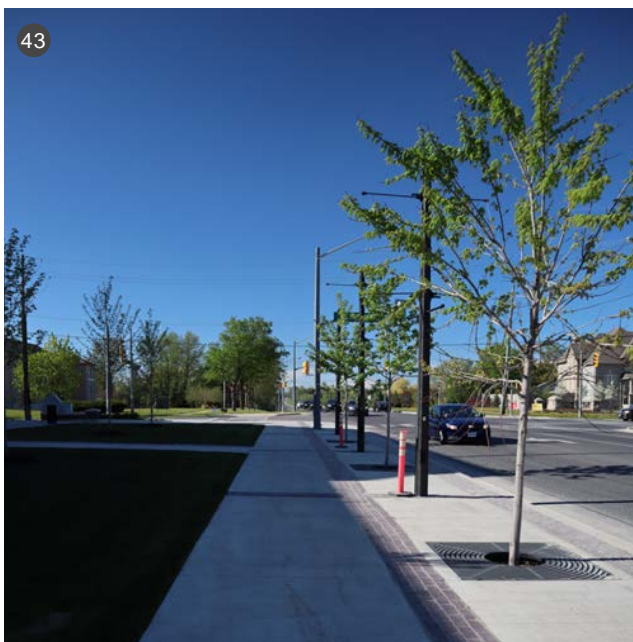
Trees and plantings provide positive modification to our climate, help to reduce water and air pollution, and contribute to an attractive and desirable pedestrian environment. Street trees not only create beautiful, light-dappled pedestrian areas, they also help calm traffic, absorb carbon emissions, increase the value of adjacent properties and have an overall positive impact on our public spaces. Street trees can provide a consistent height element to the street, which helps to visually tie the street together and reinforce a human scale. The following design guidelines apply to the design, protection and installation of street trees:

- a. Street trees should be planted in the boulevard where possible within the Village Centres to provide a buffer between pedestrians and the street, shading, visual narrowing of the street and general enhancement to the public realm. Refer to the Township's Green Development Standards for additional shading requirements. **40**
- b. Tree pits should be constructed using a connected trench method to provide optimal growing conditions, ensuring adequate soil volumes, appropriate soil conditions (pH, mineral balance, consistency, etc.) for regulation of moisture levels and maximum growth.
- c. 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 areas that will receive high levels of foot traffic.
- d. Plantings should be selected for their ability to withstand the local and Canadian climate (e.g., through selection of native varieties that are tolerant of site conditions and are drought-resistant), for year-round visual interest and ease of maintenance. Where planted beds are desired over turf grass (e.g., where rain gardens or bioswales are proposed for low impact development stormwater management), the preferred



method is to use masses of low-height, low-maintenance perennials and ornamental grasses in combination with tree plantings.

- e. Planter beds should be raised with protection from salt and other impacts. Planter beds are encouraged in conjunction with private property improvements. <sup>41</sup>
- f. Street plantings may also be placed at key locations to direct pedestrian traffic, screen parking lots and provide visual interest. Plantings may also be used to accentuate entrances, open space areas and define walkways.
- g. Low maintenance planters and planting areas should be used at the street edge to soften hard surfaces (e.g., along parking lots). Screening plantings should be selected to be at heights that do not impede views and sightlines for safety. <sup>42</sup>
- h. Where possible, a double row of street trees should be provided in front of key public buildings where space permits, such as the library and King City Secondary School frontages, to emphasize these community facilities.
- i. Where possible, tree-lined boulevards should be provided in the Village Centre as redevelopment occurs and where possible introduced along property frontages. <sup>43</sup>



Street trees and ornamental plantings add variety and interest to the streetscape



## 12. Parking

The following design guidelines apply to parking public realm design in the Village Centres:

- a. Public parking lots should be located away from the main streets, behind the buildings and accessed from a side street or shared laneway with adjacent developments, to minimize interruptions to the sidewalk and pedestrian realm. 44
- b. Parking areas shall be designed to incorporate comfortable pedestrian circulation and direct connectivity to the sidewalk/public realm and the associated building(s). The Guidelines of Section 2.3.5 shall also be considered with respect to public realm design for parking areas.
- c. Minimize the number and size of curb cuts to help reclaim the street for pedestrians. Use shared private laneways or driveways, and minimize driveway widths to satisfy safety and access requirements.
- d. Existing parking lots and new development should incorporate plantings for their environmental and aesthetic benefits and consider incorporating Low Impact Development (LID) measures to assist in stormwater retention and treatment. Plantings may also be used to visually soften parking lot edges while still providing clear sightlines. 45

## 13. Village-Specific Parking Guidelines

The following parking guidelines apply to each Village Centre.

The following guidelines apply to **King City Village Centre**:

- a. Non-peak hour street parking should be explored on both Keele Street and King Road. The positive effects of allowing street parking are both economic and urban: Traffic is encouraged to slow down, which helps to decrease noise from cars, and parked cars create a buffer for pedestrians which enhances the experience of the public realm and leads to improved access to local business.
- b. Parking should be located at the rear of all main street buildings, which will enable sidewalks, street trees and building facades to establish a defined street edge.



*Landscaping can be used to buffer existing parking areas from the public realm*

The following guidelines apply to **Nobleton Village Centre**:

- a. Parking in front of buildings adjacent to King Road and Highway 27 is discouraged as it creates an unfriendly urban environment. Redevelopment is encouraged to locate parking away from the main street at the rear of buildings, and should be accessed via shared laneways, where feasible.
- b. Where there is existing front yard parking, buffering is required through landscaping and other features which are complementary to the overall character of the Village.

The following guidelines apply to **Schomberg Village Centre**:

- a. On-street parking along both sides of Main Street is encouraged to continue as it creates a convenience for retail establishments, serves as a buffer for pedestrians, and provides visual cues for traffic calming.
- b. New surface parking areas should be minimized to the extent feasible, and incorporated behind Main Street buildings, or in side yards where buildings back onto the river. The edges of these parking areas should be well landscaped and buffered from public view and adjacent properties.

#### 14. Bulb-outs and Chicanes

Curb extensions (also called bulb-outs or chicanes) extend the sidewalk into the roadway to provide additional pedestrian space and safety at key locations, typically at corners and for mid-block crossings. They enhance pedestrian safety by increasing pedestrian visibility, shortening crossing distances, slowing turning vehicles, and visually narrowing the roadway.

- a. Incorporate bulb-outs and chicanes to reduce speeds at intersections and pedestrian crossings and to provide for shorter and safer crossings.
- b. Feature size should weigh the benefits of larger size extensions into the roadway for pedestrian safety against the needs of larger vehicles to navigate turns.
- c. Bulb-outs should be designed with pedestrian accessibility, visibility and safety in mind, as well as future desired use of the roadway.
- d. Bulb-outs should be used to create public spaces, landscaped areas, or transit waiting areas.

## 2.5.3 Parks and Open Spaces

The parks, open spaces and trails within King Township are focal areas for the community. These spaces, combined with the Natural Heritage System, create a network of recreational opportunities and attractions throughout the Township.

### 1. Parks, Open Spaces and Trails

Within Village Centres, parks, open spaces and trails provide the network for outdoor amenity and active transportation, in support of the public realm, the following design guidelines apply to parks and open spaces within the Village Centres:

- a. Parks will be connected to their surrounding neighbourhoods for easy access and should be linked to the Natural Heritage System, and clearly visible and accessible from roadways, pedestrian and cycling routes.
- b. Formalize 'desire lines', the informal paths created by repeated use, by upgrading these paths to accessible trails and walkways, where feasible.
- c. All new development and redevelopment should have connections to existing parks and open spaces and are encouraged to include the creation of new open spaces and recreational opportunities within 200-400 m (a 3 to 5 minute walk) of them to enhance public wellbeing and health and encourage active transportation.
- d. Park redevelopment will be in keeping with the Parks, Recreation & Culture Master Plan goals and objectives.

**King City** is well served by parklands with passive and active recreational opportunities as well as access to a continuous recreational trail network. The following guidelines apply with respect to parks in King City:

- e. Create new connections to existing parks and open spaces and formalize 'desire lines' (the informal paths created by

repeated pedestrian or cyclist use) through creating accessible trails along these routes, where feasible. For example, connecting Keele Street to King City Memorial Park and formalizing the desire line from Fisher Street to the park.

The following guidelines apply with respect to parks in **Nobleton**:

- a. Formalize the connection from King Road at Lynwood Crescent to the Nobleton Community Centre and surrounding park to help to increase connectivity to this central park hub. Provide for a crossing and the extension of the sidewalk boulevard on the south side of King Road.

**Schomberg** has significant parks and open space features in the Dufferin Marsh elsewhere. In order to make best use of these amenities, the following guidelines apply:

- a. Create new connections to existing parks and open spaces and formalize 'desire lines' or the informal paths created by repeated pedestrian or cyclist use, through paving these routes, where feasible.



*Example of a community park*



## 2. Urban Parks, Squares and Plazas

Urban parks, squares and plazas are components of the public realm and open space system that offer recreation and green space to residents and visitors. These spaces are often smaller than typical parks, and may be partially or fully hardscaped in support of their more urban function and higher levels of foot traffic and use typical in these areas. Urban parks or plazas with plantings and greenery have been shown to have a plethora of benefits, such as improved mental health and wellbeing, increased physical activity, reduced impacts of pollution and enhanced stormwater retention. The following guidelines apply to these urban recreational spaces:

- a. New urban parks should be designed to complement existing parks and natural areas throughout King Township's Village Centres. Generally, new facilities should be located within a short walk (generally 200-400 m or a 3-5 minute walk) of existing parks to provide an integrated network of recreational spaces.
- b. Provide focal area(s) with opportunities for passive and informal recreation through seating, gardens, structures, and landscaping.
- c. Incorporate low impact development (LID) features, where appropriate.
- d. Design for year-round use to attract the local community. This may include encouraging recreation activities that require no winter maintenance.



*Example of a small-scale urban park/square*

## 3. Strata Parks

Strata Parks are physical amenity spaces located on the top of buildings or structures and may include green roofs or other public amenities. Green roofs are typically a layer of vegetation planted over a waterproofing (and occasionally water retention) system, installed on top of a flat to gently sloped roof.

The following guidelines apply to the design of strata parks, where appropriate:

- a. Strata parks should be designed and located to take advantage of existing views and vistas and can be located in the stepback of upper floors to provide street overlook.
- b. Strata parks should be designed with consideration for year-round use, this may include features that assist in creating a comfortable microclimate in shoulder seasons (e.g., maximizing access to solar heat and minimizing wind impacts) and consideration for potential programmable uses for shoulder and winter seasons.
- c. When considering installing a green roof in a strata park the following guidelines apply:
  - i. The structural integrity of the building, the intended function of the green roof, should determine the type of green roof (intensive or extensive) to be designed.
  - ii. Plants and growing medium selected should be appropriate to the site and the level of maintenance that is intended.
  - iii. A maintenance plan should be included with green roof designs as part of a Site Plan submission to demonstrate that an appropriate level of maintenance is contemplated for the design proposed.
  - iv. Automatic irrigation systems should be considered, where access for watering is limited, extreme drought conditions are anticipated, or where greater plant selection is desired.

#### 4. Private Amenity Spaces and Courtyards

Shared amenity spaces on private property should be designed for comfort and accessibility. These areas contribute to the public realm and commercial or private frontages and should be held to a high design standard and level of maintenance.

- a. Entrances should be conveniently located to promote visibility and provide street address entrances. These entrances should face public streets and amenities should be accessible from public or semi-private sidewalks.
- b. Furnishings provided may include elements for pedestrian comfort such as benches or shelters, cyclist amenities such as bike racks, and/or wayfinding and signage.
- c. Materials used should be high quality in appearance, easy to replace and low maintenance. They should complement the building as well as the surrounding street character through use of architectural detailing or materiality.
- d. Plant materials used should be low in maintenance and water consumption, resistant to disease and pests, arranged to allow clear views into and out of the courtyard, and maximize visual impact and variety in all seasons for year-round interest.



Example of a private amenity space (courtyard)

- e. Opportunities for community gardens may be considered where appropriate. The size, location and enclosure of community gardens should be designed to complement the surrounding urban fabric.

#### 5. POPS

Privately-Owned Public Spaces (POPS) are a type of open space which the public are invited to use, but remain privately owned and maintained. POPS can contribute to the overall network of recreational space. The following general guidelines apply to POPS:

- a. POPS should be laid out, programmed and designed concurrently, or in advance of, the design and layout of related building(s).
- b. Consider extending and enhancing the open space network and connections to pedestrian routes, the Natural Heritage System and green corridors.
- c. POPS should be designed for pedestrian comfort, safety, access, and circulation, including weather protection.
- d. POPS should be designed to integrate with the adjacent public realm by incorporating similar materials, furnishings, and styles, with consideration for durability, maintenance and replacement of these features.



Example of a Privately-Owned Public Space (POPS)

- e. High quality hardscape treatments, lighting, and site furnishings should be used to create visual interest and a welcoming atmosphere.
- f. To draw people to the space, active uses are encouraged at the edges of urban plazas and POPS. Typical 'active uses' include restaurant patios, seating areas, sidewalk retail and interactive spaces for users of all ages.

## 6. Pedestrian Mews

Mid-block pedestrian connections or pedestrian mews are intended to be provided within blocks where lengths exceed a short walk (generally this may be blocks that exceed 100 m), as greater permeability is desired to support pedestrian access and direct pedestrian connections to adjacent street networks.

- a. Pedestrian mews are encouraged to provide a more direct pedestrian and cycling link or access between higher order streets to the internal local street network and residential neighbourhoods.
- b. Pedestrian mews should only be located where the development scale and block size are large enough to ensure adequate pedestrian traffic without detracting from activity on adjacent public streets.
- c. Connections between parks, parkettes, urban plazas, privately-owned public spaces (POPS), open spaces, green corridors and the public realm streetscape network are encouraged, especially to connect to destinations.
- d. Pedestrian mews should be open to the sky and the scale of enclosing walls should be no greater than 1:1 (height of building façade to width of mid-block connection) to provide for adequate sun and sky views.
- e. Pedestrian mews should be open at one end at a minimum to a public street and provide direct access to destinations, such as buildings, parking areas, parks, and trails.

## 7. Trails

Trails are important linkages that support and encourage multi-modal travel. Well-designed trails can boost active transportation, enhance public health and reduce required automobile trips and their consequent impacts on the environment. Design guidelines for trails include:

- a. Trail design should ensure a high degree of access, connectivity and safety for cyclists and pedestrians, including consideration for sightlines and installation of lighting.
- b. Connections are encouraged that bridge gaps in larger trail systems through filling in gaps and the addition of trail connections, as outlined in the Trails Master Plan.
- c. Multi-use trail widths should generally be a minimum of 3.5 m.
- d. Benches, waste receptacles, lighting, bicycle racks and natural or built shade structures should be provided at trail heads and at regular intervals along longer trail routes.
- e. Trails located in proximity to sensitive natural features should incorporate interpretive signage at various locations to promote stewardship initiatives that will protect and enhance the features and functions of the natural environment.
- f. Multiple access points to trails should be provided throughout the community and be easily identifiable by residents.



*Example of a trail alongside a stormwater pond*



## 2.5.4 Gateways

Gateways are street and structure elements used to highlight important entrances into communities, providing a sense of place and highlighting destinations. Gateways are generally formed at the intersection of key streets, and at the entrances to each community. Gateway locations for each of the Villages are shown in the sections below. The following Guidelines apply:

- a. Gateway locations are encouraged to be developed with appropriately-scaled, high-quality, and pedestrian-focused open spaces, public art and/or public amenities.<sup>46</sup>
- b. Gateway features and appropriate wayfinding elements should promote a sense of place and reflect and celebrate the local cultural and natural heritage attributes.
- c. Gateway features shall be coordinated in design and materials with adjacent uses.
- d. Landscape enhancements to the public realm should establish and reinforce the significance of gateways.
- e. Gateway design/location shall consider sight lines and visibility.
- f. Above-ground utilities shall be coordinated to ensure that they will not detract or obstruct the gateway feature. Any utilities located adjacent to a gateway feature shall be incorporated into the gateway feature or be screened.




Gateways should incorporate public realm enhancements to highlight important community focal points and entrances

**King City Village Centre** shall be reinforced by the built form, landscape and enhanced treatments along King Street and Keele Street. To this end, the following guidelines apply:

- a. As development continues to occur further west along King Road and on Keele Street, development in these areas should be sensitive or incorporate designs that address the new gateway locations.
- b. The western entry should be marked by well-designed built form which integrates with the public realm and adjacent parkland and open spaces.
- c. Future development and public realm design at the intersection of King Road and Keele Street shall build upon and enhance the existing gateway features.
- d. At the eastern edge of the Village (Dufferin Street at King Road) the public realm design should utilize similar features to the western gateway (such as repetition of materials, forms and furnishings) to complement and unify the Village.
- e. The King Township office site is a strong presence in the arrival sequence to the Village Centre from the west. Developments approaching the Village Centre should be evaluated on their ability to contribute meaningfully to the public realm design and pedestrian comfort along this gateway sequence.



King City

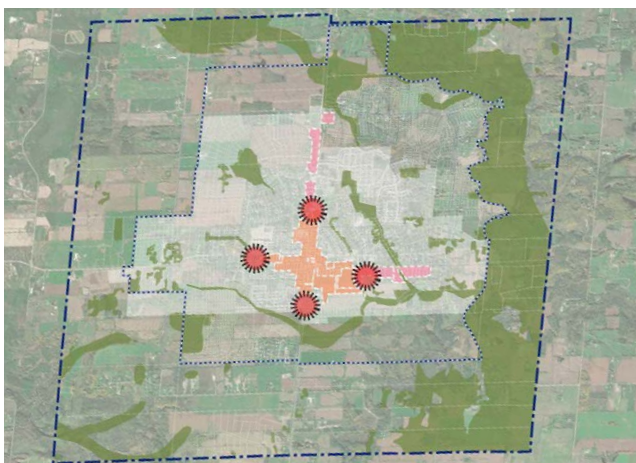
Legend  
 Gateway

The following applies to **Nobleton Village Centre**:

- a. Nobleton has existing gateway features at the King Road and Highway 27 intersection, as well as the improvements at the corners of the Old King Road/Royal Avenue and King Road intersection. The paving details present in this area, decorative black iron fencing, seating, landscape treatments, and characteristic signage and banners should be carried throughout the Village to create a strong sense of place distinct to Nobleton.
- b. A sense of arrival to Nobleton should be reinforced by the built form, landscape and enhanced treatments aligning the street.
- c. Enhancements to the public realm which complement the existing gateways in Nobleton should be considered for all new development and redevelopment along the King Road and Highway 27 corridors.

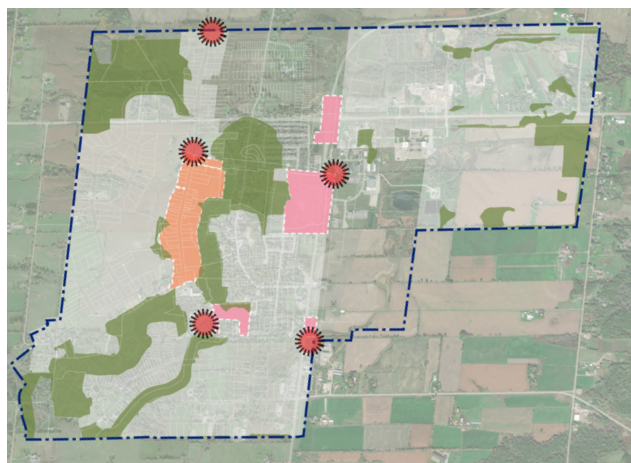
The following applies to **Schomberg Village Centre**:

- a. Schomberg Village's charm lies in its Main Street, which currently does not have a gateway from Highway 9 and lacks visibility for the existing gateway from Highway 27 when approaching Main Street from the south. To enhance the sense of arrival to Schomberg Village, the built form and landscape along Main Street should reflect the heritage character of the Village Centre.
- b. Additional landscape gateway features and historically-appropriate signage at the entrances to the Village Centre (Main Street accesses from adjacent highways) should be explored to create these gateways.
- c. The entrances into the Agricultural Fairground at Western Avenue should be clearly articulated with a gateway or entry feature. Materials and form should consider the heritage gateway that is currently present between the Community Hall and the Emmanuel Presbyterian Church on Main Street.



**Nobleton**

Legend  
 Gateway



**Schomberg**

Legend  
 Gateway

## 2.5.5 Views and Vistas

Views and vistas contribute to the image of a place, can help to orient residents and visitors, and can foster a sense of anticipation and arrival. Key view and vista locations for each of the Villages are shown in the sections below.

The guidelines below provide overarching goals for views and vistas in King Township’s Village Centres:

- a. New development or redevelopment of the existing street network, along with building siting, should provide for vistas and views to existing and planned parks, open spaces, built heritage resources, cultural heritage landscapes, and natural heritage features.
- b. Key view termination points, such as those where the main roads curve or bend, should frame the end of the street to assist in wayfinding and the creation of a distinct sense of place.
- c. Views and vistas of the natural environment should be incorporated within the community design and as part of development.



*Example of a view being addressed to enhance the public realm*

The following guidelines apply to views and vistas within the **King City Village Centre**:

- a. King City is characterized by expansive views to the surrounding countryside as the Village Centre is contained between two tributaries of the East Humber River. The significant overlook at the East Humber River Tributary at the southwest corner of Keele Street and King Road will remain as a focal point in the Village Centre. Public realm design and development should continue to preserve and enhance this vista and view.
- b. The King Township office site is a strong presence in the arrival sequence to the Village Centre. New development in this area should respect the existing views to the Township office.

The following guidelines apply to views and vistas within the **Nobleton Village Centre**:

- a. The existing view terminus where King Road curves when approaching Nobleton from the east has existing gateway features at the Old King Road/Royal Avenue and King Road intersection. This view should be preserved and enhanced by future development and public realm design.

The following guidelines apply to views and vistas within the **Schomberg Village Centre**:

- a. There are opportunities within the Village Centre to overlook and enjoy views of the Schomberg River and river valley. New development should capitalize on these views through building orientation and siting, terraces or projecting windows.
- b. Where Main Street curves, a natural view terminus is created at different points along the street. In each of these locations, additional public realm design features and enhancements which complement the unique heritage character and cultural history of Schomberg should be explored.



## 2.5.6 Public Art

Public art is a key component to public expression and reinforcing King's unique identity. Public art pieces act as landmarks, and help to beautify the public realm, increasing civic pride and promoting inclusiveness. They reinforce a sense of place and are recognized as a key indicator of vibrancy, helping to attract new businesses, residents and tourism. Guidelines that apply to public art in the Village Centres include:

- a. The design and location of public art should be a collaborative effort between the public and private sector, artists and members of the community. This can include individual works and works that include sequence of common elements to link public spaces.
- b. Public art should be highly visible from the street and easily maintained.
- c. Public art should be located at key intersections, gateways, within parks and open spaces and to identify areas of special importance. Public art is also encouraged to be located at the termination of view corridors as outlined in the preceding guidelines for Views and Vistas.

- d. Public art is encouraged to reference historic persons, places, and themes that are significant to King's history, including agricultural and rural history.

The following applies to **King City Village Centre**:

- a. Public art is encouraged along Keele Street and King Road, with particular emphasis on the Library and parks fronting onto these streets.

The following applies to **Nobleton Village Centre**:

- a. Public art is encouraged along King Road and Highway 27 within the Village Centre, with particular emphasis on park entrances, institutional uses and significant intersections.

The following applies to **Schomberg Village Centre**:

- a. Public art is encouraged along Main Street within the Village Centre, with particular emphasis on the bridges, between Emmanuel Presbyterian Church and the Community Hall and Lions Playground.



*Examples of incorporation of public art on a streetscape and on private property*

## 2.5.7 Utilities

Utilities, while essential components of development, are generally unsightly and should be screened from public view to enhance the public realm. The following guidelines apply to utilities located within or visible from the public realm:

- a. Ground-level utility wires, pipes and boxes should be screened from public view by being located underground. 47
- b. Where components of utilities must be located above ground, they should be located in areas where there is no conflict with street trees, within the public right-of-way or on private property, such as along a rear lane.
- c. Plantings should be used to visually buffer, but not interfere with utilities. For example, the addition of hanging planters at or above eye-level can help to screen and soften the visual impact of overhead wires.
- d. When upgrades to utilities take place, efforts should be made to consolidate wiring, and eliminate excess poles to minimize street clutter and conflict with pedestrian travel and mature tree growth.
- e. Utility providers should be encouraged to consider innovative methods of containing utility services on or within streetscape features when determining appropriate locations for larger equipment.
- f. Utility providers are encouraged to consider wraps or screening for larger above-ground utility boxes.
- g. Handwells, manholes and other publicly visible utility elements are encouraged to employ a consistent design theme or consistent use of materials which is reflective of the Village's historic character.
- h. Existing utility lines are encouraged to be buried on King Road, Keele Street and Main Street in the Village Centres.



*Utilities are encouraged to be buried to improve the aesthetics of the public realm. The images above contrast the aesthetic difference between overhead wires (above) versus buried wires (below).*

## 2.5.8 Public Realm Guidelines for the King City Transit Station Area

The GO Station in King City is currently a train and bus station serving the communities of King Township with a rail line which extends north to Barrie and south to Toronto. The King City Transit Station Area applies to the surrounding lands in the vicinity of the Station as outlined on Schedule D of the Township's Official Plan. This area is intended to undergo significant intensification, making the public realm of high importance to support the anticipated higher densities. The following design guidelines will apply to the King City Transit Station Area public realm, in addition to the applicable Guidelines throughout Section 2.5:

- a. Trail and multi-use path connections are encouraged to create an attractive and safe active transportation network and allow residents to access the station via bike or on foot. Many people may choose to bike or walk to the station when convenient and appealing routes are provided, reducing the demand for parking. New connections should leverage existing trails including the existing trail from King Road to Station Road.
- b. Consider opportunities to improve public lighting in accordance with the Crime Prevention Through Environmental Design (CPTED) principles (Appendix 1) and to incorporate public art, to improve the perception of safety and to be welcoming to pedestrians/cyclists.
- c. Explore opportunities to improve Keele Street within the Transit Station Area through the addition of continuous sidewalks, wide boulevards with enhanced landscaping and pedestrian and cyclist infrastructure, such as benches, bike racks, waste receptacles and shading with street trees.
- d. Design of the Transit Station Area public realm should be safe, intuitive, convenient, comfortable, and accessible. Consideration for maintenance requirements should be explored through all new development in the Transit Station Area.
- e. Opportunities for incorporating sustainable features in the public realm, such as Low Impact Development (LID) measures, and other innovative designs or solutions should be explored through all future development.





**3**

**Established  
Neighbourhoods**

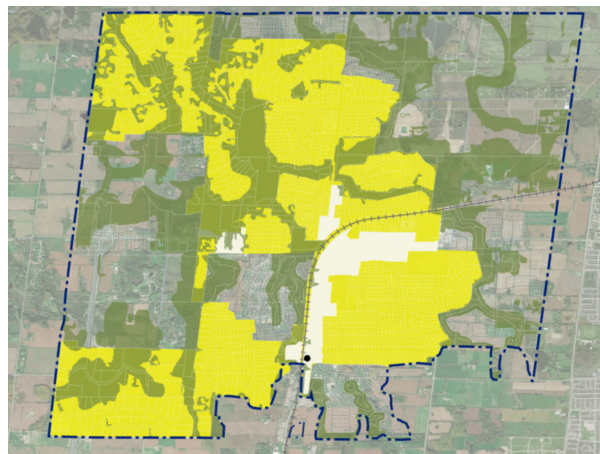


# 3. Established Neighbourhoods

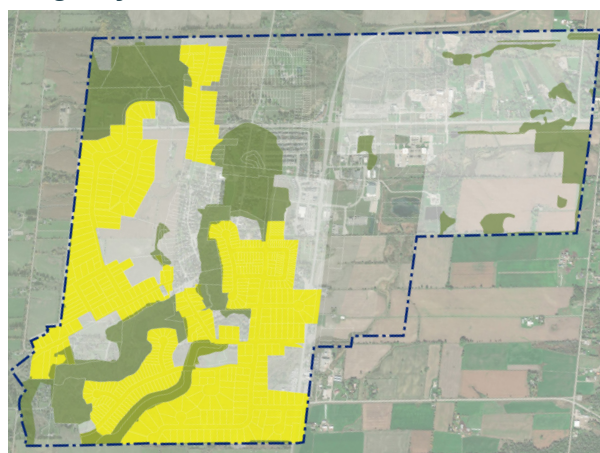
## 3.1 Context and Objectives

A significant portion of each Village accommodates a diverse range of existing, stable neighbourhoods. These neighbourhoods are designated by the Official Plan as Established Neighbourhoods. The location of the Established Neighbourhoods are highlighted in yellow in the reference maps above, as per Schedule D of the Our King Official Plan. The Established Neighbourhoods vary considerably in lot and building characteristics, with varying built form, lot size and width, architectural style, topographic characteristics, vegetation, and other attributes. A degree of change has been occurring in many of King's Established Neighbourhoods, with the construction of replacement dwellings, major additions, and infill dwellings. There is also a need to accommodate additional dwelling units, such as separately detached dwelling units in rear yards and in-house apartments within the Established Neighbourhoods, to facilitate more housing options. Design guidelines are beneficial to help ensure these various forms of development are sensitively incorporated into the neighbourhood.

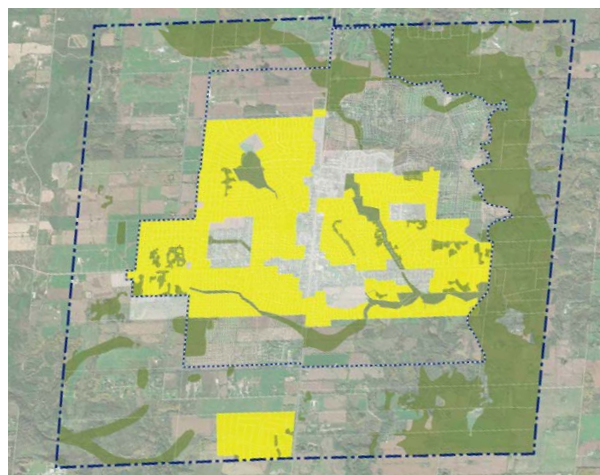
The Established Neighbourhood designation of the Official Plan seeks to recognize, maintain, and protect the character and identity of existing low-density residential neighbourhoods and ensure that proposed replacement dwellings, dwelling additions, additional dwelling units, and new development occur in a manner that maintains and protects the existing neighbourhood character. Detailed policies, including the requirement for site plan approval for replacement dwellings and infill development, have been incorporated into the Official Plan. There is a need to ensure the Urban Design Guidelines implement these policies, which will help enhance the unique attributes of these neighbourhoods.



**King City**



**Schomberg**



**Nobleton**

**Legend**

 Established Neighbourhoods

These Guidelines will reinforce the objectives of Established Neighbourhoods, as set out in the Official Plan. This includes recognizing, maintaining, and protecting the character and identity of existing low density residential neighbourhoods and plans of subdivision. Proposed replacement dwellings and additions will need to occur in a manner that maintains and protects the existing neighbourhood context, including both private and public elements. The defining private elements include built form, land use patterns, architectural styles, street patterns, lot sizes, façade treatments, materials, landscaping, open space, and natural heritage. Public elements include the streetscapes, relationships of buildings to the street, sidewalks, and public tree canopy. These elements and their relationships to one another define the character of the neighbourhood.

Residential infill or redevelopment within Established Neighbourhoods will need to ensure that the proposal fits harmoniously into the existing neighbourhood fabric. Development will reinforce the general building relationship to the street, respect the existing character through compatible design, and sensitively transition, in terms of massing and scale, to existing dwellings. The Guidelines that follow provide a framework for building and site design that respects the existing built form and enhances the character of Established Neighbourhoods in King Township.

Building on the Guiding Principles established in Section 1.3, following are the objectives for these Established Neighbourhood Guidelines:

- a. Ensure that replacement dwellings, additions, additional dwelling units, and infill dwellings fit harmoniously into the individual neighbourhood.
- b. Grow the urban tree canopy by preserving mature vegetation as much as possible through the thoughtful siting of development, and by promoting landscaping and tree planting.
- c. Ensure compatibility and minimize impacts of development (e.g., privacy/overlook, shadow/light penetration) through setbacks, transition in height/scale, rooflines and roof pitch, and landscaping/buffering.
- d. Facilitate transition in height and massing and avoid sharply contrasting heights and massing between adjacent lots.
- e. Consider and address privacy impacts where windows are proposed to overlook onto adjacent lots.
- f. Allow for intensification in accordance with Official Plan policies, including floor space expansions and accommodating permitted additional residential units, while maintaining the character of the neighbourhood.
- g. Provide for high quality and well-proportioned design, with prominent home entrances, proportional garages and well-articulated façades.
- h. Provide for natural light and space between dwellings which is similar to the original development pattern of the neighbourhood. This is achieved by applying the various guidelines for building massing, height, and setbacks, as contained in this Section.
- i. Minimize the dominance of garages and driveways, particularly where large garages are not an original attribute of the neighbourhood, and by tapering driveways where appropriate.
- j. Facilitate the expansion of dwellings in a sensitive manner which is appropriate and visually tied to the building's original appearance, including reinforcement of rooflines and use of materials.
- k. Support the overall feeling of open space and estate-like qualities which are present in many of the Township's residential neighbourhoods, by maintaining lot frontages, depths and lot areas which are similar to adjacent lots and fit within the overall pattern of development in each individual neighbourhood.
- l. Ensure that dual driveways and large garages are designed sensitively and are accommodated on suitably sized lots.
- m. Encourage sustainable design, including the provision of green energy generation, energy/water efficiency, and low impact development principles (e.g., rainwater recapture and permeable surfaces).



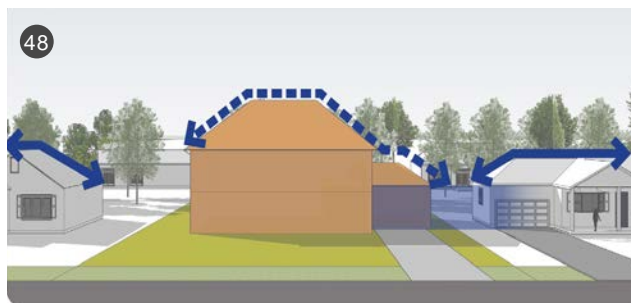
## 3.2 Built Form Guidelines

The following guidelines provide general massing, building orientation and setback criteria to ensure sensitive transitions with adjacent residences and relationship to the street frontage.

### 3.2.1 Height, Massing and Scale

Building height, massing and scale refer to the perception of the general shape, form, and size of the building. It is considered in relation to adjacent buildings, alignment of frontages to the street, and articulation to ensure compatible scale and that the character of the neighbourhood is maintained.

- a. New single detached dwellings should be designed to maintain and reinforce the predominant height of the Established Neighbourhood. Generally, two storey dwellings will be appropriate subject to meeting these Guidelines; however, one- and one-and-a-half storey dwellings will be encouraged where this is the predominant and historic built form of the neighbourhood.
- b. The massing, roof line and building orientation should ensure compatibility with existing residential dwellings. <sup>48</sup>
- c. The existing lot grading should be maintained to retain the existing first floor elevation that is characteristic of the neighbourhood. Grade changes that will result in significant impacts to building height transition are discouraged.
- d. Generally, new buildings and additions should not be more than 1.5 storeys (4.5 metres) taller than adjacent dwellings, and shall not exceed the maximum height established by the zoning by-law. Massing should provide for a sensitive transition to existing residential dwellings through the provision of:
  - i. Stepped side sloped roofs where adjacent dwellings are lower in height or bungalows;
  - ii. Wall articulation that breaks down the façade mass into smaller sections; and
  - iii. Consistent front wall setback that aligns with adjacent dwellings.
- e. Articulate building massing using projections and/or recesses to achieve a wall face transition that respects the scale of adjacent dwellings.
- f. To create a consistent street wall, corner lot dwellings should have front and exterior side façades that are parallel to the streets.
- g. To reduce the visual dominance of the garage on the streetscape, garages should be recessed from the front wall of the building or detached and located in the rear of the property.
- h. The size of the porch/portico and its components shall be proportional to the scale of the dwelling and be a usable depth of a minimum 1.5 m with greater depths encouraged.
- i. Low sloped main roofs may be considered where they are appropriate to the architectural style. The use of low slope main roofs in order to accommodate additional living space shall not be permitted. They are permitted for porch and portico roofs.
- j. Building height can be further mitigated by integrating living areas into the roof pitch of the dwelling through the use of dormers or similar roof details/ features.

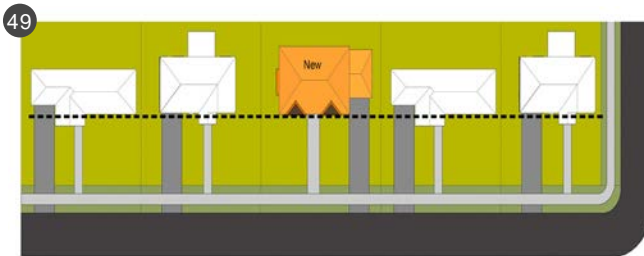


*Massing, rooflines and scale should address compatibility and transition to avoid highly contrasting building heights*

### 3.2.2 Setbacks

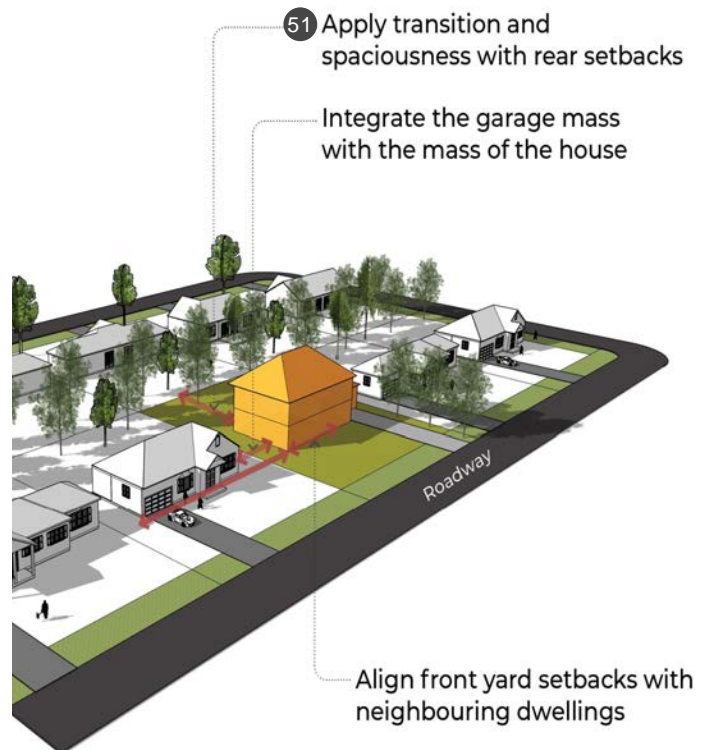
Building setbacks are used to determine the placement of a building on a property and the amount of space available around the building for open space and other uses. Building setbacks define the relationship to the street and to adjacent dwellings and have a bearing on the overall feeling of spaciousness in a neighbourhood.

- In addition to the applicable zoning by-law standards, new development will conform to the Guidelines with respect to front yard, rear yard and side yard setbacks to ensure compatibility in established neighbourhoods.
- Front yard setbacks should maintain the street line and be aligned with neighbouring dwellings. Where neighbouring dwellings have staggered setbacks the new dwelling will be setback at the mid-point, or average, of the existing setbacks. <sup>49</sup>
- Side yard setbacks should provide separation between buildings to allow for a better built form transition with adjacent residential dwellings and to allow for natural light and landscaping. <sup>50</sup>



*These diagrams illustrate the need to align front setbacks to create a consistent street edge and the use of side yard setbacks to contribute to spaciousness*

- Ideally, side yard setbacks are provided that reflect those of adjacent dwellings, or are the average distance of those on either side of the dwelling.
- Provide space for natural light and landscaping between neighbouring dwellings.
- Rear yard setbacks should provide sufficient amenity space and should consider the neighbouring rear elevation locations. Rear wall extensions that introduce direct overlook impacts or will reduce natural light into neighbouring rear yards are discouraged. Transition through the stepping of wall planes on the side and rear elevations is encouraged. <sup>51</sup>
- The depth of dwellings should consider overlook and shadow impact on adjacent rear yards. Dwellings should provide a depth that is similar to adjacent dwellings. Larger side yard setbacks and landscaping should be used to mitigate potential impacts on adjacent rear yards.



## 3.3 Building and Site Guidelines

The following Guidelines for building and site design address matters will help ensure that redevelopment infill and additions contribute positively to the neighbourhood and exemplify the Township's expectations for high-quality and thoughtfully designed homes.

### 3.3.1 Entrances

The main entrance of a residential dwelling is the focal point of the dwelling, connecting the public and private realms.

- The main entrance to the dwelling shall be directly visible from the street and designed as a focal feature on the building's front elevation.
- Weather protection at front entrances should be provided using covered porches, porticos, overhangs or recesses and be consistent with the architectural style of the dwelling.
- The front entrance shall be articulated using framing materials, porches, arches, pilasters, masonry surrounds, and door styles. <sup>52</sup>
- Elevated main front entrances and large concentrations of steps at the front should generally be avoided wherever possible. Where required, elevated front entrances should have no more than five risers.

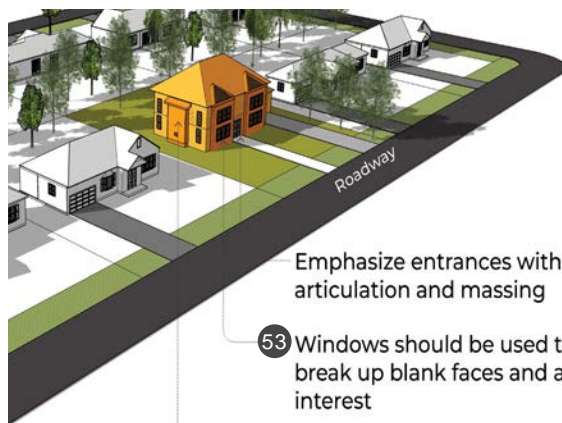


*Building entrances should be well-articulated and emphasized*

### 3.3.2 Windows

Windows contribute to neighbourhood character by breaking up building mass and providing a visual connection between the public and private realms.

- Windows styles and detailing shall be consistent with the architectural style of the building.
- Windows shall be proportioned and sized to complement the scale and composition of the building façades.
- Windows should contribute to wall articulation through their placement and application along the façade. <sup>53</sup>
- Windows should be incorporated on elevations where there is a long blank wall.
- Vertical window proportions are preferred to reflect the architectural style of the building. Other window shapes are encouraged where consistent with the architectural style of the dwelling.
- Where window shutters are used, they shall be half the width of the window.
- Window features, masonry detailing, and surrounds shall reflect the architectural style of the dwelling and be consistent on all elevations.



Emphasize entrances with articulation and massing

<sup>53</sup> Windows should be used to break up blank faces and add interest

Cladding should be high quality and applied to all walls



### 3.3.3 Cladding and Materials

The variety of building materials contributes to the interest along the street and to the character of Established Neighbourhoods. The type and combination of materials used should be functional, complementary, and applied to all sides of the building.

- a. The cladding materials shall be predominantly brick and masonry with colours and type referencing those found in the neighbourhood. <sup>54</sup>
- b. All elevations shall be clad with consistent cladding materials and masonry details.
- c. Building materials should be selected for both their aesthetic and functional quality, and their energy efficiency.
- d. Changes in cladding material can help provide horizontal articulation by providing a base masonry / stone material with a different cladding above or on key architectural features or projections, articulating the transition between the building base, middle and top.
- e. Main wall cladding materials should not exceed a maximum of three different materials. Exceptions can be made for an additional material if it is associated with an accent feature or architectural detail.



*Brick and masonry should comprise most cladding materials*

### 3.3.4 Driveways and Garages

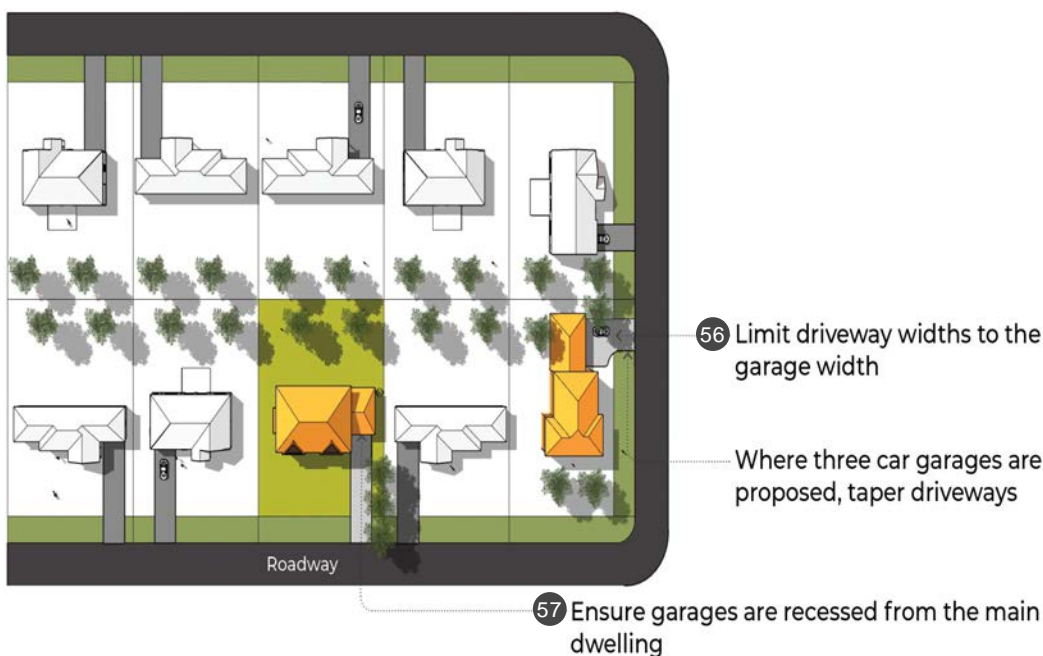
Garages and driveways should be located and sized based on the established pattern of the neighbourhood. Garages and driveways may impact the streetscape character of a neighbourhood. Their design should ensure that they do not visually dominate the front façade of the dwelling to ensure soft landscaping is maximized along the street.

- a. Where possible, garage structures should be no taller than the height of the front door and located at grade behind the front façade. <sup>55</sup>
- b. Where there is an attached garage, the driveway curb cuts should be limited in width to the width of the attached garage.
- c. Surface parking should be integrated within the lot and front yard parking pads shall not be permitted in addition to the driveway.
- d. Circular driveways are discouraged on lots that cannot accommodate both significant landscaping and paved driveways. Where they are feasible, they are encouraged to be the equivalent width of a single driveway, approximately 3.5 m, or a maximum combined width as set out in the zoning by-law.



*Garages and driveways should not dominate the facade*

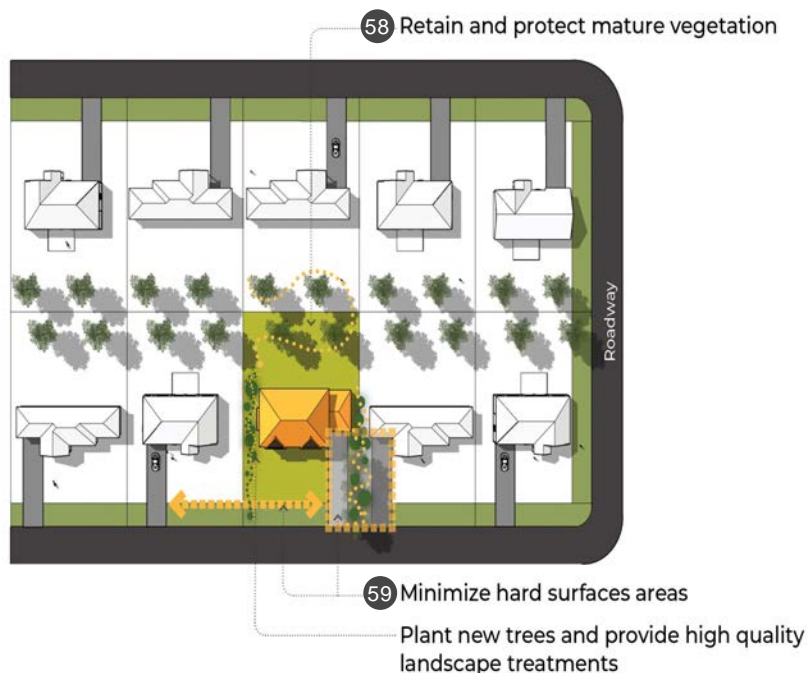
- e. Driveway widths should not exceed the width of the garage and should follow the maximum width as set out in the Township's zoning by-law. **56**
- f. Garages shall be incorporated into the overall design of the building and be scaled and detailed to ensure does not dominate the dwelling façade and to minimize its visual impact on the streetscape. Garages for any new, infill or replacement dwellings should generally comprise no more than 50% of the total width of the dwelling when viewed from the street.
- g. Garage wall faces shall not project beyond the front main wall of the dwelling and shall be flush or recessed from it. **57**
- h. Where the residential dwelling style/ architecture incorporates a courtyard driveway with the garage perpendicular to the dwelling and projecting toward the street, it shall:
  - i. Ensure the garage wing projection is minimized;
  - ii. Address garage projection onto the street and adjacent property with wall articulation and clear glazing and residential architectural detailing;
  - iii. Be consistent in architectural style and features with the residential dwelling;
  - iv. Provide landscaping along the street edge in from of the driveway court to mitigate impact on public views;
  - v. Ensure the maximum width of the driveway at the property line does not exceed a width of 6.0 m; and
  - vi. Ensure the width of the driveway, as measured perpendicular to the traveled portion of the driveway, does not exceed the total width of the garage.
- i. For two-car garages or more, they shall include individual garage doors for each garage space and be separated by masonry columns.
- j. Dwellings proposed with three-car garages shall recess the garage bay closest to the side lot line a minimum of 1.0 m. This approach provides for further building articulation and massing transition to neighbouring dwellings.



### 3.3.5 Landscape

For Established Neighbourhoods, landscape treatments within the private realm or property vary in type, application, and density. The introduction of a new residential dwelling provides for landscape opportunities that can assist with neighbourhood fit and compatibility. It can also address visual or transitional impacts between existing and new dwelling with planted buffers.

- a. Landscape treatments should contribute to the neighbourhood streetscape quality and tree canopy while preserving mature trees where they exist on a property.
- b. Preserving mature trees and adding new trees is encouraged for their shading quality improvement of private amenity areas and their moderation of micro-climate conditions, creating a positive pedestrian experience. <sup>58</sup>
- c. Enhance the bio-resiliency of the area through planting of native, non-invasive trees and shrubs.
- d. Minimize hard surface landscaping/pavement in front yards and consider permeable materials, where possible, in all yards. The majority of the front yard is encouraged to be softscaped and permeable, where possible. <sup>59</sup>
- e. A minimum 0.6 m strip of softscaping is encouraged to be provided along all side and rear lot lines, where possible, to encourage natural drainage and infiltration.
- f. Where a sidewalk is absent, provide a walkway from the front door to the driveway.
- g. Walkways to the front entrance should be separated from driveway surfaces, so that the walkway is not utilized for parking. A landscaped strip is encouraged between the walkway and the driveway.
- h. Where there are large expanses of blank wall façades exposed to public view, shrub plantings and landscaping shall be provided.
- i. Where front yard hedges are proposed, they shall generally not exceed 1.2 m in height, to allow for “eyes on the street” and avoid blocked views to and from dwellings. On larger lots with deep front yards, taller hedges may be considered provided there are no impacts to sight lines.
- j. Encourage the use of earth toned or similar natural stone finishes for paving, decorative fence piers, and landscaped walls.





### 3.3.6 Sustainability

The Township promotes innovative approaches to environmental sustainability. There are opportunities to incorporate sustainable design elements in Established Neighbourhoods which should be considered in conjunction with development.

- a. Section 2.3.9 of these Guidelines should be consulted with respect to potential environmental sustainability approaches for all new development that occurs within Established Neighbourhoods, as applicable to the proposed development.
- b. The Township encourages the provision of permeable surfaces as much as possible (soft landscaping) and minimizing hardscaping (impervious hardscape, driveways, etc.) in the Established Neighbourhoods. Perviousness shall meet or exceed the Township's requirements. <sup>60</sup>
- c. New residential development is encouraged to incorporate environmental sustainability measures in the design of their dwelling, siting of the buildings, and selection of plantings and landscaping that is native, drought tolerant, and diverse.



*Permeable surfaces, retention of vegetation, and native plantings will promote sustainability in the Established Neighbourhoods*

### 3.3.7 Accessory Buildings and Structures

Accessory buildings and structures, for the purpose of these, refers to detached structures located in a rear yard that are not enclosed garages. They generally refer to sheds, garden gazebos, and open carports.

- a. Accessory structures should be located in a rear yard or a side yard and encouraged to be setback a distance equivalent to its height or in compliance with zoning setback requirements, from the neighbouring residential dwelling to form part of a visual transition.
- b. Accessory structures should also be setback to allow for plantings and water infiltration along the lot lines.
- c. The material and colour selections should be complementary to the main residential dwelling and its architecture.
- d. Accessory structures shall not exceed a height of 4.5 m and be setback a minimum 1.2 m from the property line.
- e. The structure will comply with any other Township Zoning By-law requirements.

### 3.3.8 Additions

Additions to dwellings can impact the visual quality of Established Neighbourhoods. In addition to the other Guidelines of this section, the following Guidelines specifically apply to proposed additions:

- a. Additions to an existing building should reference the building style, scale and proportions to which it is being added to ensure visual compatibility.
- b. Special consideration should be given to match existing roof lines within building additions, where appropriate to the dwelling height.
- c. When constructing an addition to an existing dwelling, including a heritage building, care should be taken to match or complement the materials used in the original building in terms of colour, texture and type.
- d. Architectural features and details that are consistent to the building should be introduced to the addition. The distinction between old and new should not be obvious.

### 3.3.9 Additional Dwelling Units

Additional dwelling units may be proposed in the form of basement apartments, other in-house apartments, or in a detached dwelling unit. Lots may need to accommodate up to three units, inclusive of up to one detached unit. Guidance is required to address neighbourhood fit and potential impacts. The following Guidelines shall apply to Additional Dwelling Units:

- a. A separate entry to an in-house additional dwelling unit is encouraged and should be provided in the side wall or rear wall, with at least 1.2 metres of clearance provided for the doorway. The door and any steps that are provided in the side yard shall not obstruct access to the rear yard.

- b. Rear or side entryways shall be accessed by a defined and accessible walkway that is connected to the associated driveway and sidewalk.
- c. Any additions, extensions or enlargements of a dwelling to accommodate an additional dwelling unit shall be in accordance with the applicable Guidelines of Section 3.
- d. A detached additional dwelling unit shall be in accordance with the following:
  - i. The additional dwelling unit should be accessible via an unobstructed walkway that is provided from the front yard/ driveway to the additional dwelling unit in the rear yard.
  - ii. The additional dwelling unit shall be located entirely in the rear yard.
  - iii. The additional dwelling unit should be setback from any side lot line by at least the same setbacks as the main residence.
  - iv. The additional dwelling unit should be clearly secondary in scale and size to the main dwelling.
  - v. Privacy, shadow and overlook impacts between the additional dwelling unit and adjacent neighbours shall be minimized through the use of additional setbacks, height transition, placement of windows, and/or the use of vegetation for screening.
  - vi. Material and colour selection should be complementary to the main dwelling.

## 3.4 Public Realm Guidelines

The public realm within Established Neighbourhoods is strongly associated with the character of these neighbourhoods. In general, the intent is to maintain this existing character through the preservation of mature vegetation and other attractive features of the existing streets. The public realm within will have consideration for the following guidelines:

- a. Mature vegetation and street trees should be preserved to the extent feasible. **61**
- b. Additional street tree planting is encouraged in line with existing mature trees to extend and contribute to the longevity of tree-lined streets in the public realm.
- c. Where new street plantings are proposed, native, non-invasive species tolerant of roadside conditions should be used.
- d. Road sections and style should retain the existing rural quality that may be present, where feasible.
- e. Utilities should be screened from view through landscaping but continue to provide access for maintenance purposes.

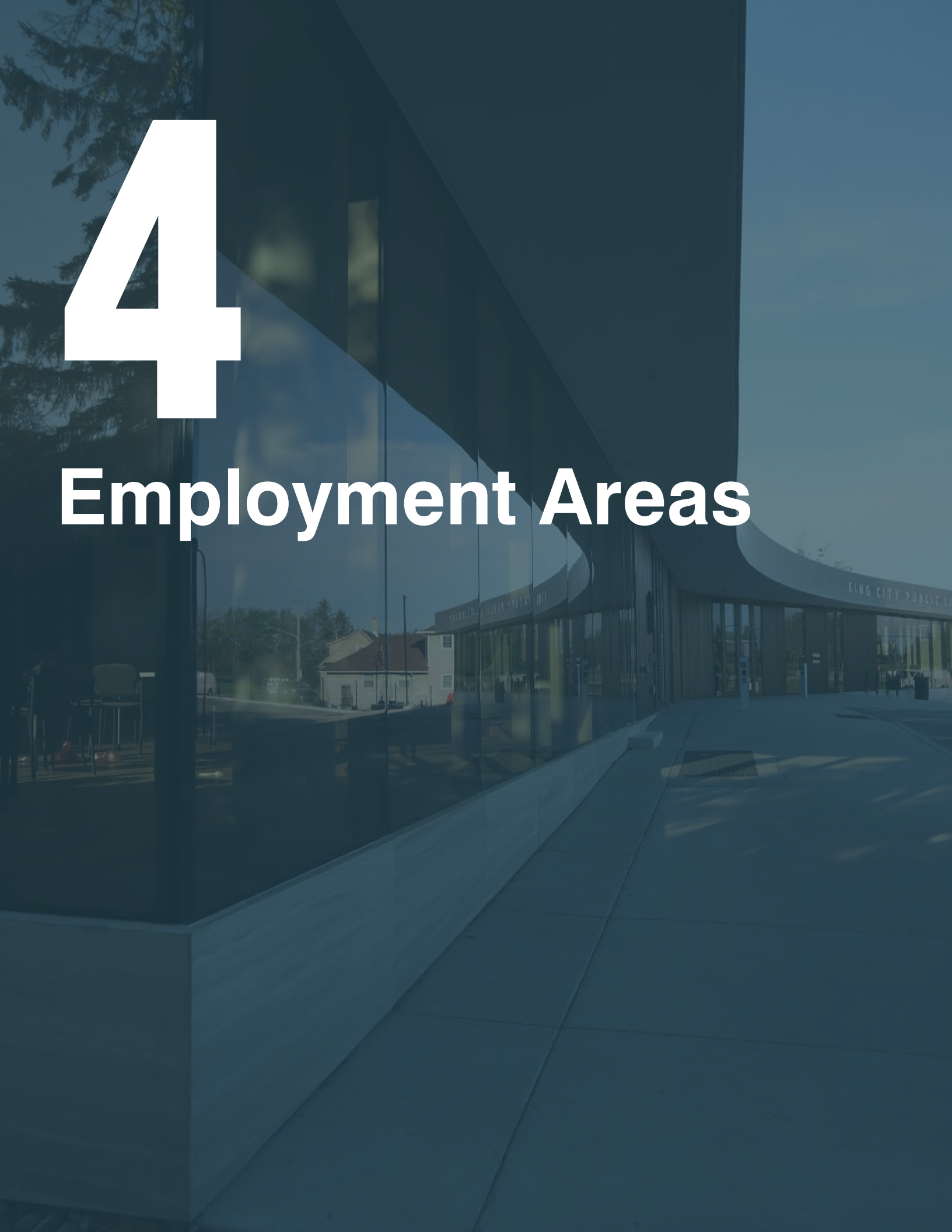


*Mature vegetation should be retained and new trees planted to contribute to the aesthetic and greening of Established Neighbourhoods*



# 4

## Employment Areas



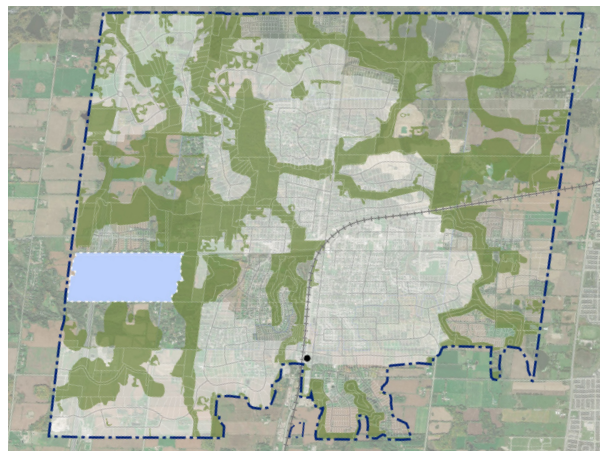
# 4. Employment Areas

## 4.1 Context and Objectives

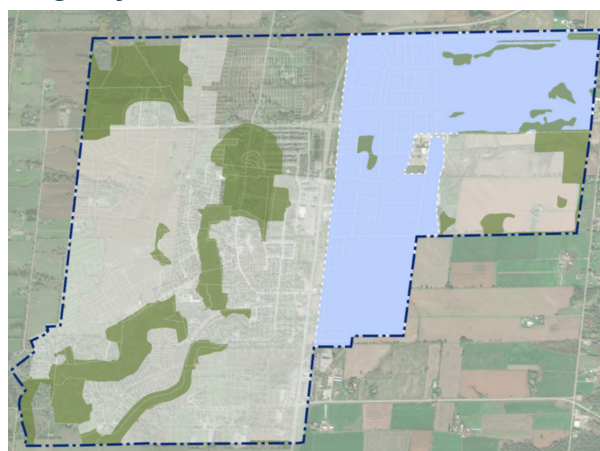
The Township of King Official Plan, *Our King*, identifies various Employment Areas in each of the three Villages of King City, Nobleton and Schomberg. The location of these Employment Areas is shown in blue on the maps, per Schedule D of the Official Plan. It is intended that the Employment Areas will accommodate the majority of job growth in the Township, anticipated to be an increase of 2,260 jobs between 2016 and 2031.

The Township's location in close proximity to many large urban areas within the Greater Toronto Area (GTA), direct access to Highway 400 and its diversity of available Employment Areas throughout the Township, make it an attractive location for potential businesses including commercial, institutional, and industrial uses.

All three of the Villages have designated Employment Areas, creating substantial opportunity for residents to live and work in the same small community. Employment Areas are planned to accommodate a range of different manufacturing, office, and complementary uses, as provided by the Official Plan. In Nobleton and King City, the Employment Areas will accommodate mainly prestige employment uses, such as offices, institutional uses, and light industrial uses in enclosed buildings. In Schomberg and within the interior portions of employment lands in Nobleton, a broader range of industrial uses are permitted, including outdoor storage, subject to criteria. A high standard of urban design for development and redevelopment will be needed for the Employment Areas, particularly where Employment Areas interface with arterial roads and are adjacent to sensitive land uses.



**King City**



**Schomberg**



**Nobleton**

Legend



Employment Areas

The Employment Areas are prominently located in the Township's Villages. They are located at various entry points into the Villages, including at the southerly portion of Nobleton on Highway 27, in the westerly portion of King City on King Road, and on the east side of Highway 27 and south of Highway 9 in Schomberg. The use of landscaping and architectural treatment will need to reflect this prominence and visibility. The Employment Areas should contribute to a positive image of the community which reflects the overall small-town character and high quality of design, while facilitating business growth and creating opportunity for residents to live, work, shop and recreate in the same Village.

When designing Employment Areas there are a number of functional design requirements, including the provision of parking, indoor/ outdoor storage, public / private relationships, street circulation and hierarchy, pedestrian routes, and built form. Additionally, architectural and design requirements will need to be established, ensuring that development achieves a high standard of design, particularly where the buildings are adjacent to King's busy roadways and gateway areas.

The Employment Area Guidelines provide the Township, its residents, business owners, and those looking to relocate here with a clear vision of how future employment lands can be designed and integrated harmoniously in the Villages.

Building on the Guiding Principles established in Section 1.3, following are the objectives for the Employment Areas Guidelines:

- a. Achieve a high standard of building design while meeting the functional and location needs of a variety of employment uses.
- b. Build on the Township of King's identity as a leader in green development by encouraging green technology and sustainable design, such as green roofs, cool roofs, low impact development principles, and water/energy conservation technology, for example.
- c. Support the overall small-town feel and character in the Villages by directing larger-scale and taller employment buildings to the interior of development sites and facilitating built form transition from the major roads.
- d. Promote pedestrian and cycling accessibility by balancing different modes of transportation, including orienting and siting buildings close to sidewalks, creating short travel blocks, and facilitating connectivity to each Village's network of sidewalks, trails, parks and open space.
- e. Ensure that complementary commercial uses which serve the employment lands are located and sited in a manner that is visually secondary in prominence to the employment uses.
- f. Provide for high-quality design and landscaping as well as prominent architectural treatment where the employment lands face major roads, where they frame natural heritage features, and at intersections.
- g. Reduce the visual impact of heavier employment uses, such as transportation depots, by directing prestige employment uses such as offices to locate adjacent to major roads and generally direct transportation-heavy uses and any outdoor storage to the interior or rear of development sites.
- h. Encourage building design that provides continuity and enclosure to the street.
- i. Ensure development is compatible with existing or planned sensitive uses by locating heavier uses to the interior of employment areas and through setbacks, buffering and other measures.



## 4.2 Site Plan Guidelines

Guidance is required to ensure the efficient, sustainable, and attractive design of individual development sites and broader areas.

The following guidelines apply to siting of development including lotting within an Employment Area.

- a. Block design should allow for a mixture of lot sizes, building types and building scale and massing to create a distinct image for the area.
- b. Create a consistent setback in each block to define the street edge and create a cohesive built form environment.
- c. Provide an active street edge by placing buildings, in particular their active spaces (e.g., ancillary uses, permitted commercial uses, or office spaces), close to the street within a minimum setback from the right-of-way.
- d. Design blocks and street layouts to enhance views to natural features, parks, open space, and major roads/intersections, and provide for connectivity.
- e. Establish a hierarchy of street design and treatments within each Employment Area. Create a consistent and identifiable street image through landscape treatments and street furnishings including lighting and signage.
- f. Through the subdivision review process, identify key sites for gateway and landmark buildings.
- g. Where transit is available bus stops should be integrated into all site plan designs. Where service is not currently available, future potential locations should be identified.
- h. Employment Areas should support active transportation through the provision of walkways between entrances and sidewalks and the provision of bicycle parking near building entrances or within the buildings. 62



*Employment areas should support multiple modes of transportation*

## 4.2.1 Landscaping

Well defined landscaping should be included within and at the edges of all sites to make Employment Areas inviting to pedestrians and visitors and contribute to high quality streetscapes. Landscaping and tree planting can define the street edge of a property while also mitigating the visual impact of Employment Area uses and screen parking, service and loading areas.

- a. Landscape design concepts for each Employment Area should develop a consistent treatment along property lines. This treatment should be consistent with those typically found in the Township of King (e.g. hedge rows or wood / wrought iron fences).
- b. Native tree and shrub species are preferred. Other species and hybrids species may be considered by the Township at their discretion. Those deemed to be invasive shall not be permitted.
- c. Landscaping and grading should be used to screen and enhance parking areas, access and service roads, and servicing / loading areas. <sup>63</sup>
- d. Colourful small tree, shrub and ground cover plantings should be installed to mark entrances to buildings, driveways, and main pedestrian thoroughfares. This will create a visual guide for pedestrians and automobiles as they move through the site
- e. Landscaping should be provided along blank building façades in the form of clustered trees and shrub plantings.
- f. Landscaping should be used to differentiate site areas including parking, building forecourts, courtyards, gardens, and sidewalks.
- g. Planting strips should be provided between surface parking areas and the street line. Treatments should include a combination of grass or other native ground covers, low shrubs or deciduous trees.
- h. Shrub and fencing heights should not obscure views to preserve sight lines and safety.
- i. Landscape treatments provided along major access driveways, driveway medians and parking lot islands, should be provided in the form of high branching street trees and low shrub planting.
- j. Where neighbouring properties have adjacent surface parking lots, a coordinated planting strip, 3.0 m on each side, should be provided between the properties to allow for a continuous parking lot edge treatment, including high branching trees, coniferous trees, salt tolerant shrubs and ground covers.
- k. Where a residential or open spaces land use are adjacent to Employment Areas a planting strip of landscaping no less than 6.0 m shall be provided and should include a minimum 1.83 m fence or screen, with a 2.4 m height encouraged.
- l. Landscaping should be designed with consideration for sustainable stormwater and water management practices, including consideration for low impact development measures, use of native species to reduce watering needs, incorporation of sustainable stormwater treatment systems into building or site design (e.g., grey water systems, bioswales, etc.), and other innovative approaches.



*Landscaped areas provide a visual buffer and assist in stormwater management*

## 4.2.2 Site Access & Circulation

Access into, and circulation within individual properties should provide safe and well-defined routes for vehicles, cyclists and pedestrians. The use of landscaping, paving materials, lighting, signage and other treatments to define these areas will contribute to the overall safety, quality and clarity with respect to orientation within the block.

- a. Where feasible, driveways should be shared between multiple sites to minimize disruption of the public sidewalk, provide for additional green space and facilitate access to public roadways.
- b. A pedestrian walkway should be provided between the public sidewalk, parking area, and/or main building entrance. Walkways should be a minimum width of 1.5 m and encouraged to be wider. <sup>64</sup>
- c. Site design shall incorporate principles of universal accessibility, ensuring barrier-free access by pedestrians between parking areas, walkways, sidewalks and building entrances.
- d. Where a pedestrian walkway leads to the main entrance, or is present in the surface parking area, it should have an enhanced width and include tree and shrub planting.
- e. Pedestrian walkway surface material should differ in material and appearance from vehicular routes. A variety of materials may be used, including patterned concrete, decorative pavers, and asphalt.
- f. Pedestrian walkways should be lit with pedestrian scale lighting using freestanding fixtures, bollards, wall mounted or recessed mounted lights. Lighting should consider dark sky compliance such as down-shielded and direct lighting.
- g. Landscaped traffic islands should be used to delineate and enhance main driveways, subdivide parking areas into smaller courts, and to improve the interface between the public road, buildings, open space areas and adjoining properties.
- h. Where feasible, service lanes should be separated from visitor and employee parking and the servicing and loading areas be located at the rear or sides of the building where there is low visibility to the street.



*Site design should facilitate comfortable pedestrian access and circulation between sidewalks, parking areas and building entrances*



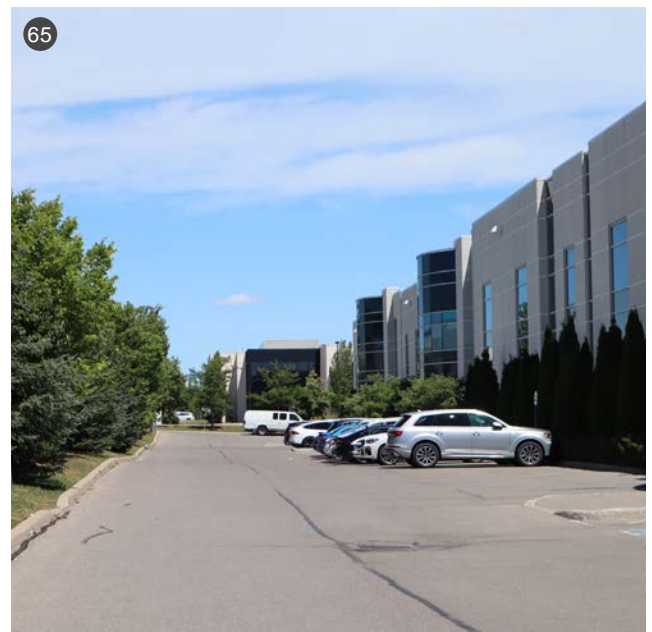
## 4.2.3 Parking Areas

Surface parking areas should be designed as safe, well integrated, landscape areas. The guidelines address parking provisions in a number of ways, with the primary objective of preventing automobiles and trucking from becoming a dominant street edge visual element.

- a. The visibility of parking lots from streets should be minimized through changes in topography, plantings and screening.
- b. Where possible, parking areas should be located at the side and rear of buildings. <sup>65</sup>
- c. Vehicular access to parking areas should be limited to minimize disruptions to the pedestrian sidewalk and promote efficient site circulation.
- d. Properties that require rear access to outside storage areas, service and parking should consolidate driveways where possible with neighbouring employment uses.
- e. Large expanses of unbroken surface parking within developments should be avoided, and elements including landscaping, paved traffic islands, defined raised pedestrian walkways, lighting and signage should be used to define smaller courtyards of surface parking.
- f. A well- defined pedestrian walkway from each street frontage and/or parking area to the principal building entries should be provided.
- g. Where pedestrian and vehicular crossings merge, pedestrian routes should have priority.
- h. Light standards in the parking lot should be provided at the pedestrian level along walkways and at higher levels for security and vehicular circulation. Lighting should consider dark sky compliance such as down-shielded and direct lighting.
- i. Pedestrian walkways should be developed between parking lots and public streets.

These walkways should be landscaped and be well lit to encourage safe public use.

- j. Where possible, secure and covered bicycle parking facilities should be provided in convenient locations within the site or adjacent to the building.
- k. Ramps or entrances to service areas should not detract from the façade or landscaping of the building.



*Parking areas should ideally be located in the side or rear of buildings*

## 4.2.4 Front Yards

A range of building setbacks can be applied to Employment Areas. The front yard area that is created by this setback becomes a visual extension of the street. The appropriate treatment of the front yard area is important in creating a high quality and comfortable streetscapes.

- a. Generally a setback 6.0 m for street oriented buildings is recommended where parking is not located in front of the building.
- b. Where parking is located in front of the building, the setback shall be limited to a maximum 18.0 m to accommodate a landscaped edge, a maximum of a single row of parking, a parking aisle, and pedestrian walkway.
- c. Planting strips should be provided between the street line and building face. Landscape materials should include a combination of salt tolerant ground cover, low shrubs and deciduous trees. <sup>66</sup>
- d. Within the public realm of Employment Areas, along frontages, fences or continuous planting of tall shrubs higher than 1.2 m obscuring pedestrian views should be discouraged.
- e. High branching trees, which define property lines and interior site areas (e.g. main driveways) are recommended and should be coordinated with the placement of street trees.
- f. Accent planting and coordinated signage should be provided within the front yard at main driveway entrances, subject to sight line requirements.
- g. Low fencing, low shrubs or a combination of both may be used to enhance edge conditions.
- h. Outdoor displays of finished materials for sale or produced on site are not recommended. However, where they are demonstrated to be necessary they should occupy no more than 20% of the site area, be located behind the front façade of the buildings and should incorporate a high degree of landscape design.
- i. All displays must be orderly and relate directly to the business. No outdoor storage is permitted in the front yard within the minimum required setback areas.



*Landscaping should be used to soften the streetscape and parking should be directed to the rear or side yards*

## 4.2.5 Compatibility and Screening

Businesses that locate in Employment Areas have a multitude of needs such as loading and unloading, servicing, storage and parking. These requirements should be incorporated into the rear and side yards of new developments to allow for a high quality streetscape condition in Employment Area frontages envisioned for King Township.

- a. Side yards can be used for a limited amount of single loaded parking spaces, generally not more than 50% of the overall area of the side yard. Side yard parking shall be located behind the front building façade.
- b. Where an Employment Area abuts a residential zone, a minimum dense planting strip of 6.0 m should be provided along with a privacy fence of a minimum height of 1.83 m.
- c. Landscape strips should be planted with high branching trees, deciduous trees and low ground covers within the side and rear yard setbacks.
- d. Trees, shrubs and ground covers should cover a minimum of 25% of the planting strip with greater coverage encouraged based on use and exposure to servicing and loading areas.



*Landscaping with tree plantings should be used to screen parking and service areas*

## 4.2.6 Fences, Outdoor Storage & Services

Service, delivery and outdoor storage areas should not be visually obtrusive. The visual impact of service and delivery areas should be minimized, especially views from public streets and areas, adjacent properties and along view corridors. Where outdoor storage areas are required, they should be screened from public view through architectural screening, planting strips, berms or a combination of such treatments.

- a. Outdoor storage shall be located at the rear of lots, and fully screened by building placement or by landscape screening. Outdoor storage will not be permitted on front yards or adjacent to arterial roads or collector roads within Employment Areas.
- b. Side yard outdoor storage should only be permitted on interior side yards where screening can effectively buffer direct views from the public street or open space. Any such side yard outdoor storage shall also be located no closer to the street than the front building façade. Outdoor storage shall not be permitted on exterior side yards.
- c. All visible servicing areas, loading areas, and outdoor storage areas shall be fully screened by fencing, landscaping, berming/grading, or any combination, to create a fulsome opaque screen. Screening shall have a minimum height of 1.8 m and materials shall not be visible above the enclosure. **67**
- d. New fences are encouraged to reflect the character of existing area fences in terms of materials, visual permeability and height. **68**
- e. Wherever possible, locate outdoor storage, parking areas, loading areas, waste storage, and servicing areas within buildings or within the rear yard and screened from view.
- f. Locate loading docks, outside storage and required outdoor service areas in areas of



- low visibility such as at the side or at the rear (non-street side) of buildings. Outdoor storage of any kind in public areas is not permitted.
- g. Loading, servicing and outdoor storage areas should not occupy the full rear yard of a property and should accommodate space for buffering and setbacks of outdoor storage from lot lines.
  - h. When it is not possible to locate loading facilities and service areas on a non-street visible side of the building, loading docks and doors shall be minimized and recessed into the building and be screened from all adjoining public views. Loading and service facilities should be offset from driveway openings.
  - i. Loading docks and service areas should be combined between multiple sites and screened from public view with fencing, walls, other structures and/or landscaping.
  - j. Clearly identify service entrances with signs to discourage the use of main entrances for deliveries.
  - k. Service and refuse areas should not encroach into landscape setbacks.
  - l. Service and outside storage enclosures shall be constructed of materials to match or complement the building material. Gates and/or access doors may be constructed of materials different from the actual enclosure material to facilitate operation of the gates or access doors.
  - m. Refuse / garbage enclosures shall enclose an area large enough to accommodate the peak needs of potential industrial users of the building.



*Fences should reflect the character of the area and solid fences used only in conjunction with screening servicing, loading, or outside storage areas*

## 4.2.7 Gas Stations and Car Washes

While automotive uses are generally discouraged, any such existing or proposed uses shall be in accordance with the following guidelines.

- a. The main commercial building or accessory convenience buildings should be oriented and located adjacent to the nearest street.
- b. For corner lots, the convenience portion of the gas station should be oriented to the intersection and include clear fenestration addressing the street. A direct walkway connection from the entrances to the sidewalk boulevard should be provided.
- c. Gas pump areas shall provide weather protection and be located further into the site and not along a street frontage or corner.
- d. Car wash facilities will be located internally along one of the internal property edges and be set back to ensure no conflict in circulation between fueling and car wash activities.
- e. The property edge not defined by a building façade will include landscaping and decorative fencing to address the street edge and contribute to a positive streetscape experience. <sup>69</sup>
- f. Vehicular access driveways should be minimized, where possible, to allow for more landscaping and ensure driveways do not dominate the street edge.
- g. Locating automotive uses adjacent to residential uses is discouraged. Where proposed, any stacking lane associated with a gas pump or car wash must be located 24 m from the property line, and a 5.0 m planted buffer shall be provided adjacent to the residential use.
- h. Clear fenestration should be provided along street edges to ensure a better streetscape relationship. Where present, blank wall faces shall be mitigated through buffer planting and landscaping.
- i. The placement of building(s) and/or structures should ensure sufficient space within the site for stacking lanes to avoid vehicles spilling over onto the public street.



*Gas stations should incorporate significant landscaping along street lines and be buffered from sensitive uses*



## 4.2.8 Drive-Through Facilities

Drive-through facilities provide primarily a convenience for motorists and generally do not contribute positively to the various principles of these Guidelines. Drive-through uses are discouraged in the Villages. Where these facilities exist and may be changed in the future, the following guidelines shall apply.

- a. Proposed drive-through facilities must be compatible within their context, location and with the surrounding form and landscape.
- b. Provide defined pedestrian connections from the public boulevard to the building's entrance(s).
- c. The building street facing façades shall include clear glazing looking out onto the boulevard.
- d. Drive-through facilities shall locate serving/stacking lanes behind or to the sides of the building and not between the boulevard and building frontage. Landscaping shall be introduced where the service lanes are visible or adjacent to the street. <sup>70</sup>
- e. More than one drive-through for a site is discouraged. Where more than one drive-through is proposed, service lanes should be paired or combined to ensure their site impact is minimized.
- f. Locating drive-through facilities adjacent to residential uses is discouraged. Where proposed, the stacking lane must be located 24 m from the property line, and a 5.0 m planted buffer shall be provided adjacent to the residential use.
- g. Where possible, access to the drive-through should be from a secondary street and not from main streets in the Township. Access points should be minimized.
- h. Landscaping including tree planting, shrubs and ground cover, shall be provided along the perimeter of the facility and shall screen views to parking, stacking lane, and service lane areas.



*Drive-throughs should be well-screened using setbacks, landscaping, and fencing, where appropriate*



## 4.3 Built Form Guidelines

The built form guidelines for the Employment Areas provide criteria with respect to the Township's architectural expectations for private realm development. They will be used, along with the Official Plan and Zoning By-law, during the development review and approval process. The following guidelines aim to achieve high quality architectural design and ensure coordinated private realm built form and streetscape within Employment Areas.

### 4.3.1 Gateway Buildings

Employment Areas in the Township are located along each village's edges should contribute to a high-quality environment with a sense of arrival into the urban areas. The location of gateway buildings at key locations will provide landmark buildings that will serve to create an identity for Employment Areas.

- a. The existing natural and rural context of Employment Areas sites should be carefully considered and integrated into all gateway designs.
- b. Gateway buildings shall incorporate articulated facades along all exposed elevations to ensure public views are addressed. <sup>71</sup>
- c. Gateway building articulation may include wall plane projections and recesses, tower or massing that addresses the entry to employment lands, high-quality cladding and fenestration materials, and details that will address and emphasize these locations.
- d. Employment Area buildings which front onto arterial roads, especially offices and other prestige employment uses, should be designed as prominent focus buildings at the gateway entries. <sup>72</sup>
- e. Where the gateway building is at the corner it be sited and designed to reinforce the street wall at the corner and address both flanking and fronting streets.

- f. Where the building is located on a corner, parking shall be located internal to the site and not along either frontage..
- g. Employment Area subdivision plans should clearly identify which blocks/lots will require gateway and/or landmark building treatments and landscaping.



*Prominent landmark features and distinguished architectural treatment contribute to a sense of place at gateways*

### 4.3.2 Built Form & Massing

Massing refers to the size, scale and shape of a building. Employment Area developments should vary in building massing and style to reflect the individual nature of the highly diverse properties and existing sites.

- a. Minimum building heights should be no less than 2 storeys or have the equivalent of 2 storeys in height (e.g., incorporating clerestory glazing and/or mezzanine levels in the place of a second storey). <sup>73</sup>
- b. Where uses such as hotels and office buildings are permitted increase heights are encouraged and should not exceed heights as provided in the Zoning By-law. Buildings with this increased height should be directed to gateway blocks/lots.
- c. The arrangement of buildings along the street and massing of buildings should provide for views into the site, clearly indicate the main entrance and facilitate pedestrian circulation within and to the site.
- d. Long uninterrupted blank wall façades exposed to public view or facing the street shall not be permitted. Consideration should be made to avoid lengthy buildings, where possible, or by employing façade articulation to break up long blank walls, as outlined in these Guidelines.



*Building heights should be at least two storeys and employ window and architectural treatments to break up walls*

### 4.3.3 Building Façades & Entrances

Building façades should be well-articulated, especially where employment buildings face public roads. Building entrances should be emphasized through articulation, especially at prominent sites and intersections.

- a. Blank or single material façades that extend the entire length of the building parallel to the public street shall not be permitted. **74**
- b. Blank walls in other locations that are visible to the public shall incorporate additional architectural detailing including articulation of the building wall or changes in building material or colour. As a minimum standard a planting strip that is equal in scale to the blank façade should be provided, along with material changes and vertical architectural detailing.
- c. Long building frontages and elevations facing onto the street shall incorporate a combination of multiple vertical wall plane breaks, wall articulation, and architectural details or window/glazing treatments to visually break down the massing and give the appearance of multiple structures / units.
- d. Main entrances to buildings shall be oriented to the street, be prominent and visible, and coordinated with the placement of pedestrian walkways. **75**
- e. Main entrances to buildings should be emphasized through entrance canopies, awnings, recessed entries, and other architectural details and features. **76**
- f. In multi-tenant development, the use of multiple pedestrian entrances into the building at grade is encouraged and each entry should be clearly defined.
- g. Steps and ramps should be architecturally integrated with the building.
- h. Building access ramps should be located as close as possible to the most direct, barrier-free path of travel.



*Buildings should frame public spaces at key intersections; building treatments should avoid creating blank walls*



### 4.3.4 Building Materials & Window Treatments

The façades of buildings, especially the front, should provide a high standard design, detail and materials. Building materials should be of natural and durable materials already used throughout the Villages and should be combined to create front building facades with a distinct, well-balanced street presence.

- a. Front elevation façades and façades exposed to public view should incorporate a high standard of design detailing and cladding materials.
- b. Appropriate and preferred cladding materials in Employment Areas include architectural precast panels, precast stone, brick, glass, high quality modular aluminum panels, and stucco. Other materials may be considered where it is in keeping with the architectural design.
- c. The design treatment of side façades visible from the street should be equal to that of the front façade.
- d. A high proportion of windows and façade glazing is recommended for ground floor office and commercial areas. A high proportion of windows and façade glazing is encouraged on upper storeys. <sup>77</sup>
- e. Clear window glazing should compose 30% of the office portion of the building elevation facing and or flanking the street. Where this cannot be met then other architectural features shall be provided (e.g. canopies and entry elements, upgraded materials and massing variations).
- f. Wall detailing should integrate functional building elements such as vents or rainwater leaders within the wall plane as visible and integrated elements.
- g. Building cladding materials should be consistent and, where possible, complement the materials of adjacent buildings for visual compatibility.
- h. Cladding materials should be selected based on energy and maintenance efficiency.



*Cladding should utilize consistent materials and employ considerable glazing*

## 4.3.5 Roofs

Roof lines and their design contribute to the streetscape and employment areas and should be considered as part of the overall design the proposed buildings. In addition to the flat roof design generally employed for Employment Areas, pitched or sloped roofs should be considered as alternatives for development, provided that sloped roofs respect the context and rooflines of adjacent buildings.

- a. The design of the roof with respect to massing, pitch and articulation, should be in keeping with the architectural style of the building. <sup>78</sup>
- b. Roofs should be generally complementary to the line and heights of roofs of adjacent buildings.
- c. A single roofing colour and material is recommended on sloped roofs for visual continuity.
- d. Parapet walls should be designed to accentuate the building façade and should where possible assist in the screening of rooftop mechanicals from public view.
- e. Rooftop mechanical equipment should be integrated into the roof design through mechanical penthouse. Where this is not possible, it should be screened from view and use materials and colours consistent or complementary to the building cladding.
- f. An orderly stepping of the façade should occur on sloping sites. This should be reflected in the detailing of the roof and parapet.
- g. Where possible, roof design should employ solar panels and/or green or white roofs (“cool roofs”) in their design to reduce energy demand and support sustainability within Employment Areas.



*Roof pitches should be in keeping with the overall architectural design of the building*

## 4.4 Public Realm Guidelines

A high-quality public realm helps to attract employers and employees to Employment Areas and can serve to contribute to the unique identity of each Village. Employment Areas within the Villages will therefore be designed with the function and appearance of the public realm as a key goal. The following overarching guidelines apply to Employment Areas public realm:

- a. The public realm shall be designed to be safe, sustainable and vibrant, and reflective of the Village within which it is situated through incorporation or traditional or rustic elements, as appropriate.
- b. Built form should frame the public realm and be designed to contribute to the success of these spaces.
- c. Incorporating enhanced pedestrian- and cyclist-friendly infrastructure and design is encouraged to provide linkages to and within Employment Areas and to adjacent areas, especially the Village Centres, to promote active transportation. This should include on road (buffered) or elevated cycling facilities, wide sidewalks, landscaped boulevards and plantings, and furnishings to complement built form.
- d. All development of the public realm will take into consideration adjacent public realm and land uses and be designed to complement the existing and intended context.
- e. Enhance the private-public interface with private spaces and activity areas, including building entrances and patios which are oriented toward public areas. **79**
- f. Buffer the public realm from utilities, building service areas, parking, mechanical equipment and/or ventilation systems which can be unsightly.
- g. Streets within Employment Areas will additionally consider the following guidelines:
  - i. Provide consistent and complementary pedestrian-scaled streetscape design including such elements as decorative paving, landscaping, lighting, street furniture and signage.
  - ii. Parking areas should be carefully designed to promote passive surveillance (eyes on the street) for enhanced perceptions of safety and comfortable use.
  - iii. All new streets and street redevelopment should reflect and correspond to the adjacent urban form (open space or built form).
  - iv. To promote a safe, pedestrian-friendly community, all streetscape design should incorporate the principles of Crime Prevention Through Environmental Design (see Appendix 1) and consider elements of Universal Design, to meet or exceed accessibility standards.



*Employment Areas should be well-connected with sidewalks and pedestrian amenities*



# 5

## Implementation



# 5. Implementation

## 5.1 Development Review

These Guidelines establish the Township's expectations for the urban design of development in the Village Centres, Established Neighbourhoods, and Employment Areas. The implementation of the Guidelines will principally be done by the Township staff through the development review process and the assistance, if required, by a third-party peer review consultant. Informally, these Guidelines will also be implemented through the users that will consult them for reference with respect to submitting an application or the urban design report / brief that may accompany proposals explaining how the objectives of the Guidelines are met.

These Guidelines will be implemented through the review of various tools provided under the Planning Act, including official plan amendment and zoning by-law amendment processes, subdivision, condominium, consent processes, community planning permit system, community improvement plan incentive application review, and minor variance process.

These Guidelines have applicability with respect to all development processes and should be considered at each stage of the development review process, including in the early design stage through the Township's Collaborative Application Preparation Process (CAPP). Through the CAPP, development applications will be directed to refer to the Guidelines and asked to demonstrate how the proposal aligns with applicable Guidelines.

An urban design report / brief, as may be required by the Township, will typically accompany an application for more significant development,

including multiple unit dwellings, non-residential development and mixed-use development. The content and level of detail for an urban design report / brief will vary considerably based on the nature of development.

Generally, an urban design brief should address or provide the following, as applicable:

- existing design context, including an assessment of lands within approximately 400 m of the development;
- site plan and development vision;
- review of site layout and lotting (as may be proposed);
- review of proposed public realm improvements, trails, parks/squares/open space, connectivity and pedestrian circulation;
- review of building height, massing, articulation and related matters as shown in building elevations and other drawings;
- review of landscaping, grading and proposed parks/squares/art;
- review of public/private road sections;
- review of shadow studies (for buildings 5 storeys and above);
- identification and review of views/vistas, gateways, and landmarks;

- review of parking areas, access/driveways, loading and related facilities;
- review of sustainability elements/ approaches; and
- recommendations for the implementation of these Guidelines.

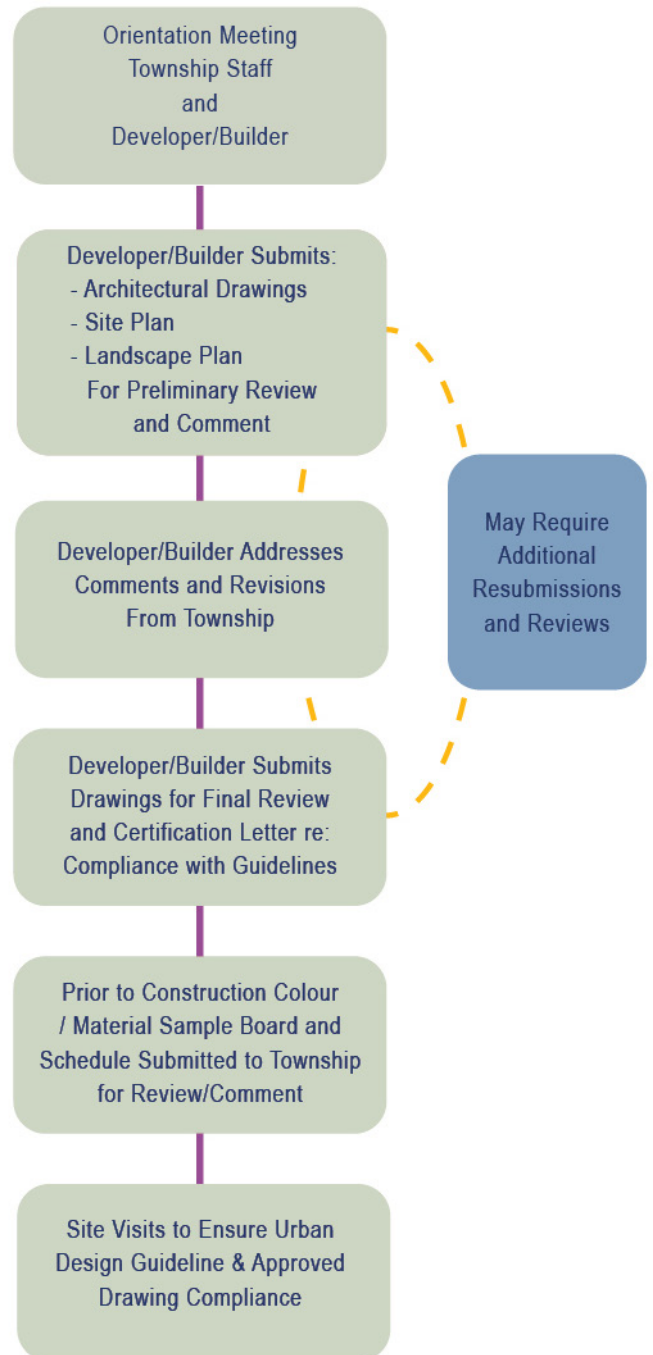
The Township may also opt to implement these Guidelines via involvement of a third-party peer review consultant. A third-party peer review consultant is typically involved in one of two ways:

- as an architectural/urban design consultant providing architectural design guidance services for new green field developments, either on behalf of the Township or where the Township has made it a condition draft plan approval for a subdivision; or,
- the urban design consultant is retained by the Township to provide an urban design peer review of a specific submission or development proposal (e.g. mixed use, apartment and higher density residential and commercial, office and employment and other non-residential buildings).

Depending on the type of review that is required, the process would require that the preceding Guidelines, its design criteria and urban design objectives are to be implemented through the review. The general process for each type of submission will be ultimately determined by the Township, however, the following steps are provided as a potential approach and a diagram is provide on the following page.

- Orientation meeting with the Developer / Builder and municipal staff prior to any submissions;
- Review of proposed plan of subdivision, zoning/Official Plan (if applicable);
- Review of proposed architecture and elevations of the proposed development;
- Review of proposed site and landscape plans for the proposed development;
- Review of shadow studies if applicable;

- Review and certification of exterior materials and colours; and,
- Site visit at completion to note compliance with approved drawings.



Steps in a Peer Review design review process



## 5.2 Future Township Plans and By-laws

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The Urban Design Guidelines work in conjunction with other Township plans, by-laws, and guidelines to support the Township's desired urban design objectives. As such, there are matters addressed in the Guidelines which may also be implemented through other Township plans, by-laws and other guidelines. At a minimum, these other documents should be reviewed to address any conflicts. Incorporating these Guidelines into other documents where it is appropriate to do so may help to reinforce certain urban design expectations and provide consistency in the Township's design expectations.

Of the Township's various related plans, by-laws and guidelines, the zoning by-laws are the most closely tied to these Guidelines from an implementation perspective. The Township's zoning by-laws are the principal regulatory tool for requiring building height, setbacks, massing, and other related matters. Many of the topics addressed in zoning overlap with the topics discussed in these Guidelines. As such, some of the requirements in these Guidelines may be implemented through updated zoning requirements. Through these updates, a more form-based approach to zoning may be explored. However, not all of the Guidelines in this document will be appropriate for a zoning by-law. When an applicant cannot meet the requirements of the zoning by-law, a planning process is required to assess a small deviation (a minor variance application) or a major deviation (a zoning by-law amendment). As such, many of these Guidelines which require discretion and contextual consideration will not be suitably

implemented in zoning. Rather, the zoning should incorporate the minimum standards.

The Community Planning Permit System, an alternative tool to zoning as enabled by the Planning Act, provides another major vehicle for the Township to implement these Guidelines. A Community Planning Permit System replaces zoning and other planning tools to allow the Township to review a development application through a single, streamlined application process. The Community Planning Permit System can incorporate many aspects of these guidelines with more detail than would be appropriate in a Zoning By-law.

# Appendix

## Appendix 1:

### Crime Prevention through Environmental Design Principles

Following is a summary of Crime Prevention Through Environmental Design Principles, as referenced in these Guidelines. The applicability of the principles shall be determined on a case-by-case basis. The source of this content is the RCMP publication, “An Introduction to Crime Prevention Through Environmental Design for architects, planners and builders.”

#### Introduction

CPTED is an approach to planning and development that reduces opportunities for crime.

Communities, neighbourhoods, individual homes, and other buildings, streets, and parks can all be made safer through the application of design principles that make it more difficult to carry out inappropriate activities. CPTED can reduce crime and fear through:

- Territoriality - fostering residents' interaction, vigilance, and control over their neighbourhood
- Surveillance - maximizing the ability to spot suspicious people and activities
- Activity support - encouraging the intended use of public space by residents
- Hierarchy of space - identifying ownership by delineating private space from public space through real or symbolic boundaries
- Access control/target hardening - using physical barriers, security devices and tamper-resistant materials to restrict entrance
- Environment - a design or location decision that takes into account the surrounding environment
- Image/Maintenance - ensuring that a building or area is clean, well maintained, and graffiti-free

#### Application

CPTED is part of a comprehensive approach to crime prevention. By emphasizing modifications to the physical environment, it complements community-based policing, Block Watch, and social programs that address some of the root causes of criminal behaviour.

CPTED can be applied to identify and remove potential problems in proposed developments. It can also be used to correct existing design problems that may invite crime.

#### Principles

The overall principles of CPTED are as follows:

- Engage the support of residents and other key partners
- Identify crime and disorder problems in and around the site
- Analyze current or proposed design based on existing crime problems and potential criminal opportunities
- Develop preventive or corrective design options
- Carry out preferred option
- Monitor and evaluate how the implemented option affects crime, resident surveillance, interaction, and territoriality
- Disseminate and promote evaluation results



## Tactics

Design tactics and strategies for implementing CPTED principles are outlined as follows.

### Neighbourhoods:

- consider the number of entry and exit points on a block
- design roadways to discourage through-traffic
- maximize residents' ability to view public spaces
- encourage residents' use of public spaces
- provide appropriate lighting for streets, paths, alleys, and parks
- encourage residents to watch over each other

### Houses / townhouses:

- clearly delineate private property (e.g., yard, driveway, walkway) from public space (e.g., street, sidewalk) through shrubbery, alternate paving stone colour, and changes in grade
- provide unobstructed views of surrounding area
- ensure entrances are visible and overlooked by window
- avoid landscaping that may conceal offenders
- install security lights
- use solid-core exterior doors
- use solid door frames with proper strike plates

### Apartment / mixed-use buildings:

- provide common spaces to encourage tenant interaction
- minimize the number of units sharing a common entrance
- equip entrances with an intercom system
- ensure hallways are well-lit

- install deadbolt locks and peep holes on unit doors
- provide children's areas that can be easily observed
- provide windows that allow for surveillance in laundry rooms

### Parking lots and garages:

- avoid enclosed, underground, multi-story garages
- install bright lights over driving lanes and parking spaces
- use paint to increase light levels
- control access and egress with automatic doors and gates
- avoid pillars and recesses that may hide offenders

### Public spaces:

- encourage use by legitimate users
- avoid placing dark, and or hidden areas near activity nodes
- install appropriate lighting
- avoid placing covered outdoor areas where loitering may be a problem

## More Information

Visit [www.cpted.org](http://www.cpted.org) for more information and resources.

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**TOWNSHIP OF KING**

# **VILLAGE URBAN DESIGN GUIDELINES**

**DECEMBER 2023**

