



TOWNSHIP OF KING

Nobleton Village Centre Urban Design Guidelines

FINAL REPORT - February 2006

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figure 1.1



figure 1.2



figure 1.3



figure 1.4

The village of Nobleton was originally a primarily residential area with a few commercial buildings at the four corners.



figure 1.5



figure 1.6



figure 1.7



figure 1.8

Entry to Nobleton from the east is largely characterised with buildings set back from the street, front yard parking and a fragmented street edge.



figure 1.9



figure 1.10



figure 1.11



figure 1.12

Nobleton is characterised with landmark buildings including the church, the Hambley House, the Feed Mill and the Arena, all of which evoke a sense of pride in the community.

Nobleton - Urban Design Guidelines

1.1 Context

Nobleton is a community in transition. Its proximity to Toronto and surrounding GTA, excellent access to Highway 400, Highway 27, as well as the introduction of municipal services make the area an increasingly popular community to live, work and visit. It is a village that has been said to have attributes of the city and the country. This diversity is something that the residents of the area value and is a quality that needs to be preserved throughout the development and growth of the Village Centre.

The existing traffic is the biggest issue for local residents, especially at rush hour on King Road and Highway 27. The Roads are congested for 2 hours in the morning and evening and the residents are concerned about the possibility of future road widening with the growing residential population. Nobleton residents tend not to shop locally and are drawn away from the village to outlying communities where more variety and choice exist for daily shopping including hardware, clothing and grocery items. A key objective of the Urban Design Guidelines is therefore to provide assist in the community in becoming more sustainable introducing everyday places to shop.

The following Urban Design Guidelines concentrate on Nobleton's village centre as defined in the context plan on the following page . Three key areas within the urban centre have been identified for future mixed-use/residential infill as well other potential development sites particularly at the eastern end of the village. Given that no one vernacular architectural style or period is dominant in Nobleton, a mix of building types is encouraged in new development. It is anticipated that this approach will not only extend the area's diverse architectural character, but will also assist in meeting the demand for diversity in new retail uses and housing types.

The document examines the existing character and structure of Nobleton's Village Centre area; outlines architectural guidelines; identifies potential infill sites; provides a streetscape design for King Road and Highway 27; and lastly makes recommendations for the redevelopment of several key sites.

1.2 Objectives

Nobleton's existing buildings, parks and open spaces help provide the basis for the development of the Urban Design Guidelines. The Guidelines are specifically designed to instruct infill and new development within the village's historic centre. Contemporary architectural expressions must be carefully considered for their compatibility to the scale, massing and architectural character of existing buildings.

1.3 Guiding Principles

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

1. Affirm Nobleton's Cultural Legacy
2. Civilize Nobleton's main streets
3. Establish a vibrant and pedestrian-friendly Village Centre
4. Re-define and establish Open Space Areas
5. Foster High-Quality Built Form and Community Design

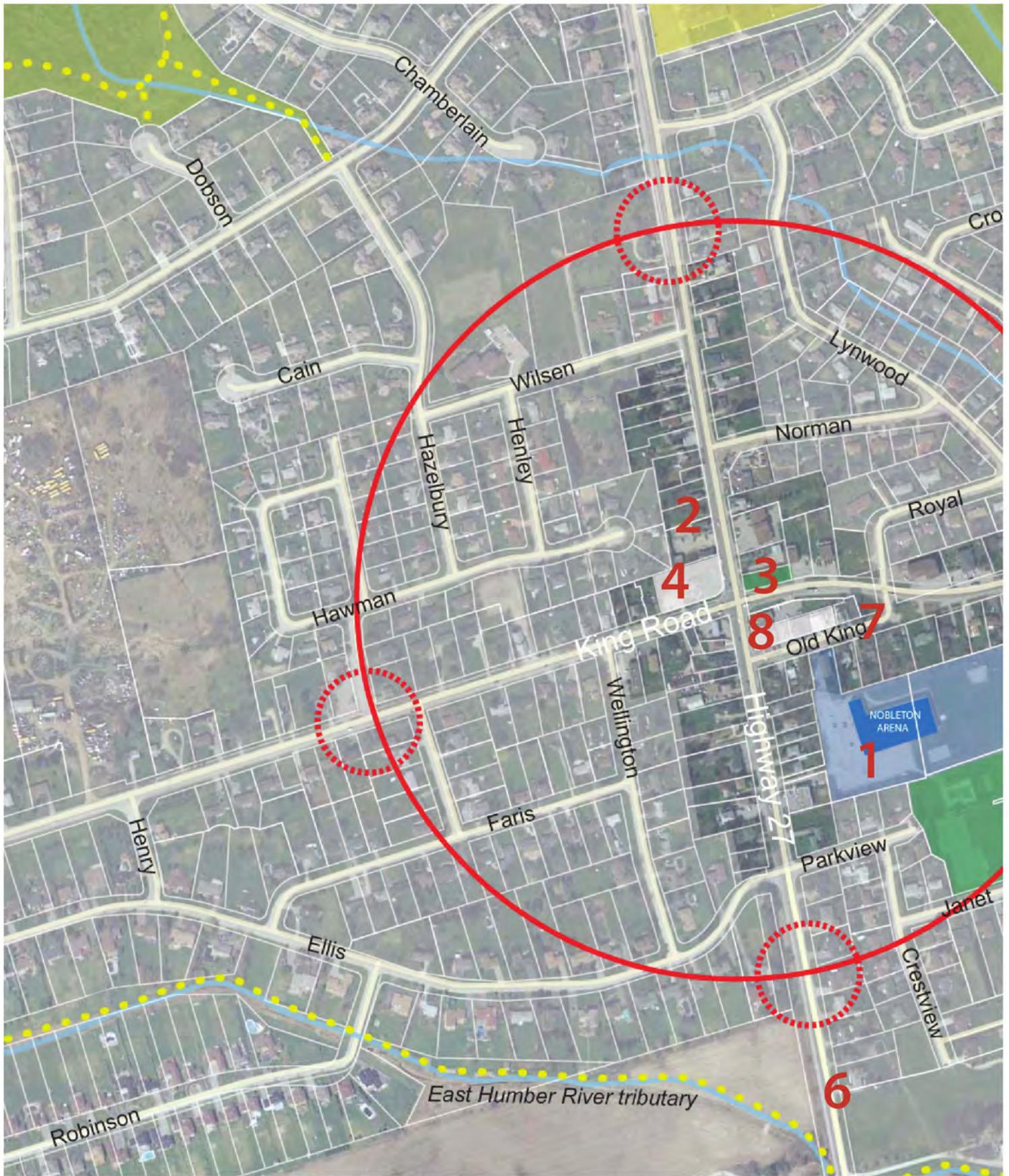




figure 2.1

Legend

- 1** Nobleton Arena site enhancements
- 2** Expansion and enhancement of "Village Mews"
- 3** Village parkette upgrades
- 4** Hambley House parking lot infill
- 5** King Road street design
- 6** Highway 27 street design
- 7** Old King Road street design
- 8** King Road + Highway 27 infill redevelopment

-  Five minute walking radius
-  village gateways
-  Institutions
-  Parks
-  Open natural spaces
-  Retail Sites
-  Proposed community trails and links

3.0 ANALYSIS OF EXISTING CONDITIONS

1 traffic

Large trucks hauling gravel from surrounding gravel pits as well as heavy cottager and commuter traffic passes through the middle of the village and is a constant concern for Nobleton residents. The presence of these trucks on King Road and Highway 27 has a large impact on the quality of the pedestrian atmosphere, making it an unattractive environment for local residents and visitors wishing to walk, do errands and shop. In addition to the real safety issues that this condition creates, traffic emits air and noise pollution.



figure 3.1

3 commercial signs

Signage in Nobleton is a dominant feature of the streetscape. Although there are some appropriately-scaled examples, most signage is aimed at vehicular instead of pedestrian traffic. Large backlit and flashing signs are inappropriate for the character of a small village.



figure 3.4

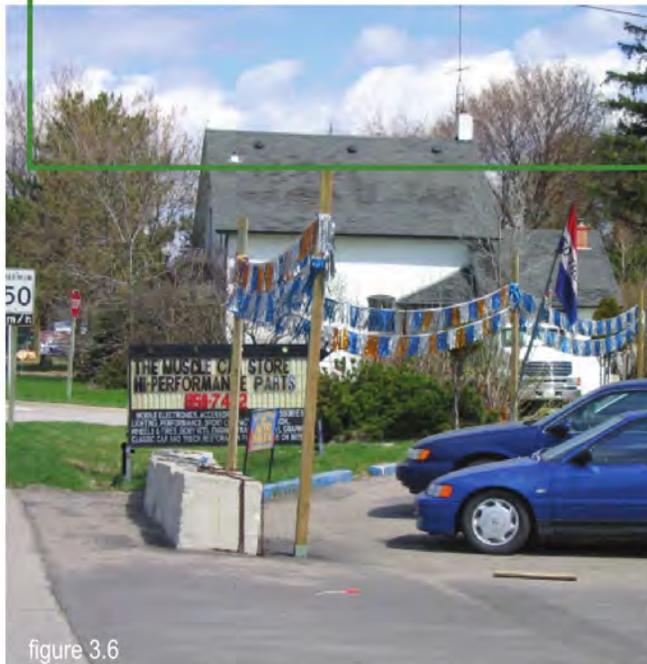


figure 3.6



figure 3.7



figure 3.8



figure 3.2



figure 3.3

Truck traffic on Old King Road by the Nobleton Feed Mill

2 street trees

Some buildings on King Road and Highway 27 have large setbacks from the street which creates a street profile that has a wide expanse, and invites drivers to speed up rather than slow down when passing through the Village Centre.

Regularly planted street trees have the ability to define a street, creating a regular corridor that drivers associate with a village setting. Not only will street trees calm traffic, but they will acoustically and visually buffers pedestrians and area residents.



figure 3.5

5



figure 3.9

A good example of a hand crafted and appropriately-scaled commercial sign.



figure 3.10

The size and colour of this sign beside Cherry Park and the addition of fluttering flags is geared to vehicular, not pedestrian traffic.

3.1 EXISTING AND PROPOSED CONDITIONS: STREETSCAPE

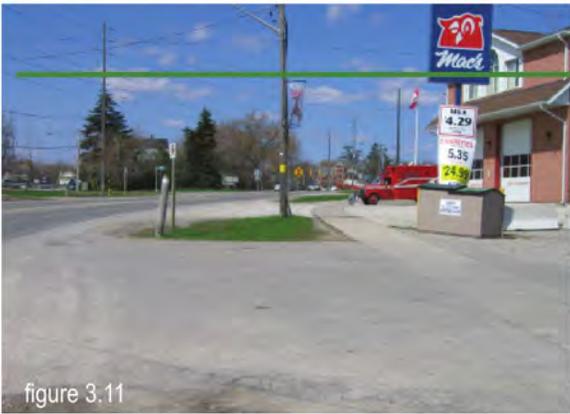


figure 3.11



figure 3.12

Double width driveways should be consolidated into one driveway width curb cut to be shared between two properties.

5 public open space

Cherry Park at the corner of King Road and Highway 27 has the potential to be a well-used community green space. Currently it is too exposed and undefined for visitors to feel that they are inside of the park and not on a busy highway intersection. Because of the high volume of traffic at its edges, the park needs special definition to visually and acoustically buffer park users.

6



figure 3.15



figure 3.16

A distinction between pedestrian and vehicular paving would define a clear pedestrian pathway.



figure 3.18

A lot of parking is currently unshielded and unorganized at the street edge.



figure 3.19

A planted buffer would mitigate the appearance of parking beside this pedestrian route.



4 driveway curb cuts

To create a cohesive streetscape, the number of curb cuts should be minimized through the use of private laneways or shared driveways. Where possible, driveway access should be paired or consolidated into one, particularly where mixed use, institutional or commercial uses apply.



figure 3.13

figure 3.14



figure 3.17

Cherry Park is poorly defined at its edges and its amenities should be upgraded.



figure 3.20

The addition of perimeter planting would soften the harsh expanse of asphalt.



figure 3.21

Wide expanses of parking in front of businesses do not create a friendly pedestrian environment.

6 parking

Most parking on King Road is located in front of stores. This creates a streetscape that is dominated by wide expanses of visible parking.

The Guidelines recommend options for relocating parking and improving its appearance.



figure 3.22

Waste should be picked up after stores have closed or via back laneways.



figure 3.23

Highway 27 looking north of King Road

8 services

- 8 Waste removal services should be re-scheduled so that garbage is put out for pick up after shops have closed for the day so that the streetscape is a pleasant pedestrian zone.



figure 3.27

The grassy swale on King Road at Highway 27 discourages pedestrian activity.

10 pedestrian safety

Nobleton's Village Centre is a hostile pedestrian environment. School children on King Road must negotiate the area without adequate and continuous sidewalks.

Street calming techniques such as tree planting, textured paving and clear pedestrian zones help to slow traffic to create a safer pedestrian experience.



figure 3.30

A lack of pedestrian sidewalk on King Road makes the curve in the road unsafe for adjacent students.



figure 3.31

The crossing guard at the corner of King Road and Highway 27

7 utility poles

Above ground utilities on both King Road and Highway 27 detract from the village's character. Short of burying utilities in the future, the placement of trees and light standards must be coordinated to minimize the visibility of the poles and wires while not interfering with their performance.



figure 3.24
Highway 27 looking north of King Road



figure 3.25
Highway 27 at Old King Road

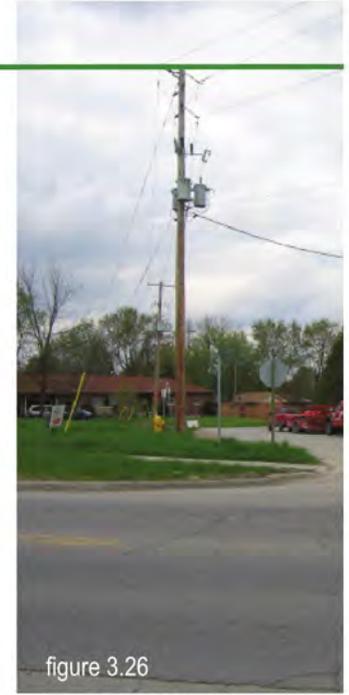


figure 3.26
King Road at Royal

9 pedestrian paving

A palette of different paving materials can define pedestrian routes to make the pedestrian experience safer along Highway 27, King Road and Old King Road. Buffered sidewalks, crosswalks marked with bands of unit pavers, and boulevards that signal pedestrian rest stops create safe and pleasant pedestrian streets.

9



figure 3.28
Vehicular and pedestrian zones on King Road are undefined.



figure 3.29
Pedestrian paving on Old King Road is uneven and difficult to navigate.



figure 3.32
Traffic light pole at King Road and Highway 27 obstructs pedestrian movement and is especially dangerous for those who are physically challenged.

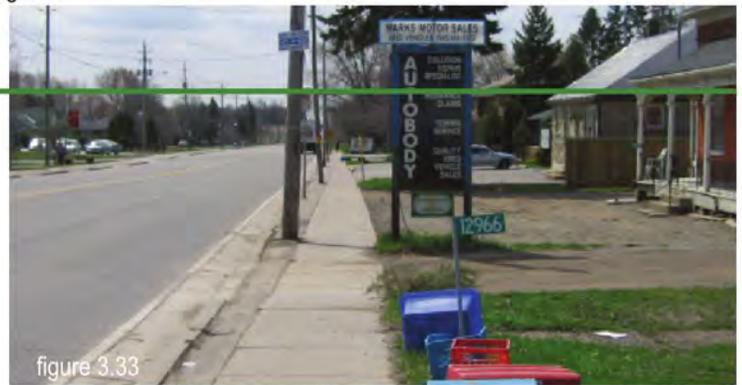


figure 3.33
Sidewalks on Highway 27 are too close to the traffic lane without an adequate buffer for pedestrian safety and snow storage



figure 3.34



figure 3.35

3.2.1 residential building typology

Nobleton began as a residential community at the crossroads of King Road and Highway 27, with a few original retail buildings and local amenities. Over time, houses have converted to retail/office use or were replaced with generally suburban development pushed back from the street with parking in the front yards (i.e. eastern entry area retail). The resulting well-spaced built form in the Village Centre is atypical of many Ontario Main Streets which were built with a more continuous building frontage. While this non continuous building frontage should be respected and retained in existing buildings, we recommend that some infill include more continuous retail frontages with several shops introduced at strategic infill locations including the eastern entry area and at the four corners intersection.

10



figure 3.39



figure 3.40

3.2.4 front yard parking

Surface parking areas fronting on to King Road and Highway 27 undermine the street edge and opportunities to create a vital pedestrian scale environment. By planning parking to the side or rear, buildings can have direct street frontage and where front yards setbacks apply; these areas can include landscaping, gardens or other features. Intersections in particular can be designed to become informal gateways into the retail area.

3.2.2 a diverse mix of styles

Nobleton has a diversity of architectural styles, combination of construction techniques and building materials that represents the area's historic quality. Brick, stone wood and some stucco are the main material palette and should be used for contemporary development for their quality, durability and historic appropriateness.



figure 3.36



figure 3.37



figure 3.38

3.2.3 new construction

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

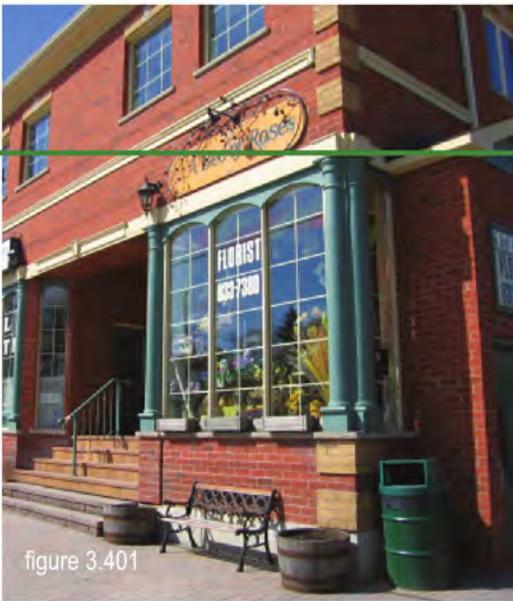


figure 3.401

New retail development in King City



figure 3.42



figure 3.43



figure 3.44

12

3.3.3 new construction

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



figure 3.48



figure 3.49

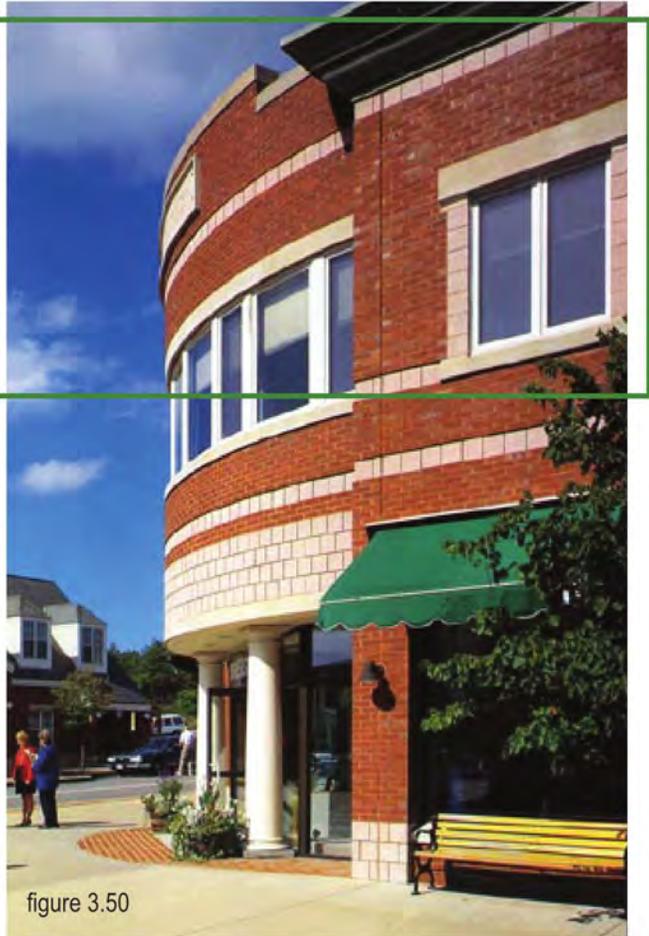


figure 3.50

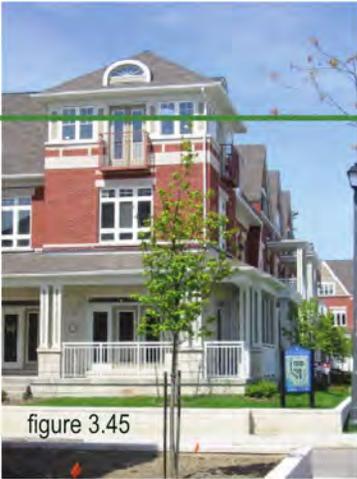


figure 3.45

3.3.1 street sections

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

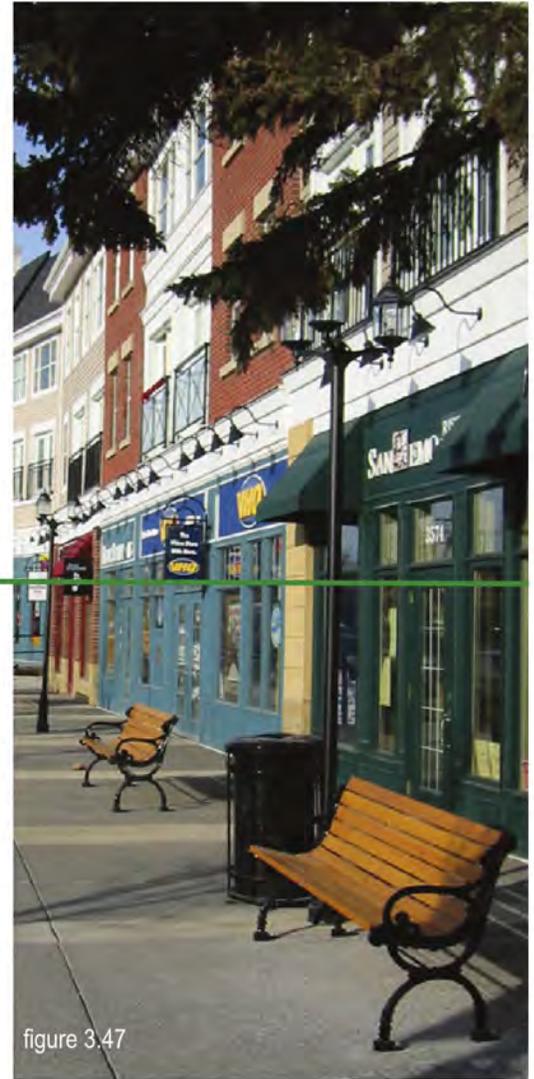


figure 3.47

3.3.2 architectural detailing

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



figure 3.46

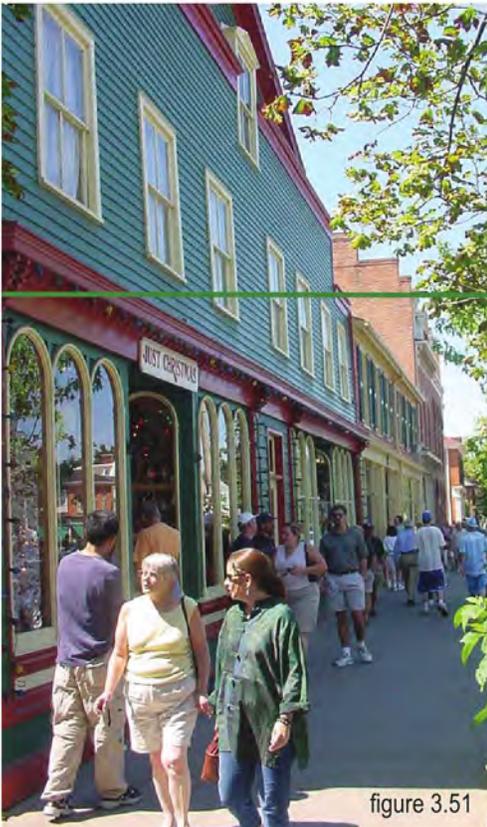


figure 3.51

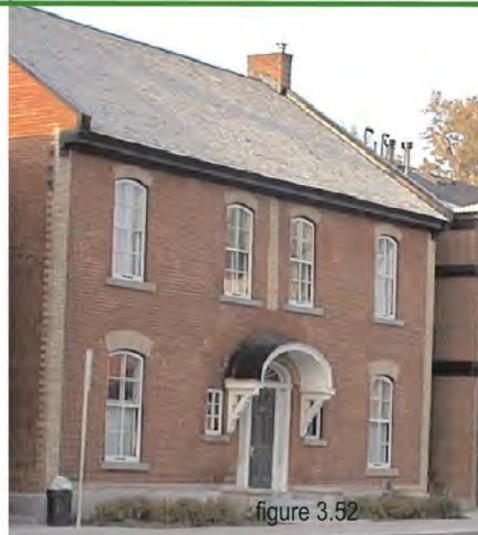


figure 3.52

3.3.4 building typologies

Mixed-use developments can encourage vibrant streetscapes where activities extends throughout the day and evening.

New developments should highlight elements of historic buildings through the use of compatible building forms, window proportions, roof lines and building materials.

4.0 Urban Design Guidelines: Goals

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

Existing Nobleton buildings are representative of rural Ontario architecture. While styles, materials and details differ, a general similarity exists in the architectural massing and shape. New construction should complement the existing low-rise, generally residential form urban fabric but should also support the community's transition into a more vibrant, pedestrian supportive urban environment.

4.1 General Recommendations

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

b While creativity and innovation should not be stifled, the architectural language of new construction may attempt to emulate past styles, or provide contemporary expressions which are compatible with the scale, massing and details required to support Nobleton as a vibrant urban community.

c Consistent rhythms of similar, not identical, details and architectural elements should be used to establish the continuity of the street facade and assist in the creation of a strong neighbourhood image. The existing topography should be respected, acknowledging the importance of maintaining strategic views between buildings and the inherent spacious quality of the original village fabric.

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

4.2 Public Realm

4.2.1 Gateways

A sense of arrival to Nobleton should be reinforced by the built form, landscape and enhanced treatments aligning the street. Therefore, we do not suggest using free standing gateway markers to mark arrival to the Village Centre.



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



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

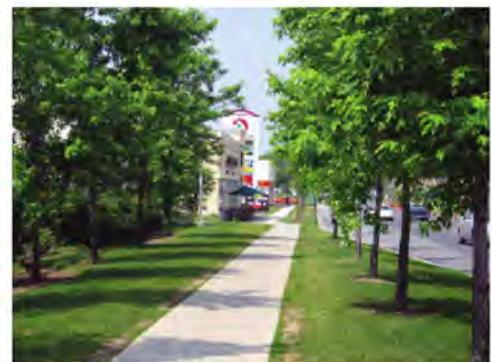


Figure 4.3 Street trees form the sense of entry into the village.

4.2.2 Above Grade Utilities

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

4.2.3 Traffic Mitigation

To reclaim the busy roads of King Road and Highway 27 for the pedestrian, the following overall traffic mitigation techniques are recommended.

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

4.2.4 Parking and Curb Cuts

Parking in front yard lots adjacent to King Road and Highway 27 create an unfriendly urban environment.

- Parking lots in front of shops should be discouraged as they enforce a streetscape that is dominated by wide expanses of cars and asphalt.
- Providing parking at the rear of main street buildings enables sidewalks, street trees and building facades to establish a defined street edge. This is a principal requirement for creating vibrant urban streetscapes in Nobleton.
- A centralized municipal lot is recommended with a reduction of on site parking requirements for new developments.
- Adequate parking facilities should be provided in the village centre to minimize traffic infiltration into neighbouring residential areas.

Minimizing the number and size of curb cuts where possible is an important step in reclaiming a street for pedestrians. Each interruption in the sidewalk diminishes a pedestrian's walking experience and feeling of safety.



Figure 4.4 Offsetting tree planting from wires can help mitigate the visual impacts of overhead wiring.

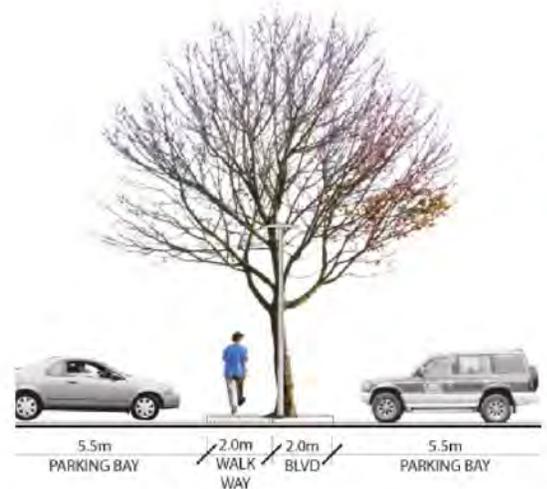


Figure 4.5 Clearly identifying pedestrian zones aids in the functionality of parking lot layouts



Figure 4.6 Greening parking lots with trees and planting minimizes the visibility of asphalt.

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

4.2.5 planting

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

- Low maintenance planters and planting areas should be used at the street edge to soften hard surfaces, i.e. parking lots. Plantings should be used to announce entrances, to accent open space areas and define walkways.

4.2.6 lighting

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

- As a minimum, pedestrian-scaled lighting should be provided on the main streets of King Road and Highway 27. Lighting should also be provided adjacent to parks, public open space, pedestrian walkways and institutional or commercial areas.
- Light standards may be outfitted with banners to enhance the seasonal atmosphere of the area.
- Light standards should be chosen for their longevity, quality of materials, resilience to Canadian winters and use of de-icing salt as well as for style, scale, and lighting measures. Ideally, street lighting should be down cast to minimize light pollution.
- Cut-off lighting should be used to minimize light spillage into the atmosphere.



Figure 4.7 Planters with vertical elements should be installed to buffer existing street fronting parking lots from the sidewalk



Figure 4.8 Pedestrian-scaled lighting should have a heritage character throughout the Village Centre.

4.2.7 street furniture

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

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



Figure 4.9 Standard, galvanized bicycle racks should be installed in the Village Centre in areas where a wider sidewalk can be accommodated, at parks and public gathering areas such as the school and the Nobleton Arena.

4.2.8 street trees

A tree canopy is integral to the design of Nobleton's streetscaping plan, and is fundamental to the image and quality of life in the core area. Trees provide positive modification to our climate, help to diminish water and air pollution, and provide a desirable pedestrian environment. Street trees not only create beautiful, light-dappled pedestrian areas, but they also help calm traffic.

- Any new construction should preserve existing mature trees and woodlots to make them features of the community.
- Native street trees should be planted throughout the village, especially along both edges King Road and Highway 27.
- Tree pits should be constructed using a connected trench method to provide optimal growing conditions, ensuring regulation of moisture levels, and maximum room for root growth.
- Only native species that are tolerant of urban conditions, salt, poor soil, and uneven irrigation, should be planted. Good examples are Silver Maple, Red Maple, Red Oak, and White Oak.
- To ensure that trees do not suffer from soil compaction that restricts water and air around their roots, the bases of trees should be planted with groundcover or shrubs and mulch, or metal tree grates for intensely used areas.
- Adjustable tree grates that allow for growth of the tree should be used. Gravel should be filled under the tree grate to prevent debris from accumulating between it and the finished planted grade.



Figure 4.10 Street trees play a key role in establishing pedestrian friendly and inviting streetscapes

4.2.9 sidewalks and planters

Pedestrian friendly sidewalks are important for King Road and Highway 27. To realize a walkable street, pedestrians need to be given a clearly demarcated, continuous zone that is protected from vehicular traffic. The use of strategically placed planters in the sidewalk between the pedestrians and vehicles gives the pedestrian an added sense of security. By interspersing the planters with hard-scaping, areas are provided for bike racks and street furniture that will not impede pedestrian travel.

- Continuous sidewalks should be constructed in either poured in place concrete with a broom finish for traction and/or brick pavers.
- A continuous public sidewalk should be provided on both sides of arterial roads.
- Sidewalks are recommended to be a minimum of 1.5 metres in width. Wider sidewalks (2.0 metres minimum) adjacent to shops, institutions and public paths should be considered.
- Sidewalks should be typically concrete and/or brick pavers and should be continuous across driveways. Where crossings over driveways and intersections occur, sidewalks should be marked through other materials such as brick pavers.
- Sidewalk edges and curbs should be graded and scored to provide barrier-free access for people physically and visually impaired.



Figure 4.11 Sidewalk widening provide room for pedestrian amenities like planting, seating and seasonal café space.



Figure 4.12 Textured pavers should mark Village Centre intersection.

18

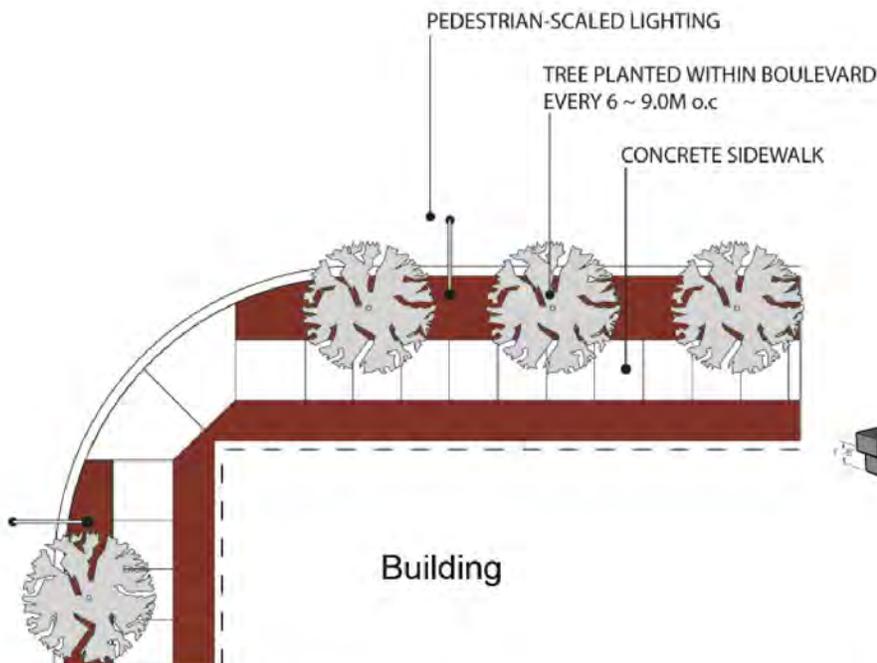


Figure 4.13 A potential corner plan that incorporates site details to enhance the pedestrian experience.



Figure 4.14 Diagram of a potential Planter/Seat Design for an Amenity Zone

4.3 Private Realm

4.3.1 massing

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

- All new construction in the village should be no less the two storeys in height.
- Maximum building heights should generally not exceed 3 storeys unless a building proposal demonstrates that additional storeys can have compatible scale and massing with neighbouring properties.
- On sites where a third storey is deemed suitable, the upper floor can be contained within gables and pitched roofs to reflect the architecture vernacular of Nobleton.
- In locations where more than two storeys are proposed the upper floors should be setback from the street and adjacent buildings to minimize the appearance of height.
- On continuous building frontages, the building façade should be generally divided into individual storefronts or entrances.
- Roof lines for infill development should match in style or complement preexisting heritage roof lines.
- Large bay windows with a high proportion of facade glazing is recommended for ground floor retail, glazing on upper floor should match or exceed the proportion of glazing found in adjacent buildings.
- On sites that are wider than they are deep, street frontage should be developed as a row of individual stores, or at the very least, project the appearance of multiple shops.
- Storefront design should be designed to establish a rhythm of a heritage storefront character with recessed entries, porches, awnings and/or large bay windows.
- Residential apartments above street level shops should be encouraged as this use contributes to increased street animation.
- Rear façades should also be created, upgraded and maintained as storefronts, especially where there is an opportunity to create active retail space, e.g. back-of-lot café, or restaurant patios, etc.
- Commercial units should be accessed at grade.



Figure 4.15 The use of high quality building materials will reflect the historic styles of Nobleton village



Figure 4.16 Buildings located on corners should have frontages on both streets

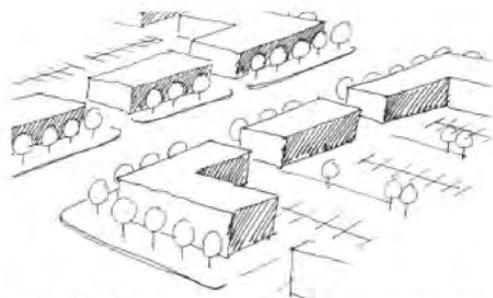


Figure 4.17 Parking lots should be placed behind the buildings.

4.3.2 new construction addition and renovations

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

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



Figure 4.18 A variety of façades contribute to a common setback.

20

4.3.3 setbacks

Currently in Nobleton the predominant building type found on the main streets are of a residential style with large front yard setbacks. More recently constructed commercial/office buildings are typically only single storey and are also set back from the street to allow for parking in the front yard.

- All new construction should balance these large setbacks by location building faces in close proximity to the sidewalk, all dedicated parking will be located behind new buildings and additions
- Some provision can be made for planting boxes or small green spaces in front of new buildings reflect the areas rural farming community quality. These green spaces should be no wider than 5 meters and should not in any way anticipate the location of additional parking spaces in front of buildings.
- A minimum 2m wide barrier free walkway should be provided between a single unit doorway and the sidewalk.



Figure 4.19 Buildings can frame public spaces at key intersections.

- Maintain a degree of spaciousness between buildings and property lines.
- A minimum 3m walkway should be provided to all multiple unit doorways and the sidewalk.
- If possible existing parking lots in front of buildings should be converted into green spaces, relocating the parking to the back of the buildings.

4.3.4 rooflines

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

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



Figure 4.20 Peak roofs are the typical of King Township



Figure 4.21 Many different roof styles are found in the area



Figure 4.22 Peak roofs are recommended to mitigate additional building heights above the existing 2-3 storey urban fabric

4.3.5 architectural detail

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

4.3.6 entranceways

Building projections including porches, decks and canopies are encouraged as transitional building elements that provide weather protection, dwelling access and active amenity spaces. Entrances in Nobleton should typically include elevated and at-grade porches.

- To ensure fully accessible buildings a grade entry should be maintained or established, if possible a deck, porch or canopy should be included in new construction.

4.3.7 signage

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

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



Figure 4.23 At grade entranceways with overhangs are recommended



Figure 4.24 Different buildings styles can be incorporated if they adhere to the requirements of the Guidelines through massing and materiality

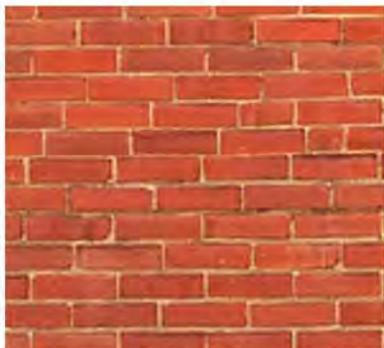


Figure 4.25 Red brick is a primary construction material for Nobleton



Figure 4.26 Stone is a recommended high quality construction material that is also recommended



Figure 4.27 Brick detailing adds interest to a facade

be integrated into the building fabric and constructed from cast metal, stone or tile.

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

4.3.8 fences

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

- New fences are encouraged where appropriate and should echo the character of existing village fences in terms of materials, visual permeability, and height. Retail establishments are not recommended to have fenced entrances to assist in the ease of shop access, except where outdoor cafe's and patios apply, seasonal enclosures are permitted.
- Use of landscaping and fencing should be utilized to buffer neighbouring residential neighbourhoods from new developments.

4.3.9 building materials

Part of the character of Nobleton's architecture is due to the natural local building materials used in construction: red brick, yellow brick, stone, painted and natural wood siding. These high-quality materials should be used in new construction, both commercial and residential, to give Nobleton a unified character. The tradition of building with a wide variety of natural materials should be continued so that new development is linked to the existing village without necessarily replicating styles and design.



Figure 4.28 Using traditional fencing styles maintains an authentic village feel - wood split rail fence.



Figure 4.29 The existing stone wall on King Road in King City is a wonderful means of transitions heights. A more durable natural stone retaining wall product should be used to achieve the look and feel of the wall shown above.

23



Figure 4.30 Living fences like hedges and bushes help to articulate private and public spaces

5.0 Proposed Streetscape Design

King Road and Hwy 27 have a clearly defined right-of-way dimension that limit the ability to create a continuous planted boulevard between the sidewalk and the street within the existing right of way. To moderate this condition all new building should be required to be located a minimum of 4 metres from the proposed curb line to allow for the future addition of a planted boulevard area.

All new large block developments should be reviewed to assess if the planted boulevard can be appropriately accommodated at the time of construction. Special consideration must be taken in assessing the continuity of the sidewalk and its connection with adjacent properties.

The following streetscape designs should be investigated:

- To gain additional width for the pedestrian boulevard both King Road and Hwy 27 should have 2 travel lanes with a left turning lane at signalled intersections
- A minimum combined 3.5 meter sidewalk and red paved boulevard area should be provided between the curb and extent of the right-of-way to permit a minimum 1.5m sidewalk and a 2m boulevard
- The boulevard should contain lighting (street and pedestrian scale), street trees, benches, garbage receptacles, bike parking and seasonal banners
- Newspaper boxes should always be consolidated at corners where there is additional space.

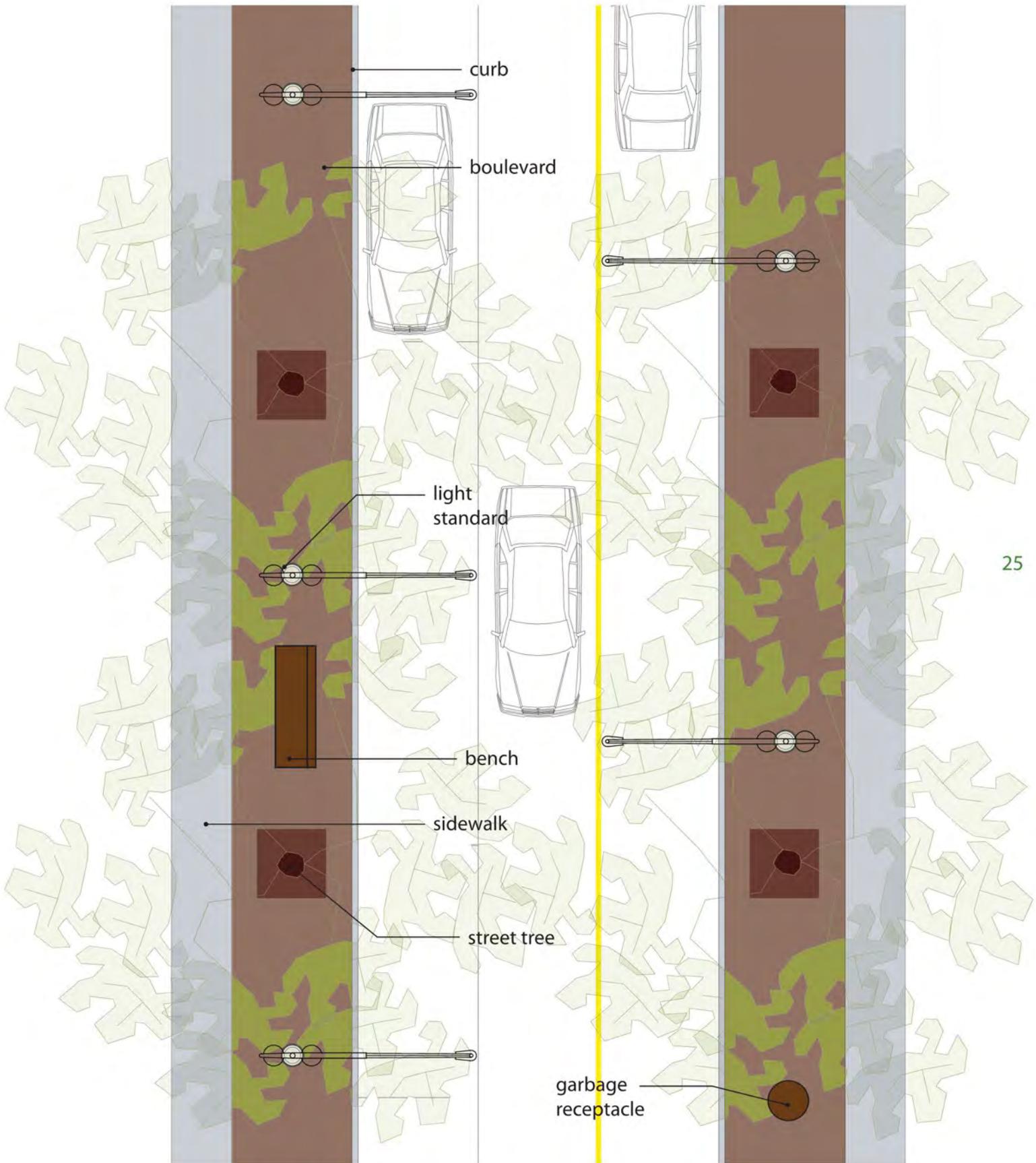


FIGURE 5.1- PROPOSED PLAN DETAIL

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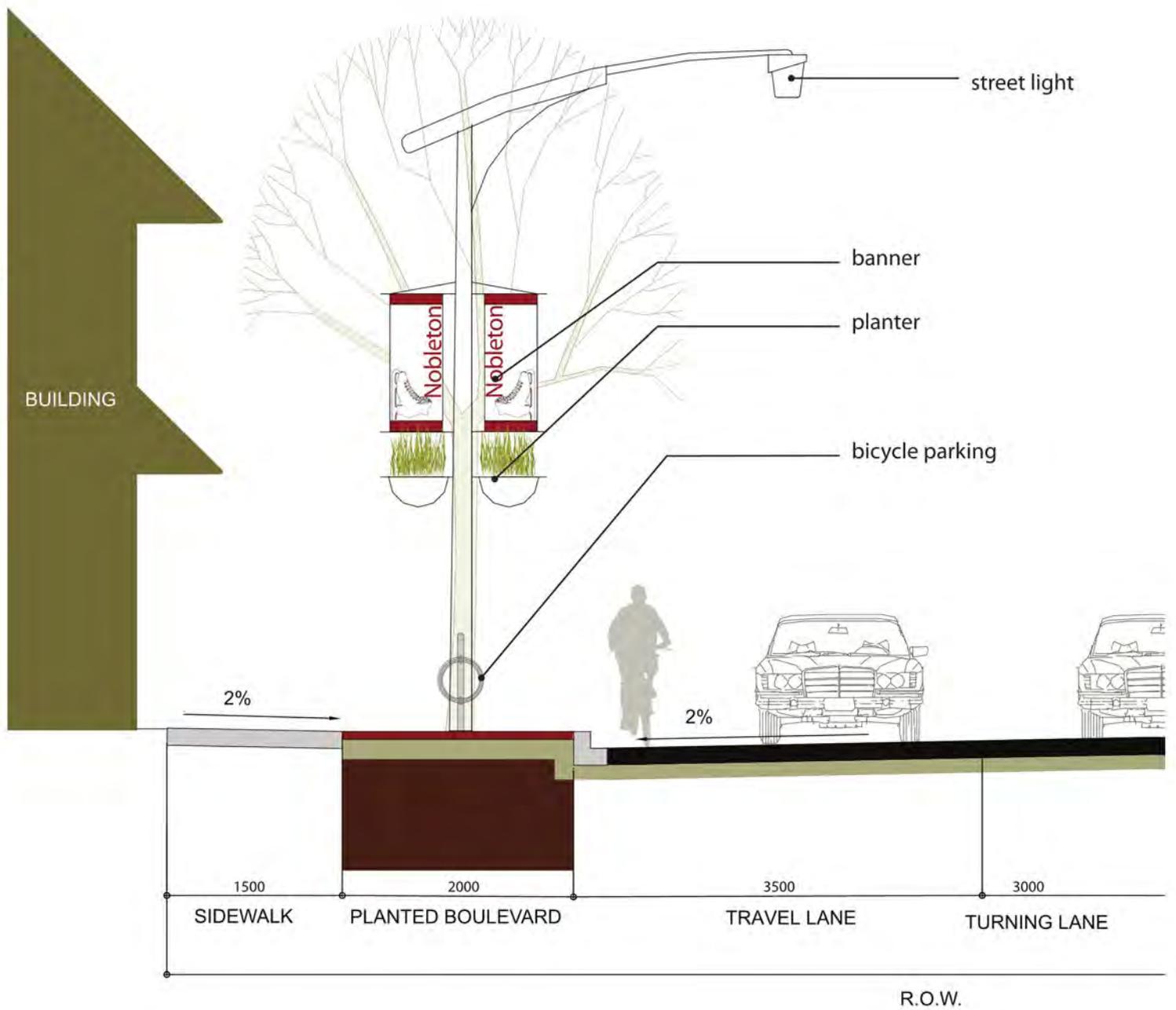


FIGURE 5.3 - PROPOSED STREET SECTION

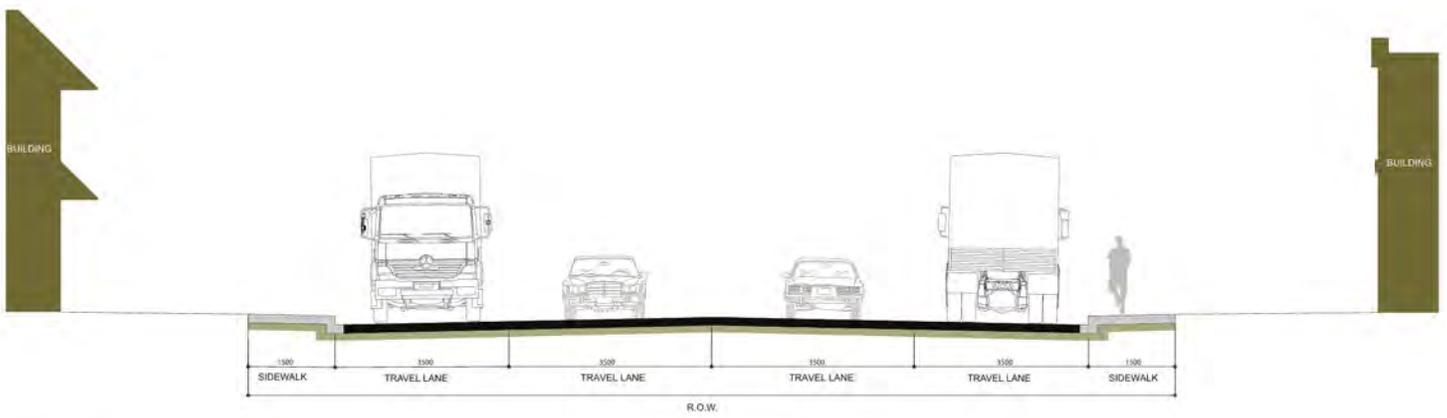


FIGURE 5.2 - EXISTING HWY 27 STREET SECTION

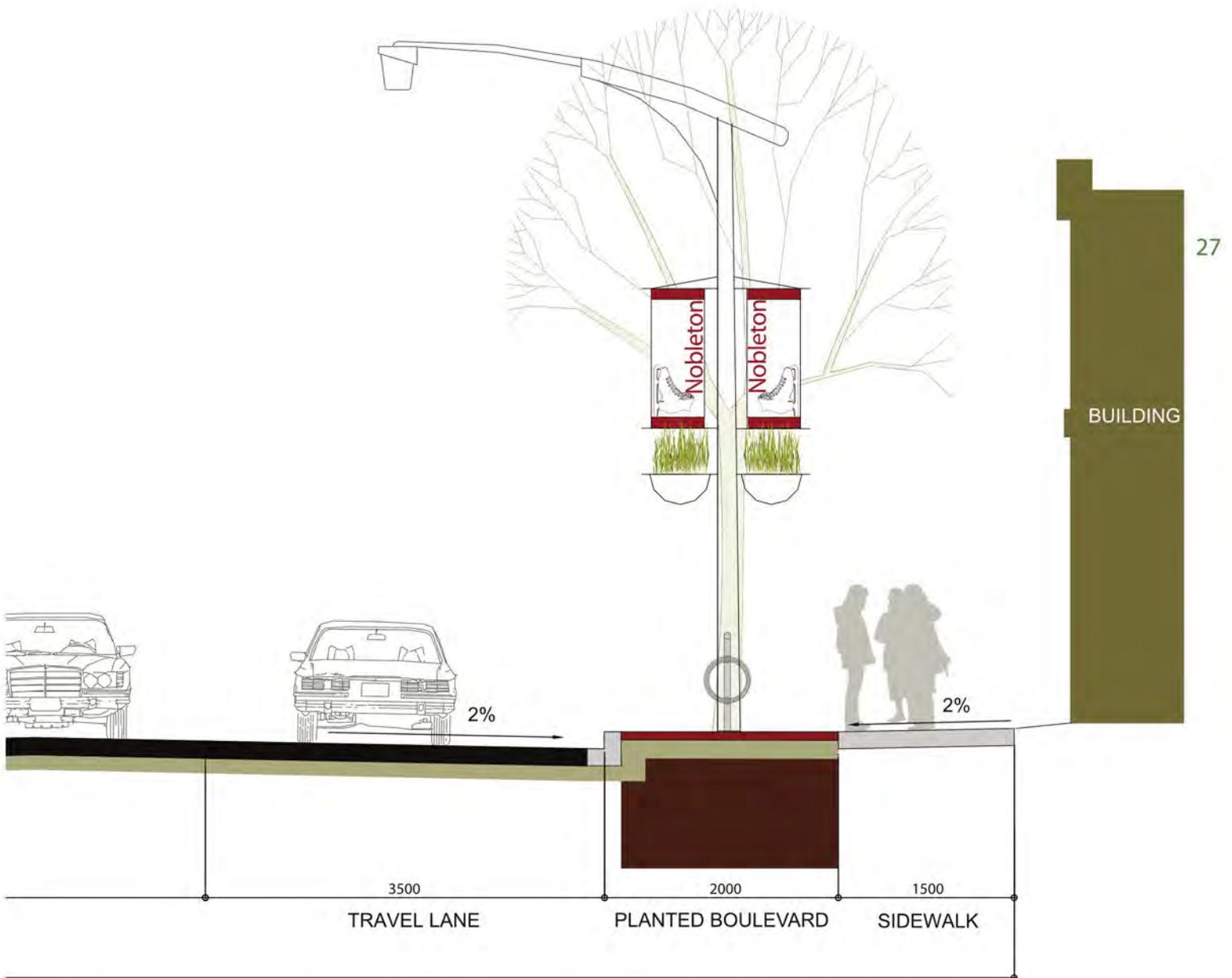




figure 5.4

Street trees are important for King Township for their contribution to traffic calming, for their mitigation of vehicular emissions, and for the shade and buffering they provide to pedestrians. With tree planting, an emphasis must be placed on the design of growing space both above and below ground to create growing conditions that will support trees for future decades. A tree canopy is integral to the design of Nobleton’s streetscaping plan, and is fundamental to the image and quality of life in the Village Centre. Tree canopies provide positive modification to our climate, help to diminish water and air pollution, and provide a desirable environment.



figure 5.5

28



figure 5.6



figure 5.7

Acer ginnala Amur Maple

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



figure 5.8

Quercus rubra Red Oak

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



figure 5.9

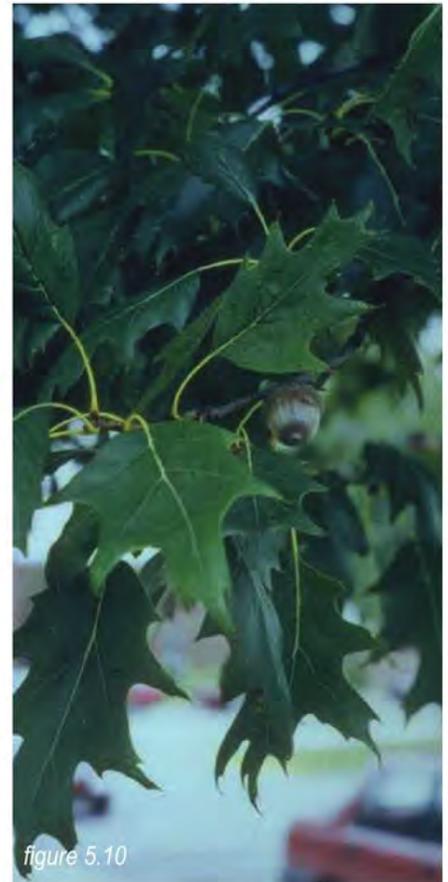


figure 5.10



figure 5.11



figure 5.12

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

30



figure 5.15

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



figure 5.13

Planting should be used to buffer parking areas



figure 5.14

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

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

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

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

Trees

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

Tall Grasses and Bushes

- Switchgrass
- Dogwood
- Reedgrass
- Serviceberry
- Cottonwood



figure 5.16



figure 5.17



figure 5.18

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

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

5.4 TREE PROTECTION

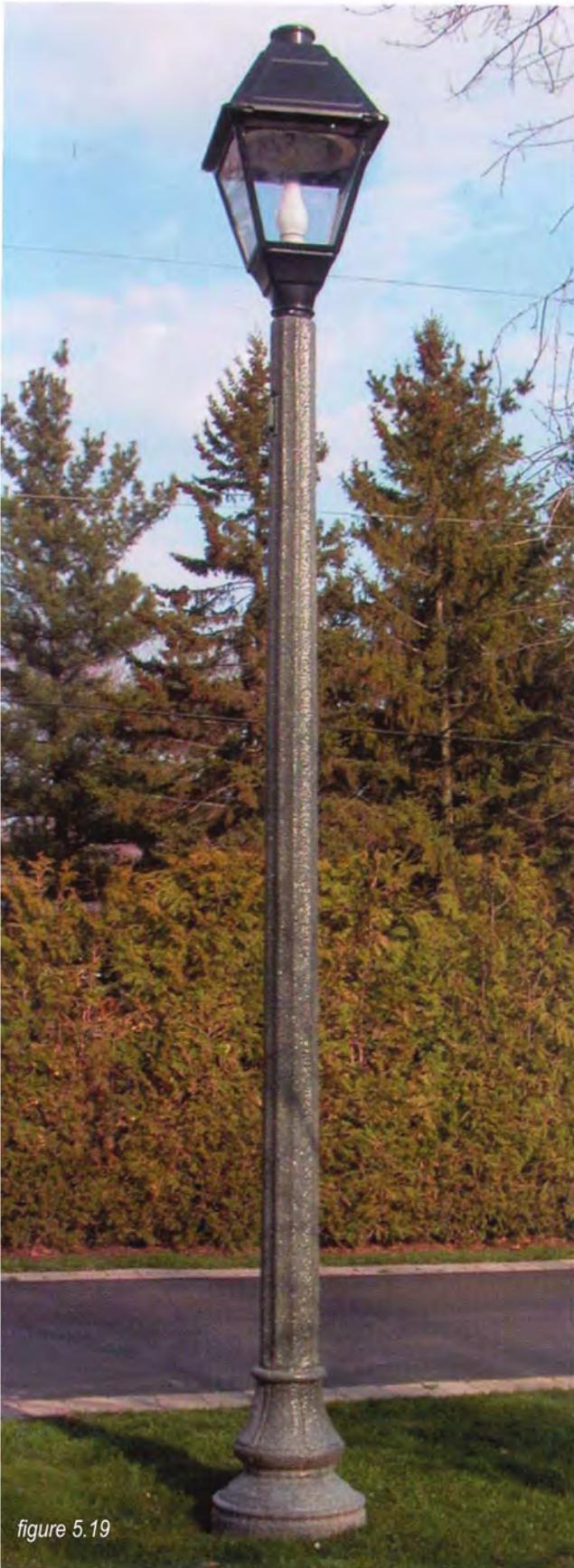


figure 5.19

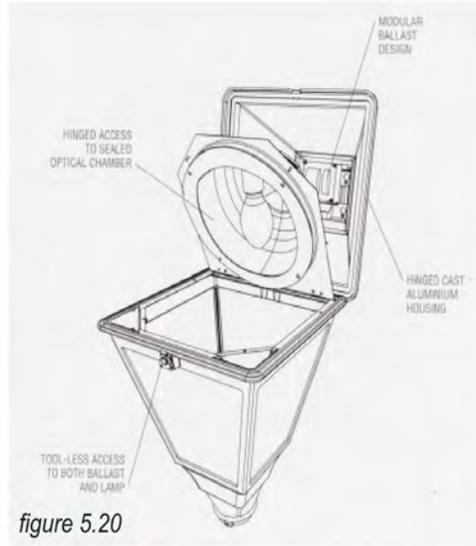


figure 5.20



figure 5.21

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

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

A lantern style street light with heritage character is proposed for Nobleton. Manufactured and distributed in Ontario, the lamp is easily maintained and has low glare characteristics.



figure 5.22



figure 5.24



figure 5.23



figure 5.25

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paving details

Paving details have been developed in different materials, from a simple concrete sidewalk to more detailed bands in concrete, red brick and granite unit pavers. A curb-edge decorative band clearly demarcates the boulevard strip and serves to put fixed objects like trees, parking metres and street lights in a boundary. The rough texture and contrasting colour not only have an aesthetic purpose, but also alert those who are visually impaired to obstacles and the edge of roadbeds.

unit pavers

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

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

sidewalks

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

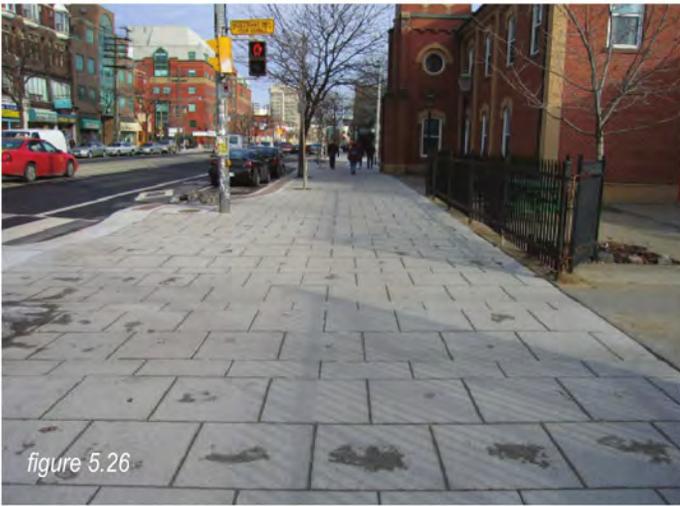


figure 5.26



figure 5.27

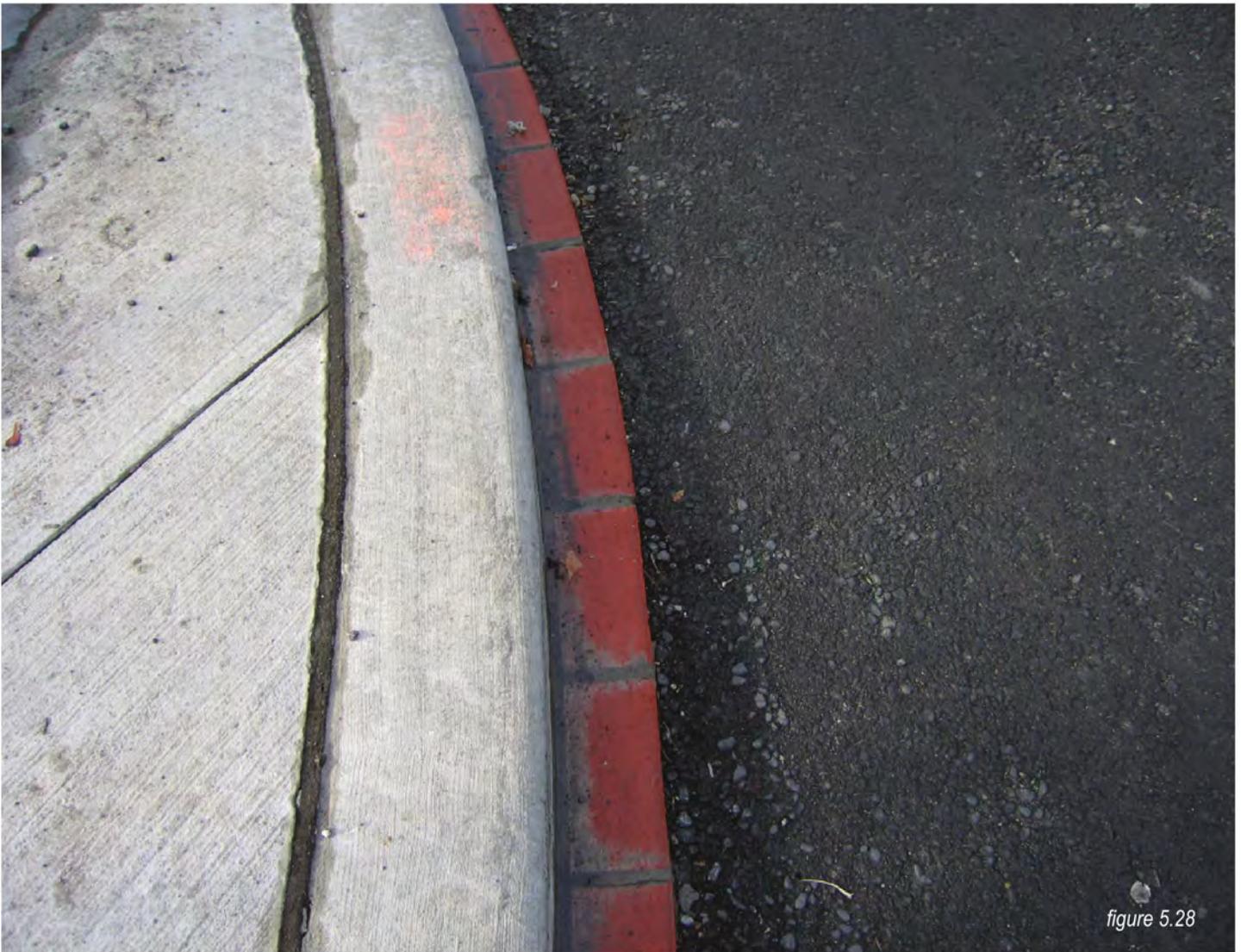


figure 5.28

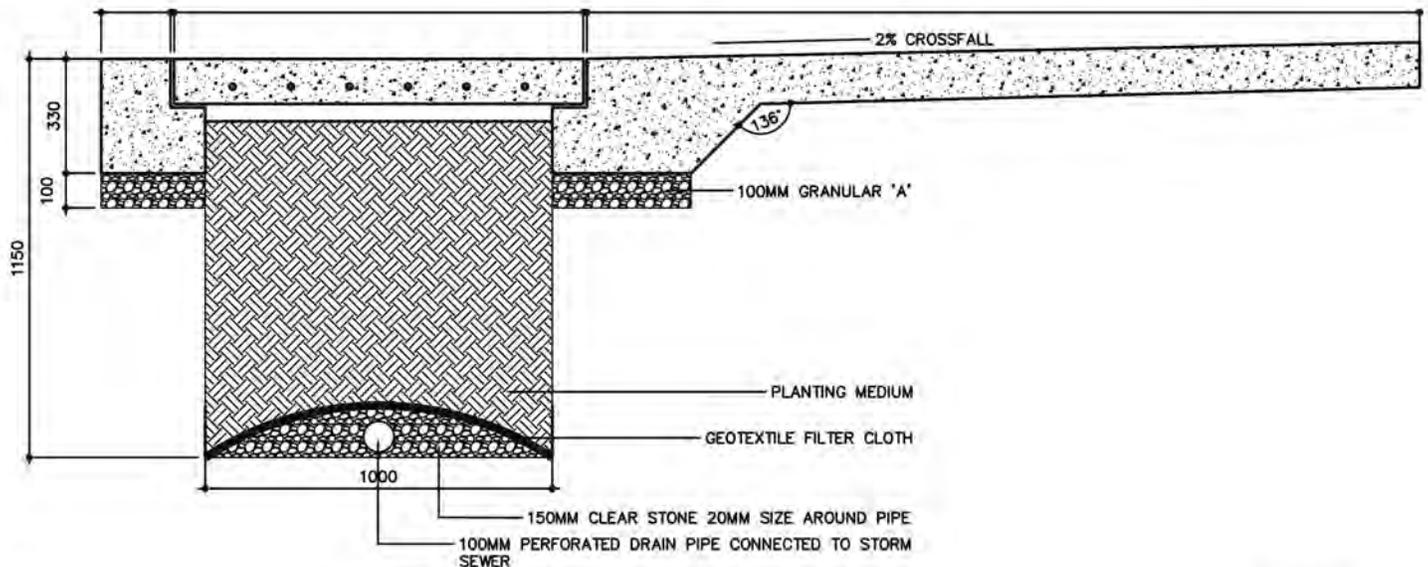


figure 5.29

trench planting section a-a

Rows of street trees have been sited along King Road and Highway 27 wherever the width of the sidewalk allows. Studies on urban trees consider water stress and insufficient room to grow the most common reasons for premature street tree death. Poor soil drainage, soil compaction, high salt levels and alkaline conditions also contribute to the problem of poor tree growth.

For a 6m canopy, a tree needs over 8.5 cu.m. of soil with good water holding capability to support it. To grow a tree 600mm in diameter, more than 34 cu. m. of rooting space is needed (approximately 6m x 6m x 1m). Ninety-five percent of tree roots grow in the upper 60cm of soil. The use of continuous tree trenches is thus encouraged.

Continuous tree pits are designed to maximize soil volume and greater water and oxygen infiltration; they provide more than 8.5 cu. m. of soil per tree. A continuous tree pit 1m deep, and 2m wide is excavated

prior to sidewalk construction. Drainage lines and uncompacted planting soil are placed in the trench, followed by a 100mm gravel cushion that allows air and water to flow between sidewalk and soil.

Where possible, trees have been designed to be planted in the ground and not in above ground planters that hinder growth and impede pedestrian circulation.

Tree planting is spaced at 6m on centre to form a continuous canopy structure and stem rhythm.

All planting has been designed to provide for the best conditions for the health of the tree, the volume of pedestrian traffic, adjacent land use, and building setback.

When street trees are planted in landscaped boulevard, the sodded area should be at least 1.6m wide with a minimum of 1.5m for the adjacent sidewalk.

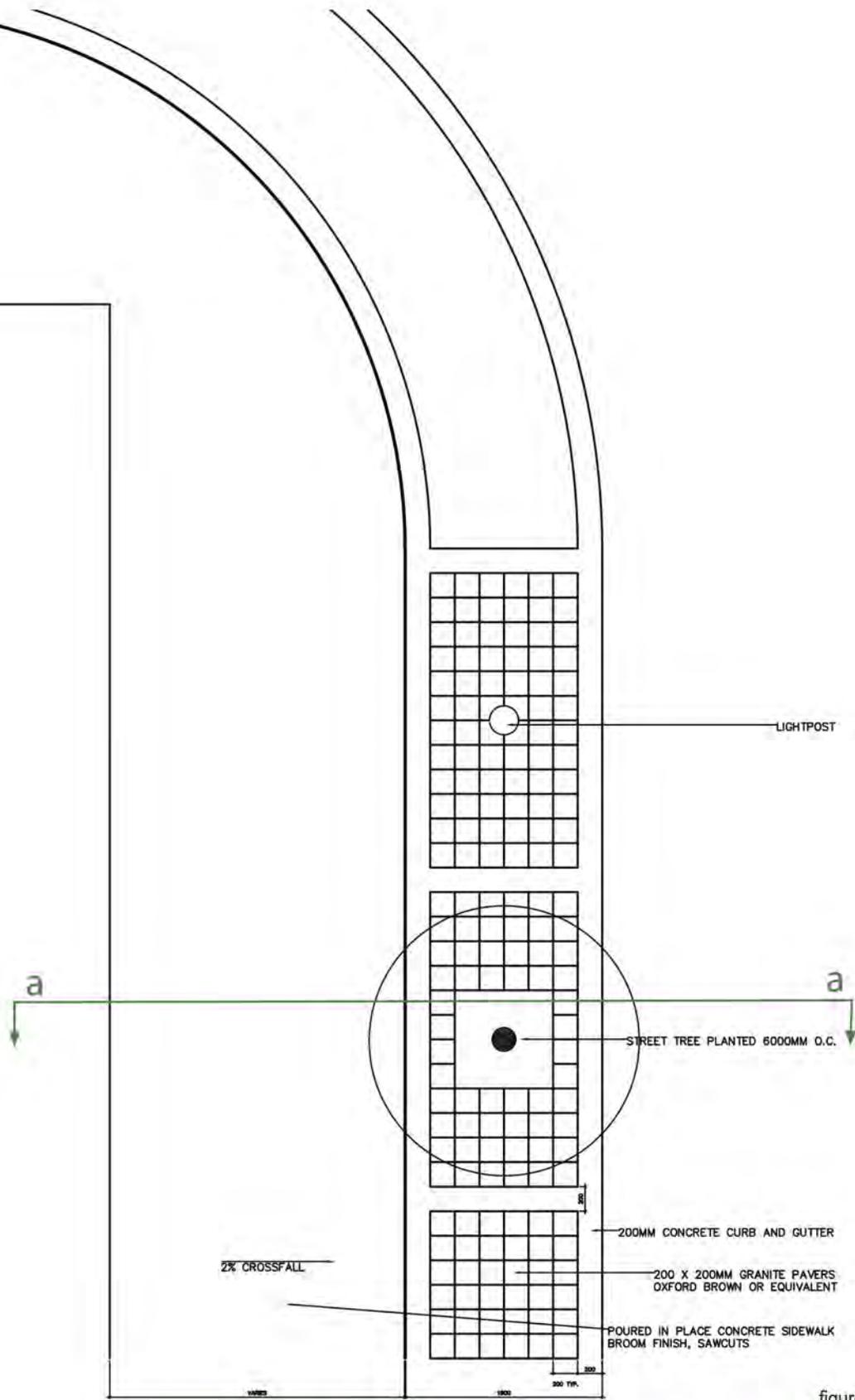


figure 5.30

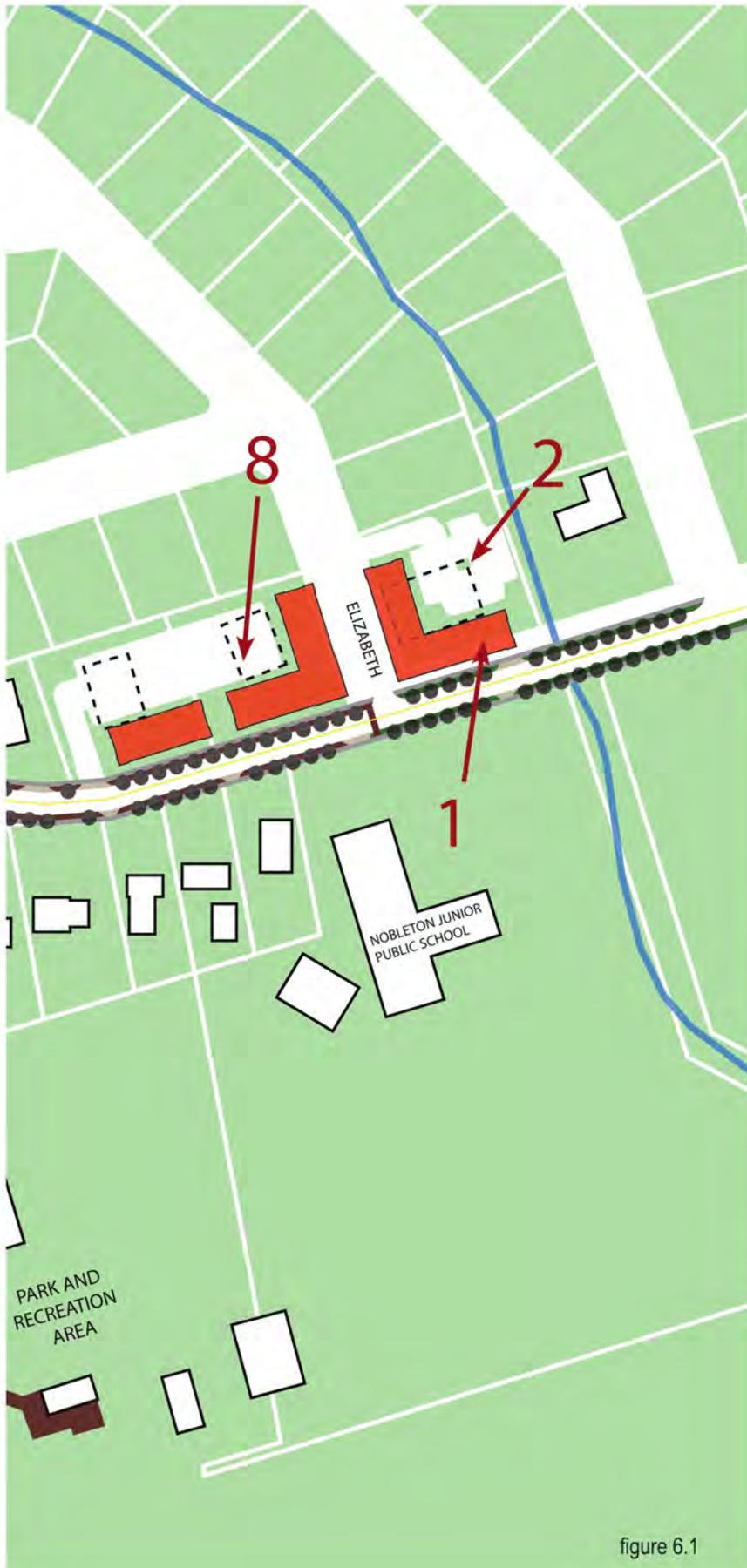
sidewalk plan detail

5.7 SITE DETAILS



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6.1 - MAP OF NOBLETON SHOWING POTENTIAL REDEVELOPMENT AREAS



Legend

- 1** Indicates proposed mixed-use redevelopment opportunities, typical
- 2** Parking located at rear of new developments allowing new building to define the street edge, typical
- 3** Key redevelopment site, Nobleton Arena open space enhancements
- 4** Key redevelopment site, Old King Rd, street enhancements
- 5** Key redevelopment site, expansion and enhancement of "The Mews"
- 6** Parkette redesign
- 7** Existing Nobleton Land configuration, typical
- 8** Shows location of existing building for redevelopment, typical
- 9** Existing buildings, typical
- 10** Proposed residential redevelopment opportunities, typical

Nobleton arena site enhancements

The Nobleton Arena is one of the most important places for the community of Nobleton. Through a redesign of the parking area, an introduction of pedestrian walkways, tree planting and landscape design, the area will reflect its true status as the heart of the village. As a destination location for the larger community, the concept provides a versatile multi-use space that accommodates vehicles, but is also inviting for pedestrians and cyclists. In conjunction with the proposed redevelopment sites to the north, the Arena, the Community Hall, and the surrounding recreational areas will provide the recreational and social infrastructure required for the growing community. All design concepts are to be coordinated with, and reviewed in relation to, other municipal objectives.

Specific Urban Design recommendations include:

1. Improve the edges of the parking lot through continuous tree planting and defined walkways between Old King Road, Highway 27 and the Park and Recreational area.
2. Provide landscaped edge treatments to the parking area to define and buffer the expanse of parking from adjacent buildings and open spaces.
3. Encourage opportunities for the large parking area to be used for alternative uses including outdoor fairs, markets or other public events.



figure 6.2

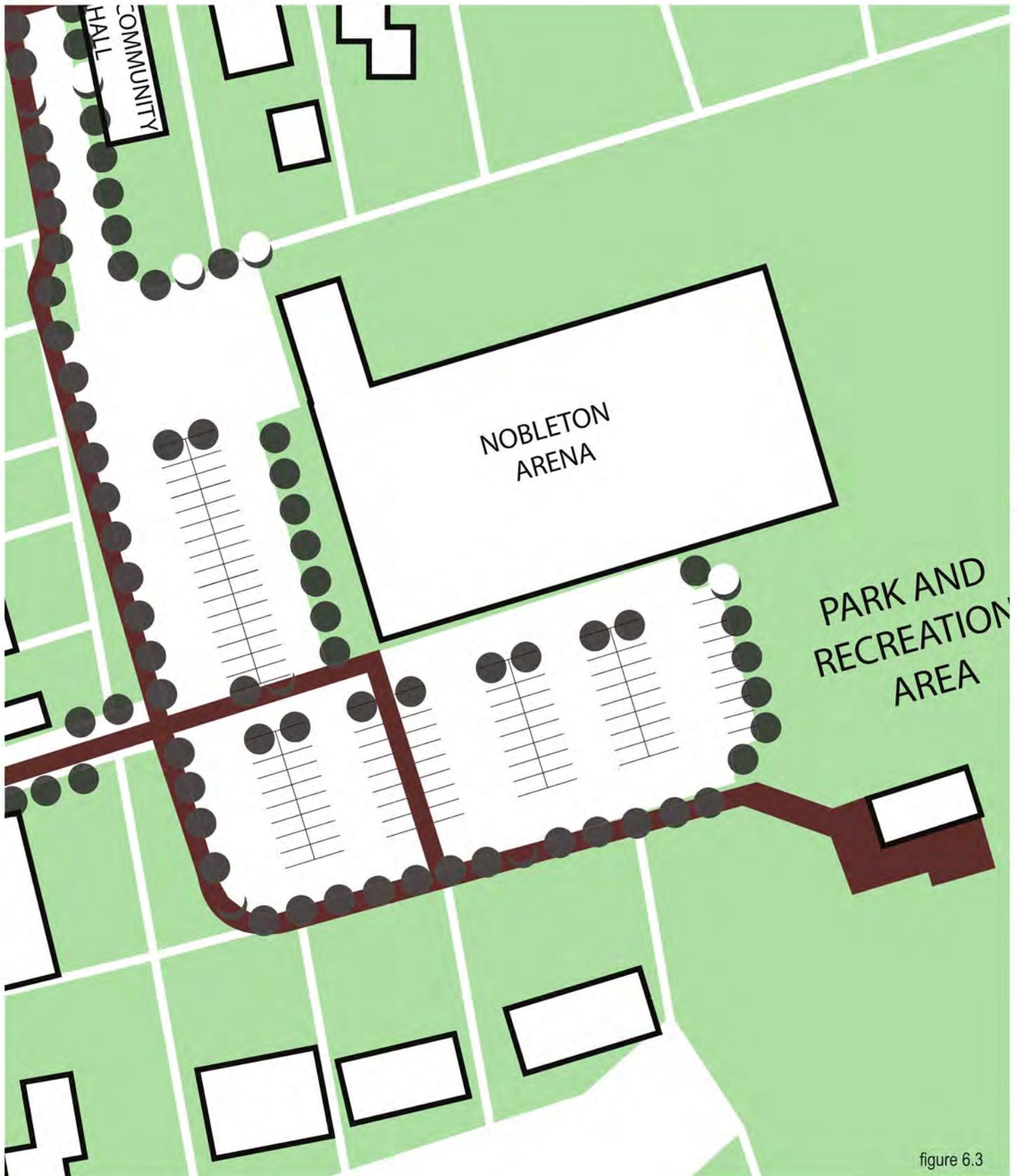


figure 6.3

6.2 PROPOSED KEY REDEVELOPMENT SITES

NOBLETON VILLAGE CENTRE URBAN DESIGN GUIDELINES

old king road street design concept plan



figure 6.4

Old King Road is proposed as a special place for the community of Nobleton. By reclaiming the street with new tree plantings, sidewalks and pedestrian paths the street can begin to reflect a community village. The entrances to the Community Hall and Nobleton Arena are articulated with a pedestrian walkway and paving treatments. The Feed Mill to the north maintains its prominent position in the community as an essential commercial centre while potentially integrating some screening (planting or fencing) at the street edge to ensure that a high quality pedestrian environment is achieved. All design concepts are to be coordinated with, and reviewed in relation to, other municipal objectives.

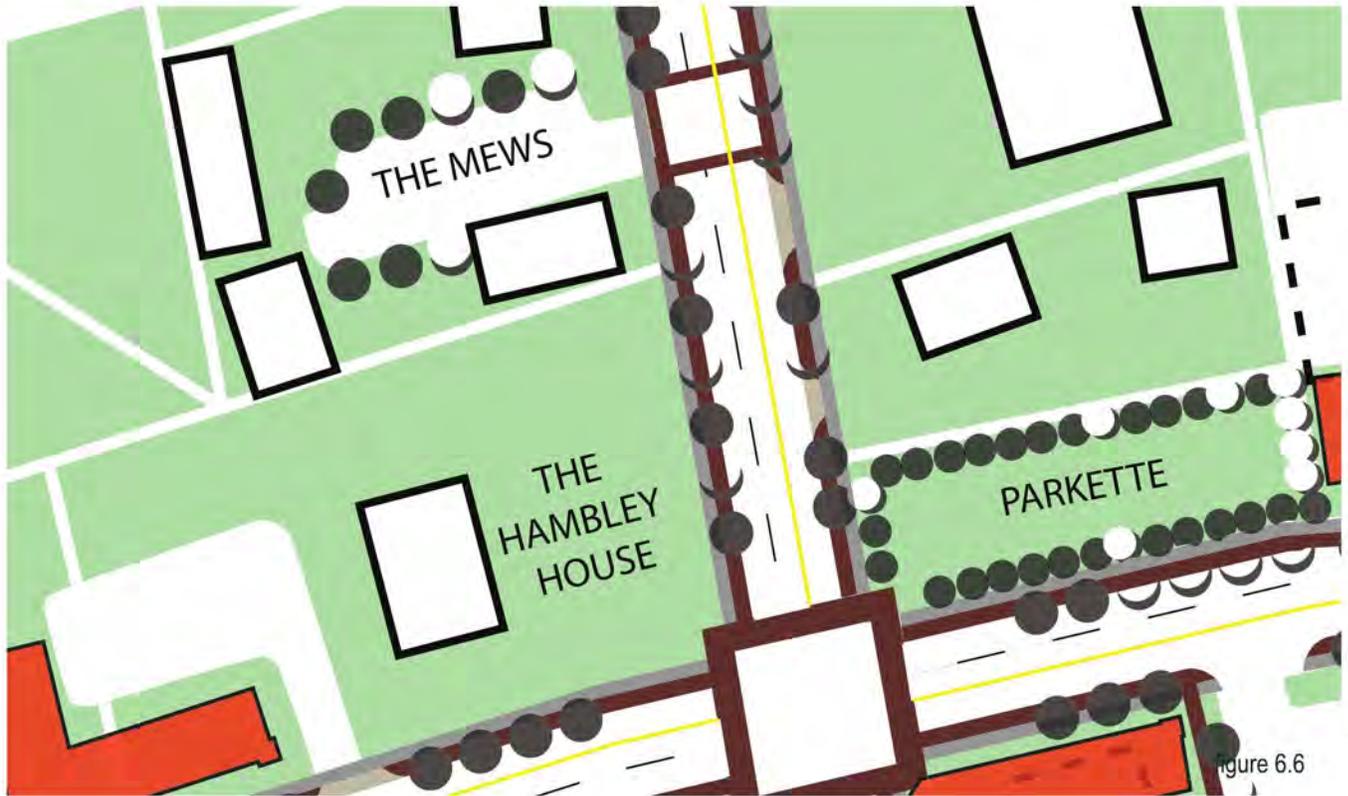
Specific Urban Design recommendations include:

1. Improve the design and enclosure of the parkette at King Road and Highway 27. Planted edges should be provided on all four sides of the parkette in the form of low shrubs, hedges and/or tree planting. Additional elements in the parkette could include a water feature, improved seating, lighting, heritage interpretive elements or public art.
2. Provide opportunities for 2 to 3 storey building infill on King Road and Hwy 27. Clapboard, brick and stone are the predominant village building materials and the use of these high quality, authentic materials is encourage in new buildings and renovations.
3. Maintain the Feed Mill as an important community landmark.
4. Provide a mid block pedestrian connection between King Road and Old King Road.
5. Plant a continuous row of street trees on the south side of Old King Road in the near term. If in the future the Feed Mill redevelops, then the north side of the street should be similarly planted.
6. Create an enhanced forecourt to the Community Hall through red brick paving, seating, bicycle parking and landscaping.



figure 6.5

village mews expansion and enhancements concept plan



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The potential redevelopment of this site presents a unique retail area for the community of Nobleton. The site's proximity to the main intersection as well as its prominent visibility on Highway 27 makes it a prime location for people to stop and browse in the proposed pedestrian-friendly area. The Mews redevelopment consists of a redesign of the existing buildings and parking lot to include new pedestrian walkways, new outdoor patio areas and a new retail building on the northern side of the site. The placement of this building completes the site's transformation into a village square that is conducive to pedestrians. All design concepts are to be coordinated with, and reviewed in relation to, other municipal objectives.

Specific Urban Design recommendations include:

1. Define the Village Mews parking area by enhanced paving to indicate pedestrian priority. Paving is recommended to be red brick interlock or a combination of interlock and concrete/asphalt. The parking area should continue to allow parking in front of shops and restaurant cafes provided opportunities for patios or outdoor shop displays can be accommodated. The Mews could be used seasonally for outdoor displays, small markets or craft shows.



2. Investigate a pedestrian crosswalk across Highway 27 to encourage connections between the Mews and the small shopping plaza across the street.
3. Infill buildings should be two storeys and complementary in scale and character to existing the existing small buildings. An infill building is proposed on the north side of the mews. New buildings that may eventually replace existing buildings should be a minimum of 2 storeys in height.
4. New construction should accommodate barrier free access to buildings and throughout the mews area.

6.2 PROPOSED KEY REDEVELOPMENT SITES

NOBLETON VILLAGE CENTRE URBAN DESIGN GUIDELINES



Potential Redevelopment Locations



Figure 6.9 - North Side of King Road - East of Highway 27



Potential Redevelopment Locations



Figure 6.10 - North Side of King Road - East of Highway 27 , continued from above



Old King Road Streetscaping Project

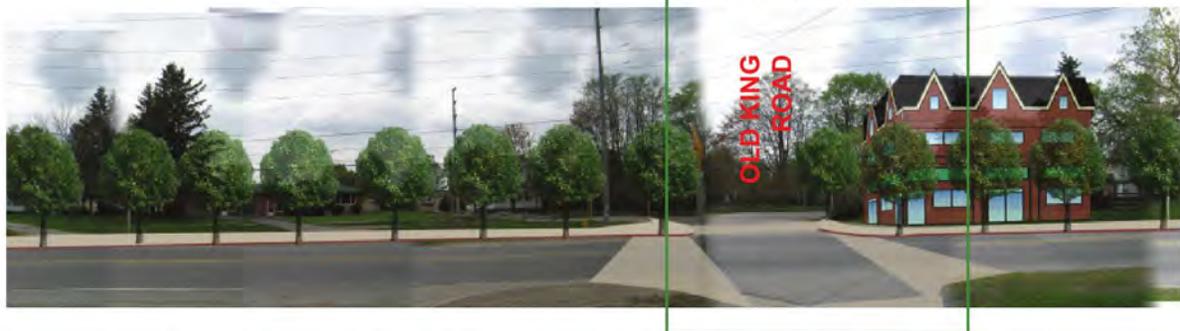


Figure 6.11 - South Side of King Road - East of Highway 27



Figure 6.8 - North Side of King Road - West of Highway 27

Potential Redevelopment Locations



6.3 PROPOSED STREET ELEVATIONS
NOBLETON VILLAGE CENTRE URBAN DESIGN GUIDELINES

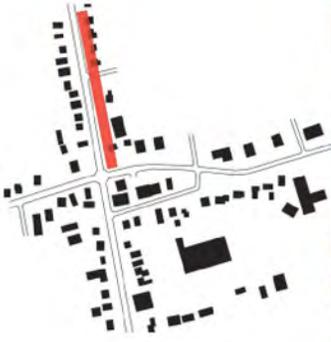


Figure 6.12 - East Side of Highway 27 Ending North of King Road



Figure 6.13 - East Side of Highway 27 Starting at King Road

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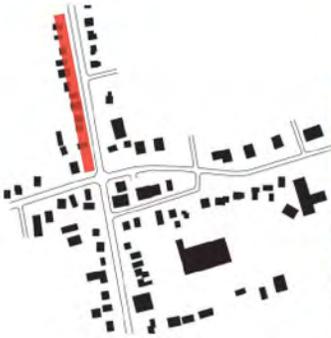


Figure 6.14 - West Side of Highway 27 - Starting North of King Road



Figure 6.15 - West Side of Highway 27 - Ending North of King Road



Improved Arena
Access



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6.3 PROPOSED STREET ELEVATIONS

NOBLETON VILLAGE CENTRE URBAN DESIGN GUIDELINES

7.1 A Guide

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

7.2 A Vision for Nobleton

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

7.3 Short-term Initiatives: Immediate to One Year

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

7.4 Medium-term Initiatives: One to Five Years

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

7.5 Long-term Initiatives: Five Years and Beyond

- a) Review the document every 5 years and make necessary amendments and/or additions.
- b) In conjunction with Region of York initiatives regarding improvements to King Road and Highway 27, including transportation and sewer projects, additional improvements to sidewalks (to unify any adjacent sidewalk widenings) and pedestrian-scaled lighting should be considered.

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7.6 Urban Design and the Policy Framework

Urban Design Guidelines cannot be fully implemented in isolation of other Township and Regional initiatives. Therefore, we suggest that the Urban Design Guidelines and policy recommendation in this document that are put forward by the Township be screened for possible links to the municipal and regional policy frameworks, including zoning, transportation strategies, local implementation of the Ontario Building Code and the fiscal framework. See Section 8.0 for specific policy recommendations.

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

7.0 Implementation