

# *TOWNSHIP OF KING*

## Employment Area Design Guidelines

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figure 1.1

Many of the Township of King's designated Employment Areas are located at the entrances to villages, like the one shown above south of Nobleton. New Employment Areas in these locations must be appropriately designed to reflect their prominent location and provide a high quality of design that integrates a gateway or entrance-way into the village.



figure 1.2



figure 1.3

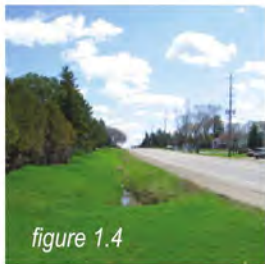


figure 1.4

The Township of King has a rich natural heritage. Many potential sites have a varied topography, existing woodlots and/or water courses, and beautiful vistas that can become central design elements for new development.



figure 1.6

Some existing Employment Area buildings reflect the character of the area through wide overhangs and appropriate materials.

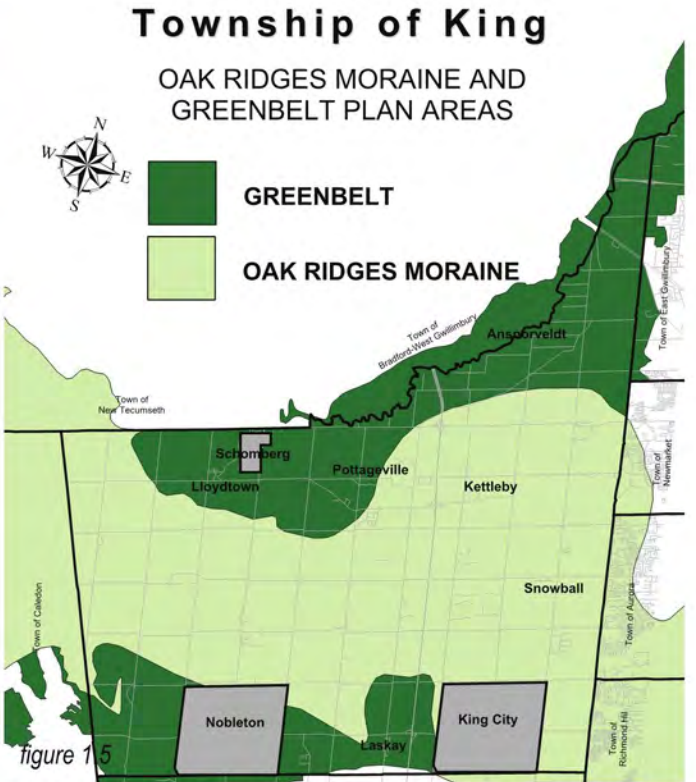


figure 1.5

The Township of King is rich with natural heritage. The map above shows the location of the Oak Ridges Moraine and the surrounding Greenbelt



figure 1.7

Views and existing building forms within the surrounding landscape provide unique opportunities for new developments.

# Township of King - Employment Area Design Guidelines

## 1.0 Introduction

### 1.1 Context

The Township of King has embarked on a process to create Design Guidelines for the Employment Areas identified in its Official Plan (areas highlighted on the map on page 2). The Township's location in close proximity to many large urban areas within the Greater Toronto Area, direct access to Highway 400 and its diversity of available Employment Areas throughout the Township, make it an attractive alternative location for new developments. Employment Areas can include a multitude of potential businesses including commercial, institutional and industrial uses.

Another key characteristic about the Township of King that makes it unique from other areas is its central location within the Oak Ridges Moraine and the Greenbelt Area. The proximity of such sensitive and environmentally special areas is a central feature of King Township's identity that shall be reflected in new development.

These Employment Area Design Guidelines are an important tool to guide new development in a positive and place specific manner.

Each Employment Area identified in the Official Plan offers unique conditions that should be reflected in their lot configuration, site plan and building design. Some sites are situated at potential gateway locations into the villages of Schomberg, Nobleton, King City and others are located within the agriculturally rich rural areas on the outskirts of the urban centres. It is essential that the diversity of the surrounding areas inform the design of all new developments. Highlighting this diversity could include the integrated design of existing views and vistas, woodlots and water courses, varied topography, adjacent neighbourhoods and/or farmlands and other cultural elements such as original/historic buildings and structures. It is important that with each potential site, existing elements be identified and considered in the process of creating new Employment Areas.

When designing Employment Areas there are also a number of functional design requirements, including the provision of parking, indoor/outdoor storage, public/private relationships, street circulation and hierarchy, pedestrian routes, landscaping and built form.

This document is to be read in conjunction with the Township's existing bylaws, zoning and community plan documents.

### 1.2 Objectives

The Guidelines take into consideration the varied needs of the employment typologies that could potentially be located within the Township.

The following Employment Area Design Guidelines are intended to 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 within their countryside and village settings and identify what types of employment uses are suitable in which areas. By developing clear directions in each of these areas, the community will be in a position to help shape future development in a positive way that is appropriate for the Township of King.

### 1.3 Guiding Principles

The primary design principles for new and existing Employment Areas in the Township of King include:

1. To achieve a **high standard of building design** that is appropriate to its function and location.
2. To build on the Township of King's identity as an **environmentally rich area** with rolling hills and magnificent pastoral views by introducing environmentally sustainable site plans and buildings.
3. To encourage building design that provides **continuity and enclosure to the street** and/or **frames the Township's existing natural heritage**.
4. To provide new development that is **compatible with adjacent development** and open space.
5. To encourage building design that contributes to the special image of the area within the **natural and cultural context** of the Township of King.
6. To **integrate and preserve** existing buildings, natural features (including landscape and topography), and structures of heritage or cultural significance.
7. To ensure that the visual and acoustic impacts of trucking and servicing required in Employment Areas is mitigated to **achieve a high quality environment**.
8. To promote environmentally sustainable development in the Township's new and existing Employment Areas.

# 2.0 King Township Context Plan

\*note - Sites identified could be commercial, institutional or industrial in designation. Employment Land Clusters do not necessarily represent all lands designated for employment uses. To determine specific designations and permitted uses refer to the appropriate Community Plan or Official Plan.

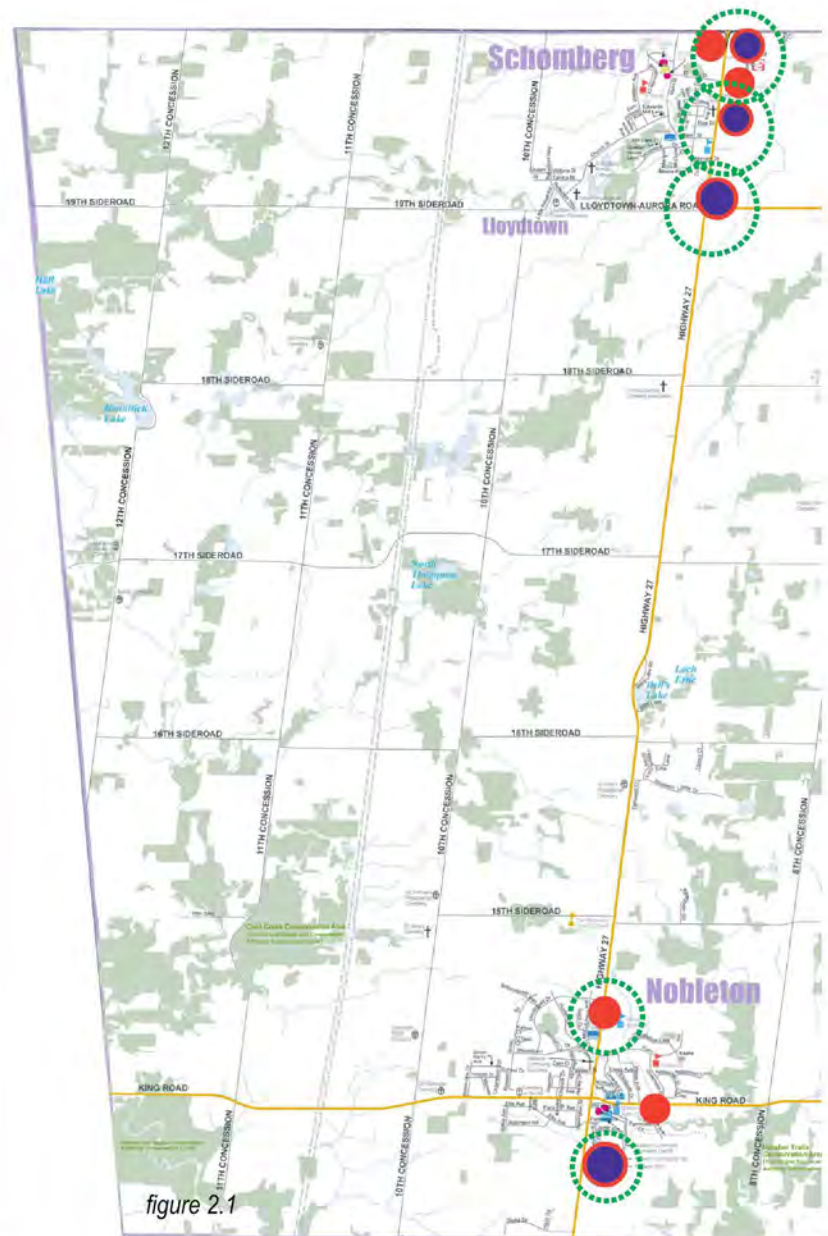
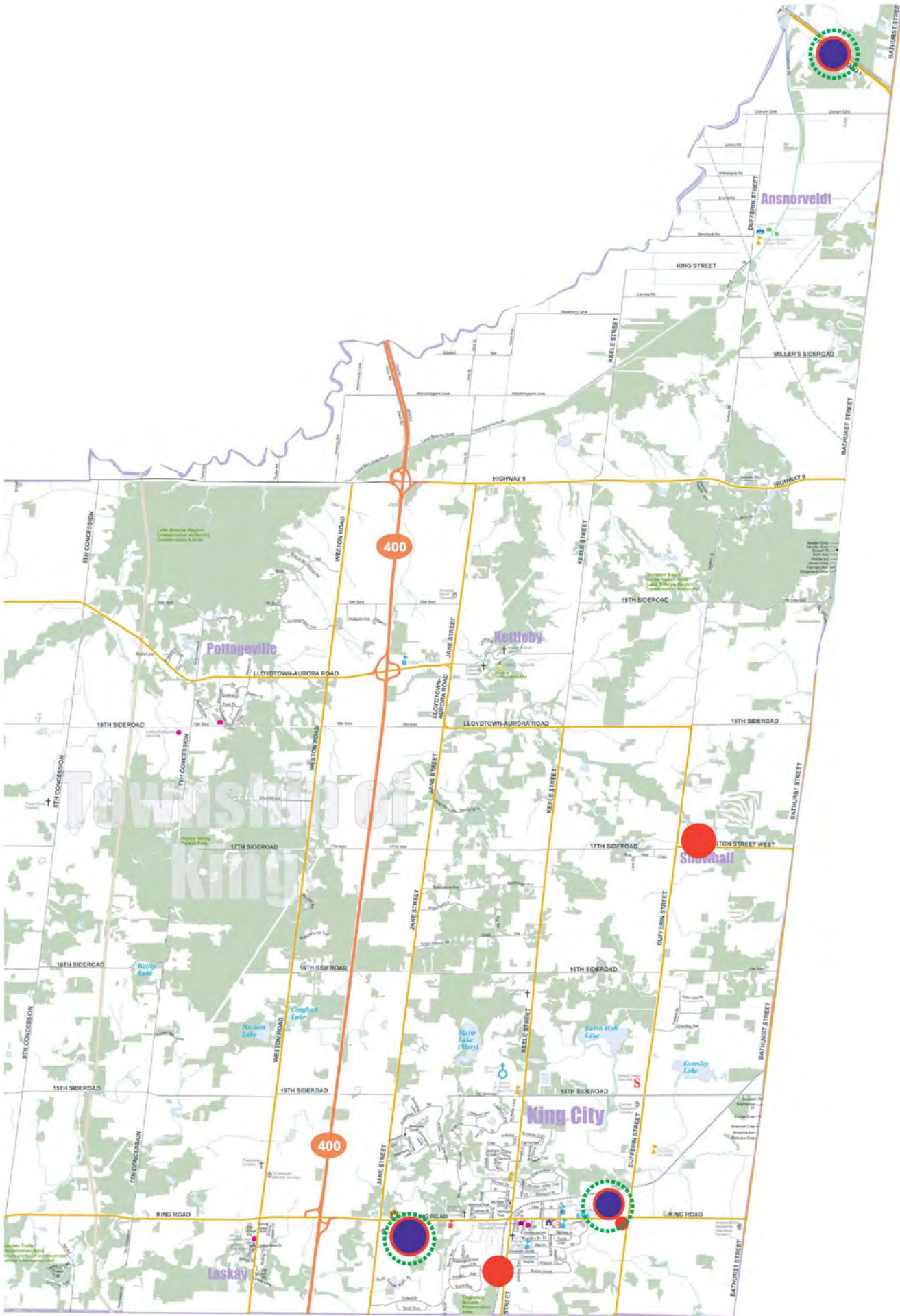


figure 2.1



## 3.0 Analysis of Existing Conditions and Opportunities



The Township of King has a diversity of existing building typologies that can serve as examples for new Employment Area Buildings.



Existing vegetation and hedge rows should be integrated into new developments where possible.



New Employment Areas located at the edges of settlement areas have the opportunity to create a strong impression of arrival into the urban areas like this site on King Road west of King City.



## 3.1 Existing Employment Areas



figure 3.8



figure 3.9

### 3.1.1 parking and storage

Vehicle parking adjacent to arterial roads and key intersections has a negative impact on the visual quality of the area. It is essential to screen these types of uses from view by locating them behind buildings or landscaping buffers.

Outdoor display is an important tool for vendors and suppliers. A balance must be achieved between outdoor displays and landscaping so that a high quality visual character is established and maintained in all Employment Areas.



figure 3.10

### 3.1.2 landscaping and planting

Naturalization of existing swales provides visual interest from the streetscape, a sustainable water runoff solution and a landscape feature on the property.

Trees can be used to effectively minimize the appearance of blank façades and screen outdoor service and parking areas.

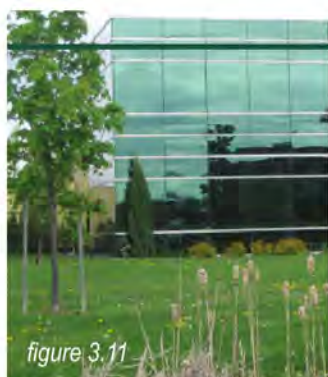


figure 3.11



figure 3.12

### 3.1.3 building materials

Finishes for new buildings should be chosen from a palette of materials that already exists in the area such as brick, stone and wood.

Unlike the adjacent examples, a mix of materials should be used to break up expansive façades that are visible from the street. Large façades that are typically found on warehouse buildings should be subdivided through windows, changes in building mass and materials and also be buffered with plantings.



figure 3.13

### 3.1.4 pedestrian amenities

A lack of pedestrian amenities prevents existing Employment Areas from being pedestrian friendly. Sidewalks and lighting would greatly increase the walkability of existing Employment Areas.

Curbs cuts that are wider than functionally required also contribute to an uninviting pedestrian environment. Consolidating and narrowing excessively wide curb cuts will enhance the pedestrian experiences.

## 3.2 Existing Opportunities



### 3.2.1 utilizing the topography

King Township's existing topography is an important asset to consider in the design of new Employment Areas. Changes in topology can accommodate additional building heights, allow easy vehicular access to multiple floors and provide viewing opportunities into the landscape.

Many of the Employment Areas in King Township are located within existing view corridors. New buildings can enhance the image of the area and contribute to sustainable built form with elements such as green roofs and additional landscaping.



### 3.2.2 building a 'green' identity

The Township of King is a thriving agricultural area with a variety of village settlements. It is essential that new and existing Employment Area developments enhance and build on this identity and endeavour to make strong connections with the existing settlements and agricultural environment.



### 3.2.3 coordinating signage

New Employment Areas can use a coordinated signage style to unify the area's identity. A unified high quality signage typology will improve the overall aesthetics of the area. Signage can also be integrated with landscaping and gateway elements to create an integrated design approach. The provision of adequate and appropriate signage locations is an important design consideration in new employment lands. When designing signage for new Employment Areas reference should be made to the Township's existing Signage Bylaw.

## 3.2 Existing Opportunities (cont)



figure 3.18



figure 3.19

### 3.2.4 maximizing views

Views into the landscape are a valued feature of King Township and should be preserved and enhanced through the careful development and positioning of open spaces, streets and new buildings. In areas where views are impacted by new development efforts should be made to locate roads and buildings to allow for view corridors through sites and to frame key viewing opportunities.



figure 3.20

### 3.2.5 creating new gateways

New Employment Areas that are located on the edges of settlement areas have the opportunity to establish a new gateway into the urban areas and effectively frame the new urban edge of the village. The location of gateway buildings at key locations can establish landmark sites that will serve to create a unique identity for new Employment Areas.



figure 3.21

### 3.2.6 reflecting adjacencies

The integration of new Employment Areas into an existing land use must be carefully considered to mitigate impacts on the surrounding areas. Depending on the proposed use or business types, the impacts of Employment Areas will vary. Some uses might not be appropriate for some areas as previously determined in the Township's Community Plans. A higher level of design and land use (i.e. Prestige Employment) may be required to minimize negative impact on the surrounding community. In addition, a landscape buffer (as defined on page 15) can be provided to mitigate negative impacts.



figure 3.22

## 4.0 King Township: Overview of Urban Design Guidelines

### 4.1 Introduction

The following general principles should be addressed in all new development, infill, and re-development related to the Employment Areas including Highway Commercial, Institutional, Prestige Employment, Mixed Use Employment, Business Park and Industrial uses within the Township of King. These principles are intended to guide new Employment Area development through the development approval process.

### 4.2 Development Typologies

Campus Design, Street Edge Design or a hybrid of the two are the recommended options for developing buildings within King Township's Employment Areas.

#### 4.2.1 Campus Design

Campus Design consists of a balanced building and site plan/sub division design approach through the integration of landscape, topography and special features with site access requirements including roads, driveways, parking, service and loading areas.

##### **Guidelines:**

- a. Campus design should consist of a balanced site plan approach between built form, landscape, topography and open space requirements.
- b. Buildings should frame open space opportunities, providing a scale and pattern of development that supports pedestrian activity between grade level building uses and adjacent open space, courtyards, walkways, and other site plan elements.
- c. Buildings should become part of the overall Employment Area fabric and help to draw adjacent areas together through open space and walkways.
- d. Building heights should provide transitions of massing that optimize views at grade to the open space network.
- e. Under regular siting conditions, building heights of two (2) to three (3) storeys are recommended. The Township might potentially consider buildings taller than three (3) storeys to a maximum of five (5), on larger parcels where deemed appropriate. The potential benefit of taller buildings is that they allow for a smaller building footprint and potential for more green space.
- f. If taller buildings are appropriate, the design will have to take into consideration such matters as fire routes, water supply and topography of the site. Buildings should make use of existing slopes to mitigate building heights i.e. 4 storeys on one side of a building could appear as only three (3) storeys on the other. All taller buildings should be terraced with a setback from the street and an angular plane of 60 degrees or less would be required.
- g. Key areas where Campus building form may apply include primary intersections adjacent to King Road and Highway 27 and locations adjacent to open space such as stormwater management ponds, creek corridors and woodlots.



figure 4.1

*Campus Design: Buildings primarily relate to their landscape setting.*

## 4.2.2 Street Edge Design

Street Edge Design consists of buildings that define the street edge through minimum setbacks from the street and consistent landscape edge treatments.

### Guidelines:

- Provide minimum building setback lines (minimum 6 metres generally), to define a more urban street edge. Except where site plans can demonstrate a functional requirement for an additional setback such as building forecourt or vehicular drop off.
- Buildings should face the public street with well-considered elevations facing on to courtyards and walkways.
- Active at grade building uses such as office, cafeterias or retail where appropriate should be located along public walkways to reinforce a sense of animation and safety.
- Transitional public to private building uses such as retail show rooms should be incorporated to help connect public activity with the building, street and open spaces.
- Apply similar building height and massing conditions outlined for Campus Design.
- Street edge design is encouraged for buildings facing local roads on smaller sites. Exceptions may occur at locations where open space elements such as parks, creek corridors or stormwater management ponds exist.
- Front yard parking is not allowed.

## 4.2.3 Hybrid Design (a combination of Street Edge and Campus Design)

Hybrid design and site planning is consistent with a key design approach for King Township with respect to the protection and integration of the natural environment. A combination of campus and street edge design permits building and site plan design to be integrated with both urban and natural local conditions.

For example, new buildings located in Highway Commercial Employment Areas (i.e. Highway 11) are encouraged to have street edge conditions along the arterial roads. On larger lots/sites, behind street oriented development there are opportunities for either campus or street edge design or a combination of both, provided that the street edge results in a reasonable balance of built form and open space, in which open space is not simply residual space available for surface parking but integrates opportunities for building forecourts, courtyards, walkways and other positive open space conditions.

Buildings that interface with natural or open space conditions should employ campus building and site plan design to emphasize the principles of preserving and creating connections to natural resources.

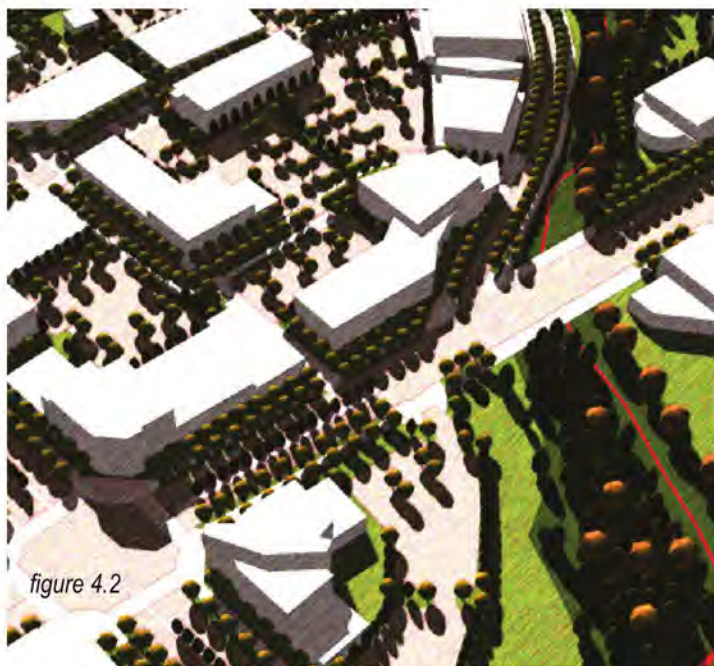


figure 4.2

Street Edge Design: Buildings primarily face public streets.

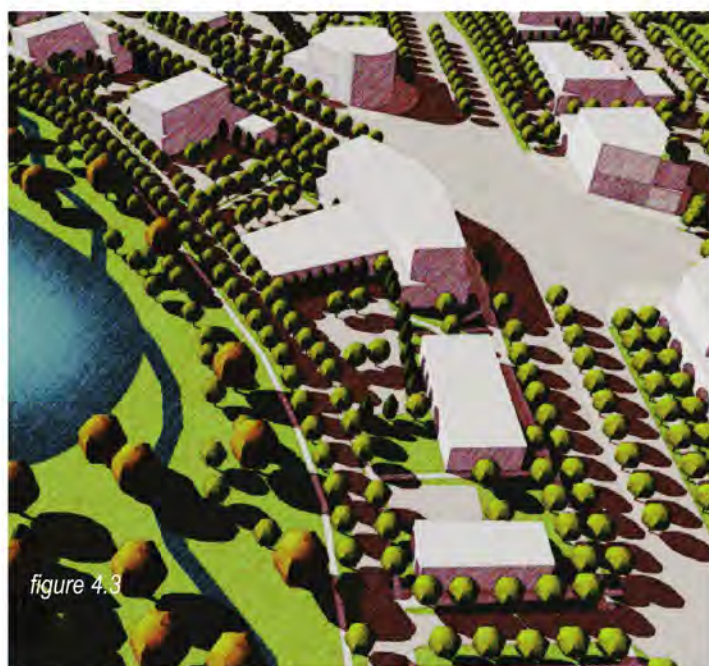


figure 4.3

Campus and Street Edge: A 'hybrid' treatment of both.

## 4.3 Environmental Sustainability

In 1987, the World Conference on Environment and Development defined sustainable development as “development that meets the needs of the present without compromising the ability of future generations to meet their own needs” (WCED, 1987). Since then, sustainability has been understood as the need for all development to take place in an environmentally, socially and economically responsible fashion – over the long term, rather than the short term.

The Township of King has a long identity as a thriving rural, agricultural and natural area with a variety of settlements. It is important that new and existing Employment Area developments enhance and build on this identity and endeavour to make strong connections with the existing settlements and agricultural surroundings.

An easy way to measure the sustainability of development is to rate it according to the standards established by the Canada Green Building Council (CaGBC) known as LEED. Buildings receive one of the following four designations based on their degree of sustainability: Certified, Silver, Gold and Platinum. The criteria upon which a building is rated includes: Site Planning, Water Efficiency, Energy Consumption, Atmospheric Impacts, Building Material and Resources, Indoor Air Quality and Building Orientation.

- These guidelines recommend that all new developments meet a LEED Certified standard for green design (or equivalent) for new construction, renovation or addition and adhere to the Townships ‘Sustainable Design Reference Guide for King Township’.

Green design is resource efficient, uses less energy, utilizes construction materials efficiently (including recycled, renewable, and reused resources), reduces the internal and external impacts on the environment, and can reduce operating and infrastructure costs. Green building certification (e.g. LEED) should be pursued for all developments. Private buildings should strive to make sustainability a primary design consideration.

### 4.3.1 Site Landscaping

Landscaping should be sized and located to allow plants to consume storm water or building grey water. Grey water irrigation for landscaping is encouraged; examples include the use of rain barrels or directed water runoff, instead of the use of potable water for irrigation. Native plant materials should be used to contribute to minimal maintenance, watering and fertilization. The width of all planting strips should be at least 4.5m wide (except along sidewalks) to provide a large enough soil area for moisture retention and to reduce irrigation dependency. Wider planting strip widths might be required in certain circumstances as outlined in the Township’s Zoning Bylaw.

Existing significant trees, tree stands, and vegetation should be protected and incorporated into site design and landscaping. Provisions should be made to protect such trees from construction occurring in close proximity. Impervious areas directly connected to the storm drain system are the greatest contributor to the storm water management system. Breaks in such areas, by means of landscaping or other permeable surfaces should be provided to allow runoff absorption into the soil. Impervious areas can also be graded towards semi-permeable surfaces and landscaping to help redirect runoff from storm water management systems. The distribution of outdoor lighting should be designed to minimize light pollution and maintain a dark night sky. Well-designed lighting networks that incorporate full cut-off fixtures are also more energy-efficient.



figure 4.4

*This lightly coloured cool roof has some of the benefits of a green roof and integrates photovoltaic cells to supplement the building energy needs.*



figure 4.5

*Swales adjacent to parking lot helps to divert surface runoff and create ‘green’ parking edges.*



figure 4.6

*An attention to building materials creates visually interesting building façades.*



figure 4.7

*This roof garden is enjoyed by building occupants and contains a variety of plant and tree species.*

### 4.3.2 New Building Design

Building construction and operation methods should aim to reduce dependence on non-renewable resources by using appropriate recycled materials and by promoting adaptive reuse of existing structures.

#### **Guidelines:**

- a. New Employment Areas should seek LEED certification or equivalent. At a minimum new development should achieve all LEED prerequisites.
- b. Building flexibility should be maximized to satisfy the varied demands of current and future users and residents.
- c. Raised access flooring, modular partitions, a consistent structural grid and non-centralized HVAC systems all contribute to building flexibility.

### 4.3.3 Green Roofs

Due to the changes in topology surrounding many of the Townships Employment Areas, the roofs of many buildings can be seen from higher points in the landscape. Green roofs are a sustainable choice for roof material and will also help maintain the rural vistas.

The benefits of green roofs are numerous. Temperature peaks on green roofs are lower than on conventional roofs, mitigating the Urban Heat Island Effect and reducing cooling loads. Not only is the interior comfort level increased, the reduction of air conditioning loads result in substantial energy savings.

#### **Guidelines:**

- a. Green roofs are recommended where the roof is a visible element from high vista points in the landscape.
- b. Green roofs should be used to minimize storm water runoff.



figure 4.8

*This green roof is not accessible, but still achieves all the energy performance benefits of a roof garden.*

### 4.3.4 Adaptive Re-Use & Recycling

One objective to achieving environmental sustainability in new Employment Areas is to reduce dependence on new material use through adaptive reuse of all or parts of existing structures. When feasible, this is often a better environmental option than demolition and recycling.

#### Guidelines:

- a. Materials selected for use in the public realm should be durable to avoid premature replacement and should where possible investigate materials made of recycled products.
- b. Should the removal of existing building be required, the opportunity for adaptive re-use and recycling of building materials should be investigated.

### 4.3.5 Water Runoff-Buildings

In general in Employment Areas, multi-storey development is preferred over single storey buildings with the same total floor area to reduce the building footprint and water runoff impact on the site.

#### Guidelines:

- a. Roof drainage should flow, in part or fully, into landscaped areas on site where lot size and soil conditions are adequate to absorb such runoff.
- b. Several downspouts should be provided to better distribute rain runoff into various areas of the adjacent landscape.



figure 4.9

*Pervious paving materials allow for water filtration.*



figure 4.10

*Bio-swales capture runoff from asphalted areas.*





figure 4.11

*PerVIOUS and light coloured materials reduce stormwater runoff and the 'heat island effect'.*



figure 4.12

Planting Beds help minimize storm water runoff.



figure 4.13

Low level planting strips can buffer sidewalks from traffic zones.

### 4.3.6 Water Runoff-Surface Areas

In a storm, all water that falls on a hard surface is directed to the storm sewer. To convey the water, expensive pipes must be laid and maintained. Often, the runoff collects pollutants which is carried into watercourses untreated. An alternative is to capture water through on-site infiltration or evapotranspiration. Evapotranspiration occurs when water evaporates or is consumed by vegetation.

In new Employment Areas hard paved surfaces are sometimes a necessity so it is essential to look for opportunities to introduce permeable paving and landscaped areas to minimize the need for storm water collection infrastructure .

#### Guidelines:

- a. On-site infiltration water should be considered to allow water to infiltrate slowly into the ground. A bio-swale can be engineered to filter the water before it seeps into the ground. Bio-swales are landscape elements that are designed to remove pollution and dirt from surface water run off. They are an environmentally sustainable alternative to support storm water management. In all cases where a bio-swale is proposed it must be engineered to the standards of the Township and the Ministry of the Environment.
- b. Paved areas such as surface parking should be minimized wherever possible to maximize permeable surfaces that absorb and biodegrade certain toxins. This also reduces the volume of runoff into the storm drainage system.
- c. Streets, driveways and parking areas should also be as small as possible within allowable standards.
- d. Parking areas and walkways should drain into vegetated or grassy swales that are incorporated into large common landscaped areas within a project or perimeter landscaping.
- e. Bio-swales can be created next to parking lots and walkways to collect stormwater runoff to minimize the dependency on stormwater sewers; they should be planted with salt-tolerant shrubs and grasses to filter water before it percolates into the ground. Grading should direct water away from paved areas.
- f. Drainage basins should be located throughout parking lots to collect stormwater, these basins should be planted with native plant materials that thrive in wet conditions and contain trees for shade.
- g. In paved parking areas a well-drained snow storage area should be provided in a location that enables melting snow to enter into drainage courses and storm drain inlets to prevent toxic materials from damaging plant material or ecosystems.

## 4.4 Public Realm

### 4.4.1 Streetscape Principles

The guiding principles for streetscape design include:

1. Create a distinct and high quality streetscape realm within new Employment Areas and within new development in existing areas
2. Acknowledge through the design and dimensions of streetscapes their critical role as areas for recreation, social interaction, and transportation.
3. Provide connections to and from new Employment Areas at the Regional, Township and local neighbourhood scale.
4. Plan streetscapes with the ability to accommodate existing and future public transit services.
5. Maintain and facilitate views of the countryside as well as connections to natural features, landmark buildings and heritage structures.
6. Where possible, trees should be incorporated into the design of new streets and along existing roadways.

#### 4.4.1.1 Arterial Roads

The arterial roads in the Township act as Gateway Streets into the villages and require that new employment buildings provide high quality gateway features/buildings or have significant landscape buffers (as defined on the following page). Gateway buildings can identify the entrances to urban areas that reflect their historic character as well as highlighting the entranceway to new Employment Areas. The sites in the vicinity of arterial roads, such as King Road, Highway 27 and Highway 9 are to have the highest form of design treatment. There are two types of road profiles for arterial roads, a rural profile and an urban profile. The rural profile is used outside of settlement areas and may employ a swale construction; all swales must be coordinated with the Township's Storm Sewers Requirements. The urban profile is reserved for settlement areas and employs a curb and gutter construction. See section 5.0 for detailed road sections.

#### 4.4.1.2 Local Roads

The design and treatment of local roads in new and existing Employment Areas is important to form the area's visual identity. These roads must be designed to support all the businesses' transportation needs while recognizing that streets must be supportive of all modes of transportation including pedestrians and cyclists. The design requirements for local roads require a high level of design to coordinate amenities that support both vehicular and pedestrian uses. New local roads through Employment Areas should, where possible, connect to existing road networks to establish a continuity of walking and bicycling paths.

#### 4.4.1.3 Private Laneways and Service Roads

Where conditions in Employment Areas make it undesirable to allow direct driveway access from a roadway, other provisions for access to parking and storage areas behind buildings are proposed through the use of a hybrid street condition, rear lane access, service road and/or shared mid block service areas. Service areas provide a dedicated location for the shipping and handling of goods, preparation and assembly of deliveries, garbage collection and storage as well as delivery loading and unloading. A shared mid-block service area combines multiple service area access points along a centralized laneway or service road (see page 41 for an example of mid-block service areas). The design requirements for lanes prioritize vehicular travel but could include pedestrian rights of way, such as sidewalks, walkways and recreational paths.



*Streets should be supportive of all modes of transportation such as pedestrians and cyclists.*



*Cycling amenities and pedestrian walkways all contribute to safer and more functional facilities.*



*Amenities such as seating areas and regular street plantings will improve the pedestrian experience.*



figure 4.17  
Integrated landscaping enhances the pedestrian experience.



figure 4.18  
figure 4.19  
Appropriate trees include Maple trees (left) and Oak trees (right).



figure 4.20  
Landscaping should define building edges and buffer sites from adjoining roads.



figure 4.21  
Landscaping should be used to screen loading and service areas.

## 4.4.2 Views and Vistas

Views into the landscape are a valued feature of King Township and should be preserved and enhanced through the careful development and positioning of open spaces, streets and new buildings.

### Guidelines:

- The street and block layout should be oriented to maximize views to the surrounding landscape
- Streets should shift at key locations to allow for significant view opportunities.
- The massing of buildings should frame significant views and take advantage of topographic changes in the landscape to maximize potential views.
- The roof lines of buildings should rise and fall with the existing topography to allow for continuous view opportunities from vista points.
- Gathering places should have clear sight lines to the countryside.

## 4.4.3 Trees

Trees will be an important amenity along streets and within private property to help diminish water and air pollution, and provide a desirable pedestrian environment. Street trees not only create beautiful, light-dappled pedestrian sidewalks, but they also help calm traffic. All new trees require a minimum of 3 square metres of pervious ground area to be healthy.

### Guidelines:

- Any new construction should preserve existing mature trees and woodlots to make them features of the community.
- Street trees should be planted throughout the roadway, especially along edges of Employment Areas.
- Only non invasive and preferably native species that are tolerant of Employment Area conditions such as salt, poor soil, and uneven irrigation, should be planted.
- Appropriate street tree species include *Quercus rubra* (Red Oak), *Quercus alba* (White Oak), *Quercus macrocarpa* (Bur Oak), *Celtis occidentalis* (Common Hackberry), *Acer saccharum* (Sugar Maple), *Amelanchier laevis* and *Allegheny Serviceberry* (Small Tree)
- Appropriate landscape tree species include *Acer rubrum* (Red Maple), *Acer saccharum* (Sugar Maple) and *Fraxinus americana* (White Ash). Tree species appropriate when temporary ban is lifted include *Fraxinus pennsylvanica* (Green Ash), *Platanoides occidentalis* (Sycamore) and *Fagus grandifolia* (American Beech)
- Appropriate evergreen tree species include: *Larix laricina* (Tamarack), *Picea glauca* (White Spruce), *Pinus strobus* (White Pine), and *Tsuga Canadensis* (Hemlock) - NOTE \*\* Not salt tolerant, appropriate for areas distanced from roadways only.

## 4.4.4 Landscape Buffers

Landscape buffers are green planted areas that are no less than 10 metres wide, are typically found adjacent to arterial roads and provide a visual barrier into a site. Where landscape buffers are required there should be a combination of tree plantings and tall grasses like those found typically throughout the Township. The buffers are recommended in some Employment Areas to complement the pastoral quality of the Township. Buffers are primarily required where the impacts of employment related

development (i.e. industrial warehouses) could impact existing land uses such as residential and natural heritage areas. Landscape buffers vary in size depending on the proposed site.

**Guidelines:**

- a. Plant material for landscape buffers 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.
- b. Low maintenance and hardy plantings should be used at the street edge. Plantings should be used to define entrances, to accent open space areas and define walkways and roads.
- c. Appropriate Shrub Species include: Viburnum lentago (Nannyberry) 6m, Viburnum trilobum (Highbush Cranberry) 4m, Viburnum acerifolium (Maple Leaf Viburnum) 2m, Ilex verticillata (Winterberry) 2m, Amelanchier laevis (Allegheny Serviceberry) 10m, Diervilla lonicera (Bush Honeysuckle) 1m, \*Rhus aromatica (Fragrant Sumac) 2m, \*Rosa carolina (Pasture Rose) 1m, \*Spiraea alba (Meadowsweet) 2m and \*Symphoricarpos albus (Snowberry) 1m - NOTE \* Selection particularly good for median planting.
- d. Appropriate Ornamental Grasses include: \*Calamagrostis canadensis (Canada Blue Joint), \*Elymus canadensis (Canada Wild Rye) and \*Heirchloe odorata (Sweet Grass) - NOTE \* Selection particularly good for median planting.

**4.4.5 Land Topography**

King Township’s countryside is made of a succession of rolling hills and valleys. This natural condition is an important component of the area’s identity. It is important that new development endeavours to maintain as much of the existing grades as possible to retain the character of the pastoral countryside within development sites. The objective of maintaining the existing grades is of a high priority.

**Guidelines:**

- a. New Employment Areas should retain the existing grade and hills found on the site. In cases where this is not feasible a clear case for making substantial grade changes must be demonstrated.
- b. Where feasible new roads should be located in valleys to minimize their appearance in the landscape. This excludes locating roads in any valleylands which are identified as natural heritage features. These are to be protected.
- c. New buildings and structures should make use of the grade changes to allow for well integrated multi-storey buildings.
- d. The roof lines of new buildings should rise and fall equally with the existing topography.

**4.4.6 Built Heritage Features**

Existing built heritage features should be clearly identified in all site plan applications. The preservation and integration of heritage elements, such as farm houses, silos, fences, etc. can provide a recognizable identity for the Employment Area and the businesses that locate there.

**Guidelines:**

- a. Preserve and integrate existing heritage features as elements in the design of new Employment Areas.
- b. Consider opportunities to use heritage structures as a feature of the employment use, including conference and meeting facilities.



figure 4.22

*New buildings and structures should make use of the grade changes to allow for well integrated multi-storey buildings.*



figure 4.23

*Existing natural features should be maintained where possible.*



figure 4.24

*The existing land topography is used to frame the building entrance and create an integrated building and landscape design.*

## 4.4.7 Open Space

### 4.4.7.1 Natural Features

Prominent natural features including woodlots, trees and vegetation areas should be maintained and emphasized as key elements in the overall design of new Employment Areas. Their unique presence is evocative of the natural heritage of the Township of King and will serve as important orienting elements within the open space and streetscape system.

#### Guidelines:

- Streets and blocks should align with significant contours and natural features including woodlots, hedgerows and specimen trees to preserve existing grades and views.
- Where possible provide continuous recreational trail connections for walking and cycling along streets, valley corridors, within parks and other open space systems.
- Frame and protect natural features and open space with single loaded roads and buildings that observe a minimum 30m set back from the edge of the natural area.
- Recreational trails should be located between streets and natural features to benefit from natural surveillance opportunities from the street and adjoining development.

### 4.4.7.2 Stormwater Management

Stormwater management facilities should have public access and be integrated as positive amenities within Employment Areas.

#### Guidelines:

- Stormwater Management (SWM) facilities should be designed as open space features within Employment Areas.
- Stormwater runoff should be minimized with the use of pervious paving materials and Bio-swales where possible depending on soil conditions.
- SWM facilities should be integrated into Employment Areas and designed to be complementary to surrounding development through the provision of connecting trails/walkways, places to sit, adequate light and other amenities.
- SWM facilities may be contiguous with natural areas and, in particular, watercourses and this should be explored with appropriate government agencies.
- Fencing should be avoided. Safety issues can be addressed through shallow slope grading adjacent to pooled areas.
- Public education displays can be used to increase public awareness and appreciation of the role of SWM facilities within their communities and the environment.
- Planting within SWM facilities should promote species which encourage compatible habitat with adjacent natural areas.



Open spaces should be landscaped with native, low maintenance, drought resistant and diverse plantings.



SWM should be integrated into Employment Areas and designed to be complementary to surrounding development.



SWM should be designed as open space features within Employment Areas.

## 4.5 Private Realm

### 4.5.1 Site Planning Guidelines

#### 4.5.1.1 General

The first stage of developing an area for Employment Uses typically involves the subdividing of a larger parcel into small land lots for independent development. A range of lot sizes is encouraged but are recommended to be within 0.8 to 4 hectares (2 to 10 acres) in size to promote continuity along the street and/or a consistent area character. The following recommendations apply to the subdivision of a large parcel within an Employment Area.

#### Guidelines:

- Block design should allow for a mixture of lot sizes, building types and architectural styles to create a distinct image for the area.
- Consider the appropriateness of street oriented vs. campus style development based on the existing conditions and the type of proposed uses (see Section 4.2.1)
- Allow opportunities for buildings to front on to public streets or natural features.
- Design blocks and street layouts to enhance views and create connections.
- Establish a hierarchy of street design and treatments within an Employment Area. Create a consistent and identifiable street image through landscape treatments and street furnishings including lighting and signage.
- Identify key sites for gateway and landmark buildings.
- Where transit is available bus stops should be integrated into all site plan designs, should service not be currently available a long term potential location should be identified.
- Employment Areas should be pedestrian and cyclists friendly.

#### 4.5.1.2 Site Access and Circulation

Access into, and circulation within individual properties should provide safe and well-defined routes for vehicles and pedestrians. The use of landscaping, paving materials, lighting, signs and other distinct treatments to define these areas will contribute to the overall safety, quality and sense of orientation within each site.

#### Guidelines:

- Where feasible, shared driveways between two properties should be provided minimize disruption of the public sidewalk and to facilitate vehicular access to public roadways.
- 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 metres.
- Pedestrian walkway surface material should differ in material and appearance from vehicular routes. A variety of materials may be used, including patterned concrete, unit brick pavers, crushed limestone and asphalt.
- Pedestrian walkways should be lit with pedestrian scale lighting using freestanding fixtures, bollards, wall mounted or recessed mounted lights.
- Landscaped traffic islands should be used to delineate and enhance main driveways, subdivide parking areas into smaller "courts", and to improve edge conditions between the public road, buildings, open space areas and adjoining properties.



figure 4.29

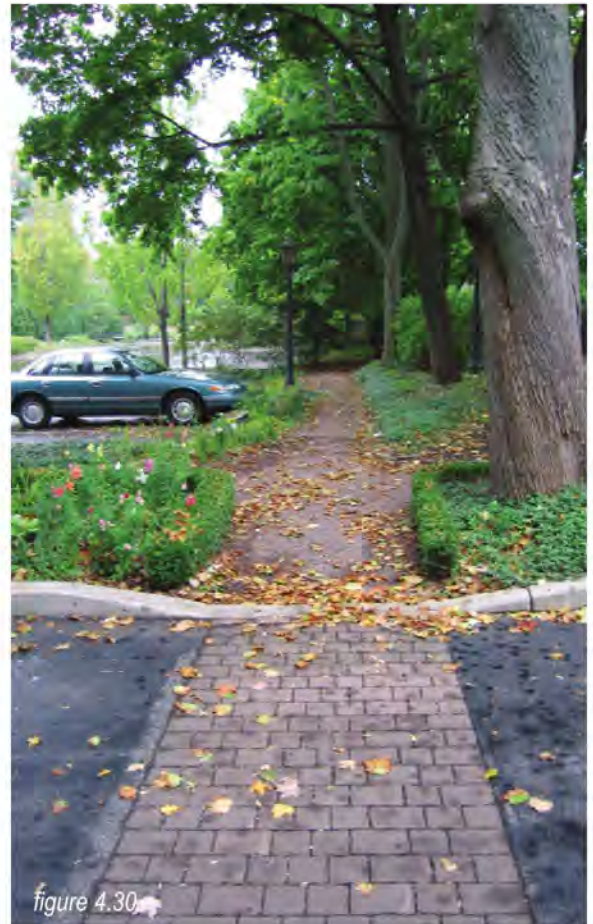


figure 4.30

*Highly visible pedestrian pathways and landscaping internal to parking lots are desirable.*

### 4.5.1.3 Landscape

Well defined landscaping should be included within and at the edges of all sites to make new Employment Areas inviting to pedestrians and visitors. Plantings can be used to mitigate the impacts of Employment Area uses and screen parking, service and storage areas.

#### Guidelines:

- a. Landscape design concepts for each Employment Area should develop a uniform treatment along property lines. This treatment should be consistent with those typically found in the Township of King i.e. hedge rows or wood/ wrought iron fences.
- b. Landscaping and grading should be used to screen and enhance parking areas, access and service roads and loading areas.
- c. Landscaping should be provided along blank building façades in the form of clustered trees or other forms of planting.
- d. Landscaping should be used to differentiate site areas including parking, building forecourts, courtyards, gardens, and sidewalks.
- e. 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.
- f. Shrub and fencing heights should not obscure views to preserve sight lines and safety.
- g. Landscape treatments provided along major access driveways or within driveway medians should be provided in the form of high branching street trees and low shrub planting (see Section 4.4.4 for recommended plants)
- h. Where neighbouring properties have adjacent surface parking lots, a coordinated planting strip should be provided between the properties to allow sufficient area for parking lot edge treatments, including high branching trees, coniferous trees, salt tolerant shrubs and ground covers.
- i. Where a residential or open spaces land use are adjacent to Employment Areas a strip of landscaping no less than 4.5 metres (depending on use) should be provided and should include a minimum 2.4 metre screen.

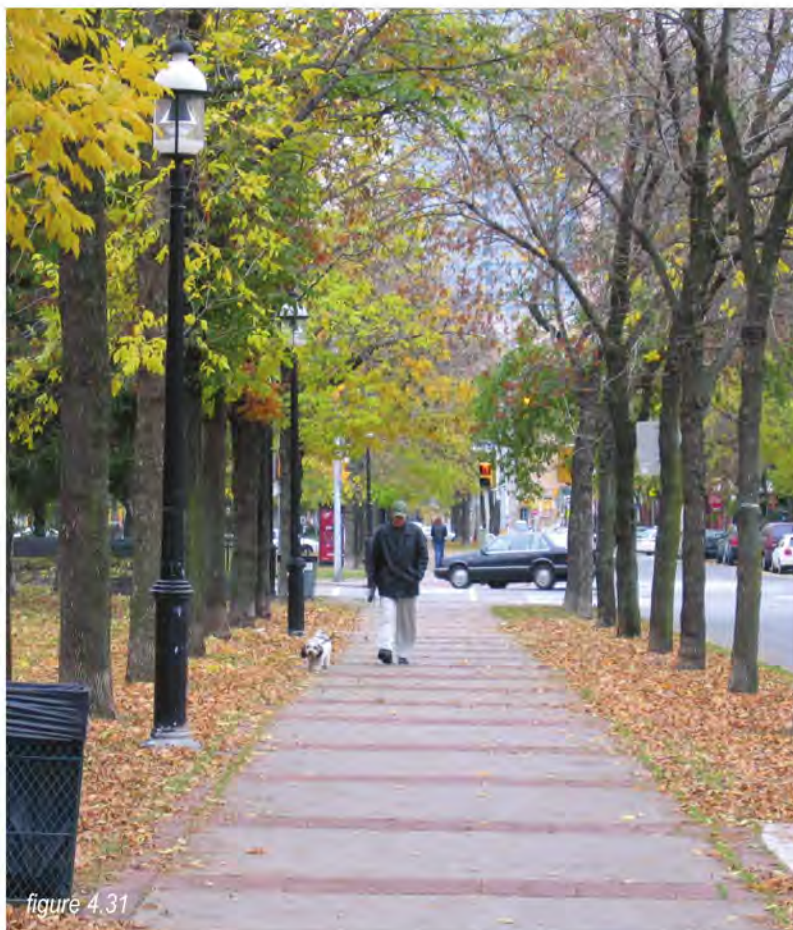


figure 4.31

*Creating pedestrian dedicated areas and walkways within new and existing Employment Areas is an essential step in ensuring that new developments are connected to the surrounding communities and natural areas.*



figure 4.32

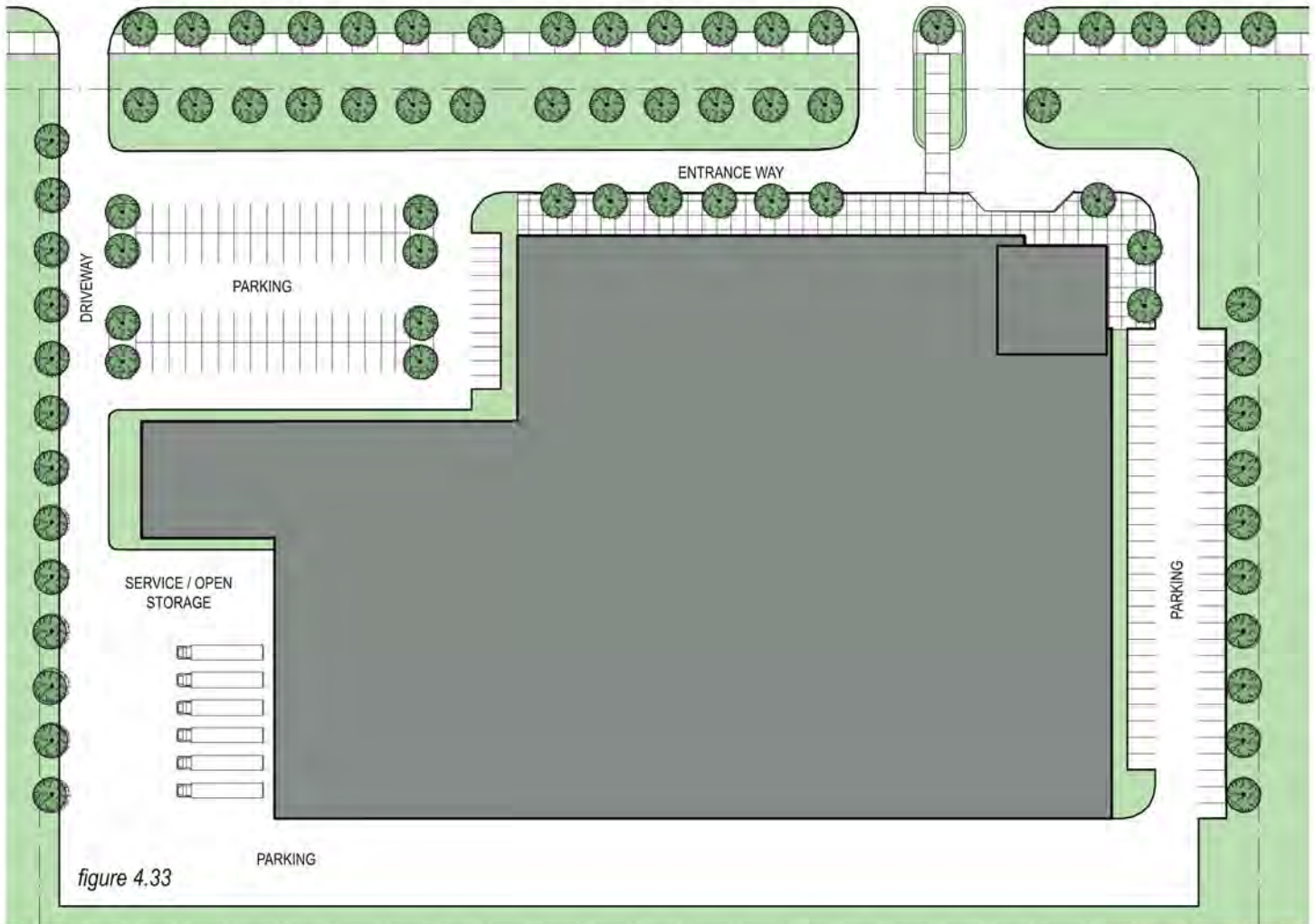
*Landscaped areas around parking provide a visual buffer, absorb stormwater runoff and are visually pleasing.*

#### 4.5.1.4 Surface Parking

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 visual element.

##### Guidelines:

- a. The visibility of parking lots from streets should be minimized through changes in topography, plantings and screening.
- b. Vehicular access to parking areas should be limited to minimize disruptions to the pedestrian sidewalk and promote efficient site circulation.
- c. Properties that require rear access to outside storage areas, service and parking should consolidate driveways where possible with neighbouring employment uses.
- d. Large expanses of unbroken surface parking within developments should be avoided, and elements including landscaping, paved traffic islands, lighting and signage should be used to define smaller areas within surface lots.
- e. A well-defined pedestrian walkway from each street frontage and/or parking area to the principal building entries should be provided.
- f. Where pedestrian and vehicular crossings merge, pedestrian routes should have priority.
- g. Light standards in the parking lot should be provided at the pedestrian level along walkways and at higher levels for security and vehicular circulation.
- h. Pedestrian walkways should be developed between parking lots and public streets. These walkways should be landscaped and lighted to encourage safe and frequent public use.
- i. Where appropriate, secure bicycle parking facilities should be provided in convenient locations.
- j. Ramps or entrances to service areas should not detract from the façade or landscaping of the building.



As this guideline illustrates, a maximum of 50% of lot frontage may contain surface parking.



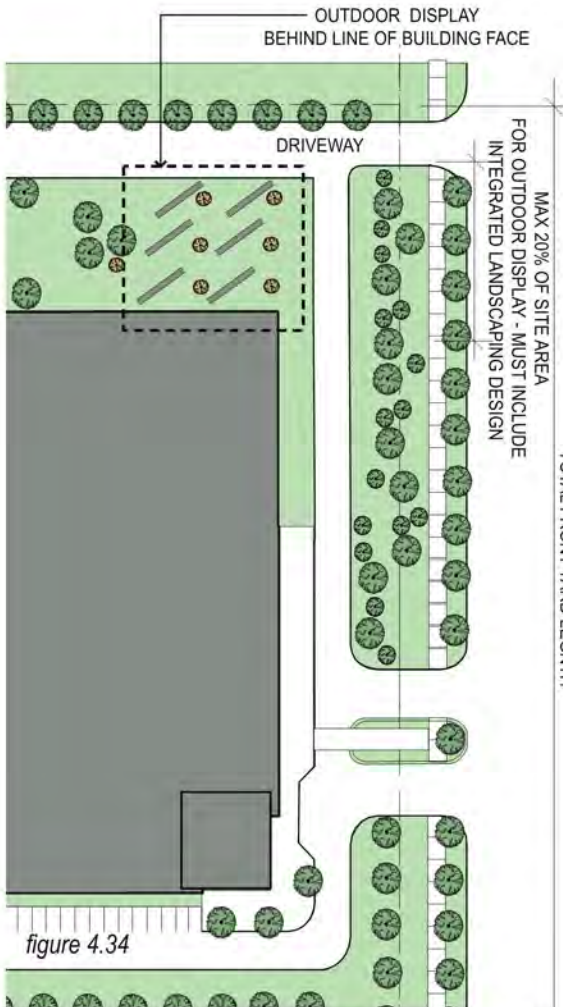


figure 4.34

Outdoor displays should not occupy more than 20% of the front yard area and should have an integrated landscape design.

### 4.5.1.5 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 Employment Area.

#### Guidelines:

- Generally a setback 6 metres for street oriented buildings is recommended.
- Where campus oriented or hybrid buildings are setback from the street, a maximum 16 metre landscape setback should apply.
- Front yard parking is not allowed for street oriented buildings or on small lots less than 0.8 hectares (2 acres).
- On larger sites that are greater than 2 hectares (5 acres) and where larger setbacks are applied, a high degree of landscape treatment should be provided within the front yard. No more than 50% of the lot frontage should include surface parking.
- 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.
- Within the Public Realm of Employment Areas fences or continuous planting of tall shrubs higher than 1.2 metres which obscure pedestrian views should be discouraged.
- High branching trees, which define property lines and interior site areas (i.e. main driveways) are recommended and should be coordinated with the placement of street trees.
- Accent planting and coordinated signage should be provided within the front yard at main driveway entrances, subject to sight line requirements.
- Low fencing, low shrubs or a combination of both may be used to enhance edge conditions.
- Outdoor displays 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 facade of the buildings and should incorporate a high degree of landscape design.
- All displays must be orderly and relate directly to the business. No outdoor storage is allowed in the minimum required setback areas.



figure 4.35

Off-street surface parking should be screened through landscaping with low shrubs or deciduous trees.



figure 4.36

Outdoor spaces for employees in rear and side yards can make new business areas welcoming places for the general public outside of working hours.

### 4.5.1.6 Rear and Side Yards

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 without undermining the high quality streetscape conditions that are envisioned for King Township.

#### Guidelines:

- 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 must be located behind the front building façade.
- b. Where an Employment Area abuts a residential zone, a minimum dense planting strip of 10 metres should be provided.
- c. Landscape strips should be planted with high branching trees, deciduous trees and low ground covers which do not obscure pedestrian views.
- d. Trees, shrubs and ground covers should cover a minimum of 25% of the planting strip.
- e. All indoor and outdoor storage facilities, parking areas, loading areas and garbage collection should be located in the rear of buildings and should be adequately screened from view.

### 4.5.1.7 Fences

There is a great variety of fence types found in the Township of King: wood picket, wrought iron, traditional agricultural and living fences, i.e. hedges. They are generally low in height and are made of natural materials. Where private property lines require delineation, these fences can provide enclosure at the street edge reflective of many of King Township's agricultural properties. Refer to Section 4.5.3 and the Township of King Fence By-Law for additional information on the design of fences for Outdoor Storage Areas.

#### Guidelines:

- a. New fences are encouraged to reflect the character of existing area fences in terms of materials, visual permeability and height.
- b. Solid fencing is encouraged to be low (max 1.2 metres) and where taller fences apply, they should be permeable to promote visibility.

## 4.5.2 Built Form Guidelines

### 4.5.2.1 Built Form and Massing

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

#### Guidelines:

- a. Minimum building heights should be no less than two storeys, unless it can be demonstrated that a lower building height is more appropriate for the site. In some cases buildings can incorporate clear storey glazing or mezzanine levels in the place of a second storey.
- b. Building heights should be 2 to 3 storeys. If permitted, buildings above 3 storeys should apply building stepbacks to reduce the overall building mass.
- c. A high proportion of façade glazing is recommended for ground floor office and commercial areas.
- d. False façades for upper storeys should not be allowed.
- e. Blank façades facing the street should not be allowed.



figure 4.37



figure 4.38

Two examples of fence types found in King Township.



figure 4.39

Buildings should frame public spaces at key intersections. Retail uses where appropriate can complement Employment Areas and attract visitors

### 4.5.2.2 Building Façades

The high quality design of building façades is required particularly at prominent Employment Areas sites including the public streets that serve as gateways into urban areas or that frame natural features.

#### Guidelines:

- Blank or single material façades that extend the entire length of the building parallel to the public street should not be permitted.
- Blank walls in other locations that are visible to the public should 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.
- Large façades should be subdivided through a combination of changes in building materials, windows, and projections and recessions in the building wall which create consistent rhythm and establish divisions that express a hierarchy of entrances and identify individual businesses.

### 4.5.2.3 Windows and Doors

#### Guidelines:

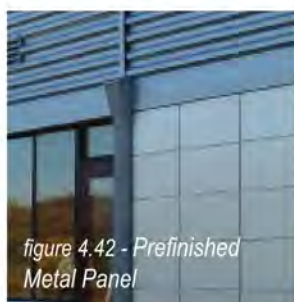
- Windows should be encouraged in façades that overlook areas of public activity including streets, walkways and open spaces.
- Windows facing the street frontage should be large and generally not less than 30% of the at grade street elevation.
- Clear glass is preferred for glazing. Reflective (mirror) glass should not be used.
- The location of windows should reflect the functional role of providing natural ventilation and light and access to views.
- Centre lines of similar windows should be aligned vertically, and should be set within a sufficient area of the wall to promote a balanced composition of wall openings.
- In double height spaces, windows (clerestorys) can be located along the upper portion of exterior walls to provide a structural and coordinated junction between the building wall and roof.
- Natural light and ventilation should be considered for all occupied spaces within employment buildings.

### 4.5.2.4 Building Materials

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

#### Guidelines:

- Wall detailing should integrate functional building elements such as vents or rainwater leaders within the wall plane as visible and integrated elements.



Samples of preferred, high-quality, durable architectural elements.

Window design should consider sun and shade conditions and natural ventilation opportunities.

- b. The design treatment of side façades visible from the street should be equal to that of the front façade.
- c. Wall materials should be selected based on energy and maintenance efficiency.

#### 4.5.2.5 Roofs

##### Guidelines:

- a. Pitched or sloped roofs should be considered as alternatives to flat roofs for development, provided that sloped roofs respect the context and rooflines of adjacent buildings.
- b. A single roofing colour and material is recommended on sloped roofs for visual continuity.
- c. An orderly stepping of the façade should occur on sloping sites. This should be reflected in the detailing of the roof and parapet.
- d. Rooftop mechanical equipment and vents should be incorporated as an integral part of the building design. Roof top mechanical units and vents should include screening or enclosures to reduce their visibility from surrounding vantage points or from grade.
- e. Refer to Section 4.3.3 for information on Green Roofs.

#### 4.5.2.6 Building Entrances

##### Guidelines:

- a. Entrances to buildings should be prominent and visible, and coordinated with the placement of pedestrian walkways.
- b. Main entrances to buildings should be emphasized through entrance canopies, awnings, and other architectural elements.
- c. In multi-tenant development, the use of multiple pedestrian entrances into the building at grade is encouraged.
- d. Steps and ramps should be architecturally integrated with the building.
- e. Building access ramps should be located as close as possible to the most direct, barrier-free path of travel.

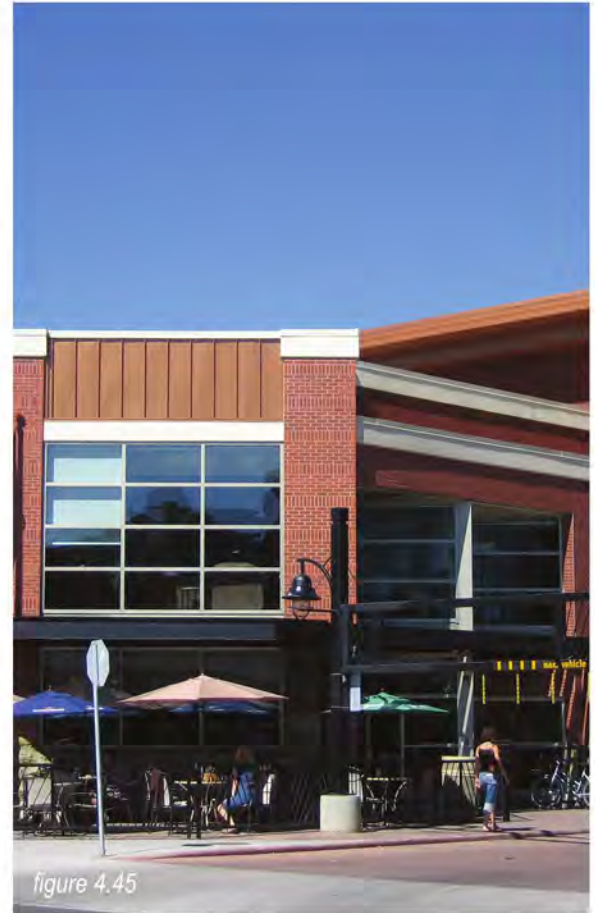


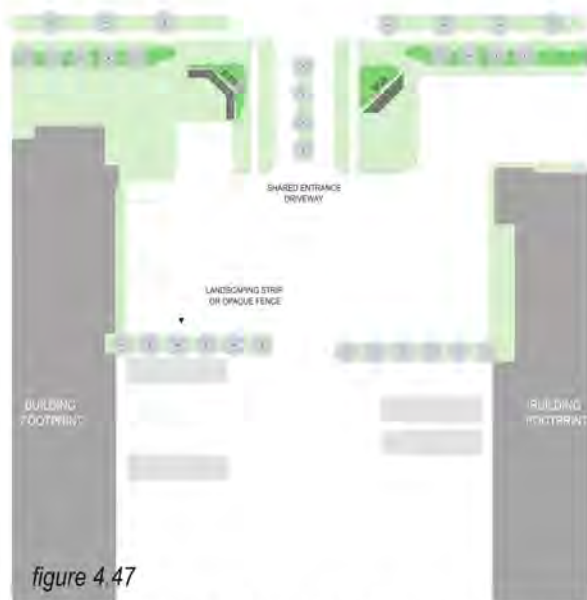
figure 4.45

*The bulk of large buildings can be reduced through articulating building form and architectural elements and varying the roofline.*



figure 4.46

*Using paving and lighting to delineate building entrances helps to achieve a clear hierarchy of spaces within new Employment Areas.*



Guideline illustrating the location and screening of loading and service areas.



The design of service and loading areas should be integrated into the overall building and site design and feature durable materials of high quality and aesthetic value.

### 4.5.3 Outdoor Storage and Service Areas

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 ways, adjacent properties and along designated 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.

In general, outdoor storage should be located at the rear of lots, screened by building placement or by landscape screening. Outdoor storage will not be permitted on front yards or adjacent to major or minor arterial roads. Refer to the Township's Fence Bylaw for additional information on the design of fences and screens for Outdoor Storage Areas.

#### Guidelines:

- a. Outdoor storage areas are not permitted in the front of a building.
- b. Locate loading docks, outside storage and 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.
- c. Side yard outdoor storage should only be permitted where screening can effectively buffer direct views from the public street or open space.
- d. Loading, service and outdoor storage areas should not generally exceed 60% of the depth in the lot in the side yard.
- e. Loading, service and outdoor storage areas may occupy the full rear yard if recommended landscape edge and buffer treatments are provided.
- f. When it is not possible to locate loading facilities and service areas on a non-street side of the building, loading docks and doors should not dominate the building frontage and must be screened from all adjoining public rights-of-way. Loading and service facilities should be offset from driveway openings.
- g. Loading docks and service areas should be combined between multiple sites and screened from public view with fencing, walls, other structures and/or landscaping.
- h. Clearly identify service entrances with signs to discourage the use of main entrances for deliveries.
- i. Service and refuse areas should not encroach into landscape setbacks. Such areas should be screened with a minimum 2 metre screening enclosure.
- j. Service and outside storage enclosures should be constructed of materials to match or complement the building material. No enclosure shall be made of any form of chain link. 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. Refuse enclosures shall enclose an area large enough to accommodate the peak needs of potential industrial users of the building.
- k. Visible outside storage areas should be fully screened by either consistent opaque fencing or landscaping or a combination of both. Screen walls shall have a minimum height of 1.8 metres. Stored materials may not be stacked or be visible above the enclosure height.

### 4.5.4 Gateway Sites and Buildings

Employment Areas that are located along village 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.

#### Guidelines:

- a. The existing natural and rural context of Employment Areas sites should be carefully considered and integrated into all gateway designs.
- b. Where corner buildings are applicable at gateway area, they should employ wall projections, recessions, high quality materials, and other details that will enhance the visibility of these locations.
- c. Primary Employment Area buildings should be designed as prominent focus buildings.
- d. New site plans for Employment Areas should clearly identify which development areas require gateway or landmark treatments.
- d. Articulated building elements in the form of towers, bays or other details should be used to emphasize the focal nature of gateway sites and buildings.



Prominent landmark features contribute to a sense of place.



Buildings that occupy corner or gateway sites should include highly articulated façades.



New Employment Areas located outside of settlement areas have the opportunity to create new gateways like this site outside of King City.



Within the Township there is an existing language of entrance gateways that can be used in new developments.



figure 4.53

*Positive expression of individual tenancies through massing and architectural elements.*



figure 4.54

*Prestige Employment buildings have the highest design standards.*



figure 4.55

*The most substantial treatments should be to the façade facing the public street.*

## 4.6 Detailed Guidelines by Land Use Typology

The following additional guidelines address the different types of land uses that are found in Employment Areas. Each land use has specific guidelines that relates to the types of the business that would locate there. These guidelines are to be considered in addition to the guidelines outlined in previous sections.

### 4.6.1 Prestige Employment

Prestige Employment properties (excluding heavy industrial uses) should be located on high profile sites on highly visible arterial roads, such as King Road and Highway 27. These developments require a higher design standard than those applied to the business parks or industrial areas which are typically on less visible sites. The standards and guidelines relating to built form, architectural detail, and site plan design, including aspects such as site access, parking, landscaping and pedestrian amenities should help to achieve the highest standard of employment related development.

#### **Guidelines:**

- a. Buildings should have a minimum 60% frontage onto facing streets or adjacent natural areas.
- b. Buildings should be placed at a recommended setback of 6m for street related sites.
- c. The most substantial treatments to the building should be applied to the façade fronting the public street and corner buildings should address both street frontages.
- d. Rear lotting on to public streets and open spaces should not be permitted except in circumstances such as topographic constraints where there is no other viable solution.
- e. Parking should not be located between a primary entrance and a facing road.

## 4.6.2 Industrial, Heavy and/or Light - Within Restricted Employment or General Employment Areas

Locating heavy or light industrial uses within Employment Areas is an important consideration for subdivision and site plan design; for example, heavy industrial uses should be located at the interior of the primary block structure surrounded by light industrial or commercial uses which face onto the arterial roads. Typically the built form and architectural standards for employment lands with a mix of types of developments are less restrictive than those standards applied to Prestige Employment. These Guidelines address the requirements for less prominent locations within Employment Areas and provide methods to incorporate industries that typically require large amounts of site servicing, loading and outdoor storage areas within Employment Areas.

### Guidelines:

- In general, the required minimum building frontage should be in proportion to the lot frontage. Generally a 50% building to lot frontage should be applied. The proposed front yard setback and the percentage of building frontage required should increase proportionally for wider lots. Landscaping and tree planting can at times be used to achieve the appropriate proportions.
- Where large parking fields are necessary, landscape elements should be introduced to break up large asphalt areas (refer to Section 4.5.5).
- Outdoor storage should not be visible from any public street or open space.
- The most substantial treatments to the building should be applied to the façade fronting the public street and corner buildings should address both street frontages.
- It is preferred that new Industrial buildings (light or heavy) should be located within the central portion of Employment Areas.
- Many areas in King Township are not appropriate for heavy industrial uses. Locations for heavy industrial uses should be considered on a site by site basis.
- Where possible centralized mid block service yards should be created to minimize new streets without building frontages.

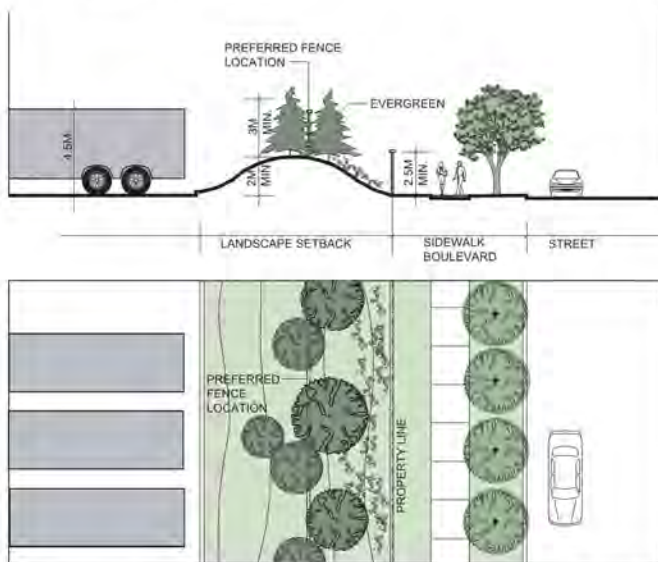


figure 4.55 - Landscape treatment of building setback for service areas in Industrial Areas.

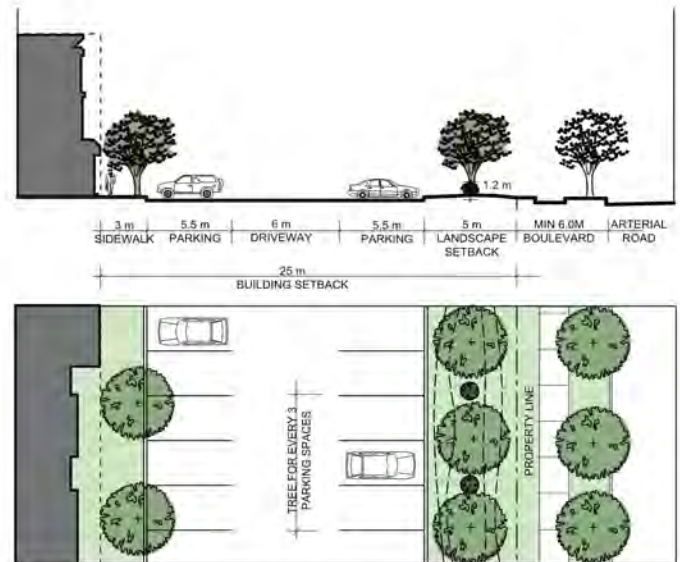


figure 4.56 - Landscape treatment of parking area in Industrial Areas.



## 5.0 General Development Criteria

### 5.1 Demonstration Sites

The diversity of King Township's Employment Area sites requires that each subdivision and site plan design be specific to its respective location. It should be recognized that no one design typology is suitable for all sites. The design of each development needs to carefully consider existing site conditions in terms of their opportunities and constraints. Subdivision and individual site designs should respond to the following key conditions:

- Surrounding land uses;
- Views and vistas relative to existing buildings and topography;
- Sustainable (green) site plan opportunities;
- Sustainable (green) building orientation and building design;
- Potential open spaces;
- Existing natural, cultural and built form heritage;
- Watercourses, creeks and rivers;
- Woodlots and existing hedge rows;
- Relationship to existing topographies; and
- Appropriate subdivision typology i.e. campus, street oriented or hybrid development as a combination of the two.
- Recommended engineering design development criteria.

Applications for new development should demonstrate a detailed analysis of the criteria identified above and an appropriate implementation of the Section 4.0 Guidelines. The following section provides an overview of 7 potential Employment Area designs. Each example demonstrates the development of a site plan design through analysis, development of an appropriate design response and application of the guidelines outlined in Section 4.0.

\*Note - The demonstration sites are not fixed or final plans but are intended to illustrate the Urban Design Guidelines and should be used for discussion and review of development applications.

## 5.2 Nobleton Business Area – Highway 27

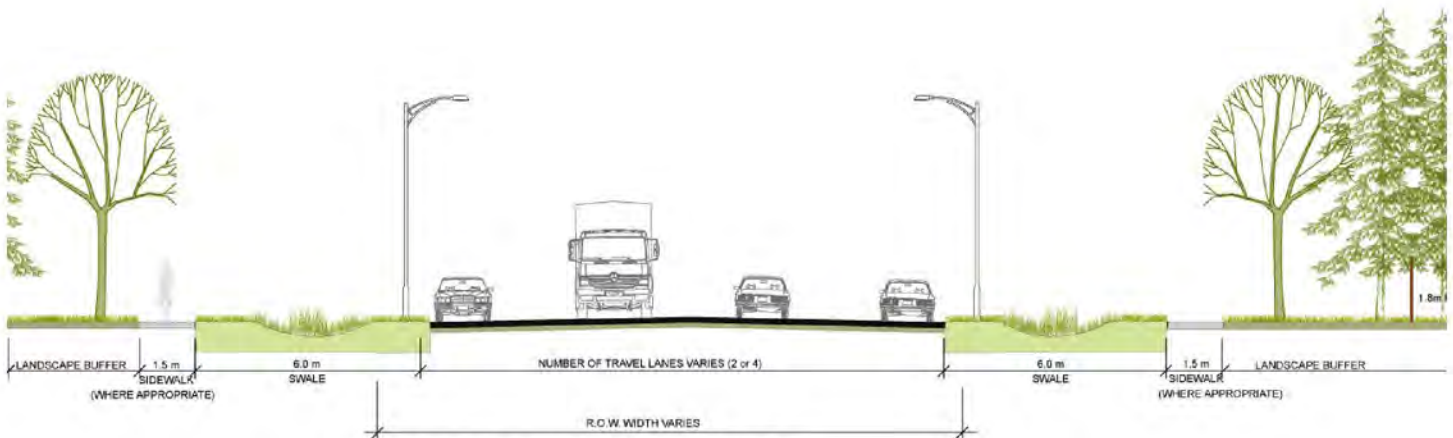
### 5.2.1 Proposed Street Sections

\* Note - All proposed swales must be coordinated with the Township's Storm Sewers requirements.



LOCAL ROAD THROUGH EMPLOYMENT AREA WITH SWALE

figure 5.1



ARTERIAL ROAD WITH SWALE

figure 5.2

## 5.2.2 Demonstration Plan - Nobleton Business Area – Highway 27



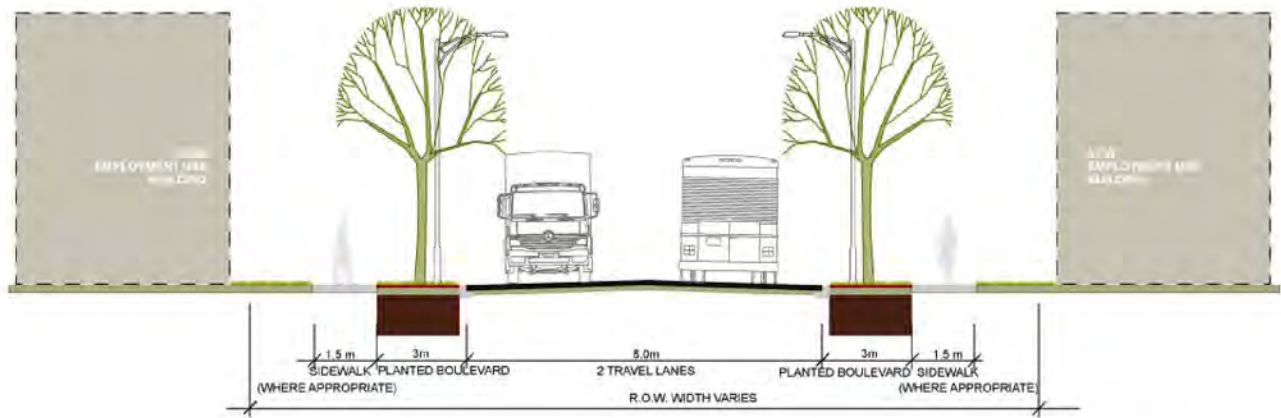
figure 5.3

- Establish a high quality gateway building on Highway 27
- Utilize a curving road layout to highlight the boundary of the adjacent natural area to the north
- Hybrid Site Plan Typology using both Street Oriented and Campus Oriented Development
- Protect and enhance existing natural resources
- Landscape buffer to minimize impacts on adjacent land-uses
- Tree planting to define street edges and create hedge rows at property lines

# 5.3 Schomberg Industrial Areas North and South – Highway 9 and Highway 27

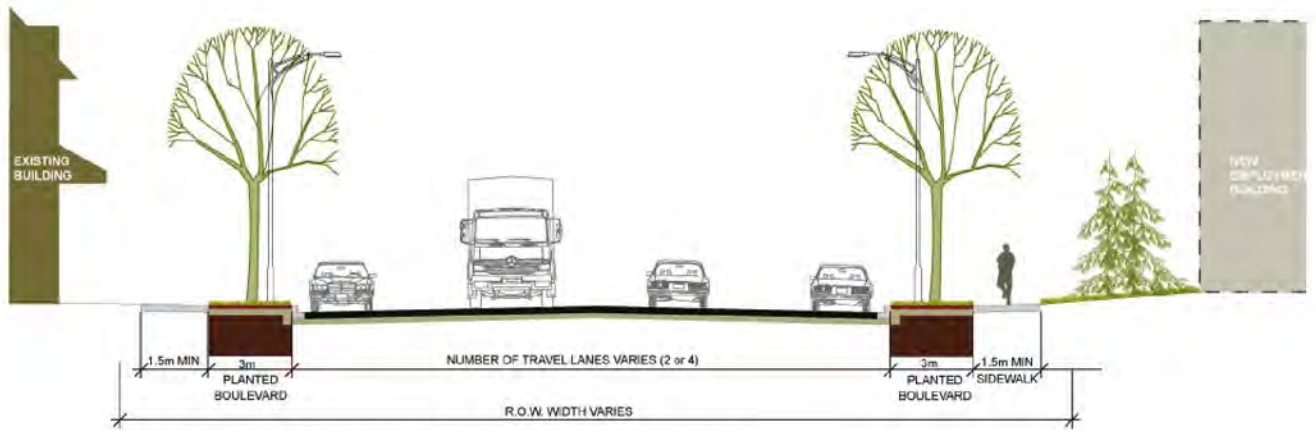
## 5.3.1 Proposed Street Sections

\* Note - All proposed swales must be coordinated with the Township's Storm Sewers requirements.



LOCAL ROAD THROUGH EMPLOYMENT AREA WITH GUTTER

figure 5.4



ARTERIAL ROAD WITH GUTTER

figure 5.5

### 5.3.2 Demonstration Plan -Schomberg Industrial Areas North and South Highway 9 and Highway 27



figure 5.6

Landscape buffer to maintain green spaces along arterial road ways

Redesign of existing parking areas to minimize large asphalt surfaces

Screen existing loading and service areas with potential building additions, plantings or fences.

Tree planting to define street edges and create hedge rows at property lines

Opportunities to incorporate new public recreation areas should be explored

Potential Storm Water Management Ponds should be designed as community assets

Establish high quality gateway buildings on Highway 27

Shared driveways minimize curb cuts along roads

Parking, servicing and loading is located behind buildings

A orthogonal street grid allows for flexibility in lots size and promotes Street Oriented Development



# 5.4 Schomberg Industrial Area Highway 27 and Lloydtown – Aurora Road Area

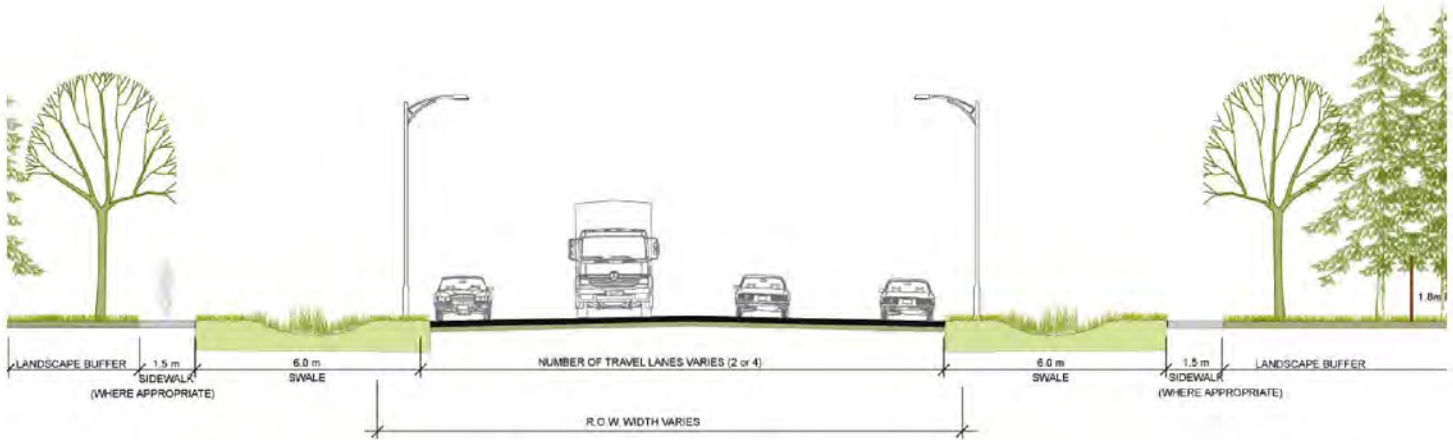
## 5.4.1 Proposed Street Sections

\* Note - All proposed swales must be coordinated with the Township's Storm Sewers requirements.



LOCAL ROAD THROUGH EMPLOYMENT AREA WITH SWALE

figure 5.7



ARTERIAL ROAD WITH SWALE

figure 5.8

### 5.4.2 Demonstration Plan - Schomberg Industrial Area Highway 27 and Lloydtown – Aurora Road Area



Establish a high quality gateway building on Highway 27

Existing outdoor storage areas - break up large open spaces with landscaping and tree plantings, provide visual buffer from adjacent streets

Landscape buffer to maintain green spaces along arterial road ways and screen outdoor storage areas

Integrate existing uses and conditions into site design

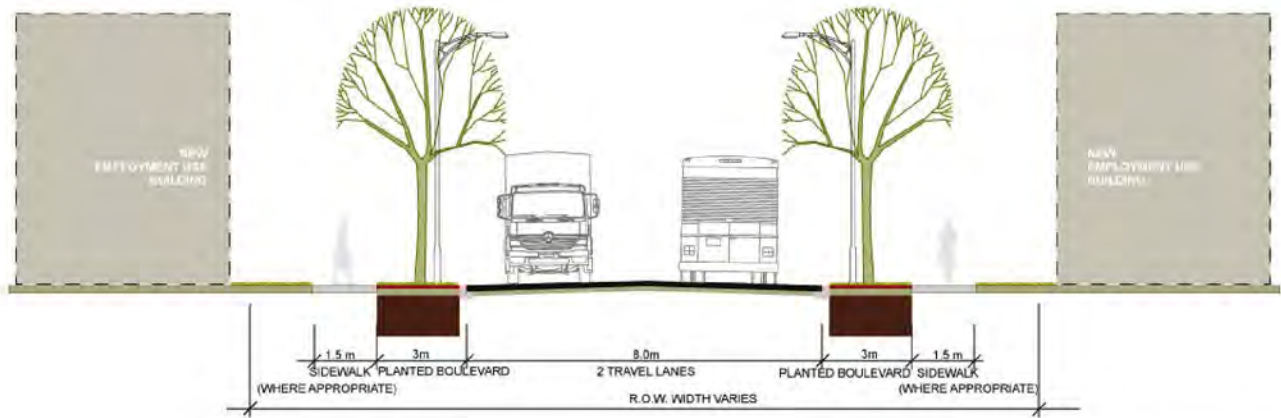
Parking, servicing and loading is located behind buildings

Protect and enhance existing creek with a 30 metre setback

# 5.5 Bradford Highway Commercial Highway 11

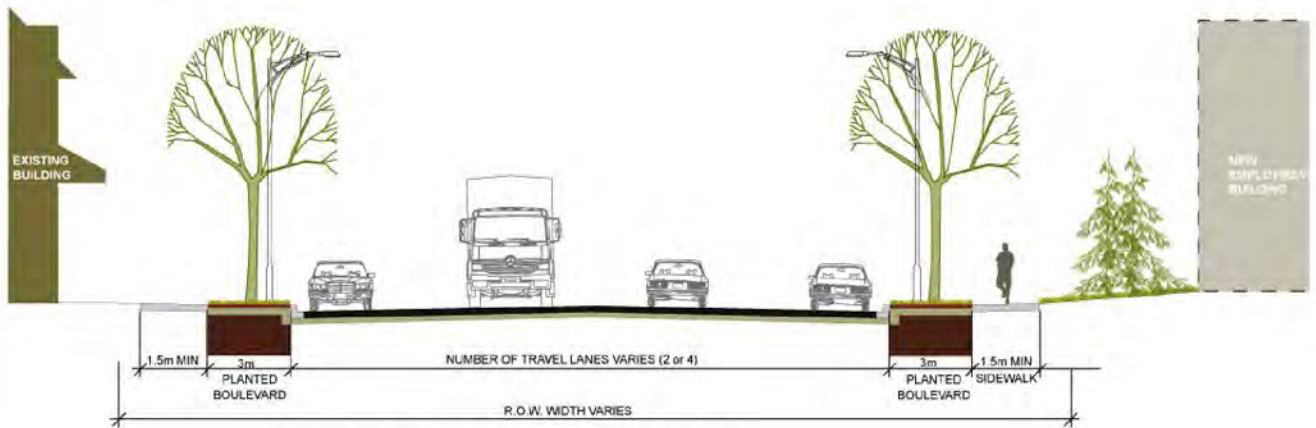
## 5.5.1 Proposed Street Sections

\* Note - All proposed swales must be coordinated with the Township's Storm Sewers requirements.



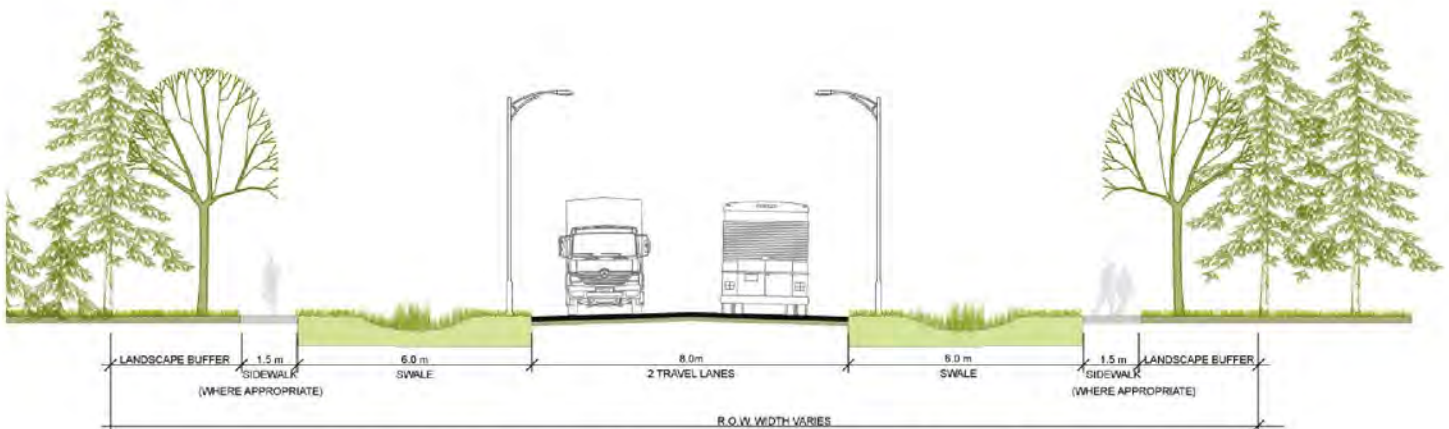
LOCAL ROAD THROUGH EMPLOYMENT AREA WITH GUTTER

figure 5.10



ARTERIAL ROAD WITH GUTTER

figure 5.11



LOCAL ROAD THROUGH EMPLOYMENT AREA WITH SWALE

figure 5.12



## 5.5.2 Demonstration Plan - Bradford Highway Commercial Highway 11



Tree Planting to define street edges and property lines

Buildings orientated toward open space views

Protect and enhance existing natural resources

Hybrid Site Plan Typology with Street Oriented Development on Hwy 11 and Campus Development facing open spaces

## 5.6 King Road and Dufferin Street Mixed Use Area

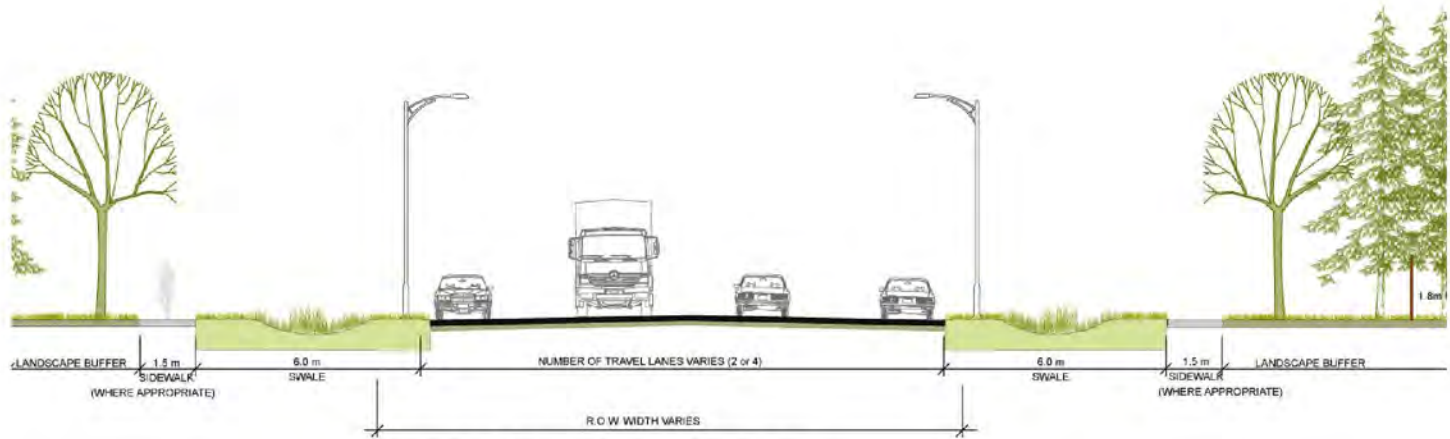
### 5.6.1 Proposed Street Sections

\* Note - All proposed swales must be coordinated with the Township's Storm Sewers requirements.



LOCAL ROAD THROUGH EMPLOYMENT AREA WITH SWALE

figure 5.14



ARTERIAL ROAD WITH SWALE

figure 5.15

### 5.6.2 Demonstration Plan - King Road and Dufferin Street Mixed Use Area



figure 5.16

Tree Planting to define street edges and property lines

Planned Future Connections

Integrate Future Transit Connection with Development

Street Oriented Site Plan Typology with parking located behind buildings

Landscape Buffer to maintain green spaces along arterial road ways

# 5.7 King Road and Jane Street Prestige Employment Area

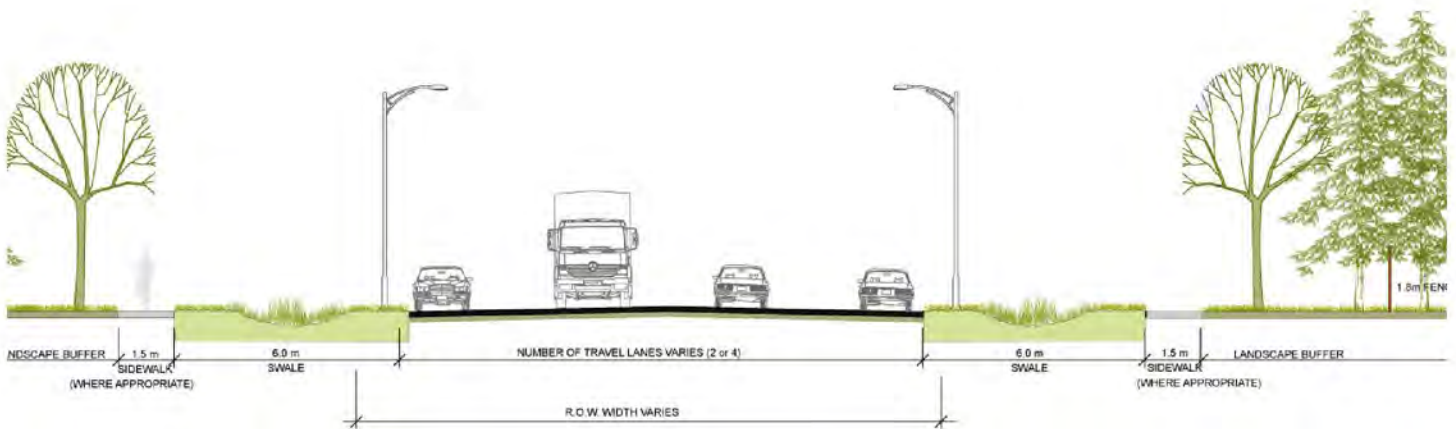
## 5.7.1 Proposed Street Sections

\* Note - All proposed swales must be coordinated with the Township's Storm Sewers requirements.



LOCAL ROAD THROUGH EMPLOYMENT AREA WITH SWALE

figure 5.17



ARTERIAL ROAD WITH SWALE

figure 5.18

### 5.7.2 Demonstration Plan - King Road and Jane Street Prestige Employment Area



Figure 5.19

Protect and enhance existing natural resources

Campus Style Development with buildings facing open spaces and integrating into the landscape

Tree planting to define street edges and create hedge rows at property lines

Mid-block service area shared by multiple businesses

Maintain existing topography and locate new roads within the valleys

Planned Future Connections

Landscape Buffer to maintain green spaces along arterial road ways