



## 3 Existing Development and Character Analysis

The following analysis provides a retrospective on the type of development that has occurred throughout time within **Kleinburg-Nashville**. Through this analysis, the ultimate goal is to draw conclusions from past development experiences which will inform an appropriate character for future development and an urban design response that is sensitive **to the existing community context**.

### 3.1 Elements of neighbourhood character

The existing character analysis of the Kleinburg-Nashville Area was conducted through the classification of its character areas and their inherent urban design elements as follows:

- Streetscape Types; and,
- Character Areas

### 3.2 Streetscape Types

Streetscape Type maps categorize Kleinburg-Nashville's streets based on their appearance. Street width, building setback, lot size, and the presence of street furniture and landscaping are all factors in determining streetscape type.

Much of the Kleinburg-Nashville character rests on how its streetscapes differ from each other and how their qualities are accentuated. In particular, Kleinburg's Main Street and the scenic drive of Regional Road 27 make the area stand out from other parts of Vaughan.

For this analysis two streetscape types have emerged: settlement and rural (see Figure 2).

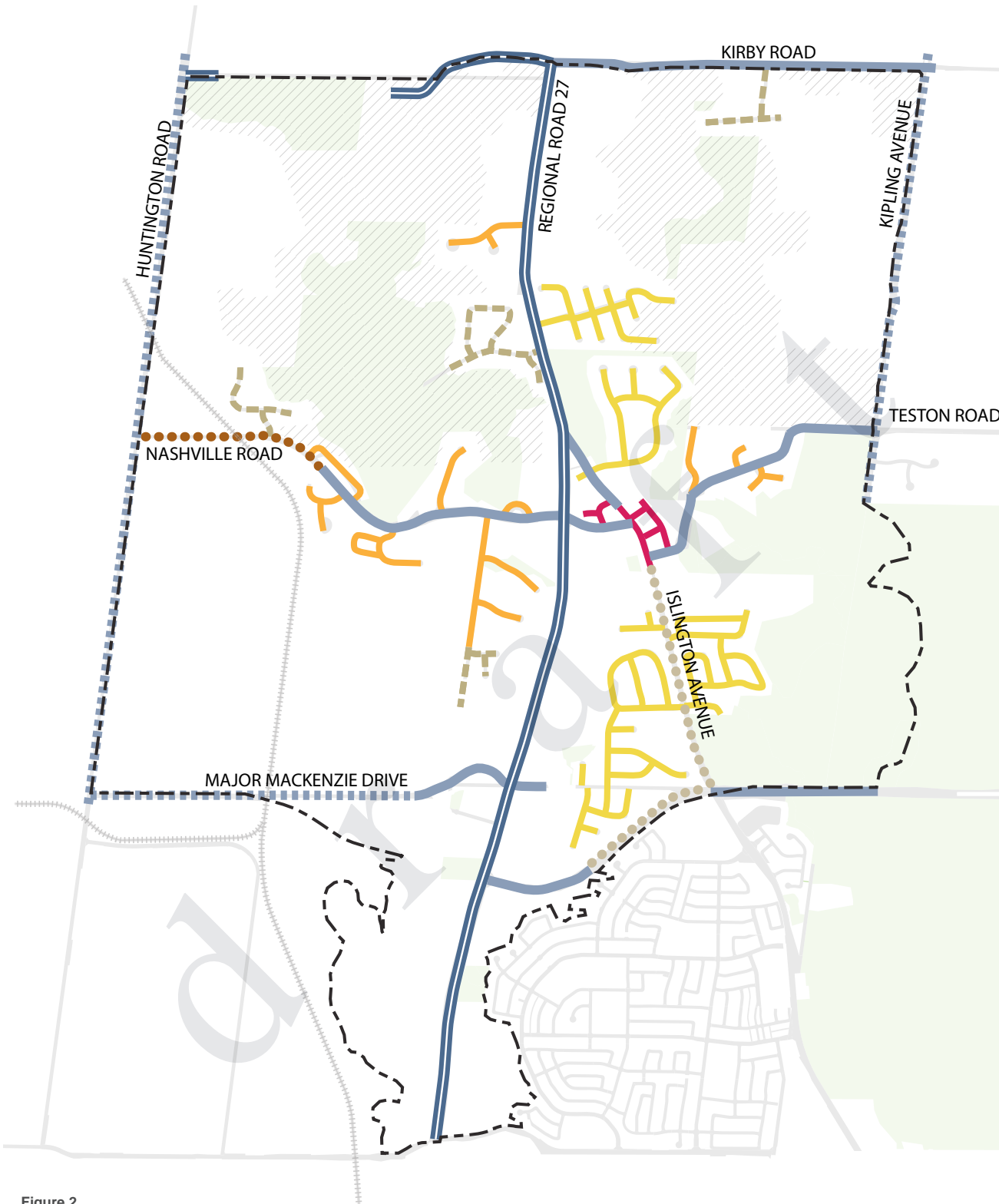


Figure 2.

## Street Typology

### Settlement Types

- Main Street
- Local Village
- Suburban Residential
- Traditional Estate
- Contemporary Estate
- Suburban Arterial

### Rural Types

- Rural - Scenic Drive
- Rural - Residential
- |||| Rural - Agricultural
- - - Secondary Plan Area



### 3.2.1 Settlement Streetscape Types

Settlement streetscapes refer to streets which have been impacted in one way or another, by adjacent/abutting development. The way in which buildings relate to the street, the provision for on-street parking, driveway access, or the presence of sidewalks and curbs can greatly affect how streetscapes are characterized and how they contribute to the public realm. The typology of settlement streetscapes include: Main Street, Local Village, Suburban Residential, Traditional Estate, Contemporary Estate, and Suburban Arterial.

Main Street Streetscapes are associated with the most important shopping and commercial street of a traditional town. They have traditional storefronts with little or no setback (six metres maximum). They have curbs and sidewalks on both sides of the street and pedestrian lamps.



Local Village Streetscapes are defined as local narrow streets with a rural cross section, that is, no curbs or sidewalks on either side of the road. On-street parking is common and the average setback is ten to fifteen metres.



Suburban Residential Streetscapes have large lots and wide driving lanes. Setbacks can range between twelve to twenty five metres. Sidewalks either appear on one side of the street (local collectors) or not at all (local roads).





Traditional Estate Streetscapes are similar to Contemporary Estate Streetscapes, but with slightly wider lots. On-street parking is not common as each lot has a long driveway leading to the house with consistent setbacks ranging from fifteen to twenty metres. A rural cross-section is found in this type of streetscape, that is, no curbs or sidewalks are present on either side of the street..



Contemporary Estate Streetscapes have large estate lots. On-street parking is not common as each lot has a long driveway leading to the house with setbacks ranging from fifteen to twenty metres or thirty to sixty metres. The street is defined by curbs but no sidewalks are present on either side of the road.

Suburban Arterial Streetscapes are found along Islington Avenue, from just south of Major Mackenzie to approximately the McMichael Gallery. It is characterized by residential uses backing onto the arterial roads with or without planted buffer strips or berms and a poor pedestrian environment.



### 3.2.2 Rural Streetscape Types

Rural streetscape types refer to streets which have been minimally impacted by development, having maintained its rural character. They are comprised of Rural Scenic, Rural Residential, and Rural Agricultural. The following describes each section:



Rural Scenic Streetscapes are defined by open landscapes that combined with the rolling local topography create a distinctive Kleinburg scenic drive. The rural street section is typically 4 traveling lanes with a ditch system on both sides. The west branch of the Humber River meanders along Highway #27 and from Islington Avenue the river valley falls away on either side leaving a high, open plateau with splendid views.



Rural Residential Streetscapes are defined by farm estate lots with long narrow driveways. A rural cross section is present with a ditch system on both sides.



Rural Agricultural Streetscapes are characterized by large agricultural open fields occasionally bounded by post and rail fences or hedgerows.

### 3.3 Character Areas

The Kleinburg-Nashville study area has five distinct character areas, comprised of Kleinburg Village, Nashville Hamlet, Suburban Residential Estate, Traditional Residential Estate, and Contemporary Residential Estate (see Figure 3). Each character area is differentiated in their urban design qualities, including dominant architecture, block pattern, streetscape type, open spaces, lot configuration and building placement, in addition to parking options.

Character Areas represent distinct neighbourhoods within Kleinburg-Nashville. Each of these Areas can be defined by an analysis of the following:

Dominant Architectural Style describes the built form most closely associated with each character area. This helps to understand what types of new buildings would be most appropriate;

Block Pattern maps express all built-up areas as black spaces. Roads are expressed in a lighter tone. As such, a block pattern map is like an inverted road map. By highlighting blocks rather than streets, understanding the shape of blocks and their relative size is made easier. An area with many small blocks might be more pedestrian-oriented, as there would be shorter walking distances. Fewer and larger blocks usually correspond to later developments and the predominance of automobile use;



Streetscape Type maps categorize Kleinburg-Nashville's streets based on their appearance. Street width, building setback, lot size, and the presence of street furniture and landscaping are all factors in determining streetscape type;

Open Spaces and Amenity Spaces are undeveloped and developed public places. In the Nashville-Kleinburg Secondary Plan Area, they are parks, the McMichael Gallery, valleylands, cemeteries, etc;

### **Typical Lot Configuration & Building**

Placement reflects the most common shapes of lots in each area (recognizing that there are exceptions), and the location of a house on the lot (front setbacks). A community's environment is greatly shaped by its lot configurations. Large lots and deep setbacks lend to a more rural environment, while smaller lots and shallow setbacks result in an area appearing more compact and village-like in character; and,

Parking characteristics are also documented. Parking layout and location are affected by lot size and configuration. While protruding front garage styles are amply used throughout recent developments; they are considered inappropriate because of the poor pedestrian environment they generate.

Each character area and their defining features are outlined in the following section.

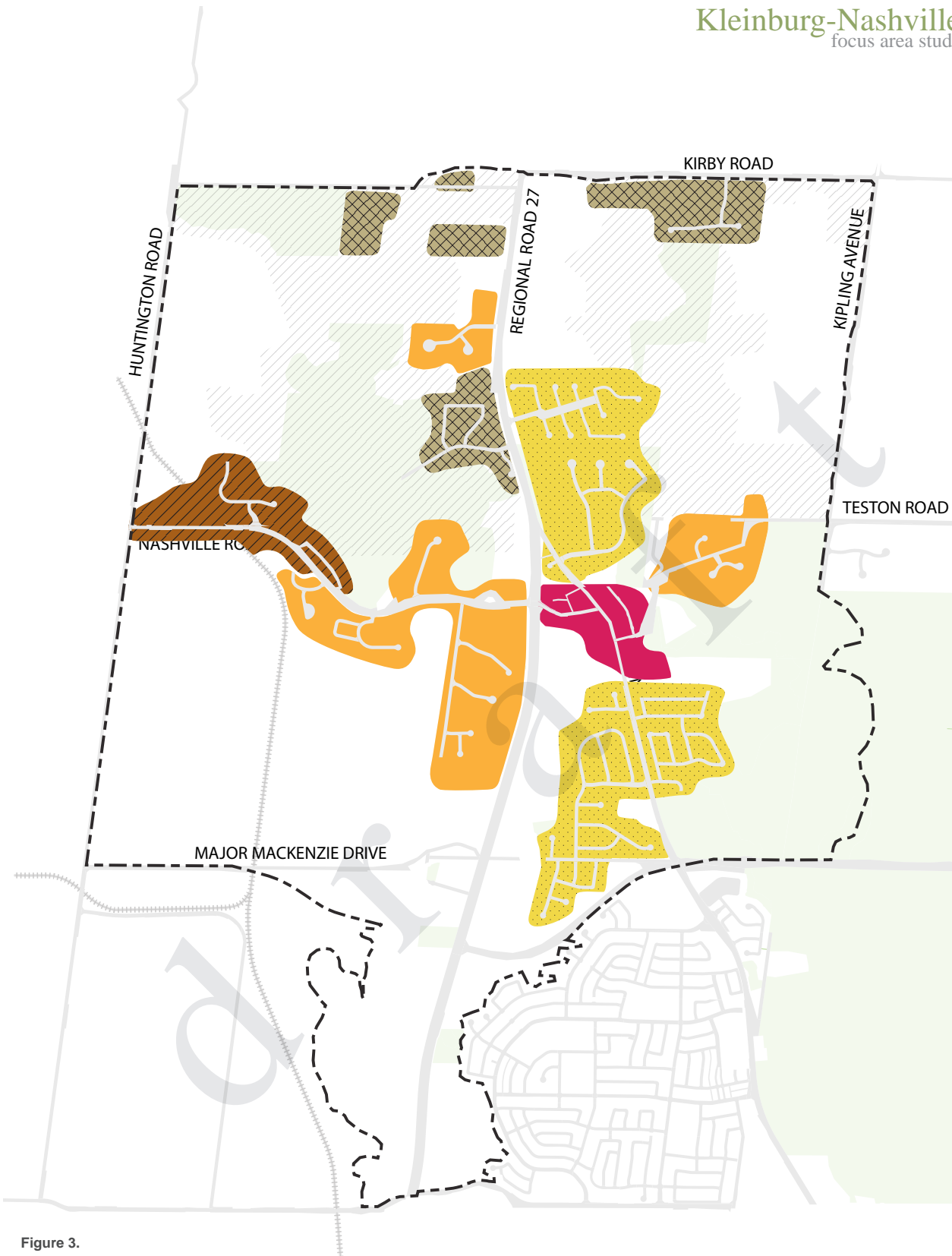
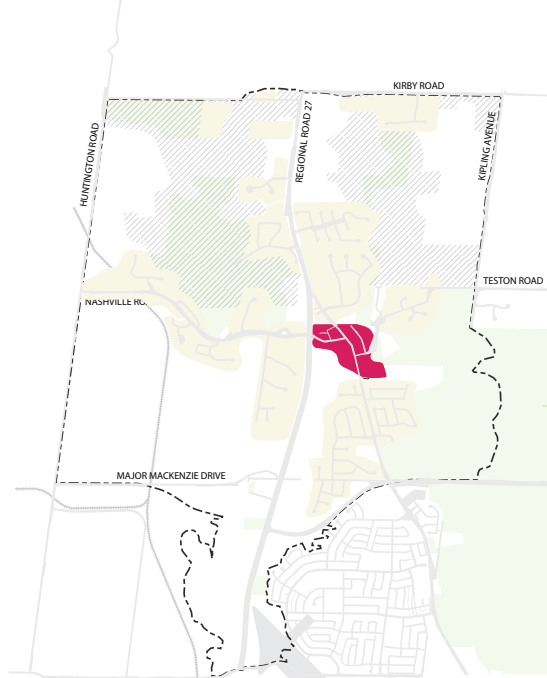


Figure 3.

### Character Areas

- Kleinburg Village
- Nashville Hamlet
- Suburban
- Traditional Estate
- Contemporary Estate
- Secondary Plan Area





### 3.3.1 Kleinburg Village

character area

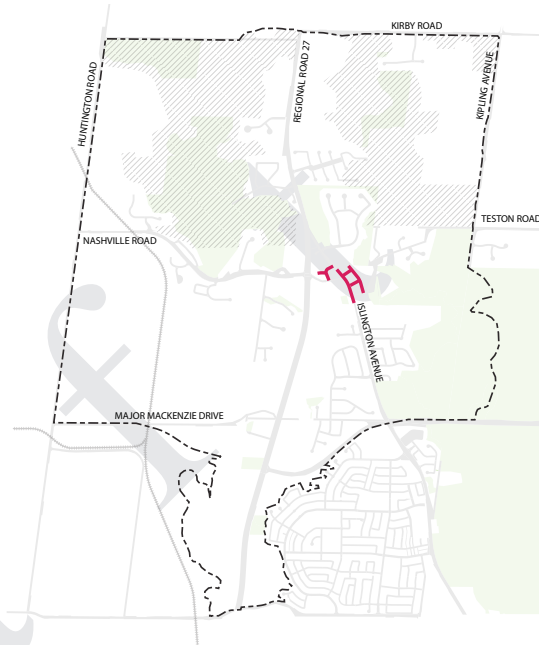
This character area is the historic heart of Kleinburg, nestled atop the Humber River Ridge and surrounded by spectacular vistas and views. It is home to its successful main street, a small residential community, the McMichael Canadian Art Collection where important works from the Group of Seven and other prominent Canadian artists are found, in addition to the Binder Twine Park, which serves as its principal gathering point. It is the oldest part of the community and also contains the greatest diversity of architectural styles, colours and materials and a consistent use of porches.

dominant architectural styles



streetscape type

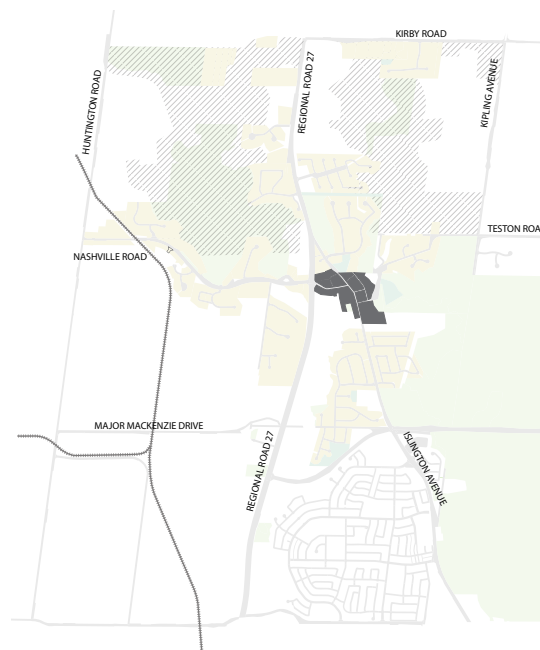
Main Street extends for two blocks and is associated with the old and vibrant commercial segment of Islington Avenue between Nashville and Stegman’s Mills roads. Kleinburg’s Main Street streetscape is considered an excellent example of traditional town character. Elements that contribute to the success of this pedestrian-friendly street are zero or small front setbacks (6 metres maximum), consistent building heights (2 to 3 storeys), generous pedestrian boulevards, rear parking, narrow driveways, and a highly detailed public realm treatment that includes clear on-street parking demarcation, street planting, interlocking stone crosswalks, and historic pedestrian-level lighting.



Kleinburg Village’s streetscapes are associated with the local residential community and have a rural cross-section with no curbs or sidewalks on either side of the street and generous setbacks ranging from 15 to 20 metres. The mature tree canopy (mainly on private property), in conjunction with the narrow pavement, results in a well-defined pedestrian-friendly streetscape.

block pattern

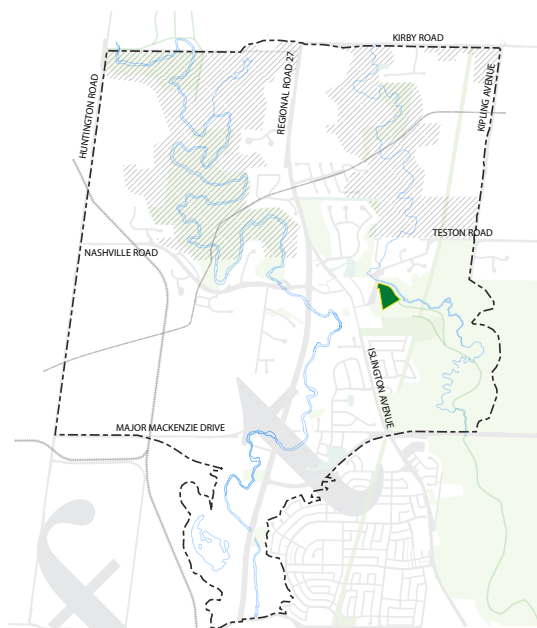
Kleinburg Village’s block pattern is defined by a fine grained network of streets and blocks nestled within Regional Road 27 and the Humber River. The fine-grained street and block pattern results in a pedestrian-friendly community.





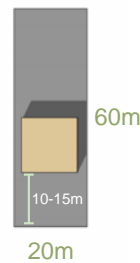
open spaces & amenity space

Binder Twine Park, Kleinburg’s principal public open space and gathering point (the Binder Twine Festival and several other community wide celebrations take place in this location), is located off Segman’s Mills Road. An extensive Humber River Watershed nature trail further links this park to the north and south meandering through the McMichael Canadian Gallery grounds. At the broader scale, Kleinburg Village’s has become a destination place in its own right due to its combined nature and cultural heritage quality.

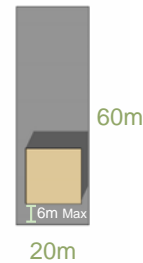


**typical lot configuration & building placement**

Residential blocks are small and irregularly-shaped, measuring on average twenty by sixty metres. However, on the periphery to the south of the Village Centre, they become larger, measuring 150 to 200 metres in depth by 60 metres in width. Setbacks for residences in much of this area range from ten to fifteen metres, while commercial buildings have less than six metre setbacks. Buildings are often oriented to the front of the lot. With the exception of Suburban Character areas, Kleinburg Village’s residential community is one of the densest and one of the best examples of small town neighbourhoods within the Study Area.



Residential Lot Size

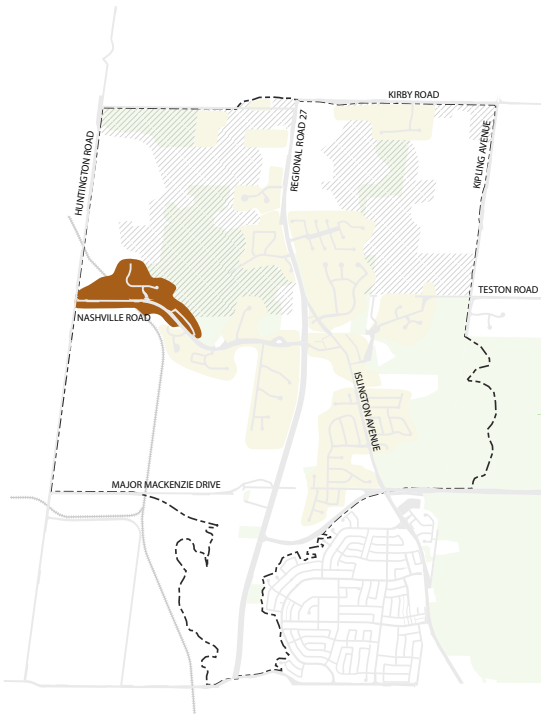


Main Street Lot Size

typical parking options

Side driveways and external or semi-external recessed garages are typical in this district. Commercial parking is located at the rear of the lot which precludes the view of parking lots from the Main Street. Front garages do not fit with the historic, urban character of Kleinburg Village and should be discouraged.





### 3.3.2 Nashville Hamlet

character area

The Nashville Hamlet is located west of Kleinburg along Nashville Road includes a modest “Main Street” area within the Kleinburg-Nashville Secondary Plan. Sparsely populated, it is primarily a farming community with relatively small houses on small lots.

dominant architectural styles



3  
Existing Character Analysis

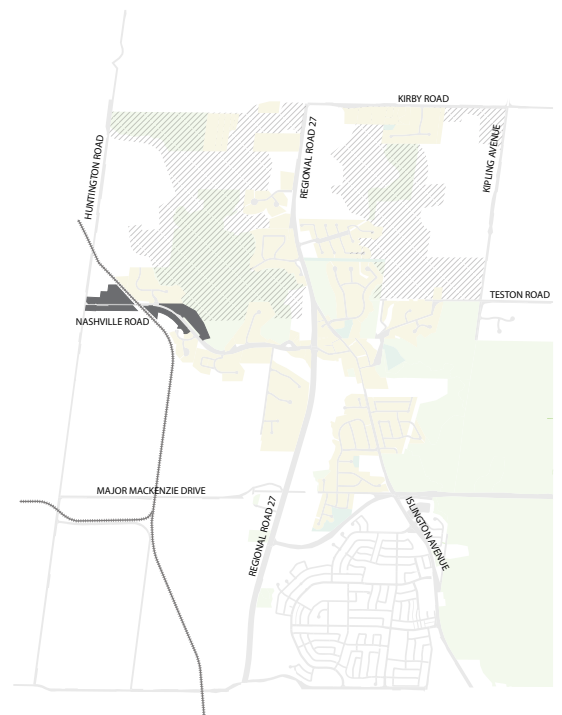


### streetscape

Nashville's Main Street is bisected by the CPR railroad. East of the railroad its character is mainly residential in nature while its west side is mainly associated with roadway and railroad services and limited retail, with a small residential component. While Nashville's Main Street is as wide as Kleinburg's, it feels and looks wider because of the lack of a compact street tree canopy, its large setbacks, and its unkempt sidewalks.

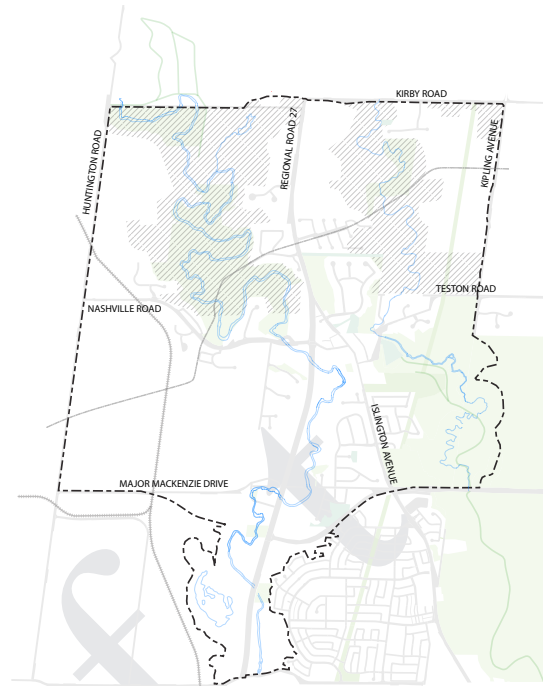
### block pattern

Nashville's street and block pattern is defined by a lot depth development zone along its Main Street on both sides of the rail road.



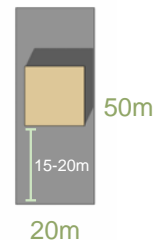
**open spaces**

There are no formal public open space and/or amenities in the hamlet.



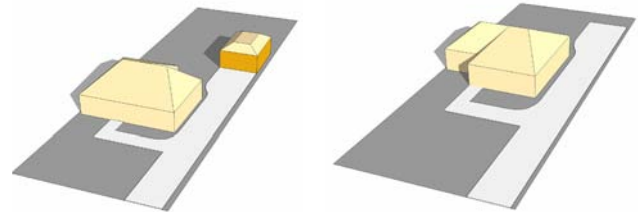
**typical lot configuration & building placement**

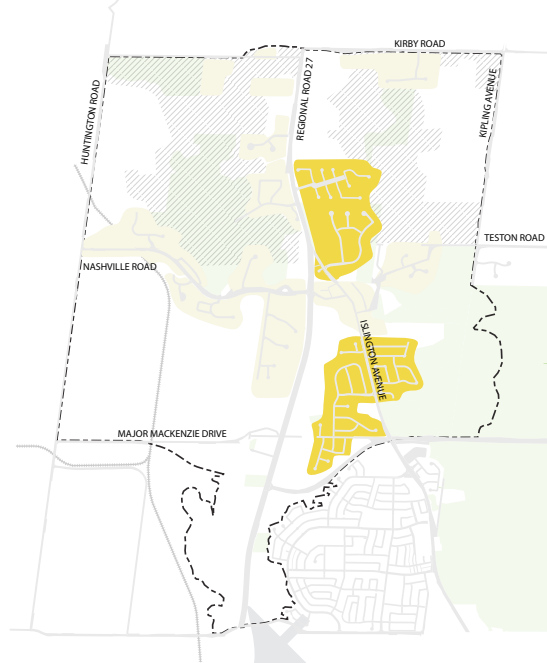
The small blocks are fairly regular with an approximate average size of twenty metres wide by fifty metres deep. Buildings setbacks range from fifteen to twenty metres. Main building access is typically oriented towards the street.



Residential Lot Size

Side driveways and external or semi-external recessed garages are typical of residential uses within the Hamlet. Commercial parking is located at the side or rear of the lot but fails to screen its presence from the Main Street.





### 3.3.3 Suburban Residential Estates

character area

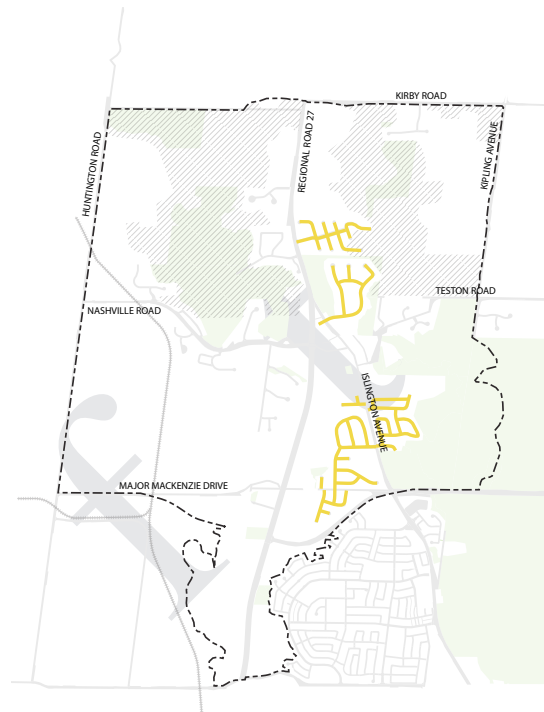
New post 1980's suburban residential communities have been located primarily along Islington Avenue, both north and south of Kleinburg Village. Suburban areas have been developed under similar planning and urban design parameters that have resulted in repetitive streetscapes with limited architectural styles, oversized local roads and minimal pedestrian amenities. Suburban Residential development does not address the surrounding arterial or collector roads.

dominant architectural styles



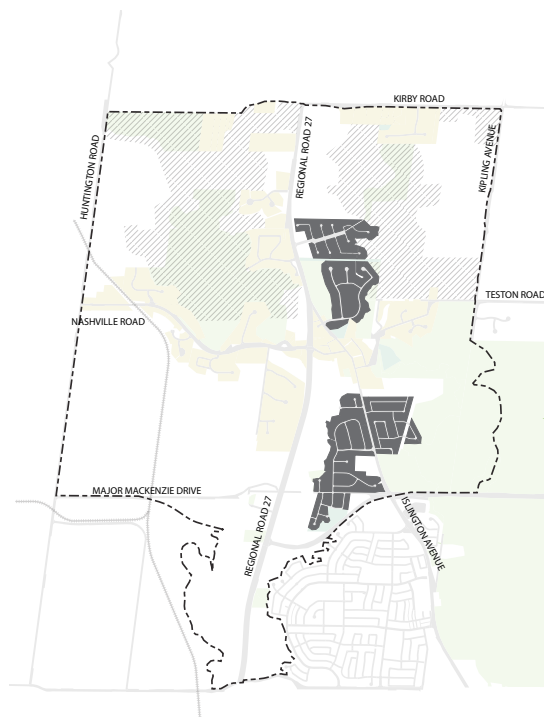
streetscapes

Suburban streets are denser than Kleinburg Village's residential area, with wider right-of-ways, wider driveways, large setbacks that range from 15 to 25 metres, and a predominant garage presence. Main local roads have a sidewalk on one side only, while local roads do not have any. The combination of wide street dimensions, large setbacks, and young street tree canopies result in an open, undefined streetscape character.



block pattern

The Suburban street and block pattern is characterized by a main collector road from which several local loop street systems or cul-de-sacs originate. Pedestrian circulation is hindered by the impermeability of this street and block system as local loop street systems and cul-de-sacs are closed, and all development backs into environmentally protected areas with few visual and physical links. An exception worthy of mention is the cul-de-sac that opens onto Tinsmith Parkette which facilitates local pedestrian circulation.

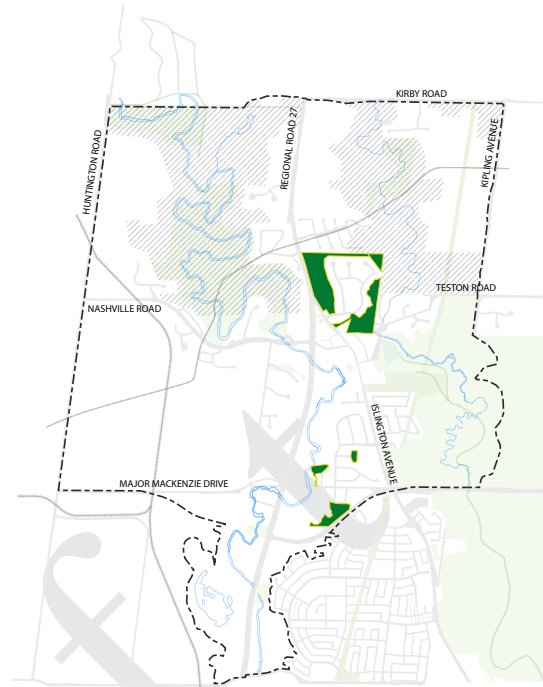






open spaces & amenity space

Each one of the new suburban developments has open space amenities areas in the form of small parkettes. Visual and physical access to surrounding open space occurs only in a few instances: at Pennon Road, Highland Creek Court and the Camlaren Crescent intersection with the hydro corridor.

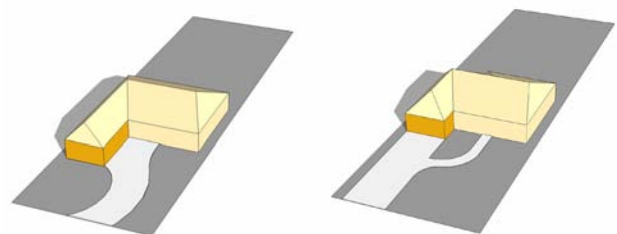
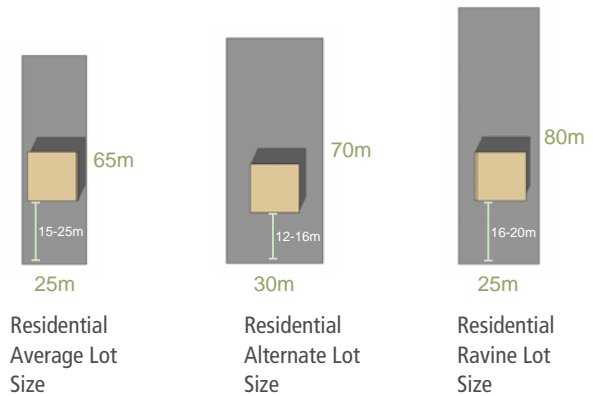


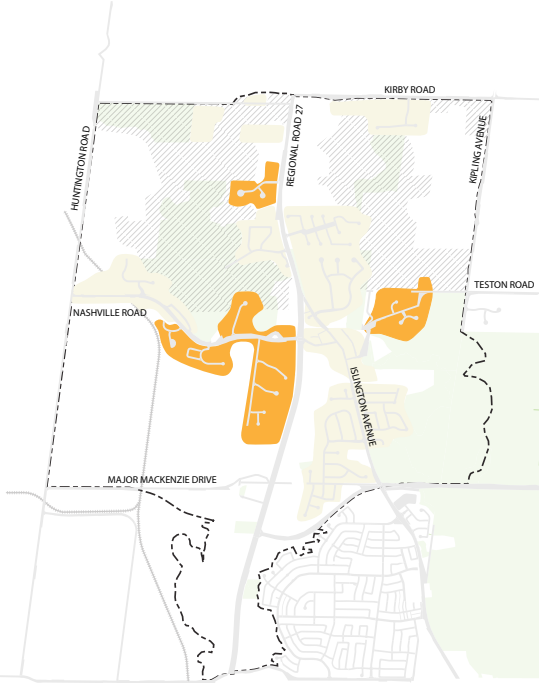
typical parking options

Attached front garages are common throughout this character area with very few front recessed garage layouts. The predominance of one-car or two-car garage structures on the streetscape is clear as fewer ground level windows and porch areas have direct contact with the street. This results in an automobile-oriented streetscape which is less favorable to the pedestrian.

**typical lot configuration & building placement**

Residential blocks are small and regularly-shaped measuring on average 25 metres in width by 50 metres in depth. However, on the periphery, next to nature conservation areas, they become larger ranging from twenty five to thirty metres in width to seventy to eighty metres in depth. Setbacks for residences in much of this area range from fifteen to twenty five metres. Buildings are usually oriented to the front of the lot.





### 3.3.4 Traditional Suburban Estates

character area  
Traditional Estate Residential character areas were built post 1950's and are characterized by a mix of bungalows and two-storey residential building types. These character areas have a broad mix of architectural styles, colours and materials. Traditional Estate Residential areas do not address surrounding arterial or collector roads, resulting in secluded residential pockets usually shielded from the surrounding street system by large planting buffers.

dominant architectural styles



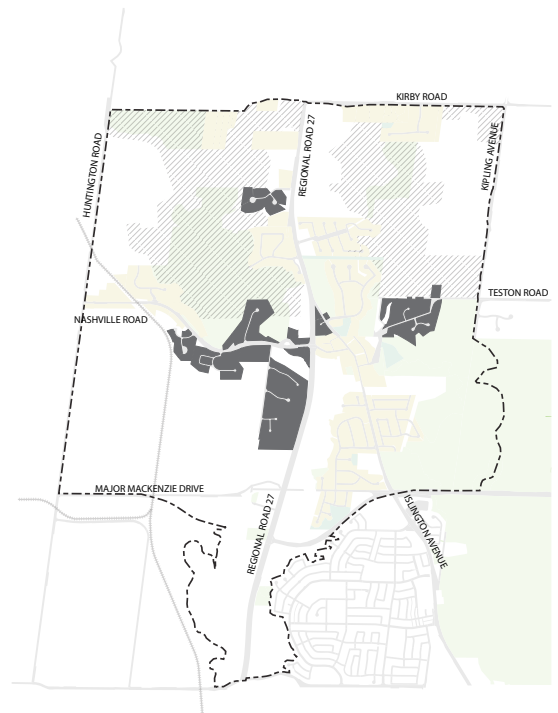
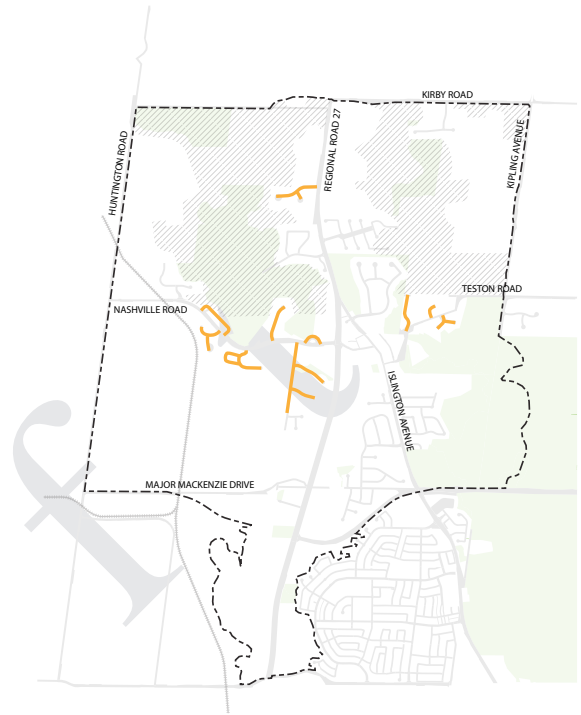


### streetscape

Streetscapes have a rural cross section defined by a ditch system, without curbs and sidewalks on either side of the road. The large size of the street (twenty metres right-of-way across the road) is offset by the matured tree canopy. On-street parking is not common as each lot has a long driveway leading to the house with setbacks ranging from fifteen to twenty metres. Driveways in these character areas are distinctively narrow having a minimal impact on the street and pedestrian environment. A sense of seclusion and privacy is sought after through the use of extensive planting next to the right-of-way on private property.

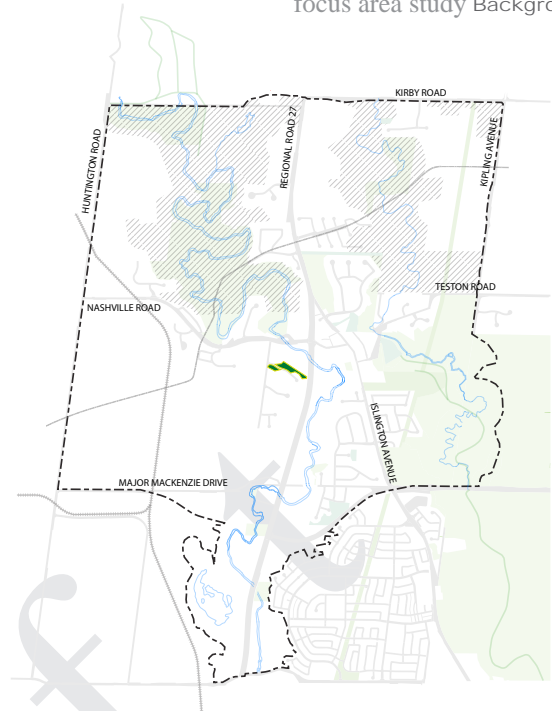
### block pattern

This character area is defined by a single dead-end street system and large lots that result in large development blocks backing onto environmentally protected areas.



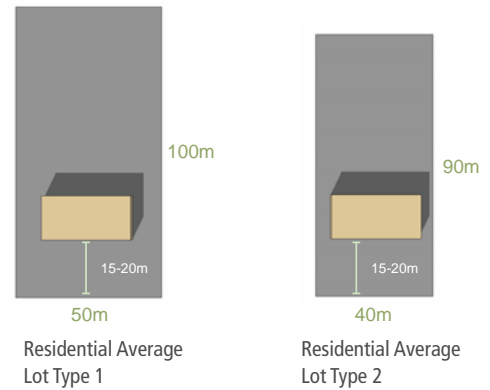
open space & amenity area

No public open space amenity areas are located within these character areas. Physical and visual connectivity to nearby environmental areas is available in certain developments.



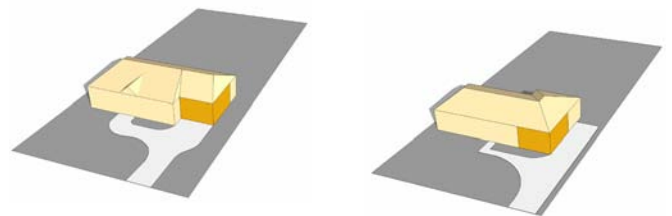
typical lot configuration & building placement

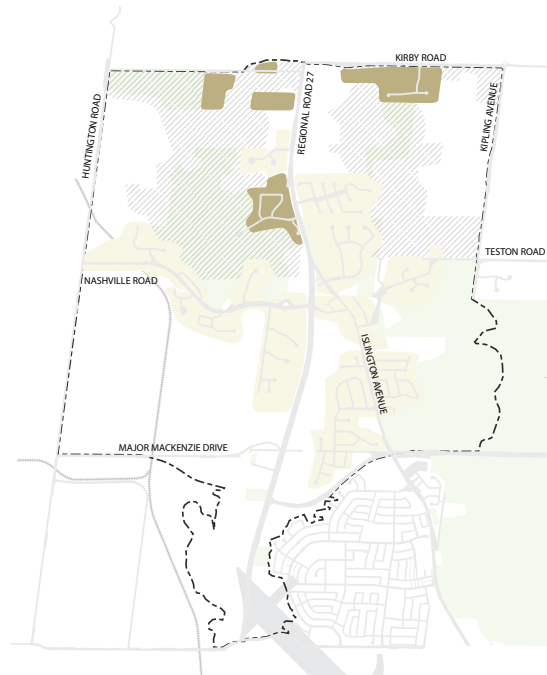
Lots are regular shaped with slightly larger lots adjacent to environmental areas. Average lot sizes range from forty to fifty metres in width to ninety to hundred metres in depth. Setbacks range from fifteen to twenty metres.



typical parking options

Driveways are usually narrow and they range in design from semi circular drop-off areas with a separate garage parking pad to integrated front or side drop-off areas and parking pad. Large setbacks and wider lots permit house layouts where the garage is not the dominant feature of the façade.





### 3.3.5 Contemporary Residential Estate

character area

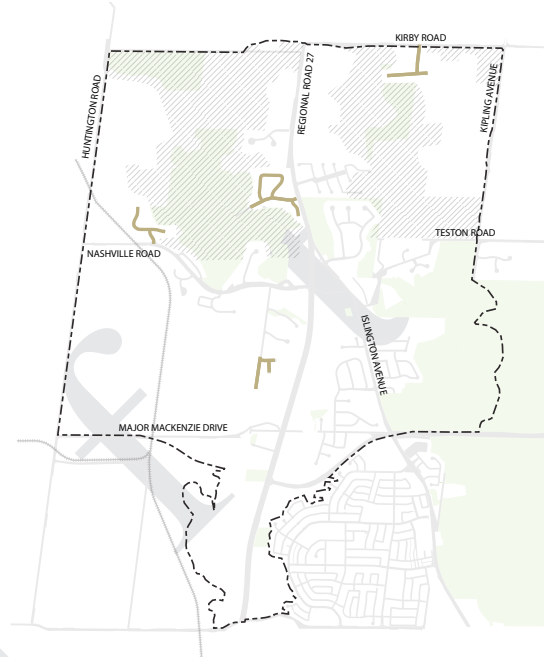
Contemporary Estate Residential character areas were built post 1990's and are characterized by palatial sized homes. Contemporary Estate Residential areas do not address surrounding arterial or collector roads resulting in secluded residential pockets usually shielded from the surrounding street system by large planting buffers.

dominant architectural styles



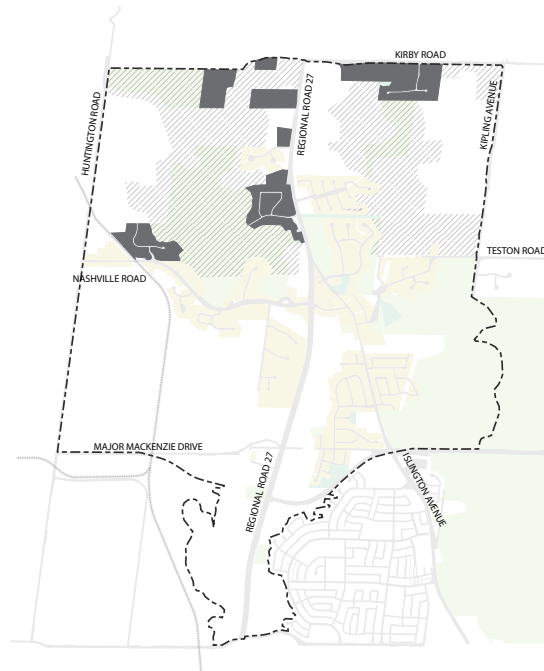
streetscapes

Streetscapes have a large rural cross-section defined by curbs and no sidewalks on either side of the road. The large size of the street (twenty metres right-of-way across the board) is further accentuated by large setbacks which, coupled with the young tree planting located on private property, result in an undefined streetscape. It is expected that the streetscape will eventually be defined by a mature tree canopy. On-street parking is not common as each lot has a long driveway leading to the house with setbacks ranging from 15 to 25 metres. The excessive width of some driveways increases the hard surface area of the street resulting in a minimized pedestrian-friendly environment.



block pattern

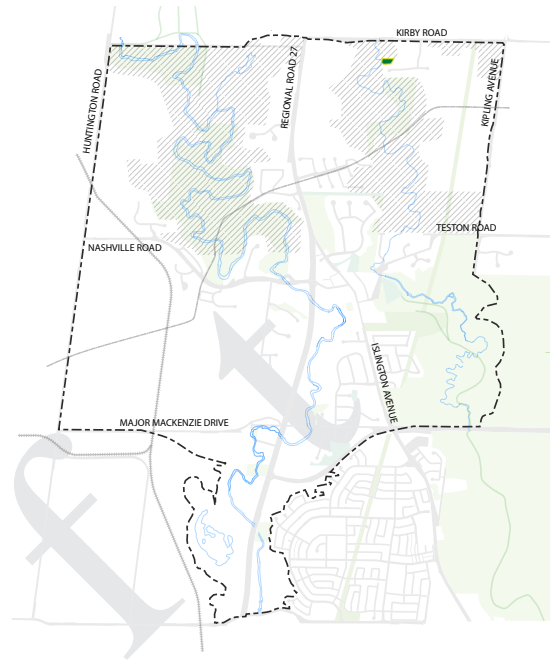
The size of individual lots results in large development blocks and a street and block pattern that is usually defined by a single street system that loops throughout the site. The majority of these areas are located immediately adjacent to environmentally protected areas which contribute to the open estate character of this type of development. However, few physical links to adjacent environmental areas exist.





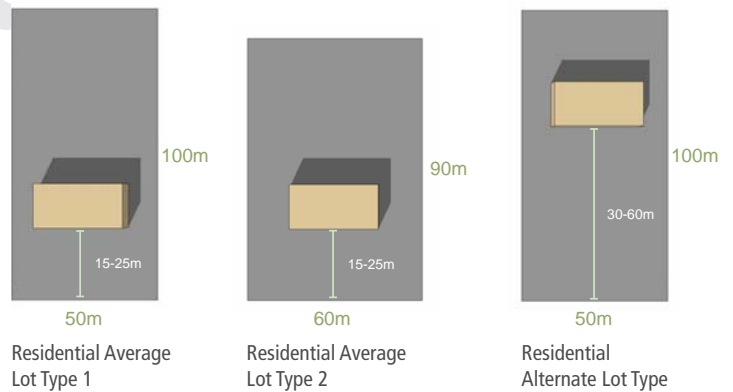
open space & amenity spaces

A single public open space amenity area is located within the Kirby Road development. Physical and visual access to nearby environmental areas is not available.



typical lot configuration & building placement

Residential blocks are mainly large regular lots. However, on the periphery, next to nature conservation areas, they become larger. Average lot sizes range from fifty to sixty metres in width to ninety to hundred metres in depth. Setbacks range from 15 to 25 metres.



typical parking options

Driveways are usually wide. They range in design from semi-circular drop-off areas with a separate garage parking pad to integrated front or side drop-off areas and parking pad. Large setbacks and wider lots permit house layouts where the presence of the garage is minimized.



### 3.4 Urban Design Conclusions

The area-wide urban design analysis showed that the Kleinburg-Nashville Study Area has developed in an insular manner, which is characterized by neighbourhoods looking inwards with varied street edge and environmental edge treatments. While the insular nature of the Study Area's past development has somewhat preserved the rural character of some areas (i.e. Traditional Residential Estate areas), the basic question of dealing with the character area's edges (environmental and roads) has been identified through this analysis. The worst case scenario occurs along Suburban Residential edge conditions where units back directly onto streets with inconsistent berm, planting and fence treatment as in the case of Islington Avenue. This condition not only creates a harsh pedestrian environment for local residents walking to and from Kleinburg's village core, but an unwelcoming gateway to its vibrant Main Street.

Kleinburg-Nashville Study Area future development should have regard for the environmental and street edge condition treatment. This urban analysis identifies potential rural-scenic drives and rural-residential edges whose vistas and character should be preserved through consistent urban design guidelines.

A key objective of this analysis is to draw upon urban design conclusions from past development experiences which will ultimately inform an appropriate character for future development and an urban design response that is sensitive to the existing context. As a summary to our findings, new development should follow these general guidelines:

#### Streetscapes

Future Urban Design Guidelines should preserve Kleinburg-Nashville's memorable Main Street and residential streetscapes. These streetscapes are mainly defined by rural and narrow cross-sections (16.0 metres for local roads), recessed garage structures and mature street canopies.

#### Block Pattern

Future Urban Design Guidelines should preserve Kleinburg-Nashville's smaller, fine grained street and block configurations which are pedestrian-friendly as in the case of Kleinburg's Village.

#### Open Space and Amenity Area

Few instances exist throughout the Study Area where recent development has capitalized on the opportunity that the surrounding environmental areas present. Physical and visual connectivity to surrounding open space features should be preserved as much as possible. This especially applies to higher density developments where community amenities ought to be part of an area-wide open space system.

#### **Typical Lot Configuration & Building Placement**

As observed in all character areas, it is key to have a consistent minimum and maximum setback limit that reinforces the character of the area. Future higher density development should consider the opportunity of reducing the setbacks to livable portions of the building to minimize the impact of the garage presence.

#### Typical Parking Options

Regardless of the type of development, garage layout options should always minimize their presence and impact on the street.