

4.0 Background

In considering potential future uses of the subject lands within the Kleinburg-Nashville Focused Area Study, the policy context, including the Greenbelt Plan, Provincial Policy Statement, Places to Grow: Growth Plan for the Greater Golden Horseshoe, the York Region Official Plan, the Draft York Region Official Plan and OPA 600, 601 and 610, provided the parameters of the planning regime. The following is a summary of this review.

4.1 Provincial Policy

4.1.1 Places to Grow: The Growth Plan for the Greater Golden Horseshoe (2006)

The Growth Plan informs decision-making regarding growth management in the Greater Golden Horseshoe (GGH). It contains policies that are intended to manage population and employment until the year 2031, by directing a significant portion of new development to the existing built-up areas, with a focus on urban growth centres, intensification corridors, major transit station areas and brownfields.

The Kleinburg-Nashville Focused Area Study includes lands that are fully within the limits of built-up area, designated greenfield area and greenbelt area. Specific considerations for lands within the Kleinburg-Nashville Focused Area Study include:

- New development in designated greenfield areas planned in a manner that contributes to creating complete communities that provide a diverse mix of land uses, have high quality public open spaces and are planned with street configurations, densities and urban forms that support alternative modes of transportation;
- Designated greenfield areas throughout Vaughan are required to be planned to achieve a minimum average density of 50 persons and jobs combined per hectare;
- A minimum of 40 percent of future residential development must be accommodated through intensification of the built-up area; and,
- Conservation of natural and cultural heritage, as well as resources such as water and energy.



4.1.2 The Provincial Policy Statement (2005)

The Provincial Policy Statement provides broad overall direction on matters related to land use planning and development. The Provincial Policy Statement supports improved land use planning and management in order to accommodate appropriate development to meet future needs through efficient land use patterns which promote a mix of housing, employment, parks and open spaces, and transportation, especially pedestrian and alternative modes of transportation (i.e. bicycle and public transit) as well as the enhancement and protection of natural heritage and cultural heritage resources.

The principles set out in the Provincial Policy Statement apply throughout Ontario in order to support the collective well-being of the Province. The key goal is to guide the use of land and development patterns so that they support strong, liveable and healthy communities, protect the environment, public health, safety, and facilitate economic growth.

The emphasis on building strong communities through efficient use of land and natural resources, cultural resources, land patterns and densities, a mix of land uses and housing types, pedestrian friendly streets and access to parks and natural areas in the Provincial Policy Statement will guide the planning process for the focus areas in Kleinburg-Nashville.

4.1.3 The Greenbelt Plan

The Greenbelt Plan is a significant move by the Provincial government aimed directly at enhanced environmental protection. It identifies within Kleinburg-Nashville those areas that are specifically protected from development.

The lines and designations within the Greenbelt Plan are in force and cannot be adjusted until 2015 when the Greenbelt Act will be first reviewed.

The Greenbelt Plan identifies a broad area where urbanization cannot occur or is restricted in order to provide long term protection to the agricultural land base as well as important ecological features and functions occurring within the Greenbelt.

Some lands within the Kleinburg-Nashville Focus Areas are identified as Protected Countryside. The Protected Countryside contains a Natural System that provides a continuous and permanent land base necessary to support human and ecological health. The Natural System policies protect areas of natural heritage, hydrological and or landform features which are often functionally inter-related and which collectively support biodiversity and overall ecological integrity.

The Natural System is made up of a Natural Heritage System and a Water Resource System that often coincide given ecological linkages between the terrestrial and water-based functions. Several of the Nashville-Kleinburg Focused Areas in this study include components of the Natural Heritage System.

The Natural Heritage System includes areas of the Protected Countryside with the highest concentration of the most sensitive and/or significant natural features and functions.

4.2 Regional Policy

4.2.1 York Region Official Plan

The York Regional Official Plan (December 2009) conforms

to all provincial planning initiatives. The Plan integrates the York Region Master Plans for Pedestrian and Cycling, Transportation and Transit, and Water and Wastewater.

Map 1 'Regional Structure' and Map 2 'Regional Greenlands System' of the York Regional Official Plan identify lands within the Kleinburg-Nashville Community Plan as Towns and Villages, Regional Greenlands System and Greenbelt Protected Countryside (as discussed in the preceding Section 4.1.3).

Regional Greenlands System

York Region's Greenlands System is connected to a larger system across the Greater Toronto and Hamilton Area, Ontario and North America. The Regional Greenlands System policies included in the Regional Official Plan policies are intended to identify, protect, and enhance a linked Regional Greenlands System as a permanent legacy for York Region. The Regional Greenlands System contains key natural heritage features and key hydrologic features and the adjacent lands necessary to maintain these features, in a linked system throughout York Region.

Towns and Villages

Towns and Villages are identified in the Plan as places to work, live and play. Each Town and Village in York Region will have a role to play in accommodating growth. Some Towns and Villages act as Local Centres that serve the needs of the surrounding rural settlements, the Agricultural Area and the Rural Area. Historic streetscapes



and mainstreet areas within Towns and Villages should be retained and enhanced.

To ensure the continued vitality of Towns and Villages throughout York Region local community plans for Towns and Villages may also include rural and agricultural designations within their boundaries. Any redesignation of agricultural and rural uses within the local community plan boundary to urban uses are subject to the provisions of policy 5.1.12 of the Regional Official Plan.

For lands that are designated Towns and Villages within the Kleinburg-Nashville Community Plan and also fall within the Greenbelt Plan Area, there shall be no extension or expansions of lake-based water and wastewater services to new areas. As well, a modest expansion of the outer community plan boundary of the Towns and Villages can only be considered during the review of the Greenbelt Plan (in 2015). Additionally new development areas within Towns and Villages (which is the case for the Focus Areas within Kleinburg-Nashville) shall be subject to comprehensive secondary plans.

4.3 Local Policy

4.3.1 Official Plan Amendments No. 600, No. 601, and No. 610

Official Plan Amendment 600

The policies and designations of the OPA 600 are approved and in effect, and are intended to guide the long term land use and development decisions of the City.

OPA 600 will be superceded by the eventual adoption and approval of the new Vaughan Official Plan.

Kleinburg-Nashville Community Plan (Official Plan Amendment 601)

The purpose of the Kleinburg-Nashville Community Plan is to direct and guide the development and redevelopment of land in the Kleinburg-Nashville area.

The seven areas of focus for this study are identified as 'Rural Areas' within the Plan. The intent of this designation in the Plan is to maintain predominantly rural and agricultural land use on the sites, to ensure the conservation of agricultural resources and the area's rural character, and to maintain the integrity of the boundary of the Kleinburg-Nashville community.

Permitted uses in the Rural Area include agriculture, forestry, conservation and farm related uses. Limited rural industrial, commercial, recreational, cemetery and institutional uses are only currently permitted subject to an amendment to the Plan.

Kleinburg-Nashville Community Plan (Official Plan Amendment 610)

The purpose of Amendment 610 is to amend OPA 601 by redesignating the lands that were designated as "Regional Road 27 Valley Corridor Study Area" in OPA 601 to "Valley Policy Area 1", "Valley Policy Area 2", "Valley Policy Area 3", "Valley Policy Area 4" and "Valley and Stream Corridor", and by adding policies relating to development of the five designations and the Regional Road 27 Valleyland Trail.

4.3.2 Vaughan Official Plan Review

Vaughan engaged in a three-year project to create a new Official Plan as part of the City's integrated Growth Management Strategy. It addresses elements of effective, sustainable and successful city-building while managing projected growth to 2031. The Vaughan Official Plan conforms to Regional and Provincial policy directives.

As part of this process, the 'Where and How to Grow' document was released in June 2009. The report provides a detailed analysis of Vaughan's population and employment forecasts as projected by the Region of York, and an assessment of how the City can accommodate its projected growth. As per Section 4.3 of the report, Kleinburg-Nashville is recognized as part of a larger supply of unbuilt residential greenfield lands within the City. The estimated capacity of greenfield areas within Kleinburg-Nashville is between 5,000 and 7,000 people (or approximately 2,000 units). These numbers do not include the already approved Plan for Block 61 within the Kleinburg-Nashville Secondary Plan.

4.4 Historical Context

4.4.1 History of Area Development

The study area's history since the earliest days of European settlement has been determined to a large extent by topography. A landscape



characterized by uplands incised by deep river courses, and by table lands containing both flat and rolling terrain, has had a direct influence on development. The Main and East branches of the Humber River are designated by the Federal and Provincial governments as a Canadian Heritage River, based on its outstanding human heritage and its contribution to the development of the country. Generally speaking, the uplands were logged and then farmed, the valleys were developed for mill sites, and the steep slopes between were left alone. The resulting development pattern is one of dispersed crossroads hamlets situated at convenient intervals across the farming landscape, and mill sites dotted along the valley floors.

The early road grid was skewed by the Humber River's course, and many road allowances remain unopened as the grid crossed river valleys. In some cases, such as Islington Avenue and MacKenzie Drive, the main road departs from the grid pattern and follows what appears to be an old native trail that stays on the high ground between river valleys. Various historical sources indicate that this trail may have been the Carrying Place Trail that has significance for both pre-contact and post-contact aboriginal use and for its role in fostering early European exploration and settlement.

But, aside from topography, the other main determinant of the area's settlement pattern was the railway. Although there had been an ambitious scheme to develop a ship canal linking Toronto to Georgian Bay via the Humber River (shown on the 1878 County Atlas as following the East Branch of the Humber, between Islington and Kipling Avenue), it was the opening in 1871 of the Toronto Grey and Bruce Railway (later the Canadian Pacific Railway) that spurred economic development in the study area. Nashville was founded as a railway settlement and the Kleinburg station (serving that village and the surrounding area) was

located in Nashville, along with freight sheds, stockyards and a hotel. Some sources (Maw, n.d.) suggest that the line was deliberately located as close as possible to the Humber in order to serve mills owned by Howland, the main millowner in Kleinburg. Whatever the reason, the Kleinburg station became a hub of activity in the trans-shipment of goods to and from the city.

The study area remained predominantly agricultural until after the Second World War, when widespread car usage, and the founding of the McMichael Gallery, made Kleinburg a destination for Torontonians and tourists. Even so, it was not until the 1980s that residential development began to significantly encroach on farmland. In the mid-20th century, the study area had evolved into three main types of development: farm operations (stud farms and mixed farms); ribbon suburban development along main roads, and; hamlet infill (in Nashville and Kleinburg). Only in recent years has a combination of estate residential development and village infill substantially changed the size and appearance of the study area's countryside and its communities. In light of new development, it is important to identify, protect, document and promote heritage resources through the development process (Figure 2).

4.4.2 Summary Assessment of Heritage Resource Potential

The following is a summary of potential cultural heritage resources on the subject sites:

Sites on Kirby Road

Access to the site next to Humber North (extension) was not available but it is doubtful that there are any heritage resources there. The 1878 historical atlas shows a mill pond

on the east edge of this site (for the former saw and grist mill located just north of the road) and a farm complex south of the site, just above the bend in the river. From this it would seem unlikely that there are significant remains within the site proper.

Access to the site west of Hwy. 27 was not available and no structures appear on the historical maps of 1860 or 1878. The site appears to be too remote from the nearest hamlet, its sawmills and woolen factory (Burrington, to the west), to have been considered part of that community. This is a gated complex of residential properties and appears to have no significant heritage resources.

Sites west of Kipling Avenue

At the start of the study process in May, 2009, there were three sites of potential heritage significance; two on Kipling, and one overlooking the Humber at the junction of Teston Road and Stegman's Mill Road. The 1878 map shows considerable farming and milling activity in and around these sites, with sawmills on the east bank of the river in lots 26 and 30, and farmsteads on lots 26, 27, 28 and 29. Of these farms, the one on lot 26 appears to be part of an early 20th century farm or cottage (now in ruins). The farm on lot 27 has been removed, the farm on lot 28 is still in operation (potentially with the house shown in 1878), and the farm on lot 29 has been replaced by a late 19th C. house (now in ruins, but listed on the City's inventory). Rubble remains of former farm structures are still evident on Lot 30. The former mill sites are in the natural valleylands (and thus out of the developable area).

Soon after our initial site visit in May, the abandoned house on lot 29 (11178 Kipling) was destroyed by fire.

A site visit to the farmstead on lot 28 (10980 Kipling) showed what appeared to be an early-mid-20th century



farm complex with a variety of outbuildings (barns and stables). A long, tree-lined entrance drive leads to a farm lane, which is an entry court. Here the main farmhouse is a two storey frame structure, circa early 20th century, flanked by a single storey mid-20th century bungalow. The outbuildings are abandoned and partially deteriorated. Since access to the house interior was not available, it is not clear whether the main house replaced an earlier structure (possibly the house shown on the 1878 map) or incorporated elements from an earlier house. This complex is the last remaining complete farmstead in the study area and may have some heritage value.

A site visit to the Teston/Stegman Mill Road property revealed an early 20th century cottage-cum-horse farm property overlooking the river valley. A pair of rubble stone entrance gates flank a long entrance drive through a dense tree plantation, off which is a two storey brick and roughcast-clad frame two storey house (now abandoned), surrounded by a low fieldstone fence. Outbuildings include barns and a horse stable. The current house may have replaced a structure shown in approximately the same location on the 1878 map. The property in its current state may have some heritage value.

Anecdotal evidence from local residents (Goulding, interview) suggests that the latter two properties were 'hobby farms' operated by a farm manager for a wealthy Torontonionian (Mr. Walwyn) by the mid-20th century, with mixed and dairy farming and horses kept as part of a stud farm or recreational riding operation.

Nashville village core

The buildings listed in the City's inventory have heritage value, and the core area is within the Kleinburg-Nashville Heritage Conservation District. The original buildings

are late 19th and early 20th century and are almost exclusively located on the north side of the road, where the hamlet first developed. The most recent inventory listings provided by the City include some of the early-mid-20th century buildings south of the road. Most of the older listed buildings are not in good condition and need at least maintenance if not partial restoration. There are also several infill sites, one of which (the former service station) is the subject of a rezoning application for what appears to be a strip mall type mixed commercial building. The edge of the core also includes the former site of the railway station (since relocated to the Kleinburg school site) and the associated grain elevator and hotel. These sites have potential for historical archaeological resources. It is also possible, given the expansion of the Kleinburg school and the expressed wishes of Nashville residents, that there would be pressure to return the station building to its original site, as part of the revitalization of Nashville.

Sites east of Huntington Road

Six of the first seven properties within the study area north of the railway tracks are post-WWII suburban bungalows on small lots. The remaining property (#11069, Conc. 9, Lot 27) the late 19th century farmhouse, is the office of the large sod farm. The house is on the City heritage inventory and has been heavily altered. The old barn nearby has already collapsed.

The two large horse farms constitute cultural landscape units of some heritage potential. The building grouping at #11231 is an intact farm complex. According to the local history (Maw, n.d.), it was an early 1960s stud farm developed by Mr. Doug Banks, who also owned the property to the north.

The best of the two is the complex at the north of the study area (#11363) which consists of a house, barn and

paddock complex behind which is a gated access road to a large "summer house" located on the brow of the slope overlooking the Humber River. The house is associated with the famous early 20th century Canadian millionaire and philanthropist Sir Joseph Flavelle and his only son, Sir Ellsworth (1892-1977), a noted amateur photographer (it was his place, as far as our research has been able to determine). The house is very similar in design to the Stephen Leacock Museum in Orillia and to a house located within Presqu'île Provincial Park and thus may have additional value, subject to further research, as a rare example of an early 20th century vacation residence. The larger farm complex of house, barns, summer house, and the associated landscape features of paddocks and winding, tree-lined entrance drive and ornamental tree plantings, constitutes a cultural landscape of potential heritage significance. Within this complex, the 'summer house' and its associated designed setting of ornamental plantings, decorative light standards, garage, tree-lined drive and ornamental gates, is an intact designed cultural landscape of high heritage value.

Summary of Heritage Potential

In summary, aside from the Nashville village core (within the Kleinburg-Nashville Heritage Conservation District), there are two properties that have potential heritage significance; one the surviving farmstead west of Kipling Avenue (10980 Kipling Avenue), the other the horse farm and summer house complex overlooking the Humber at the top of Huntington Road (11363 Huntington Road).



Figure 2. Kleinburg-Nashville Historical Maps (Illustrated Historical Atlas, County of York, 1878)

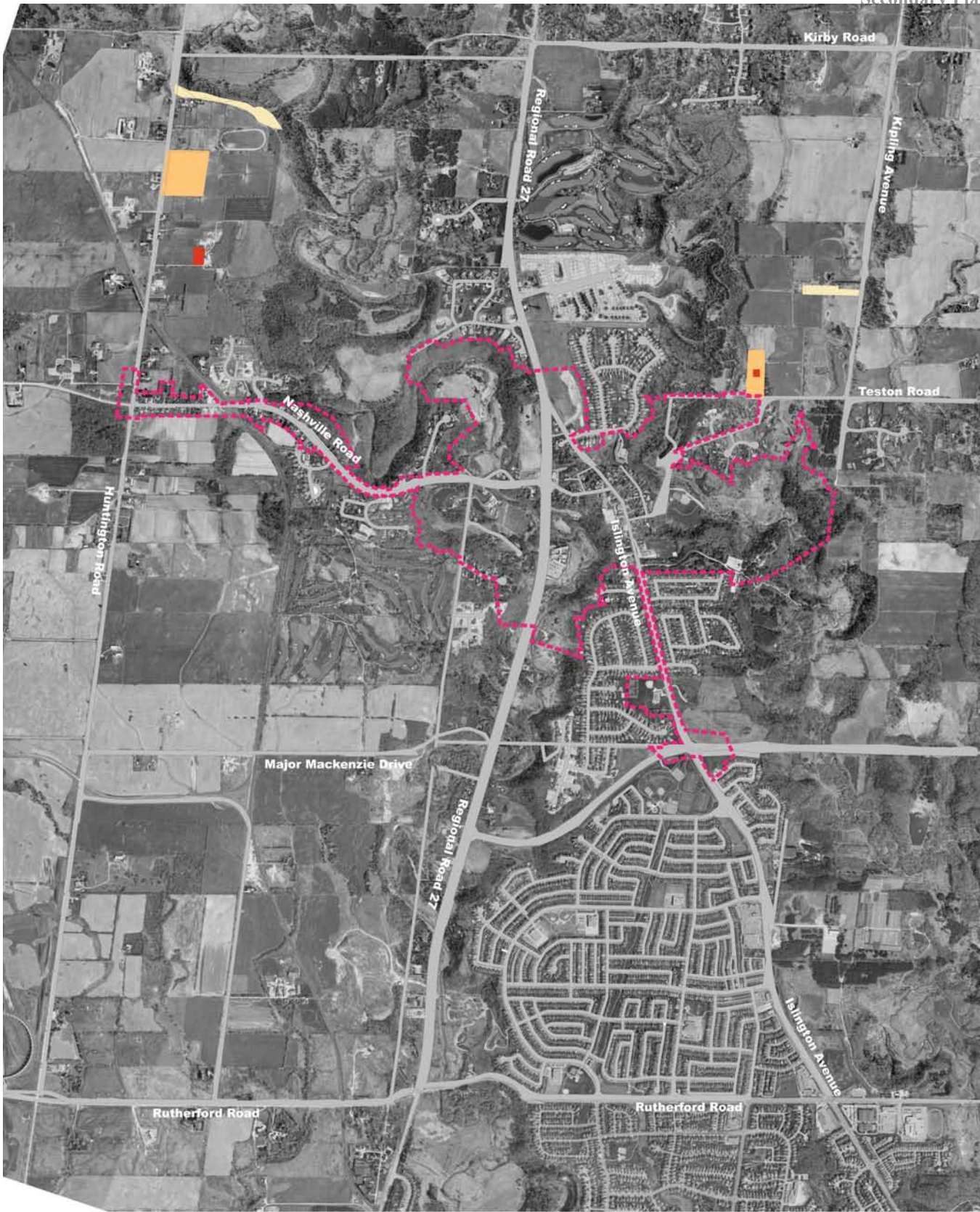
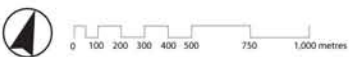


Figure 3. Heritage Resources

Kleinburg-Nashville, ON
Heritage Resources



- Cultural Landscape Unit (CLU)
- Built Heritage Feature (BHF)
- Heritage Protection Area
- Heritage Conservation District Boundary