KLEINBURG-NASHVILLE
HERITAGE CONSERVATION DISTRICT

VOL 1: THE STUDY AND PLAN

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The Kleinburg-Nashville Heritage District documents are published in two volumes. This volume contains a report on the Study, which establishes the district Boundary, and the Plan, which addresses the goals, policies, administration, and design guidelines for the District. The Inventory of Buildings, which includes photographs, descriptions, and recommendations for desirable repair and restoration of every building in the District is too lengthy to be included in this volume, and is bound separately.

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Appendix: Glossary of Architectural Terms
1.1 PURPOSE OF THE STUDY AND PLAN

This Study and Plan is undertaken pursuant to Part V of the Ontario Heritage Act, RSO 1990, Chapter O.18. The purpose of the Study and Plan is to provide the supporting data necessary to effect the designation of a Heritage Conservation District for a portion of the Kleinburg-Nashville Community in the City of Vaughan, as called for in Section 3.7 of the City’s Official Plan Amendment (OPA) 601, and to establish policies and guidelines for the preservation and enhancement of the heritage resources and character in the District. The intent of this Study and Plan is to provide clear and readily understood guidance to the City of Vaughan and its citizens for the conservation of important historical, architectural, and landscape elements in the District, and for the design of new development and redevelopment that preserves and enhances the District’s heritage character.

1.2 THE HERITAGE CONSERVATION DISTRICT CONCEPT

Part V of the Ontario Heritage Act provides for designation of Heritage Conservation Districts. A Heritage Conservation District is a collection of buildings, streets, and open spaces that collectively are of special historical or architectural significance to the community. The legislation enables municipalities, through study, to define the areas to be designated and to prepare Official Plan provisions which regulate development activities within the area in order to ensure that the heritage character of the District is maintained or enhanced.

A Heritage Conservation District designation is not intended to prohibit or discourage the changes required by contemporary needs. Its purpose is to guide those changes so that they preserve and enhance the District’s architectural and historic character.
1.3 ORIGINS OF THE KLEINBURG-NASHVILLE HERITAGE DISTRICT

1.3.1 COMMERCIAL CONCERNS

OPA 601 recognizes the commercial concerns of maintaining a prosperous and vibrant Kleinburg core, and encouraging business of a sort that can provide local employment. The small population base in the immediate vicinity make success difficult for the kind of main-street businesses that can prosper in larger centres. There are simply not enough people to support a full-service grocery or hardware store, for example. But, as noted in Section 1.4 below, the village has been a “stopping place” since its inception. Kleinburg had a tourism industry since before the term was invented, and tourism remains an important part of the regional economy. Provincial figures show that tourism in York Region generated over $500 million dollars in 2001.\(^1\)

The village of Kleinburg is one of the five tourist attractions listed on the City of Vaughan’s website. The McMichael Art Canadian Collection is another. These are both long-standing regional “destinations,” but significant changes in visitor patterns require a review of commercial strategy. “Let’s take a drive in the country, and have lunch in Kleinburg” is a phrase that has been rendered obsolete by the ever-growing expansion of the Greater Toronto conurbation: there’s not much country left to drive through. The McMichael Gallery, like all cultural institutions, has felt a financial squeeze in recent decades, and necessarily attempts to entice visitors to spend their food, drink, and artifact budgets on the grounds. To a certain extent, commercial Kleinburg is casting about for role to play in the larger economy. It’s not that there are no prospects, but that the changing conditions need to be identified and acted upon.

One prospective focus springs from the modern interest in conservation and the natural environment, and the related concerns in outdoor activity and fitness. The nearby Kortright Centre, the natural landscapes in the Humber valleys, and the growing network of regional hiking and bicycle trails in those valleys, are all outgrowths of these concerns, and all possess potential to attract growing numbers of local visitors. Visitors arriving under their own power have the virtue of not requiring parking spots in the village core.

The disappearing countryside, which has taken away the “rural ride” aspect, has intensified the qualitative contrast that distinguishes Kleinburg from the surrounding recent development: it’s a completely different environment. Although comparisons are always tricky, it is worthwhile to look at another village that shares many of Kleinburg’s characteristics. Unionville is on a river, was built around a mill, was a “drive in the country” destination for Torontonians, and became surrounded by suburban development within the last two decades. The village

\(^1\) Ontario Ministry of Tourism and Recreation: available on the Ministry’s website.
core is now a heritage conservation district. As an historic village island in a sea of postmodern housing, it is a stronger tourism destination than it was thirty years ago, drawing its visitors from the nearby new development, rather than from the old central city. Although the village is rich in heritage architecture, the visitors are not there for historic study, but to be in an extremely pleasant environment, unique to the area, for a morning coffee, a business lunch, or a dinner with friends.

The mention of food and drink is not incidental in the case of Unionville. Commercially, it is dominated by cafes and restaurants, and plays a role in Markham like the cafe/restaurant strips of Little Italy, the Danforth, and Yorkville play in Toronto. Commercial specialization like this is not without its pitfalls. As the Ontario Heritage Foundation’s Manual puts it, “Massive investment in tourist-oriented development . . . may overwhelm and even wipe out the heritage value that attracted such interest in the first place.” At the most mundane level, attractiveness creates parking demand, which requires scarce acreage to accommodate, and the prospect of idling tour buses lined up on Islington Avenue is not a happy one.

Commercial development along these lines represents intensification and increased localization of the market, and the commercial strategy is intimately connected with that of the entire City of Vaughan. Care is required to maintain the village character in the face of the intensification, and municipal controls need to be established and maintained to strike the right balance.

1.3.2 Residential Concerns

The feeling of the residents of Kleinburg is epitomized, in all its ambiguity, by a remark made to one of the authors as he was photographing on one of the village streets: “I’ve lived here for 37 years, and what we all want is for it to stay the same.” The ambiguity arises from the fact that scarcely a single neighbouring house had not been built, added on to, altered or re-clad within that 37-year span. The ambiguity is abated by the realization that what the residents most want to preserve is a character that is based on more than architectural style and detail. The fine well-preserved heritage buildings, like the Kline House and Abermory, are treasured, as well they might be. But the entire village atmosphere is treasured as well, and elements of scale, streetscape, landscape, environment, village forestry, planting, and the valley setting all loom large in the character that residents want to maintain.

Napier Street is the prime example of the dominance of these elements in creating the character of the village. It was the original residential “back street” (and is locally so called), appearing on John Kline’s original 1848 plan of subdivision. It is certainly not “frozen in time”: there are few decades, since the founding of the village, that are not represented in the houses that line the street. Instead of a collection of period architecture, there is a collection of architectural periods. Nonetheless, the street has a recognizable and charming character, due to the unifying elements listed above.

Recent nearby development is of a scale and style that is out of keeping with the modest character of Nashville and Kleinburg. The threat to the village scale and its natural setting is the most commonly voiced concern among residents.

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2 Fram, Well Preserved, 82.
Damage to the existing scale is a common worry for residents. They have expressed concern about the scale of recent commercial developments on the west side Islington Avenue in the commercial core, and the scale of recent residential developments and of the houses within those developments, to the north, south, and west.

1.3.3 **Environmental Concerns**

In the early days of settlement the natural environment was taken for granted, as a source of timber, as farmland when the timber had been cleared, and as a source of water and water power to drive the mills. Hurricane Hazel issued her environmental wake-up call in 1954. It was recognized in the aftermath that the removal of forest and bush had depleted the ability of soils to retain the rainfall, and that casual construction of obstructions in the Humber valleys then impeded the overwhelming flood waters. The immediate result was the creation of the Metropolitan Toronto Region Conservation Authority, now the Toronto Region Conservation Authority (TRCA), charged with regulating the watersheds in the Toronto area.

As public awareness and concern about environmental issues grew over the past several decades, the TRCA’s mandate expanded to address those concerns, and it is today involved in ecosystem and species protection, outdoor education, recreation and tourism.

Most of the East Humber Valley lands in the Study Area are now owned or managed by the TRCA, and their **Boyd North and Glassco Park Management Plan** covers a wide range of environmental issues that can be applied to the mostly private lands in the Main Humber Valley. The TRCA continues its original role in watershed regulation, and regulations on fill control and a prohibition on flood-plain construction limits the development opportunities in the Main Humber valley.

The **Agra Earth & Environmental Report** was completed as a “Natural Environment Background Study” as part of the OPA 160 Kleinburg-Nashville Community Plan process. It is generally referred to as “The Simms Report”. It addresses environmental issues across the whole community, and includes groundwater, habitat enhancement, forest regeneration, and recreational opportunities among its concerns.

The valleys are significant as the setting for the villages, and preservation of their heritage character involves preservation of the health of valley ecosystems, as well.
When the ice sheets retreated about 12,000 years ago, they left behind the soils (glacial till, sand, and gravel) that Kleinburg-Nashville rests upon. The meltwaters found watercourses that evolved into the Humber River valleys. Small human populations began to inhabit the region: a succession of aboriginal cultures, which evolved from big game hunting, through hunting and gathering, to the slash-and-burn and trading economy of the Late Woodland culture, which had occupied eastern North America for about 600 years by the time of European contact. The trading networks were remarkably extensive, stretching from the Canadian prairies to Central America.

The principal tribal groupings around Lake Ontario were Iroquoians: the tribes to the north of the lake constituted a group called the Huron Confederacy; those to the south were the Five Nations (later six) of the Iroquois League. Both were loosely organized groups of smaller tribes or nations, and the two groups vied for trade and territory. The trading system had established what is now called the Toronto Passage, or Carrying Place Trail. This was a 45-kilometre portage between the Humber and Holland Rivers, which linked Lake Ontario to Georgian Bay, and thence to the northwest beyond. By about 1500 the Humber watershed was home to two large permanent trading settlements connected to this trail. Sometime between 1550 and 1600 these settlements, along with all of South Central Ontario were abandoned by the Hurons, who moved to the lands to the south of Georgian Bay, and Iroquois moved into some of the old Huron territory.

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3 Geological information and mapping by Natural Resources Canada, Oak Ridges Moraine Project.
4 City of Vaughan, History Briefs, Bulletin No 2, Archaeology.
The arrival in North America of the rival European nations of France and England, shortly after 1600, changed everything for the aboriginal inhabitants. The French built a fur trade, based on control of the St. Lawrence, extending through the Great Lakes and beyond. Étienne Brûlé was the first European to visit the Humber River in 1608. In 1616, he became the first European to travel the Carrying Place Trail, which soon became an important route for New France, carrying explorers, traders, and missionaries between Fort Toronto, Fort Rouillé, and St. Marie Among the Hurons (now Midland).

The Federal Historic Sites and Monuments Board has designated the Carrying Place Trail nationally significant, and the Humber is a National Heritage River.

Trade with the newcomers introduced European goods into the tribal economies and intensified trade, increasing trade rivalries. Eventually, European diseases and intertribal warfare ended the old tribal dominion. By 1700, an Ojibwa tribe from the north, the Mississaugas, became the aboriginal occupiers of the old Iroquoian lands.

The European rivalry between France and England naturally spilled over into their colonial empires. The French had about 45,000 colonists, ranging over thousands of miles in pursuit of furs. The English colonists were penned in by the Appalachian Mountains, but numbered a million. The population disparity, and British naval power, proved telling. In 1760, New France was defeated on the Plains of Abraham outside the walls of the Quebec fortress. The Treaty of Paris in 1763 ceded the land to Britain, and it became the English colony of Canada.5

There was little immediate effect of this change of ownership in the Great Lakes region. A few forts were manned, and the fur trade was revived, under English licenses. Britain’s 1783 defeat in the American Revolutionary War changed the situation, leaving Canada as England’s only remaining North American colony. In the war’s aftermath, American colonists who retained loyalty to the Crown, desiring to remain British subjects and fearing rebel persecution, began to migrate to Canada. These were the United Empire Loyalists, and they began settling in such places as Kingston and Newark (now Niagara-on-the-Lake). Soon, unhappy with the limited rights and French-based land tenure laws under the Quebec Act, they agitated for a separate colony. As a result, Lord Dorchester divided the colony into Upper and Lower Canada in 1791, and Col. John Graves Simcoe was made Lieutenant-Governor of Upper Canada. He set about to build a successful English colony.

5 See Francis Parkman’s France and England in North America for an extensive history of European exploration and conflict. A more recent, and much more concise, account is found in Chapter 2 of John Keegan’s Warpaths.
When France and England went to war again in 1793, Simcoe feared that the Americans would support their former French allies. Realizing that his capital in Newark and his Lake Erie and Lake Huron communications to the west and northwest were open to attack, he took decisive action. He moved the capital to York (now Toronto), on land which Lord Dorchester had purchased from the Mississauga tribe in 1787, beginning English settlement in the area. He then projected two military roads from the new capital, one westward to the fort at Detroit and the other northward to Georgian Bay. Believing that the Carrying Place Trail would serve for the northern road, he set out with a small survey party on 25 September 1793 from the mouth of the Humber. He travelled by horse to the end of the Carrying Place on the West Holland River near present-day Kettleby and thence through Lakes Simcoe and Couchiching and the Severn River, to Georgian Bay. On the return trip, an Ojibway named Old Sail suggested a more eastern route, avoiding the marshes on the upper West Holland River. Simcoe found this eastern route much more favourable. Arriving back at York on 14 October, he had the Deputy Provincial Surveyor laying out his route the next day. The new military road was laid out straight from York to Holland Landing, roughly following his return march. Simcoe named the road after Sir George Yonge, Britain’s Secretary of State, and an old family friend.  

Soon the surveyors were laying out the familiar grid of sideroads and concessions to create the infrastructure for agricultural settlement. Drawn in the comfort of an office in the capital, these roads were lines on a map, laid out over forested wilderness without regard for topography. The Humber valleys still have many “unopened road allowances” where those lines were drawn over terrain that proved impracticable for road building.

The creation of the road grid initiated the pattern of open-ended land-based development for Ontario. This contrasted with Quebec’s river-based transportation network, and the effect of the difference is seen on maps to this day.

6 Early Days of Richmond Hill describes Simcoe’s survey trip in detail, and includes diary entries of Alexander Aitken, the Deputy Provincial Surveyor.
Simcoe made a determined effort to encourage settlement, offering generous land grants in the new colony and going so far as to advertise in newspapers in Philadelphia. He’d been impressed by the industriousness of the “Pennsylvania Deutch” when stationed there during the American Rebellion. The wealth of German names on the monuments at Lester B. Pearson Park is a tribute to his success at recruiting them to Vaughan Township. He preferred working settlers, whatever their origin, to absentee landlords, however British and posh they might be—an attitude that met with official disapproval higher up the political ladder.  

Early settlement was made difficult by a lack of reliable transportation. The Statue of Labour required, as a condition of the land grants, that settlers clear and maintain all roadways adjacent to their assigned property. The statute proved difficult to enforce, as the settlers were busy building their homes and clearing the forest from their lands, and as a result the road network was poor. It was hard for farmers to get crops to market, and hard for suppliers to get goods to the farmers. As a result, settlement on the established Yonge Street artery came almost a half-century before it reached the wilds above the forks of the Humber. Thornhill dates to 1801, Kleinburg to 1848.

Once settlement arrived, the transportation difficulties required local production of many essential goods. The establishment of mills to cut timber for construction and grind grains for food was a critical part of the early pattern of settlement. The resulting availability of milled grain for the production of whisky was a bonus. The reliance on water power to drive the mills necessitated their location on reliable watercourses, and Ontario’s rivers became the engines of settlement and growth. A mill and the traffic it generated would attract supporting trades and shopkeepers, and a village would grow up around it. And so it was in Kleinburg.

John Nicholas Kline had lived in the area for a while after immigrating from Alsace-Lorraine. In 1837 he let a contract for the construction of sawmill on the Humber in Lot 10 of the 8th Concession, the area known as Vaughan Mills. He served on the Home District (predecessor of Vaughan Township) Council in the 1840s. In 1848, John Kline bought 83 acres of Lot 24 in Concession 8, west of Islington Avenue. He built both a sawmill and a gristmill, and according to plats from 1848, he subdivided his land into quarter-acre lots, anticipating the village that would grow up around his mills. The map of subdivision of 25 February 1848 shows lots on both sides of the King Road (now Islington Avenue) extending from 230 feet south of Stegman’s Mill Road to the intersection of Kline’s Mill Road (now Nashville Road), on both sides of Kline’s Mill Road, and on both sides of Napier Street (unnamed on the map) as far as Kellam Street. The plan names the part of the settlement west of King Road as

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7A History of Vaughan Township describes Simcoe’s efforts and success in attracting Pennsylvanians of German origin, and his difficulties with his superiors.

8 City of Vaughan, History Briefs, Bulletin No 5. Early Milling Communities in Vaughan.
Kleinburg and the part east as Mount Vernon. The plan is signed by “John Kline”, though he sometimes used “Klein” as well.⁹

A charming but unlikely story says that the present spelling was derived from a combination of two German words: *Klein*, translating as "little or small" and *berg* meaning "mountain". This explanation skips over the obvious *burg* the German word for "town". On his plan, John Kline used "Klein" for his town name, and "Kline" for his mill, his road and his signature. Kline/Klein and berg/burg—it’s hard not to believe that the pun was intentional. To add to the confusion, both the 1860 and 1880 York County Atlases spell it “Klineburg.”

A second sawmill, George Stegman’s, is shown on John Kline’s 1848 plan of subdivision, across town on the East Humber River. George’s father, John Stegman, was a German mercenary soldier who was paid by the British to fight the colonists in the American Revolution. John Stegman was compensated for his services with free land in Canada. By 1790, John Stegman was deputy-surveyor of Upper Canada. The range of neighbourly political differences is shown by the fact that George Stegman, following his father’s military example, was prominent in the militia, while John Kline was one of the 12 men in Vaughan Township imprisoned as a result of the 1837 Mackenzie Rebellion.

In 1851, John N. Kline sold his property to James Mitchell, who sold it the following year to the Howland brothers, successful millers with operations in Lambton, Waterdown, and St. Catharines. The Howlands, William Pearce, Fred and Henry Stark Howland, went on to great success in business and politics in the world beyond the Humber River valleys.

By 1860, the village around the mills had grown to include a tanner, a tailor, a bootmaker, a carriage maker, a doctor, a saddler and harness maker, an undertaker, two hotels, a church and a school. By 1870 a chemist (druggist), a cabinet maker, an insurance agent, a butcher, a milliner and a tinsmith had been added to the local business roster. The mills that John N. Kline had built and that the Howlands had developed were the largest between Toronto and Barrie, and the King Road was a heavily-used transportation route. Kleinburg became a popular stopping place for travelling farmers and businessmen on their way to and from Toronto.¹⁰

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⁹ A copy of John Kline’s 1848 plat, traced in 1948 by the York County Engineering Department, is in the City of Vaughan Archives.

¹⁰ City of Vaughan, Brief History of Kleinburg.
To encourage improvement in the transportation network, the government began to encourage the incorporation of road companies in the mid-1800s. The companies would sell shares to fund the construction of roads, and tolls charged for passage on the roads would pay for maintenance and provide shareholders with dividends on their investments.

The Vaughan Road Company was formed in 1850, establishing the roadway known today as Islington Avenue and becoming Highway 27 north of Kleinburg. Four toll-gates were found along this route: the first toll was at the present-day Albion Road—Finch Avenue area; the second at Woodbridge and Clarence Street; the third near where (present-day) Islington Avenue meets Clarence Street; the fourth at the junction of Islington Avenue and Highway 27.

The Vaughan Plank Road was in great disrepair and road maintenance was practically abandoned.

In 1890, a revolt broke out against the continuation of the toll road in Vaughan. It is recorded that 63 young farmers from Woodbridge and Kleinburg gathered by night to destroy the toll-bar at Islington Avenue and Clarence Street. They removed the toll-bar at Woodbridge Avenue and Clarence Street, and at the Woodbridge toll, Sandy McIntosh, the toll-keeper, fired his shotgun at the young "rebels", injuring several men. This revolt and several like it across the country prompted the removal of all toll roads in favour of public roadways administered by municipal governments.\textsuperscript{11}

\textsuperscript{11} City of Vaughan, \textit{History Briefs, Bulletin No 3, Roads, Tolls, Rails & Automobiles}
The Unbuilt Canal

The industrial revolution created the need for some means of large-scale transportation, and canals were the first system built to meet this demand. Canal companies were organized on the same basis as the road companies, charging tolls to repay the investors. In 1857, Rowland Burr, a mill owner, who is considered the founder of Woodbridge, proposed the construction of a canal 4 metres deep and 37 metres wide to link Lake Ontario and Georgian Bay, by way of Lake Simcoe. The lower part of the canal was to follow the Humber Valley. Various companies were organized to advance the project, but it was never built. It appears on the Vaughan map in the 1880 Atlas of the County of York, as the "Projected Toronto and Georgian Bay Ship Canal."

Railways

The expense of constructing railways, and the limited revenue to be earned in relatively unsettled country, discouraged the formation of rail companies for some time. In 1849 the Railroads Act was passed, guaranteeing 6% interest on half the cost of construction of any railway more than 75 miles in length. The first lengthy railroad in Canada was the Ontario Simcoe and Huron Railway, which went from Toronto to Lake Simcoe in 1853, and was extended to Georgian Bay at Collingwood in 1855. The success of the route made Collingwood the busiest port in Ontario, and put paid the canal scheme of Mr. Burr. The line remains in place today as a CN line, also used in part by Go Transit. It crosses Major Mackenzie on the bridge just east of the Vaughan Civic Centre, and the original station was located not far past the north end of the bridge. At that time the crossroads of Major Mackenzie and Keele was scarcely a hamlet, and the railway called the station Richmond Hill, as seen in the 1880 atlas.
The success of the Ontario Simcoe and Huron Railway prompted imitation, and in 1868 the Toronto, Grey and Bruce Railway was organized. The line from Toronto, through Woodbridge and Orangeville to Mount Forest was opened in 1871 and is now part of the CP main line to North Bay. It is said that the politically powerful Howlands arranged for the rail line to swing east so as to be closer to their mill. The deviation is known as the Howland Bend. The second Kleinburg Station, built in 1907 to replace the 1870 original, was designed by Sir William Cornelius Van Horne, but built in a mirror image of the plans. As in Richmond Hill, the Kleinburg Station was located some way west of the village, and, to similar confusion, became the site of the hamlet of Nashville. The 1907 station building was relocated in 1976 to Kleinburg, just north of the elementary school.\textsuperscript{12}

The hamlet of Nashville appears to have come into being because of the railway station. It got its present name from a resident named Jonathan Scott who had come from Nashville, Tennessee. It was previously known as East's Corners. Matthew East was the first postmaster. The presence of the railway station once supported commercial enterprises such as Card's lumber yard, a hotel, and more than one grain elevator, the last of these being built about 1930.\textsuperscript{13} The importance of the railway to the prosperity of Kleinburg’s mills created an important connection between the two communities.

In the 1890s, Charles Shaw Jr. was the local distributor of binder twine, used by farmers to tie up their sheaves of wheat at harvest time. Mr. Shaw solved the problem of mice eating his stock by making a fuss over the arrival of the twine. The delivery date was announced in advance, and customers were offered a dinner in appreciation of a year's business. As a result, the twine was all sold in a day and the mice had to find alternate nourishment. The Binder Twine Night grew into a sizeable community festival, including games, refreshments, and entertainment, lasting into the 1930s. The event was revived in 1967, as described below.

\textbf{DECLINE AND REBIRTH}

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\textsuperscript{12} Short histories of both railways are found in the Ontario Railway History Page on the Internet.
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\textsuperscript{13} \textit{A History of Vaughan Township}, Chapter VII.
\end{flushright}
their product to market. More significantly, they allowed larger firms in the cities to expand their markets over wider areas, to the detriment of smaller local businesses, and customers could easily ride into the cities to purchase basic supplies as well as goods not available locally.

New technologies also contributed to the decline. Electrification came sooner to the south of Kleinburg, and the water-powered mills were put at a competitive disadvantage. And the coming of the automobile and the faster, farther travel it allowed eliminated Kleinburg’s role as a stopping place on the way to the city. The construction of Highway 27 in the 1930s laid out the facts in concrete: the village was being bypassed.

Road improvements, like the new Highway 27 made it possible to live in Kleinburg and work in Toronto. Here is a postwar infill house on Napier Street.

A Rural Retreat

By the end of the Second World War, Kleinburg had lost more than 2/3 of its population, and might have faded entirely away, as did many of Ontario’s villages and hamlets. But the improved roads had not only taken shoppers off the main street, they began to make it possible for villagers to drive to work in the city. With the postwar housing shortage, returning veterans looking for housing affordable on their demobilization payments began to see Kleinburg as a good place to start a family. The Windrush Co-operative, at the end of Stegman’s Mill Road, began the transformation of a bald cornfield into a wooded valley enclave. “Starter” homes, on the model of the Levittown Cape Cod-style houses in the US, were built on Napier Street, where they can still be seen. The postwar resettlement of Kleinburg was as significant as the original settlement a century before, and there is something of a pioneer spirit visible in the image of a young mother in a field, holding two small children, as the frame of their new house rises in the distance.

Among the postwar arrivals were Robert and Signe McMichael, who moved into their six-room squared-log house in the valley southeast of the old village, in 1954. They began collecting paintings by the Group of Seven and their contemporaries in 1955, and in the early 1960s they opened their home and gallery to the public. In 1965 they donated their home, property, and collection of 177 works of art to the Province of Ontario. Since then, the McMichael Canadian Art Collection has expanded in both its physical extent and its holdings, and is a significant world cultural resource, attracting 125,000 visitors a year.

Kleinburg’s renewal was interrupted on 15 October 1954, when Hurricane Hazel dumped 8¼ inches of rain on Southern Ontario. A century of timber-cutting left little to restrain the rush of water into the Humber valleys. Downstream in Toronto, the river rose 20 feet. Kleinburg’s bridges were among scores that were swept away. The bridges were soon replaced, but it was recognized that a long-term approach to conserving and managing the watershed was required.
The Metropolitan Toronto and Region Conservation Authority (TRCA), was created to take on this responsibility. Public ownership of the flood plain and public stewardship of the valleys have been instrumental in restoring the valley ecosystems, and preserving the character of the Kleinburg's setting. In addition, a growing interest in outdoor activities like hiking and cycling has made the Humber valleys recreational resources, as well as natural ones. The Kortright Centre, just south of Major Mackenzie Avenue on the East Humber River is an environmental education facility, operated by the TRCA. Since opening in 1979 it has attracted over a million visitors.

The Bindertwine Revival and the Growth of Heritage Awareness

In Canada's Centennial Year, 1967, the whole nation recalled its history and celebrated. In Kleinburg, under the leadership of Vic Ryder, the festivities took the form of a revival of Charles Shaw Jr.'s Binder Twine Festival. The event was so successful that it has been retained as an annual event ever since. The Binder Twine Festival has become an integral part of community life, and the funds it generates have contributed to parks, building and storefront restoration, school trips, fireworks displays, and countless other community projects.

The most significant benefit of the Binder Twine Festival may be the sense of heritage that it sparked. "The original tree-shaded community is now almost encircled by subdivisions and this encircling process has not ended," wrote Pierre Berton in 1968. The feeling of threat to the old village character was not abated by the developer who opined that Kleinburg had nothing worth keeping, and should be bulldozed to the ground. Villagers, both old and new, began to look back on their history and give value to it. The Binder Twine Festival Guides, which used to be published every year, told of the old buildings and the people who inhabited them. Efforts to preserve the village character began in earnest.

The Doctor's House

1967 was also the year that a few local women concluded that Kleinburg needed a little tearoom, and opened a modest business in the old house at 21 Nashville Road. From this beginning, the Doctor's House enterprise grew into a full-service restaurant and, in 1993, a large expansion added banqueting facilities and a chapel. The Doctor's House is now the largest private attraction in Kleinburg, hosting banquets, conventions, and weddings.

The Approaching Megalopolis

Mr. Berton's prediction of continuing suburban growth has come to pass, and the concerns raised 34 years ago are only more vivid today. In the Steering Committee and at the Public Meetings, a strong desire for the preservation of the rural village character of Kleinburg-Nashville has been repeatedly expressed. An analysis of the various concerns that animate this desire is provided in Section 1.5, below.

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1.5 A NOTE ON PROPERTY VALUES

The fear of negative impact on property values is a common source of public concern about Heritage Designation of individual properties and districts. The theoretical argument is that designation restricts what the owner can do with a property, that this limits the number of buyers willing to accept such restrictions, and that the law of supply and demand necessarily diminishes the market price. This fear, and the theory that supports it, is not borne out by research.

The most recent study, by Robert Shipley of the University of Waterloo, investigated market trends over time, for 2,707 Designated properties in 24 Ontario communities, including 5 Heritage Districts. The study found that a large majority of Designated properties, approximately 74%, performed above or at average in price-trend compared to similar but undesignated properties in their communities. Results for properties in the Heritage Districts studied were similar: though only three Districts had enough sales transactions to provide meaningful data, in two of them 50% of the price trends were at or above the average for similar properties outside the District in their communities. In the other District 100% of the price trends were at or above the average. In addition, the prices of Designated properties showed a marked resistance to general real-estate market downturns, retaining value at average or better rates in 79% of the cases, and rate-of-sale figures for Designated properties were generally higher than average, showing that Designation does not hamper sales.\(^{15}\)

Preliminary results from similar studies currently underway in Canada and the United States tend to confirm Shipley’s conclusions that the impact of Heritage Designation on property values is positive rather than negative.

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SECTION 2: DISTRICT ANALYSIS

2.1 A HERITAGE CONSERVATION DISTRICT: WHY AND WHERE

2.1.1 OFFICIAL BASIS

In April 1999 the City of Vaughan embarked on a planning process to review OPA 160 which had guided development in the Kleinburg-Nashville area for almost two decades. After intense study and an extensive series of public meetings and consultation with stakeholder groups, OPA 601 was produced, and adopted by Council on 25 September 2000. The Ontario Municipal Board subsequently approved the Amendment, and it came into effect on 29 October 2001. Section 4.9 of OPA 601, Heritage Conservation, is quoted here in its entirety:

4.9 Heritage Conservation

4.9.1 Objective
The objective of the Kleinburg-Nashville Community Plan is to preserve and protect the rich cultural heritage and natural resources of the Kleinburg-Nashville Community. The City is committed to preserving this heritage through the application of the Ontario Heritage Act. In particular, the City intends to undertake a study to determine the opportunities to designate areas within the Community Plan Area as a Heritage Conservation District under Part V of the Ontario Heritage Act.

4.9.2 Policies
1) To protect and preserve the existing heritage features including buildings and other structures, sites, landscapes, natural features and vegetation through the application of the Ontario Heritage Act and other relevant legislation.

2) To encourage the retention and incorporation of existing heritage resources including buildings and other structures in the redevelopment of heritage property.

3) To encourage that new development along the historic core areas of Kleinburg and Nashville (Islington Avenue and Nashville Road) be sympathetic in scale, massing and architectural design with the existing 19th and early 20th Century heritage buildings in these historic core areas.

4) To undertake a study to determine the opportunities to designate Kleinburg and Nashville as a Heritage Conservation District under Part V of the Ontario Heritage Act.

5) To ensure that all future development within the Kleinburg Core Area and Nashville Core Area occurs in accordance with the requirements of a Heritage Conservation District Plan. The City may apply an “H” Holding zone or Interim Control by-law in order to implement this provision.

6) To encourage the protection of, or where appropriate, the excavation of local archaeological resources.

7) To preserve and incorporate significant heritage and archaeological sites into public and commercial environments and public open spaces.

8) To promote an understanding of, and an appreciation for the community’s heritage among local residents and visitors.

9) To recognize the importance of and protect natural heritage features including the Humber River valley lands for their distinct topography and scenic views.
Based on OPA 601, Council resolved on 10 July 2000, “that the Cultural Services Division undertake the necessary steps to commence a Heritage Conservation District Study and that this initiative be considered in the 2001 budget.” Capital funds to hire a consultant to conduct the Study and create a Heritage District Plan were approved on 14 May 2001.

Heritage Vaughan, the local Municipal Heritage Committee, met on 16 May 2001 and reviewed the work undertaken in the OPA process. They adopted draft goals and objectives for the District Study, and concluded that the study area should include the Kleinburg village core, Islington Avenue north from Major Mackenzie; Nashville Road west to Huntington Road; and the valley lands east and west of the village core. On 26 November 2001, on the recommendation of Heritage Vaughan, Council approved that a by-law be enacted to define an area to be examined for future designation of the whole or any part of such area, as a Heritage Conservation District Study under Part V, Section (40) 1 of the Ontario Heritage Act and that staff be directed to initiate the consultant retention process for the Heritage District Study and Plan (in accordance with draft Terms of Reference).

A Request for Proposals (RFP) from members of the Canadian Association of Professional Heritage Consultants (CAPHC) was issued, having a closing date of 24 June 2002. After review of all proposals, the team led by Phillip H. Carter Architect and Planner was selected to conduct the Kleinburg-Nashville Heritage Conservation District Study and Plan. A contract for the work was signed on 8 August 2002.

2.1.2 Study Area

The RFP, cited above, proposed a Study Area, shown on the map on page 1, based on information and public input during the OPA 601 process. A review of that boundary is part of the work of this Study, as is the requirement to examine the context of a proposed District. For that reason, surrounding areas are reviewed along with the originally proposed Study Area.
2.2 CRITERIA FOR ESTABLISHING DISTRICT BOUNDARIES

2.2.1 GUIDANCE FROM THE MINISTRY

The Ontario Heritage act empowers municipalities to define areas “to be examined for future designation” as Heritage Conservation Districts. The Ontario Ministry of Citizenship and Culture provides guidance for Heritage Conservation Districts in Ontario’s Heritage Conservation District Guidelines. Section 3.5, Ingredients of a District, is quoted in its entirety, below:

3.5 Ingredients of a district. The Act does not define “heritage” or “heritage conservation district as such; neither does it describe how the “examination” is to be carried out. Nevertheless, the experience gathered to date in heritage conservation district planning and designation provides a sound basis upon which to address these matters more fully. There are three prime ingredients needed for a successful district— evaluation, delineation and participation.

EVALUATION:

Defining heritage. In general, properties of heritage value should be able, with suitable examination, to reveal some of the broad architectural, cultural, social, political, economic or military patterns of our history, or should have some association with specific events or people that have shaped the details of that history. What each community thinks appropriate to its heritage will vary, but the key to its protection is to understand the distinction of a place or area in its large context.

Describing area character. A heritage conservation district is an aggregate of buildings, streets and open spaces that, as a group, is a collective asset to a community in precisely the same way than an individual property is valuable to that community.

A district may comprise a few buildings, or an entire municipality. It may have architectural, scenic, or archaeological aspects worth conserving. Above all else, a heritage conservation district has a special character or association that distinguishes it from its surroundings. Potential districts can be found in both urban and rural environments and may comprise residential, commercial and industrial areas, established rural landscapes or entire villages or hamlets.

Successful area examination has always included an evaluation of each property from a variety of perspectives. The following criteria suggest the basic questions that ought to be addressed.

Historical associations. A building, structure, or property may have been associated with the life of a well known historic personage or group, or have played some role in an important historical event or episode.

Architectural value. A building or structure may be exemplary for the study of the architecture of construction of a specific period or area, or the work of an important builder, designer, or architect.

Vernacular design. A modest, well-crafted building or structure may be no less important to the community’s heritage than an architectural gem such as a mansion or public building.

Integrity. A building, or structure, together with its site, should retain a large part of its integrity its relation to its earlier state(s) in the maintenance of its original or early materials and craftsmanship.

Architectural details. Specific architectural consideration should include style, plan, and the sequence of spaces; use of materials and details, including windows, doors, signs, ornaments, and so on; colours, textures, and lighting; and the relationships of all these to neighbouring buildings.

Landmark status or group value. Where a building or structure is an integral part of a distinctive area of a community, or is considered to be a landmark, its contribution to the neighbourhood character may be of special value.

Open spaces. Examination of a potential district should also include public spaces such as sidewalks, roads and streets, and public parks or gardens. These features often play roles as conspicuous as those of buildings in the environment. Open spaces provide setting for buildings as well as places to view them and the landscapes in which they sit. These spaces are
often features of the original plan or survey of a settled community and have intrinsic value in ordering and organizing the location of buildings and structures.

**Vacant land and contemporary structures.** Vacant, undeveloped or underdeveloped land or contemporary buildings and structures should not be summarily dismissed from either examination or inclusion within the proposed district. Municipalities may wish to include these types of property where it is likely that incongruous development or unsympathetic construction on these sites will adversely affect the character of the proposed district. It may well be such sites that enable the distinction of the district to be enhanced, or damaged, in the future.

BOUNDARIES:

Establishing a boundary that will encompass the proposed district is a crucial task. Its principal objective is to ensure that the special character identified through study of the proposed district will be adequately protected by the measures available to the municipality in Part V of the Act. The district boundary should be established according to the unique characteristics of the area. Examples of potentially successful districts include:

- areas that have changed little since first developed and that contain buildings, structures and spaces with linkages and settings as originally planned still substantially intact—a group of civic and institutional buildings located around a public square, or a waterfront area with its marine related structures are good examples.

- areas of buildings or structures of perhaps similar or perhaps different architectural style and detailing which, through the use of materials, height, scale, massing, colours, and texture, comprise cohesive harmonious streetscapes having a definite sense of place distinct from their surroundings.

- areas of buildings and structures that have acquired a definite sense of time and place through historical associations with activities, events and individuals.

Boundaries should be drawn to include not only the buildings or structures of interest but also the whole property on which they are located. Vacant land, infill sites, public open space and contemporary buildings may also be contained within the district where it is desirable to ensure that their future development is in keeping with the character of the area. Boundaries may follow distinctive topographical features such as rivers, roads, walls, fences, treelines and slopes.
Less visible elements such as property or lot lines, land use designations in official plans or boundaries for particular uses or densities in the zoning by-law may also influence the delineation of the boundary, especially as they may affect its eventual legal description in by-law form.

**PARTICIPATION.**

The Act does not require any form of public participation other than municipal consultation with its Municipal Heritage Committee prior to enacting a by-law for a study under Section 40; the OMB may make its own requirements for notifying people as it sees fit.

Public participation and consultation in the designation of districts is nevertheless very desirable. Public meetings during the examination process, individual notification to property owners within a study area, and notices or articles in local newspapers advertising municipal proposals are all valuable for both informing the public and enabling the public to respond to proposals for designation.

In some cases it has become a practice during the process of district designation to eliminate possible objectors to designation by excluding their properties from the proposed district. This is not generally advisable. While it may seem expedient in the short term to take such action, the overriding objective of a district should be to protect and enhance all buildings and structures of heritage value within its boundaries. Any objectors to district designation will be able to voice their concerns and present supporting or objecting arguments at the mandatory OMB meeting.

The Heritage Act also embodies The Ontario Heritage Foundation, and entrusts it with several objectives related to the conservation, protection, and preservation of the Province’s heritage. *Well Preserved, The Ontario Heritage Foundation’s Manual of Principles and Practice for Architectural Conservation* offers additional guidance, under the headings of Neighbourhood and District Character, and Heritage and Planning Policies, parts of which are quoted below:

Much of the motivation for heritage conservation comes from a general concern that future construction will not fit as well into a neighbourhood as existing structures. The public has a growing sense that conservation is essential to neighbourhood or district planning beyond preservation of single buildings. The character of an area, with its buildings, landscapes and streets, has become of considerable value, even though no single person owns or controls this amenity—and even though its boundaries may be difficult to determine.

A district of particular heritage importance may be a collection of pleasant residential streets with solid Victorian houses [or] a main street lined with commercial blocks of many different eras, a collection of mill and factory buildings along a waterfront, or even a rural landscape of scenic interest. Such areas are more than the sum of their parts and are demonstrably unique. They may be amenities for local people as well as attractions to visitors from near and far. They serve as a tangible focus for community pride.

Provide for diversity as well as consistency in assessing and planning districts. Include vacant lands within district boundaries where their development offers opportunities that may either enhance or damage the character of the district, and make explicit criteria for the quality of development on such lands—especially on frontages facing heritage properties.

Boundaries are based on a combination of factors, including physical situation, visual perceptions, patterns of historical evolution, and various definitions of property and land use regulations.

**2.2.2 ADDITIONAL GUIDANCE FROM THE OFFICIAL PLAN**

This Study and Plan relies on Official Plan Amendment (OPA) 601, The Kleinburg-Nashville Community plan, to provide its context, and it will reflect and respect policies found therein. OPA 601, is quite specific about the scope of its heritage concerns in the Heritage Conservation Objectives and Policies, quoted above in Section 2.1., which will not be repeated here. It also addresses the character and development of the Study Area in clauses that are not directly under the Heritage Conservation heading, which are quoted here:
"OPA 600 establishes an ecosystem approach to planning.... OPA 600 limits the loss of the rural area to urbanization, thereby further enhancing the rural character of Kleinburg-Nashville." Section 1.3.4

"...the Kleinburg-Nashville Community Plan provides for a modest growth of the community by the addition of approximately 1000, predominantly attached, dwellings." Section 1.3.4

(Note that this figure applies to the entire Kleinburg-Nashville Community area)

"[The] rural village character [of Kleinburg and Nashville] is unique to Vaughan’s urban areas....The maintenance and enhancement of these characteristics are important to both the community and the City." (Section 2.1)

"The distinctive character of Kleinburg’s historic village core comes largely from being situated between two tributaries of the Humber River." (Section 2.2)

"...the environmental features within the community plan area are to be protected, enhanced and, where appropriate, integrated into the community environment." (Section 2.2)

"The heritage and environmental character of Kleinburg-Nashville are fundamental elements of its community identity. The rural quality of lands to the north, west and east also play an important role in defining Kleinburg-Nashville as a village community rather than that of an urban node within a much broader suburban area." (Section 2.3)

2.2.3 Site-Specific Evaluation

In recognition of the above, a series of goals specific to the Kleinburg-Nashville Community in the City of Vaughan has been identified as providing appropriate criteria for setting the boundaries of a Kleinburg-Nashville Heritage Conservation District:

1) To establish a sense of continuity and to make the District readily identifiable, the boundaries should encompass a contiguous area.

2) Principal entries into the District should have the quality of “gateways”, and principal travel routes should have a sense of enclosure on both sides of the route.

3) The District boundary should include areas that are significant to Kleinburg-Nashville in terms of architectural heritage, historical development, rural village character, and quality of landscapes and vistas.

4) The District boundary should enclose sufficient areas beyond the village cores to ensure that the contributions of rural and valley lands to their character, as recognized in OPA 601, are maintained and enhanced.

5) Recognizing that the District Plan will be a guide for future development, the District boundary should encompass sufficient areas to ensure that new development or redevelopment will maintain and enhance the heritage character that the District Plan seeks to preserve.

6) Individual properties, designated under Part IV of the Heritage Act as having historical or architectural value or interest, can be included in the Heritage Conservation District, though they remain subject only to Part IV.
2.3 GENERAL PHYSICAL CONTEXT

2.3.1 THE NATURAL SETTING

The Humber River spreads out widely above its fork in Woodbridge, but the forks return to close proximity at Kleinburg, where the width of the village plateau is as narrow as 200 metres. The rivers then diverge again. The East Humber Valley henceforth heads generally north, but the Main Humber Valley throws a series of loops to the west, extending the valley lands almost to Nashville. Kleinburg's natural setting is a dramatic one, sitting on a narrow causeway over 30 metres above a river valley system that extends over 3 km from west to east. As will be described below, the topography has exerted a strong and continuous influence on the development of the Kleinburg-Nashville area.

2.3.2 PATTERNS OF DEVELOPMENT

As shown in the history in Section 1.4, above, the rivers had a primary influence on the origins of Kleinburg. Although traces of prehistory are no longer evident above ground, the Humber Valley's Carrying Place Trail was a main route in the Aboriginal and early Colonial eras. When permanent European settlement began, the rivers furnished water power for the mills that provided the economic basis for the founding of the village of Kleinburg.

MOVEMENT PATTERN: ROADS, RAILS, AND PATHS

The rugged nature of the Humber River valleys resisted the imposition of Simcoe's road grid. The terrain was simply too broken for the construction of straight roads. The 1880 Belden map shows dotted lines for many surveyed roads that were not constructed. (Some of these remain as "unopened road allowances", and others just as lines on the map.) As a result, Kleinburg-Nashville's local roads are shaped by topography rather than survey. Islington Avenue, following the old Carrying Place Trail, ran along the ridge between the two valleys. Mill roads into the valleys followed the contours of the landscape in order to connect with Islington or the road grid beyond the valleys. The railway also skirted the Humber, so that the "Kleinburg" station was located 2 km to the west, and the Nashville hamlet grew up around it. The limited space on the Kleinburg plateau allowed for minimal development of a town plan, and the village remained small, with surrounding lands occupied by farms. It is notable that all the intersections in the old Kleinburg village are tees.

The past half-century has seen the conversion of much of the surrounding land to suburban housing developments. Along Nashville Road, between the Humber and the railway, most of the newer houses face directly onto the road. The other developments are laid out as "keyholes" with frontages on a new road running off the existing road system, or as "enclaves" of new road layouts connecting to the existing roads at one or two entrances. In both of these layouts, there are no frontages on the old roads, and old road frontages consist of back or side lot lines of the residential properties.
Another recent circulation system springs from the creation of conservation lands in the Humber valleys, and the development of trail systems within them. Growing interest in the environment, and enthusiasm for recreational activities make the valley trails attractive to a growing number of hikers and cyclists.

**Land Use Pattern**

The land-use pattern is strongly determined by the topography. Over 60% of the Study Area is valley land, i.e., below the “top of bank” and, of that, 38% belongs to the Toronto and Region Conservation Authority (TRCA). Other valley lands are occupied by Binder Twine Park, the McMichael Gallery, the former golf driving range on Highway 27, and land zoned as open space. The predominant land use in the Study Area is recreational and cultural. About 20% of the valley lands have residential uses, but to a great extent this is limited to the rear yards of house lots which back onto valley lands, and only about two dozen houses are actually sited below the valley crests.

The table lands, i.e., lands above the “top of bank” are mostly developed, predominantly for residential uses. 22% of these lands are agricultural or zoned for open space. The remaining land is residential and commercial. Commercial uses are limited to about 4 hectares in the Kleinburg Core, with a few additional properties on Regional Road 27 and in the Nashville village along the Nashville Road.

Approximate areas of land uses are tabulated below:

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Area</th>
<th>Percentage</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Study Area</td>
<td>271 hectares</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Valley Land</td>
<td>166 hectares</td>
<td>61%</td>
<td></td>
</tr>
<tr>
<td>Valley Residential</td>
<td>34 hectares</td>
<td>13%</td>
<td>(20% of valley lands)</td>
</tr>
<tr>
<td>Valley TRCA</td>
<td>60 hectares</td>
<td>22%</td>
<td>(36% of valley lands)</td>
</tr>
<tr>
<td>Binder Twine Park</td>
<td>4 hectares</td>
<td>1.4%</td>
<td>(2.5% of valley lands)</td>
</tr>
<tr>
<td>McMichael</td>
<td>5 hectares</td>
<td>2%</td>
<td>(3% of valley lands)</td>
</tr>
<tr>
<td>Other Open Space</td>
<td>35 hectares</td>
<td>13%</td>
<td>(21% of valley lands)</td>
</tr>
<tr>
<td>Agricultural</td>
<td>27 hectares</td>
<td>10%</td>
<td>(16% of valley lands)</td>
</tr>
<tr>
<td>Table Land</td>
<td>105 hectares</td>
<td>39%</td>
<td></td>
</tr>
<tr>
<td>Residential</td>
<td>64 hectares</td>
<td>27%</td>
<td>(70% of table lands)</td>
</tr>
<tr>
<td>Commercial</td>
<td>5 hectares</td>
<td>1.5%</td>
<td>(4% of table lands)</td>
</tr>
<tr>
<td>McMichael</td>
<td>10 hectares</td>
<td>4%</td>
<td>(10% of table lands)</td>
</tr>
<tr>
<td>Agricultural</td>
<td>20 hectares</td>
<td>7%</td>
<td>(19% of table lands)</td>
</tr>
<tr>
<td>Open Space</td>
<td>3.5 hectares</td>
<td>1%</td>
<td>(3% of table lands)</td>
</tr>
</tbody>
</table>

Note: The figures above refer to actual uses, rather than official plan or zoning by-law provisions. Most uses are in conformance with the zoning by-law, but many of the residential uses in Nashville are on land zoned agricultural.
2.4 Heritage Character

Detailed descriptions and illustrations of each property in the recommended Heritage Conservation District appear in the Inventory in a separate volume. This section examines the experience of the public spaces of the village streets, roadways, pathways, parks, and open lands. The descriptions start with the villages, move on to the connecting spine of roads, and finish with consideration of the natural and agricultural setting in the valleys. Together, these elements define the character of Kleinburg-Nashville, and this Section concludes with a Heritage Character Statement.

In recognition of the older development patterns, the village cores are defined for the purposes of this Study as follows:

The Kleinburg village core is properties fronting on Islington Avenue between the McMichael Gallery to the intersection with Highway 27, Nashville Road from Islington to the swale just north of Lester B. Pearson, Stegman’s Mill Road to the far bank of the East Humber, and the roads opening off of those previously listed.

The Nashville village core is properties fronting on Nashville Road, from the railway crossing, west to the limit of the Study Area.

The later 20th-century developments on Howland Mill Road and Klein’s Crescent are included under the heading of “Nashville Road” in Section 2.4.2.

The later 20th-century developments off of Stevenson Avenue and Stegman’s Mill Road are included under the heading of “The Valley Setting” in Section 2.4.3.

In this Section, “designated” refers to individual properties designated under Part IV of the Ontario Heritage Act.

2.4.1 The Villages

Kleinburg Village

Islington Avenue

Redcroft, an 1852 designated dwelling on the west side at 10384 Islington, suitably marks the southern edge of the old Kleinburg village. Opposite are the stone bastions of the McMichael Gallery entrance, with the Kleinburg Elementary School property immediately to its north. The McMichael property is rich in heritage significance. Although the original McMichael house is now wrapped within its modern expansions, the grounds hold the relocated Tom Thomson cabin, and the graves of members of the Group of Seven. The McMichael collection is, of course, a significant part of Canada’s cultural heritage, and the world’s. The school building is a very well-executed one-storey modernist building, its low profile emphasized by being sited down the slope, below the roadway. The elegant little belfry flanking the entrance holds the bell from the previous school on Napier Street. On the northern edge of the school property is the ‘Kleinburg’ railway station, rescued and relocated from its original location in Nashville.
Continuing on the east side of Islington beyond the school property, the heart of the old village remains in an almost unbroken assemblage of heritage properties. A modern plain suburban house at No. 10435 and an early postwar building at No. 10465 are the only breaks in 270 metres of street frontage, ending at the 1860 house at No. 10503. Buildings include original commercial forms, like the old Post Office at No. 10483, and an array of housing forms of various construction dates, mostly now converted to commercial use. The designated 1832 Arthur McNeil house at the north corner of Kellam Street was relocated to this site in 1987. Two modern commercial redevelopments follow, the architecture of which nods to heritage forms without complete success. A postwar bungalow brings us to a point opposite the head of Nashville Road. Continuing northward, a designated 1880 house and a 1½-storey heritage cottage flank the John Street intersection, followed by a substantial early 20th-century house on a large treed lot, at No. 10555. A postwar suburban house, set well back from the road, is the last property before the road crosses a wide swale draining to the west into the Humber Valley. Beyond this swale, Treelawn Boulevard leads into an ongoing development of large-scale postmodern estates, with Fire Station 74 sitting on the northern corner. The Treelawn Boulevard development sits behind “buffer strips” of open space to the south and west. The boundary of the Study Area hereparallels Islington, lying between the roadway and the new development.

Between Nos. 10423 and 10555, 75% of the eastern frontage of Islington Avenue holds buildings with heritage value, and a significant proportion are of exceptional heritage value. The overall character of this stretch of frontage has more heritage significance than any individual building within it: to a great extent, the tone of a village remains intact. The buildings are a mix of types, some originally commercial and some originally dwellings. Setbacks vary. Mature trees sit beside and behind, as well as in front of, buildings—a highly characteristic village planting scheme, not seen on urban main streets. House-form buildings have front yards, many with low, white picket fences or hedges. All these elements are part of the historic village pattern.
Unfortunately, the heritage character of the village centre has not been preserved on the west side of Islington. Returning to Redcroft, at the southern edge of the village, and heading northward again, there is a postwar ranch house on a well-planted lot, followed by a postwar one-storey utilitarian Bell Telephone building, the substantial but fairly plain 1926 brick church, and another postwar ranch house.

Special Focus: Recent Redevelopment Area

Here begins the commercial heart of the west side of Islington Avenue, beginning with an unused early 20th-Century gas station building. This is followed by an unbroken 170-metre stretch of recent commercial redevelopment. These redevelopments deserve some credit for aiming at heritage design qualities, but unfortunately their aim has been somewhat amiss in scale, precedent, and detail. The buildings and their landscaping dominate the street and merit detailed discussion.

The first building is a large-scale mixed-use project, with seven shops under a long front porch at grade, with two storeys of apartments above. It terminates the axial view up Stegman’s Mill Road. The long porch, symmetrical design, and 3-storey central gable all emphasize the large scale of the building. The massing is reminiscent of a Stanford White “cottage” in Newport, and is not in keeping with Kleinburg’s village heritage, which is visible across the street. The use of inauthentic materials and off-the-shelf gingerbread is unfortunate. The building is not at all an unattractive one, but it is nonetheless “wrong” for its site.

The second building has a narrower frontage and presents the street with the familiar and appropriate façade of an Ontario Victorian house, if a bit over-sized. It is not a small-scale project, however, which is apparent in the side elevation, which is highly visible across the wide parking lot that intervenes between it and the previously discussed building. The side elevation, though skilfully executed, doesn’t reflect any local precedent form. The project suffers, like the previous one, from inauthentic materials and off-the-shelf decoration.

The final redevelopment is a large two-storey brick-and-siding project. The first four bays are set well back from the street, behind an expanse of concrete paving blocks. The last two bays are on the building line; the expanse of paving blocks remains, though narrower. The front elevation is strongly broken up, reducing the sense of scale, although the use of identical brick throughout diminishes the effort of scale-reduction. The third bay has a “boom-town” front, mimicking the old post office across the street. The brick itself is a very modern “heritage blend” much more varied in colour than that found in local heritage construction. Despite the attempts at scale and emulation, the detailing is clumsy and insensitive to
heritage forms.
Roof pitches are too shallow, and the changes of material from brick to siding don’t reflect any heritage precedent. The northern element, set closer to the street, is in vertical siding, a material without heritage precedent (board and batten would be better). There is no problem with off-the-shelf decoration because there is no decoration at all, though the styles emulated were rich in decoration. The front porch on the third bay mimics the recent sorry porch on the old post office rather than the original decorated version. The signage is modern, and very unattractive.

The damage done by these re-developments to the historic village character of Kleinburg is greatly exacerbated by the landscape and streetscape elements installed. Fortunately, re-configuration of these elements can restore the village character to a great degree, and with modest effort. Proper design can bring out the heritage aims inherent in these buildings, and disguise the misfires. It can also restore the setting, which has been inappropriately urbanized to the extent that it more resembles Yorkville in Toronto, than the opposite side of Islington Avenue. Guidelines for landscaping and streetscaping that can restore the original character are provided in Section 9.

Beyond the re-development area is a heritage house, now converted to an antique shop. A small postwar strip plaza follows at No. 10504. This property currently has an application for redevelopment. An early 20th-century house, now a restaurant, follows at N. 10512. The next property, an art shop, is of indeterminate age. No. 10522, at the southern corner of Nashville Road, is an 1860 frame house, converted to commercial use, and much added-on to.

The flank of Kline House, described under Nashville Road, below, faces Islington on the northern corner of Nashville Road, followed by the rear/flank of the modern Royal Bank building, also on Nashville Road. Two large residential properties follow before the intersection with Lester B. Pearson, and the view down that road, hedged in closely with mature vegetation, has a great deal of rural charm. Just beyond, Islington crosses the broad westward-draining swale mentioned above, and the westward view into the Humber valley is a reminder of Kleinburg’s natural setting, though this is rather overwhelmed by the large development opposite, which is described above.

There is a 1960s ranch house, with a wide shallow gable roof facing the road, and a Victorian farmhouse, much added-on to, before the old Kleinburg Village area ends at Bell Crescent.
Special Focus: Commercial/Residential Buffer

The properties on the east side of Islington Avenue back up to the residential properties on Napier Street, and to side lots on Stegman’s Mill Road, John Street, and Kellam Street. This is unlike the situation on the west side of Islington, where the properties back up only onto the Doctor’s House Parking lot and the unbuildable valley wall.

As described above, most of the properties on the east side of Islington are heritage buildings. They are relatively small, with footprints averaging about 200 sq. metres, and are on relatively large lots, averaging about 1100 sq. metres. They tend to be set close to the street, leaving deep rear yards between the Islington Avenue commercial buildings and the residential properties to the east.

The use and character of these rear yards varies, but there is a substantial number of mature trees, particularly along property lines. These trees tend to loom over the buildings, contributing to the green backdrop that is characteristic of a village setting, as opposed to an urban one.

In addition, the depth of the yards creates a buffer between the commercial activity on Islington Avenue and the residential uses on Napier and the side streets.
The old village portion of Nashville Road is less than 400 metres long, running downhill in a progressive curve from Islington to Highway 27 in the Humber River Valley. The road lies along its original route, though it has been slightly widened and regraded to modern standards. It’s very attractive for most of its length, with an abundance of mature trees on both sides of the road.

Beginning on the south side of the road, the first property is the flank of the converted heritage house at No. 10522 Islington. The Doctor’s House property follows. This property is very large, about 2.5 hectares, and its street frontage is more than 70 metres long. A village-appropriate low wooden picket fence borders the sidewalk. The property contains several buildings. The easternmost, fronting on the street is the designated 1867 “Doctor’s House”. It is followed by a heritage-friendly shop of more recent construction. The interior of the property also holds a large recent addition containing a variety of banquet spaces. The addition is executed in white clapboard in mimicry of the original house, and while it’s not particularly authentic, it is discreetly tucked away to the rear and its street presence is limited to a distant oblique view down the entrance driveway. Also on the interior of the property is a relocated Victorian clapboard church, now used as a wedding chapel.

Following the Doctor’s House property are two late 20th-century residences. Their street presence is limited by the extensive and mature planting. Next is the heritage property of Kleinburg Cemetery and the Pearson Monument. Two recent postmodern estate homes follow, set on the hill, well back from the road. The first is a heritage-friendly rendition of a two-storey Loyalist Georgian “Yankee House”, the second a pastiche of stripped-down historical references: Victorian, Regency, and Italianate. Both of these recent residences have estate-style lawns sweeping down to the road, interrupting the previous enclosing streetscape of mature trees. Two older houses follow, set close to the road and below the road level created by modern regrading. The first is a 1½-storey heritage ‘Yankee House’, defaced with aluminum siding. The second is probably a heritage building, but it has been altered to the extent that its provenance is hard to determine. The remaining stretch of road, before coming to Highway 27, is largely open field, with a utility building near the intersection.

Returning to the top of the road on the north side, the 1858 Kline House is a designated property and is associated with both John Nicholas Kline and Henry Stark Howland. The following property is the modern Royal Bank. The building gives a nod to heritage in some details and materials, but the landscaping is out of keeping with the village character, the open lawn interrupting the enclosure of mature trees. No. 30, following, is an early or mid 20th-century bungalow, the lawn is again open giving a character to the streetscape that is more suburban than village-like. The next house is a nicely detailed 1992 postmodern rendition of a two-storey Georgian,
with a sweeping porch on two sides, set among mature trees that begin to enclose the roadway again. Next, at the east corner of Lester B. Pearson Street, is a small heritage cottage facing Nashville Road, set back on the hill among mature trees. It is described below, under its address at No. 9 Lester B. Pearson Street.

At the eastern corner of Lester B. Pearson Street, the flank of a recent postmodern house is visible, though its street presence on Nashville Road is diminished by the mature roadside planting. At present, there are no more buildings fronting Nashville Road before Highway 27, though zoning is in place for commercial development at the intersection. Currently, a bit over half of the distance from Lester B. Pearson Street to the Highway is lined with mature trees, contributing to the rural village impression of the roadway.

**Stegman’s Mill Road**

Stegman’s Mill Road appears on John Kline’s 1848 subdivision plat. Beginning at Islington Avenue, it is flanked by heritage buildings, and No. 376 Stegman’s Mill Road, at the west corner of Napier Street, is a well looked-after 18th-Century Victorian brick house. The lots opposite are recent houses, set well back on very large lots. As the road descends and curves north it enters the more natural valley environment. The wooded hillside on the left leads up to the rear lots on Napier Street, and to the right the valley opens out to the East Humber River and Bindertwine Park. Just past the bridge, Valley Road follows the river northward and a postmodern development appears on the right, with some houses facing the road and others on the Ravendale Court cul-de-sac. On the left-hand side of the road lies the early postwar development on Windrush Road. The Windrush Co-operative, mentioned in Section 1.4, includes lots on Valley Road, Windrush Road, and No. 30 Stegman’s Mill Road. There is a Special Focus section on the Windrush properties at the end of this Section.
Napier Street is an original village street, its first block north of Stegman’s Mill Road appearing on John Kline’s 1848 subdivision plat. It is the residential heart of the village. The buildings are all residential and their construction dates span the entire history of Kleinburg. Of the 27 lots with frontage on Napier Street, 14 possess buildings of heritage value. Of particular interest is the residence at No. 67, which was converted from the old schoolhouse, when the new Kleinburg Elementary School was built in 1967. The old school bell was incorporated in the new school building. The road retains the original rural profile, without curbs or sidewalks, and the planting could be described as a mature village forest, with abundant large trees in front, side, and rear yards. The density of planting is such that the view down the centreline of the street is dominated by greenery. The rural village character formed by this pattern of streetscape and planting has been preserved by the infill projects constructed over the past half-century.
JOHN STREET

Most of the frontage on John Street consists of flanking lotlines of property facing either Islington Avenue or Napier Street. The Islington properties, both of heritage value, make up about 43% of the frontage. Neither the Napier Street flankers nor the houses facing John Street are heritage buildings. But the John Street properties share the general character of Napier Street in scale and general quality of site layouts. Like Napier Street, the road retains a rural profile.

KELLAM STREET

Like John Street, Kellam Street’s frontage mostly consists of flanking lotlines. In fact, the northern corner lot at Islington contains an early 20th-century vernacular house, which has given over its sizeable front and rear yards as sites for two relocated heritage buildings. As a result, three buildings now share the postal address of 10499 Islington Avenue, although two of them front on Kellam Street. Except for the corner houses at Napier Street, the entire frontage has heritage value. The road profile and planting share the characteristics of Napier and John Streets.

LESTER B. PEARSON STREET

Most of the houses fronting on Lester B. Pearson Street are of 20th-century vintage, with construction dates spanning the entire century. No. 24, The Pearson House, at the corner of Main Street, is a late 19th-century house, underneath a lot of renovation and recladding. At No. 9, a small 1870s heavy timber building has been swallowed whole by the long new house currently under construction. Except for a couple of cases of overly prominent garage doors, the street frontage preserves the village tone and scale. The road profile is rural and the village forest here is particularly lush. The extension turning eastward to Islington is narrow and shaded, with the character of a farm lane.
Other than the flank of the Pearson House, the houses are postwar, predominantly in the one-storey ranch style. The planting is mature. It is notable that, although this road is on a ridge top, the village forest blocks these houses from view in the valley to the west. The road profile is rural.

**Bell Court**

The Bell Court subdivision consists of 1960s-era one-storey ranch houses. Although none of the buildings have heritage value, their modest scale is consistent with the postwar infill houses in the older village areas. It is worth noting the contrast in scale and style in comparison with the new Treelawn Boulevard development across Islington Avenue: this kind of streetscape is unlikely to be developed again.

The road profile is rural and most lots are wall planted with maturing trees, and some large trees that probably predate the development have been retained.

**Summary: Kleinburg Village**

Within the study area, Kleinburg Village contains 90 properties, 45 of which have heritage value; many of these have high value, by virtue of preservation of form and detail, and by association with the historical development of the village. Both of the core residential areas, the Napier Street and Lester B. Pearson enclaves, preserve the historical quality of a residential village in streetscape, building scale, and planting. In the commercial core, heritage buildings predominate on the east side of Islington Avenue, and the village character is preserved in building scale, varied setbacks, and landscape details of planting and fencing. The west side of Islington is predominantly new development of a larger scale, and the attempts at “heritage” design of the buildings and their sites is not particularly successful. The introduction of landscape design elements similar to those across the street will restore the character of a rural village shopping street to a large extent.
On Nashville Road there are commercial uses in the southern and northwestern quadrants of the railroad intersection. In the northwestern quadrant, an old corrugated metal mill building sits about 150 metres up the railroad, the last remnant of the economic tie between the community and the railway. The other exceptions to the residential character are a modern concrete-block shop for the Ontario Monument Company at 950 Nashville Road, and a heritage store, now a gallery, at 970 Nashville Road at the western end of the Study Area.

Of the residential development in this last western stretch of Nashville Road, a little under one half of the properties have heritage value, with an 1860 Georgian house at No. 965, and a 1910 four-square house at No. 975, having particular and well-preserved value. On the north side of the road, most of the buildings are heritage properties, many of them of high quality.
2.4.2 The Roads

Islington Avenue

Islington Avenue is said to lie on the path of the old Carrying Place Trail. The 1850 construction of the Vaughan Plank Road along the route established it as the principal entry to Kleinburg Village from Toronto, which it remains today.

South of Major Mackenzie, Islington Avenue presents a postmodern suburban face: two-storey “estate” housing in cul-desac layouts, interrupted by strip malls. At the northeast corner of Major Mackenzie lies the Kleinburg New Forest, public land recently replanted for a woodland. On the northwest corner is a postmodern, cul-desac, estate housing development. Immediately to the north of this development is Abermory House, a Part IV designated heritage property, followed by the modern secondary school. Proceeding northward, earlier cul-desac developments flank both sides of the road. Planting and attractive fencing soften the visual impact, and the roadway has a rural profile, curbless, with drainage ditches on both sides of the roadway. As a result, the flanking development doesn’t entirely overwhelm the original character of a rural road. Interruptions to this general impression are created by bits of bare chain-link fencing, the open lot of the secondary school on the west, and the Public Library parking lot on the east, just before the road enters the old village.

Nashville Road

Nashville Road originally ran down Kleinburg’s hill to Klein’s (Later Howland’s) mills, climbing out of the west side of the Humber Valley to join the road grid just east of the railway. It is the historic connection between Kleinburg village, and the now-vanished mills and railway station. The portion of the road east of Highway 27 will be discussed in Section 2.4.3, below.

From Highway 27 westward, Nashville Road has been modernized, with original horse-and-buggy grades and curves smoothed out. About 85% of its 2.7km length is flanked by residential development, which is predominantly modern in construction. The visual effect of these developments on the roadway varies considerably.
The northwest corner of Highway 27 is occupied by open land, zoned residential, behind which is a ranch-style home overlooking the field and road. On the southwest corner, two homes are set discreetly well back, with attractive fencing and extensive planting. Beyond this, Howland Mill Road, a short cul-de-sac of postmodern estates, runs to the north. Mature planting obscures their view from the Nashville Road, though they are visible from the valley lands.

The road crosses the Humber River at this point, giving views up and down the valley. The view of the natural landscape as the road climbs out of the valley is extensive, particularly to the north. A large farm sits against the south side of the road, just beyond the river. It holds two old barns, as well as a small modern house and a large modern concrete-block workshop. Immediately west of the farm, and flanking it, Stevenson Avenue climbs southward out of the valley, on the line of an original concession road. The roadway halts shortly after crossing the southern boundary of the Study Area and becomes an unopened road allowance. Within the Study Area, Cedarvalley Crescent runs eastward from Stevenson just above the floodline. It is a cul-de-sac street with predominantly ranch-style one-storey houses, surrounded by mature planting. The entire conception of this development belongs to an earlier era of suburban and rural residential housing. The lots are very wide, mature trees were left on the property, and the landscaping attitude is to fit into a natural setting, rather than to dominate and overlook it. As a result of this attitude, the houses on Cedarvalley Crescent are invisible from the roads and valley lands when the trees are in leaf. The recent houses on Westmore Drive, more than twice as far away, loom over the valley, as viewed from Nashville Road.

Returning to Nashville Road: On the north side, opposite Stevenson Avenue, a single estate dwelling sits on the hill behind extensive planting. Its presence is primarily announced by a dressed stone gateway, and a landscaping scheme of refrigerator-sized boulders. On the south side, just beyond Stevenson, the valley holds an elaborate three-storey rural estate, with extensive lawns and a large pond. Opposite the western boundary of this estate, another cul-de-sac, Klein’s Ridge, runs northward. The houses here are in the familiar style of recent development, and although the lots are large, so are the houses. Although the development is fairly well screened from Nashville Road, the houses loom over the valley lands, particularly in the northern quadrant, where only open land (now TRCA conservation land), previously farmland and the Howland Mill pond, stands between the river bank and the back lot lines of the houses.
West of Klein’s Ridge, a sweeping curve of Nashville Road skirts the lip of the river valley to the north, and TRCA lands come right to the road allowance. On the south side opposite, rural residential development begins with a group of older road-related residences, followed by two recent cul-de-sac development on the estate model, entered by Cold Spring Road and Whisper Lane. Opposite the western end of these estate developments, is a 1960s development with houses oriented to Klein’s Crescent, a parallel access road set back about 20 metres from Nashville Road. The ranch-style houses are modest ones with extensive and mature planting. As a result, they don’t visually dominate the roadside, but the space between the main and access roads is lightly planted, making the presence of the development obvious from the main road.

From this point, Nashville Road is predominantly lined with road-related residential development. Exceptions occur close to the railway crossing. On the north, beyond the Study Area, a fenced cul-de-sac of large-scale estates is under construction around Charles Cooper Court, just east of the railroad.

The heritage character of the Nashville Road rests on its historic role as a link between the villages, mills, and railway, and the fact that it mostly lies on its original alignment. That alignment, off of the grid, was established by the topography of the Humber Valley, and emphasizes it.

The topography of the Humber Valley diverted or interrupted much of the original road grid, as the 1880 map shows. Highway 27, within the Study Area, is a relatively modern reworking of the originally unbuilt concession road, of which Stevenson’s Road is a remnant. The highway diverges from the original grid at Elder Mills and rejoins it about 1.5 km north of Kleinburg Village. The roadway is in all respects a modern high-speed highway, with a wide right-of-way, traffic signals and turning lanes at major intersections, and galvanized guard rails. Beyond the right-of-way, however, the landscape it passes through is mostly undisturbed by its presence. Through most of the Study Area, and extending to the south, the road lies low in the Humber River Valley, and development of most of the adjacent lands are limited by the presence of the river. Within the Study Area there are two ranch-style homes and the former golf driving range.
From the roadway there is little hint of the old village of Kleinburg or the more recent residential developments around it. It is only north of Nashville Road, when the highway climbs out of the valley, that development becomes apparent and the quality of an essentially rural environment disappears. The portion of the Study Area south of Nashville Road is included in the Highway 27 Corridor Study.

A lane of mature trees lies on the eastern side of the Highway 27 right of way, running intermittently from Rutherford Road to Nashville Road.
2.4.3 The Valley Setting

The woodlands of prehistoric times were cleared for farms at the time of European settlement, to the extent that terrain permitted. The 1880 map shows the Lot and Concession divisions, and gives the names of the farm owners. Many of these names are still found in the local phone book. The historic character of the Study Area was timberland, cleared for agricultural use on the tablelands and flat bottoms, with the cleared timber feeding the Kleinburg sawmills. The rural and natural landscapes maintained the general character they had at the end of the timber-cutting era to within living memory and, to a significant extent, that character remains today.

As shown in detail in section 2.3.2 above, the predominant character of the lands in the Study Area is rural or natural. This is reflected in the zoning by-law, which classifies 60% of the land as Open Space or Agricultural. Beyond the Study Area, the percentage of open space and agricultural land is very much higher, although extensive recent postmodern suburban development is rapidly filling the lands south of Major Mackenzie Drive.

There are modern interventions in this landscape, principally road-related. Highway 27, diverted from the original road grid into the bottom of the Humber River Valley, is a modern highway, and both Nashville and Stegman’s Mill Roads have been modernized. All of these roads retain the curbless, ditched rural profile, but in scale and detail they are modern. Although Highway 27 is the largest of these modern roads, its rural character has been protected by development restrictions in the Humber River floodplain, where the zoning is mostly agricultural and open space. The character of the roads (and the effect of rural residential buildings along them) is discussed separately, in Section 2.4.2, above.

The other significant modern intervention is the use of formerly agricultural lands for rural residential development. These constitute 11% of the Study Area. These developments are of various architectural and landscaping styles and road layouts (some face the main roads, some are on cul-de-sacs, and one fronts a parallel access road), reflecting prevailing practices at the time of development. The visual impact of the rural residential developments depends to a large extent on these design factors. For example, the homes on Cedarvalley Crescent and Valleyview Court are not noticeable from either the main roads or the valley lands due to their low profiles and the surrounding mature planting. In contrast, the homes on Klein’s Ridge dominate their adjacent valley, and the developments west of Klein’s Ridge are all obvious presences on the Nashville Road.
Special Focus: The Modern Pioneers

As outlined in the History in Section 1.4, Kleinburg lost 2/3 of its population in the first half of the 20th century and might have shared the fate of many now-vanished Ontario villages. The prospect of Kleinburg as a rural retreat, with a reasonable commute to Toronto on Highway 27, was appealing to many in the years after World War II, and this resettling of the village gave it a new lease on life. Four or five decades on, it is time to consider these pioneers and the modern heritage they brought to the community.

During the first two decades of this era, the ideas of modern architects, such as Frank Lloyd Wright, were influential in housing design. Not many people were prepared to live in really modern houses, but almost everyone felt that some kind of modern world was rising from the ruins of the war. The first of the postwar developments was the Windrush Co-operative off of Stegman’s Mill Road, built within a few years on either side of 1950. Windrush was something of an “artist’s colony”, and the members were among those few who took their modern architecture straight up. Many of the original houses are quite faithful to the example of Frank Lloyd Wright’s “Usonian” houses, with flat roofs jutting over one another, large areas of glass, wood siding, and massive stone chimneys. It is a remarkable collection of consciously modern architecture. These houses deserve consideration for designation under Part IV of the Ontario Heritage Act.

The long and low “ranch house” was the builders’ toned-down vernacular version of modernist architecture, and borrowed many aspects of the original designs: a horizontal emphasis, an open plan that opened to nature (the patio door became ubiquitous), large lots when affordable, mature trees if present, and a landscaping attitude that sought to place the house in a natural or naturalized setting. This kind of house was prevalent in the villages and valley areas for about two and a half decades, but by the late 1970s these forms and attitudes had disappeared from new housing development. Good quality examples of this form appear on Bell Court, Cedar Valley Crescent, and Valley View Court, creating a consistent neighbourhood character on those streets.
2.4.4 Heritage Character Statement

The part-by-part descriptions and analysis above provide the basis for a description of the heritage character of the Kleinburg-Nashville Study Area.

Kleinburg is an historic rural village, founded in 1848. It enjoys a dramatic setting on a narrow ridge between the valleys of two branches of the Humber River. It is connected by both road and history with Nashville, which grew up around the 1870 “Kleinburg” railway station. The railroad created Nashville and served Kleinburg mills and industries, as well as the farms in the surrounding community. Within both Kleinburg and Nashville, the presence of a substantial stock of heritage buildings, and the continuous maintenance of the rural pattern of road profile, variety of building types and ages, streetscape and landscape elements, mature urban forestry, and modest scale of construction, combine to preserve a heritage character that is worthy of conservation.

The Humber River has heritage value in its own right, both in prehistorical and historical terms, and it has the status of a Canadian Heritage River. The rivers and their valleys are historically connected to both Kleinburg and Nashville, as the site of the mills that originally brought both villages into being. The valleys have been a main determinant in Kleinburg’s form and development. The village road layout, following topography, is unique in not having a single crossroad, only T-intersections. The valleys formed strict growth boundaries to the east and west, preventing the “edge sprawl” that has overwhelmed the character of other rural villages, such as Maple, and also provided “rural retreat” sites for the postwar resettlement that kept the village alive. The valleys are worthy of conservation for their historical connections to the villages, their role in determining the patterns of development, and as the defining element of Kleinburg’s setting within the larger community.
2.5 CURRENT DEVELOPMENT CONTROLS

2.5.1 OFFICIAL PLAN

The map below conveniently illustrates the general scheme of the Official Plan for the Kleinburg-Nashville Community. The authority for establishing a Heritage Conservation District lies in Section 4.9 of Official Plan Amendment 601, quoted in its entirety in Section 2.1.1 above.

Refer to the Official Plan and its Amendments for detailed information on its provisions. See Section 7, below, for recommendations regarding changes to the Official Plan.
The existing zoning for the Study Area is shown on the map above. The Zoning By-law is in general conformity with the Official Plan.

**Zoning Data, in descending order of area:**

- Total Study Area: 271 hectares
- Open Space: 96 hectares (35%)
- Agricultural: 61 hectares (23%)
- Residential: 59 hectares (22%)
- Rural Residential: 33 hectares (12%)
- Commercial: 5 hectares (2%)
- Rail and Road lands: 17 hectares (6%)

*Note: Most roads are enclosed within zoning boundaries; others are not. This figure represents a small portion of the total area devoted to road allowances.*

Refer to the Zoning By-law for detailed information on its provisions.
2.6 CONCLUSIONS

2.6.1 DISTRICT BOUNDARY CRITERIA

The criteria for establishing the District Boundary are stated in Section 2.2 of the study. For convenience, these criteria are restated here:

1) To establish a sense of continuity and to make the District readily identifiable, the boundaries should encompass a contiguous area.

2) Principal entries into the District should have the quality of “gateways”, and principal travel routes should have a sense of enclosure on both sides of the route.

3) The District boundary should include areas that are significant to Kleinburg-Nashville in terms of architectural heritage, historical development, rural village character, and quality of landscapes and vistas.

4) The District boundary should enclose sufficient areas beyond the village cores to ensure that the contributions of rural and valley lands to their character, as recognized in OPA 601, are maintained and enhanced.

5) Recognizing that the District Plan will be a guide for future development, the District boundary should encompass sufficient areas to ensure that new development or redevelopment will maintain and enhance the heritage character that the District Plan seeks to preserve.

6) Individual properties, designated under Part IV of the Heritage Act as having historical or architectural value or interest, can be included in the Heritage Conservation District, though they remain subject only to Part IV.
2.6.2 HERITAGE RESOURCES

The District Boundary seeks to delineate an area particularly rich in heritage resources. The map below shows the heritage resources in and around the Study Area. Refer to Section 2.4, above, and the inventory in Volume 2 for detailed information on heritage resources in the Study Area.

Note: There are no registered archaeological sites within the Study Area.
The proposed boundary for a Kleinburg-Nashville Heritage Conservation District is shown on the map opposite. The boundary is based on:

- The principles and criteria contained in Section 2.2;
- The cultural and natural heritage resources of Kleinburg-Nashville;
- Consideration of the contexts provided by historical development, the heritage character of existing streetscapes, existing patterns of use and movement;
- Existing Official Plan policies;
- Input from City Staff: 29 August 2002, 17 September 2002, 8 October 2002, 20 November 2002, 2 December 2002, 9 April 2003, 15 April 2003, 12 May 2003 (Included in various meetings were: City Staff from Cultural Services, Urban Design, Planning, Parks, Public Works, and Legal Departments; a representative from the Regional Roads Department; representatives from the Highway 27 Corridor Study; representatives from the Toronto Region Conservation Authority and Ontario Heritage Foundation; and Nick Poulos, who is conducting the Kleinburg Parking Study.);
- Input from stakeholder groups as represented on the Steering Committee: 29 August 2002, 8 October 2002, 16 January 2003, 15 April 2003;
In recognition of the variety of contexts within the District, it is divided into three kinds of elements: the villages, the road links, and the valley lands. The design guidelines for new construction, in Section 9.5 of the Plan, reflect these differing contexts.
3.1 The Heritage Conservation District Concept

Part V of the Ontario Heritage Act, RSO 1990, C.337, provides for designation of Heritage Conservation Districts. A Heritage Conservation District is a collection of buildings, streets, and open spaces that collectively are of special historical or architectural significance to the community. The legislation enables municipalities, through study, to define the areas to be designated and to prepare Official Plan provisions which regulate development activities within the area in order to ensure that the heritage character of the District is maintained and enhanced.

A Heritage Conservation District designation is not intended to prohibit the changes required by contemporary needs. Its purpose is to guide those changes so that change contributes to the Heritage Character of the District.

3.2 Guiding Principles

The Ministry of Culture's Architectural Conservation Note No. 1 lists Eight Guiding Principles in the Conservation of Historic Properties. These are quoted in full, below:

1. Respect for Documentary Evidence: Do not base restoration on conjecture. Conservation work should be based on historic documentation such as historic photographs, drawings and physical evidence.
2. Respect for Original Location: Do not move buildings unless there is no other means to save them. Site is an integral component of a building. Change in site diminishes heritage value considerably.
3. Respect for Historic Material: Repair/conserve rather than replace building materials and finishes, except where absolutely necessary. Minimal intervention maintains the historical content of the resource.
4. Respect for Original Fabric: Repair with like materials. Repair to return the resource to its prior condition, without altering its integrity.
5. Respect for the Building's History: Do not restore to one period at the expense of another period. Do not destroy later additions to a house solely to restore to a single time period.
6. Reversibility: Alterations should be able to be returned to original conditions. This conserves earlier building design and technique.
   e.g. When a new door opening is put into a stone wall, the original stones are numbered, removed and stored, allowing for future restoration.
7. Legibility: New work should be distinguishable from old. Buildings should be recognized as products of their own time, and new additions should not blur the distinction between old and new.
8. Maintenance: With continuous care, future restoration will not be necessary. With regular upkeep, major conservation projects and their high costs can be avoided.
SECTION 4: THE HERITAGE CONSERVATION DISTRICT

4.1 THE DISTRICT BOUNDARY

Part I, The Study, documents the detailed analysis of the heritage character of Kleinburg-Nashville and the heritage resources within it. The Conclusions in Section 2.6 of Part I establish the boundaries for the Kleinburg-Nashville Heritage Conservation District. The map on page 48 shows the Kleinburg-Nashville Heritage Conservation District Boundary and its structure.

4.2 DESIGNATED BUILDINGS WITHIN THE DISTRICT

Until recently, the Heritage Act did not permit Heritage Conservation Districts, designated under Part V of the Act, to include individual properties, designated under Part IV. There was a choice between cutting the Part IV properties out of the District, creating holes within the boundary, or de-designating the individual properties so they could be included in the District. This was not a simple choice, since the two parts of the Act provide different kinds of heritage protection: Part V cannot protect interiors, and Part IV protects those aspects published and registered as “reasons for the designation” at the time of designation. These reasons seldom extend beyond the building fabric.

Thus, de-designation takes away protection from interiors, and retaining Part IV designation removes the landscape and streetscape protections that are provided by District Design Guidelines, unless the properties are redesignated to explicitly include those aspects. Recent revisions to the Act allow Part IV properties to be included in Districts, but they are subject only to Part IV, which means that the dilemma remains concerning which form of protection is appropriate for a given property.

It is recommended that the Part IV properties be included in the District at the outset. Later decisions about de-designation, or re-designation of these properties should be made on a case-by-case basis.
4.3 ACTIVITIES SUBJECT TO REVIEW

4.3.1 REVIEW FOR HERITAGE PERMITS

The Objectives, Policies, and Guidelines of the Heritage District Plan will be used to review heritage permit applications for the following types of activity in the District:

- All exterior construction activity, including new buildings or structures, additions and alterations to existing buildings and structures, and maintenance and repair activity on existing buildings and structures that affects the heritage character of the District.
- Demolition or removal of any building or structure.
- All visible municipal public works in the District, such as street and sidewalk lighting, street furniture, paving, and general signage (not including mandated signage for safe direction and control of traffic).
- All activity in the District that falls under the purview of Site Plan Control, the Sign By-Law, the Building Code Act, and the Planning Act. These include activities that require planning permission, site plan review, building permits, signage permits, and demolition and relocation permits.
- “Structure”, as used above means “a usually permanent construction”\(^\text{16}\). This includes fencing, outbuildings, signs, light standards, kiosks, permanent street furniture installations (even when not bolted down or secured), above-ground mechanical and electrical equipment, antennas.

4.3.1 REVIEW FOR COMMENTS TO GOVERNING BODIES

In addition, the Objectives, Policies, and Guidelines of the Heritage District Plan will be used to review the following types of activity in the District, which do not require heritage permits:

- All activity in the District that falls under the purview of the Official Plan, and the Zoning By-law. These include activities that require Official Plan Amendments, Zoning Amendments, Minor Variances, and Consents to Sever or Convey.

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SECTION 5: DISTRICT GOALS AND OBJECTIVES

5.1 THE OVERALL GOAL

The overall goal of the Heritage District Plan is to ensure the retention of the District’s heritage resources and to guide change so that it contributes to and does not detract from the District’s architectural, historical, and contextual character.

5.2 OBJECTIVES OF THE HERITAGE DISTRICT PLAN

In view of the foregoing, provisions and policies for the District should meet the following objectives:

5.2.1. TOWNSCAPE

To preserve existing patterns of streets, lanes, and pathways and to restore the heritage character of streetscapes by control and guidance of new development.

To encourage conservation or re-introduction of historic landscape treatments in both the public and private realms, including both hard and soft landscape elements.

To ensure that landscape, streetscape, and infrastructure improvements enhance the heritage character of the District.

To preserve and reinforce existing vistas of significant features and buildings, and to open new vistas where this can be done without detriment to the heritage character of the District.

To encourage visual de-emphasis of non-heritage service functions such as parking facilities and utilities by inconspicuous location, planting, masking, and integration with elements that are sympathetic to the heritage character of the District.

5.2.2. HERITAGE BUILDINGS

To retain and conserve the buildings identified in the Heritage District Plan as having heritage importance to the District.

To conserve distinguishing original features, qualities, and character of heritage buildings and to avoid the removal or alteration of any such features.

To encourage the corrections of unsympathetic alterations made over the years to heritage buildings.

To encourage restoration of heritage buildings based on historical, archival, and pictorial evidence.

To encourage continuing use and habitation of heritage buildings in order to maintain their economic viability.

To promote retention and reuse of heritage buildings and to take exceptional measures to prevent their demolition.
To encourage interior and exterior maintenance to preserve heritage buildings from damage or destruction from weather or fire.

5.2.3. The Roads
To preserve and enhance the rural character of the roads in the District.

To preserve the rural quality of the views and vistas from the roads.

To create visible markers at the main “gateways” of the District on Islington Avenue, Nashville Road, and Regional Road 27.

5.2.4. The Valley Setting
To preserve and enhance the experience of the rural and natural character of the Kleinburg-Nashville setting.

5.2.5. Future Development in the District
To encourage new development that will enhance the heritage character of the District as infill construction on vacant lands and replacement construction or alterations to non-heritage buildings.

To guide new development so it can provide for contemporary needs, and to ensure its design will be compatible with and complementary to the character of the District and the heritage resources within.

5.2.6. Community Support
To foster community support for, pride in, and appreciation of the heritage character of the District, and to promote the need to conserve this character for future generations.

To encourage public participation and involvement in the conservation of heritage resources and the heritage character of the District.

To offer assistance and incentives to individual heritage property owners to assist in preserving heritage resources, and to ensure the use of proper conservation approaches when undertaking improvement and maintenance projects.
5.2.7. ECONOMIC DEVELOPMENT AND TOURISM

To maintain the Kleinburg core as an attractive business environment by maintaining the distinctive heritage character of the District while providing for development and supporting uses to meet contemporary needs.

To promote and protect the heritage character of the District as a basis for economic development, particularly as generated by the tourism and recreational sectors, in both the District and elsewhere in the town.

To integrate the protection, enhancement, and promotion of heritage character into all policies and practices of the City and civic groups, as they affect the integrity of the District.
SECTION 6: HERITAGE DISTRICT POLICIES

6.1 OVERVIEW

The Kleinburg-Nashville Heritage Conservation District has a recognizable heritage character, which is described in detail in Section 2, above. This character is valued, in and of itself, by the citizens. The heritage character of the District is also of significant economic value to the tourism sector of the local economy, and merits preservation and enhancement. The heritage character of the District is enhanced by streetscapes, open spaces, and vistas. Its preservation depends on the economic benefits provided by support infrastructure such as parking and pathways.

- The preservation and enhancement of the heritage character of Kleinburg-Nashville requires policies concerning existing Heritage Buildings, new developments, and streetscape and infrastructure in the District.

6.2 POLICIES FOR HERITAGE BUILDINGS

Conservation of existing heritage buildings in the District requires policies to encourage and promote their economic use, their maintenance and preservation, and the restoration of heritage elements where they have been damaged or removed.

- Loss of heritage through neglect is an avoidable tragedy. Regular inspections for building maintenance and fire prevention should be undertaken and regulations in this regard should be enforced.
- The original construction and detail on heritage buildings should be retained and repaired whenever possible.
- Alterations to heritage buildings should include removal of later unsympathetic work and restoration of original features and detail.
- Work on heritage buildings should be consistent with the Guidelines in Section 9.3.
- Loss of heritage resources through demolition should be discouraged. Policy suggestions for demolition control appear in Section 7.2.9.

6.3 POLICIES FOR NEW DEVELOPMENT

New development should complement and enhance the heritage character of the District. New buildings should be sympathetic in siting, scale, material, texture, and general design to the heritage buildings around them.

- New development should be limited to vacant sites or to sites currently occupied by unsympathetic buildings. Even the most skillfully executed heritage-friendly building cannot replace the value of a real heritage building.
- New development within the District should be consistent with the Guidelines in Section 9.5.
6.4 Policies for Townscape and Infrastructure

6.4.1 Roads

The rural qualities of the roads is an important feature of the heritage character of the District.

- Rural profiles and the rural character of roads and roadways should be preserved and enhanced.

6.4.2 Streetscape

Streetscape elements in the Kleinburg core serve as physical markers reinforcing the special quality of the street.

- Upgrades and replacements to street and pedestrian lighting fixtures, street furniture, and amenities shall be evaluated in terms of their impact on the heritage character of the District.

- Standards for sidewalk paving, lighting, street furniture, and amenities in the District shall be developed for all areas, taking into account the different context in those areas.

6.4.3 Parking

Sufficient on-street and off-street parking is necessary for the economic health of the Kleinburg Commercial Core.

- Parking policies should be developed, by both the City and the business community, that are consistent with the conclusions of the Kleinburg Parking Study, conducted by Poulos and Chung Limited, in conjunction with this Study.

6.5 Policies for the Valley Setting

The experience of the natural and rural environments in the valley lands is integral to the experience of the heritage character of the District. The health of the valley ecosystems is part of the natural and rural experience.

- Bindertwine Park will continue to be operated as a municipal park with associated sports fields and amenities.

- The valley lands should be managed with respect for their ecosystems. The TRCA’s Boyd North and Glassco Park Management Plan serves as a good model for management of the natural resources in the valley lands.

- Development and redevelopment in the valleys should respect their heritage character as natural, farming, and milling areas.

6.6 Policies for Implementation

Administration of the District Plan should be designed to be simple, efficient, and fair.

- No special fee should be charged for Heritage Permits.

- Assistance should be provided to applicants to help them comply with District policies and Guidelines.

- All aspects of the Plan should be periodically reviewed.

- Review of applications should be conducted with the serious intent of preserving the heritage character of the District, as described in Section 2.4.
Section 7: Integration with Other Municipal Policies

7.1 Overview

Many municipal policies directly and indirectly bear on the success of heritage conservation efforts, often with more effect than overt “heritage” plans and policies. The City shall conduct a review of existing policies for Land Use, Planning, Economic Development, Taxation, and other policies to ensure that they conform with the overall goal of preserving the heritage character of the Kleinburg-Nashville Heritage Conservation District.

7.2 Planning and Development Policies

7.2.1 Land Use

The Official Plan, and its amendments, identifies general use of land in the District, which is further refined and detailed in the Zoning By-law, as amended.

It is recommended that Official Plan provisions be made with respect to the District, as provided for in Section 40 of the Heritage Act, and described in Section 3.6 of the Ministry’s Ontario’s Heritage Conservation District Guidelines. These provisions might take the form of an Official Plan Amendment or a Secondary Plan, referencing the Heritage District Plan. In this way, the guidelines become enforceable under the Planning Act, as well as the Heritage Act. This resolves the dilemma between Part IV and Part V designations, described above in Section 4.2, and harmonizes municipal policies under both the Heritage Act and the Planning Act.

7.2.2 Built Form

The Zoning By-law should be reviewed to ensure that its provisions support the objectives and policies of the Heritage District Plan. As an example, there are substantial differences between the provisions in the current residential zoning within Kleinburg Village (R1) and the existing built form. The table below compares the built form on Napier Street with the By-law:

<table>
<thead>
<tr>
<th></th>
<th>Existing Built Form</th>
<th>By-law (R1)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lot size</td>
<td>954 sq m, median</td>
<td>540 sq m, minimum</td>
</tr>
<tr>
<td>Coverage</td>
<td>15%, median</td>
<td>35%, maximum</td>
</tr>
<tr>
<td>Height</td>
<td>6.5m, maximum</td>
<td>9.5m, maximum</td>
</tr>
</tbody>
</table>

The historic commercial properties on the East Side of Islington are slightly denser, with a median lot size of 973 sq m, and a median coverage of about 20%. Heights are similar to those on Napier Street. Again, the currently allowed development exceeds the existing built form to a great degree. The 2.4 metre buffer strip provision in Section 5.1.1.a) of the Zoning By-Law, is unlikely to protect the character of the existing buffer area between Islington Avenue and Napier Street. The current height limitations exceed built form, and allow excessive rear elevations when the site slopes down from the streets. Height limits should apply to all elevations.

- Special heritage zoning categories should be enacted for the villages, to support the Built Form provisions in Section 4.7.6.7 of the Official Plan, and to more closely reflect the heritage character of the District.

7.2.3 Economic Development

As noted in Section 1.5.1, the economic life of the Kleinburg core has long depended on travellers and tourists, and changing patterns in tourist activities offer new challenges and opportunities for development in this area.

The Economic Development Department should develop information on the economic impact of tourism in the City and the Kleinburg-Nashville Community so that appropriate strategies can be devised to enhance this sector.
Provision of adequate parking is an important element in ensuring the economic health of the Kleinburg commercial core, and the overall amenity of the village. To this end, a detailed parking study was undertaken by Poulos and Chung Limited, in accordance with policies contained in OPA 601. The parking study ran concurrently with the Heritage District Study. The central conclusions of the current draft of the Poulos and Chung study are excerpted below:

The parking supply for the Kleinburg core area is more than sufficient to meet all peak parking demands.

The current parking utilization indicates no need to add further parking to the Kleinburg core area. Assuming that a shared parking approach can be achieved in the core area, the need to create additional parking, whether private or municipal, is greatly diminished.

The critical finding of the parking surveys is that the combination of on-street and off-street parking spaces is sufficient to meet the peak parking demands of the core area. This shared parking operation is the means by which all demands can be satisfied.

This shared parking operation must be endorsed and agreed to by all core area businesses. The operation can be overseen by a committee of business people with direct control and co-ordination by the City. All businesses must recognize the mutual benefits that are achieved by shared parking. The City must be able to monitor and evaluate any land use changes such that any further parking demands that are accumulated by new development do not exceed the current available parking supply.

Since the shared parking principle implies the use of everyone’s parking, including the public parking provided by the school and library, consideration must be given to creating new parking policies for the Kleinburg core area. These parking policies must generate a certain amount of flexibility for proposed uses and the parking supply required by them.

The Kleinburg core area and the roads leading into and out of Kleinburg require a comprehensive signage and information system. Such an information system could direct people to the off-street parking spaces thereby reducing the demand for parking on Islington Avenue and Nashville Road. Further, such a system could reduce vehicles traversing the downtown and using the local streets to circle around and find a vacant on-street parking space.

Another key consideration is to connect all of the off-street parking lots. Of particular benefit would be the connection of the Doctor’s House off-street parking to the adjacent off-street parking area. This ensures maximum flexibility to serve demand without having to enter and re-enter off-street parking facilities.

In light of these conclusions, both the City and the Kleinburg businesses should take steps to ensure that the existing parking supply is efficiently used. There is no need to convert more land to parking lots or to create a municipal parking lot, in the foreseeable future, if these steps are taken.

- The City should review the Zoning By-law’s parking requirements for the Kleinburg commercial core. They may be safely reduced.
- Businesses in the Kleinburg commercial core should develop strategies, both individually and as the B.I.A., to maximize the effectiveness and utilization of existing parking, as recommended by the Poulos and Chung study. The ability to develop such a strategy bears directly on the City’s flexibility in revising parking standards.
- The City and the businesses should develop a consistent signage system to help direct visitors to the available and sufficient parking resources in the core.
7.2.5 ENVIRONMENTAL POLICIES

Section 4.10 of OPA 601 addresses environmental policies. The Heritage Conservation District is part of the Humber River ecosystem and includes lands designated by OPA 601 as wetlands, significant woodlands, hydrologically sensitive areas, Environmentally Significant Areas (ESAs), and an area of Natural and Scientific Interest (Humber ANSI). Kleinburg Village, in particular, is virtually integral with both of the valley and stream corridors shown in Schedule ‘A’.

- The environmental contribution of open lands within built-up areas (see the low existing coverage figure in 7.2.2, above) should be considered in devising appropriate zoning.
- A Heritage Tree By-law should be enacted protecting District trees larger than 250mm caliper. This will preserve the environmental contribution of the ‘village forest’, as well as the character of the Villages.

7.2.6 SITE PLAN CONTROL

Site Plan Control applies to all property in the City of Vaughan. The Site Plan Control By-law should be amended to recognize the District Plan.

- Urban Design Guidelines, specific to the Heritage District, should be developed. These guidelines should recognize and refer to the Policies and Design Guidelines in the District Plan, including the landscaping guidelines.
- The City should retain the advice of a design professional, with demonstrated experience in heritage work, to review substantial projects in the District, during the Site Plan Review process. This has proved to be useful in other municipalities, such as Collingwood and Owen Sound.

7.2.7 SEVERANCES AND MINOR VARIANCES

In evaluating an application for severance or minor variances, the Committee of Adjustment addresses matters described in the Planning Act, and consults with appropriate City departments and agencies to determine if a proposal is a suitable one, considering such matters as compatibility with adjacent use, traffic, access, and the effects of future development.

- City staff, in reviewing applications for severances and minor variances in the District, should give due consideration to the District Plan. The City should only support applications that demonstrate compatibility with the Objectives and Policies of the Plan.

7.2.8 SIGNAGE CONTROL

The City of Vaughan By-Law 203-92 regulates signage in the City. Section 11 of the By-law establishes ‘Special Sign Districts’ in Thornhill, Kleinburg, Woodbridge, and Maple.

- The Kleinburg Special Sign District should be extended to include the entire Heritage Conservation District.
- The Sign By-law should be amended to strengthen its protection of the heritage character in the Heritage District. In particular, internally illuminated signs and awning signs should be prohibited, and awnings should be required to be retractable, in the traditional profile. The Town of Collingwood Sign By-law is recognized as a providing a good model for heritage-conscious sign regulation.
- The Sign By-law should be enforced. Section 6.1 of the current By-law limits the number of signs on each lot. It does not appear to be well-enforced in Kleinburg, resulting in an overly cluttered streetscape.
7.2.9 Demolition Control

Demolition of a building requires a permit under Section 5 of the Building Code Act. In a Heritage Conservation District, Section 43 of the Ontario Heritage Act provides the additional requirement of obtaining a Heritage Permit for demolition or removal of a building or structure, unless 180 days have elapsed since the permit application was made AND a building permit has been obtained for a new building on the site. This change offers increased protection to heritage buildings that are threatened with demolition.

The City should develop policies requiring conservation of heritage resources when demolitions do occur. For example, the City should require extensive documentation, to be provided to Heritage Vaughan, of the building before and during demolition. It should also require advertisement of the availability of all of or parts of the building for relocation or salvage. The Kleinburg Museum should have first right of refusal on salvage items.

7.2.10 Framework for Future Surrounding Development

In the immediately surrounding lands, within the OPA 601 Kleinburg-Nashville Community Plan area, development opportunities are limited by topography, available services, and policies within the Official Plan itself.

The Study Area, with a small commercial area and a variety of surrounding housing, ranging from the village setting to rural residential, provides a good model for developing an urban design strategy to accommodate future growth.

It is simpler, and more thorough, to consider these sites individually, rather than attempt a generalized scheme for the various areas. The development sites are shown on the Official Plan map in Section 2.5.1, and are listed below:

**Area 1. North of Nashvillle Village (see section 4.4.1.2 OPA 601 Policies)**

This site of about 45 hectares is diagonally bisected by the CPR rail line. It is designated in OPA 601 for suburban residential development, with private septic sewage and municipal water service, at a maximum density of 2 units per hectare and a minimum lot size of 0.4 hectares.

The proximity to the historic village of Nashville strongly suggests a development model based on the character of the village. The existing village is built to just over 2 units per hectare, so the existing density is compatible with the proposed development. Site planning should respect the forms established in the village. For example, buildings should make use of period architectural styles that are compatible with the historic character of the neighbouring Heritage District. Garages should not form part of primary street frontages, and the Guidelines in Section 9.3.8, below, should be followed in that regard, in order to give exposure to the building façades. On these large lots, undisturbed land forms and existing mature trees should be preserved as much as possible. Urban design guidelines, along these lines, will allow new development to extend the existing community setting and its historical character, rather than clash with it. New roads should use the narrowest practical dimensions and the rural profile and character used in the historic villages of Kleinburg and Nashville. Provision of sidewalks and pathways to connect new development to the adjacent Nashville village should encourage walking and reduce the number of automobile trips.
In general, the new development should be integrated with the existing village and be compatible with the built form, siting, scale, massing and architectural character of historic buildings that front onto Nashville Road. Development should occur in depth rather than in strips parallel to the arterial roads and should complement the historic characteristics of Nashville.

Area 2. Humber North Extension, future residential
Area 3. Humber Trails, serviced residential

These sites are designated for serviced residential development in OPA 601, at densities of between 5 and 7.5 units per hectare. Both sites flank valley areas. The Humber North site consists of two parcels of about 10 hectares each, on either side of Highway 27 near the golf course. The Humber Trails site is a large parcel of about 50 hectares, north of the Major Mackenzie extension on the west bank of the Main Humber Valley.

The proposed density of these developments is similar to that of the Kleinburg village and the village can serve as a useful model for their design. For example, Napier Street, features wide lots with 1½ to 2-storey buildings of relatively modest massing and staggered setbacks. Residences have relatively narrow frontages with driveways at the sides and garages towards the rear of properties. This creates spacing between residences and offers opportunities for large trees on all sides of the houses. The street character has a rural profile, being narrow and without sidewalks or curbs. There is a variety of vernacular architectural styles, from the mid-19th through the mid-20th century. The scale and spacing of the buildings, the variety in their design and siting, and the rich planting all contribute to the village character.

Although neither site is directly adjacent to the Kleinburg Village, the use of the village as a model would produce a development of fine character and enhance the setting of the Heritage District rather than harm it. The Humber Trails site is some distance from either of the historic villages. It may be desirable to include a small village green overlooking the river valley, with a few shops and a café. Provision of these modest amenities in the new community would reduce the number of automobile trips.
Area 4. Regional Road 27 Valley Corridor

The Regional Road 27 Valley Corridor Study identifies four sites that could be developed based on a number of guiding principles and requirements. In general the four development sites will be permitted additional residential uses in the Official Plan subject to a number of environmental, servicing, and urban design requirements. Development and architecture that thematically responds to the natural and cultural heritage of the area should be encouraged, taking into account appropriate scale, massing, built-form, roads systems, and ecological and environments aspects. Although only the northern end of the Corridor Study Area falls in the Heritage District, the use of the Guidelines in Sections 9.7 and 9.8 for development in the whole corridor would help create a unified character for the valley area, and provide a sympathetic setting for the Heritage District.

Recommended Action:
To ensure compatibility with the historic villages of Kleinburg and Nashville and to address OPA 601 policies, development proposals on these surrounding sites should be required to include comprehensive urban design guidelines and landscape master plans.
7.3 ADDITIONAL MUNICIPAL ACTION

There are additional policy actions the City should consider that can have a significant effect on encouraging preservation and restoration of the heritage character of the District.

7.3.1 HERITAGE EASEMENTS

A Heritage Easement is an undertaking by an owner of a heritage building to take certain steps to protect the heritage character of his building and to retain insurance on it sufficient to construct a replacement building if it suffers destruction. It can be a useful preservation tool for use in the Site Plan Approval process, particularly when all or part of a heritage building is included in a larger new development.

7.3.2 TAX MEASURES

Recent provincial legislation allows municipalities to enact property tax abatement for properties designated under Part IV and Part V of the Heritage Act. The City should evaluate this legislation to determine if it can be usefully applied to the District.

7.3.3 GRANTS AND LOANS

The City of Vaughan has a Designated Property Subsidy Grant Program and a Community Heritage Loan Program. Properties in the District are eligible for these programs. The Grant Program has two categories: relocation grants up to $10,000 and restoration grants up to $5,000, listed in that order. In keeping with the principal that restoration in place is preferable to relocation, consideration should be given to reversing the order of listing and increasing restoration grants to equal or better relocation grants.

The grant and loan programs are less active than they were in the past and it is recommended that the programs be examined for possible revision. For example, the 6% interest rate charged in the loan program was attractive when it was enacted, but in the current environment it is no better than an ordinary bank loan.

It would be worthwhile looking at programs in other municipalities. For example, the City of Barrie has a facade improvement loan program, pursuant to Section 28(7) & (8) of the Planning Act. Loans of up to $20,000, covering up to half of an approved improvement, are forgivable at the rate of $1,000/year. The administration of the program is designed to be straightforward, and user-friendly for both the applicant and the municipality.

The loss of heritage properties due to simple neglect is an avoidable tragedy and small levels of assistance have proven to be very effective in encouraging needed repairs and restoration. When a program designed to encourage conservation stops attracting applicants, it is time to redesign the program.
SECTION 8: IMPLEMENTATION

8.1 OVERVIEW

8.1.1 AUTHORIZATION

The Objectives and Policies of this Plan will be implemented by the authority given to Council under Part V of the Ontario Heritage Act. Pursuant to Subsection 41(1) of the Act, Council may, after receiving advice from the Municipal Heritage Committee, pass a by-law to designate all or part of the municipality as a Heritage Conservation District. Although there are no statutory requirements for performing a heritage district study or conducting public consultation, the Heritage Conservation District Guidelines published by the Ministry of Tourism, Culture & Recreation strongly advise that these steps be taken prior to passing a by-law. The City of Vaughan has taken both of these steps.

Upon passing a designating by-law, Council must serve notice of the passage of the by-law to each owner of property within the District and to the Ontario Heritage Foundation, and it must publish a like notice in a newspaper having general circulation in the municipality. Any person who objects to the by-law may appeal to the Ontario Municipal Board, by giving a notice of appeal to the municipal clerk within 30 days after the publication of the by-law notice.

If a notice of appeal is given within the appeal period, the Ontario Municipal Board will consider the appeal. The Board may dismiss all or part of an appeal, on various grounds spelled out in Section 41(8) of the Act, but ordinarily it will hold a hearing, open to the public, after giving such notice of the hearing as it may determine. After the hearing, the board will rule on the appeal. It may dismiss it, allow it in whole or in part, repeal the by-law, amend the by-law, or direct the municipality to repeal or amend the by-law.

If no notice of appeal is given to the clerk during the appeal period, the by-law comes into force on the day following the last day of the appeal period. If one or more notices of appeal were given to the clerk during the appeal period, the by-law comes into force when all such appeals have been withdrawn or dismissed or, if the by-law has been amended by either the Ontario Municipal Board, or by Council on an order by the Board, the by-law comes into force on the day it is amended.

8.1.2 ADMINISTRATION

Once the by-law comes into force, various administrative measures will be required for the successful implementation of the Kleinburg-Nashville Heritage District Plan:

- A permit application review process that is simple, efficient, and fair.
- A review body that can provide advice to applicants and the City on proposed alterations, new construction, and demolitions within the District.
- Readily available information and assistance to help applicants in preparing proposals and applications.
- Financial measures to assist the City and individuals with heritage conservation initiatives.
- Continuing public awareness activities to promote the District Concept, the Boundary, and the Policies and Guidelines of the District Plan.
8.2 PERMIT APPLICATION AND REVIEW

8.2.1 REQUIRED PERMITS

The designation of a Heritage District invokes Section 42 of the Heritage Act, which states:

"no person shall in the area defined in the by-law erect, demolish or remove any building or structure, or alter the external portions thereof, without a permit therefor issued by the council of the municipality. . . ." In plain language, any exterior work by any person, including the municipality, in a Heritage District requires a Heritage Permit. Section 43 of the Act requires that permit applications include “information, drawings and other materials as may reasonably be required by the Council to fully consider the application.” Council must issue or refuse a permit. An applicant refused a permit may appeal to the Ontario Municipal Board.

Heritage permits are required for any of the activities listed in Section 4.3.1.

STREAMLINING THE PROCESS

In order to streamline and simplify procedures for permit applications and their review, the permit requirements for work in the district have been divided into classes, corresponding to the scale of the work being proposed, and have been integrated into the permit process for building and development. The permit classes are:

- Heritage Permit, for minor work that does not require a building permit;
- Building Permit (Heritage), for work that requires a building permit;
- Site Plan Approval (Heritage), for work that requires planning approval.

There will be no fees charged for heritage permits. Fees for Building Permits (heritage) and Site Plan Approvals (heritage) will be the same for respective non-heritage applications.

In addition, Cultural Services will review applications for zoning amendments and applications to the Committee of Adjustment, for Minor Variances and Consents to Sever or Convey Property in the District. These are not a heritage permit, but is a service to applicants, allowing them to be aware of heritage issues prior to making an application for a Building Permit (Heritage).

Refer to Section 8.7 for checklists for applications in the various classes.

Note: It is recommended that a new form be developed for Heritage Permits. For Building Permits (Heritage), a check box for heritage can be added to the existing building permit form.

In addition, Council delegates authority for review and approval of smaller scale non-controversial Heritage Permits to City staff and/or Heritage Vaughan. Such delegated reviews and approvals are to be reported to Council. If outstanding issues in an application cannot be resolved, Council will review the application, inviting deputations from the applicant prior to its decision.

These arrangements should minimize the time required for issuing Heritage Permits. Applications for building permits or Site Plan Review will be circulated for heritage review in the same way they are already circulated for planning, zoning, and other approvals. In most cases, when Policies and Guidelines of the Heritage Plan are followed, there will be little or no delay.
To speed and simplify the permit process for all scales of work, applicants should become aware of the requirements for the work they propose to undertake. Cultural Services staff can give advice on the type of permit required, and provide guidance on interpreting Heritage Policies and Guidelines. Additional advice can be obtained from Heritage Vaughan, which may also be able to assist in historical and technical research. The Urban Design Department has a small library of helpful books. Good Internet resources, for work on heritage buildings are listed Section 9.3.2.

Note: It is recommended that Heritage Vaughan strike a Heritage District Committee, composed of members who can make themselves available for consultation by applicants. The City may engage a heritage consultant to provide advice to both the City and the applicant at the pre-review stage. This may be appropriate for larger developments.
This class of permit is required for minor work in the District that doesn’t require a building permit. Some examples of work that require a Heritage Permit are listed below:

- Maintenance work that affects the exterior of a building, such as painting, cleaning, masonry repair and repointing, renewal of flashings.

- Repair or restoration work that affects the exterior of a building and the streetscape, such as repairs or restoration to windows, doors, masonry, siding and cladding, wood porches, trim and decoration, shopfronts and signage, and fencing.

- Installation of modern equipment visible from the exterior of a building, such as exterior lighting fixtures, mechanical equipment, satellite dishes, electrical and other service masts, equipment, and meters.

- Installation of minor shopfront elements, signage, or awnings.

- Installations in the street allowance or other public lands, including street and sidewalk lighting, street furniture, public information signage, planting, and above-ground public works.

Council and Heritage Vaughan have delegated the approval of minor non-controversial Heritage Permits to City Staff. The ordinary process for Heritage Permits is outlined below:

**Applicant**
- Confirms with Building Department Staff that a building permit is not required for the work.
- Arranges for a Pre-review discussion with Cultural Services Staff.
- Completes application form, describing the work to be performed.
- (See Application Checklist in Section 8.7.1, below.)

**Cultural Services**
- Reviews application and grants it if non-controversial, or forwards to Heritage Vaughan for further review.
- Provides Heritage Vaughan with regular summaries of its actions on all applications.

**Heritage Vaughan**
- Reviews forwarded application and either approves permit or refuses permit with comments.
- Informs Council, in its regular minutes, of Cultural Services and Heritage Vaughan actions on all applications, and forwards application and report to Council if outstanding issues cannot be resolved.
Building Permits (Heritage)

This class of permit is required for work in the District that requires a building permit. It takes the form of a standard building permit, but is subject to review for compliance with Heritage Policies and Guidelines. The permit, when granted, is considered to be a Heritage Permit pursuant to the Ontario Heritage Act. Some examples of work that require a Building Permit (Heritage) are listed below:

- Restoration or renovation work to the exterior of a building that is of such a scale or type that it requires a building permit under the Ontario Building Code. This includes any work that involves structural alteration, change of use, or change in structural or occupancy loads.

- New construction, including buildings, additions, porches, dormers. New construction may also require Site Plan Approval.

- Demolition or removal of a building or part of a building.

Council has delegated approval of non-controversial Building Permits (Heritage) to Heritage Vaughan and City Staff. The ordinary process for Building Permits (Heritage) is outlined below:

Applicant
- Confirms with Building Department Staff that a building permit is required. Building Department will verify whether or not Site Plan Approval is required.
- Arranges for a Pre-review discussion with Cultural Services Staff.
- Completes application form, describing the work to be performed. All Building Permit applications in the District will be forwarded to Cultural Services.
  (See Application Checklist in Section 8.7.2, below.)

Heritage Vaughan
- Reviews heritage aspects of application, in parallel with normal Building Department review.
- Grants heritage permit if non-controversial, or forwards to Heritage Vaughan for further review.
- Provides Heritage Vaughan with regular summaries of its actions on all applications.

Heritage Vaughan
- Reviews forwarded application and either approves permit or refuses permit with comments.
- Informs Council, in its regular minutes, of Staff and Heritage Vaughan actions on all applications, and forwards application and reports to Council if outstanding issues cannot be resolved.
SITE PLAN APPROVAL (HERITAGE)

This approval is required, in addition to a Building Permit (Heritage), for work in the District that requires Site Plan Approval. Generally, this will apply to new development and significant additions or alterations. Planning Staff can advise applicants when this approval is required. Requirements are similar to ordinary Site Plan Approval, and include detailed building plans and elevations, site plan, and landscape plan. Larger developments may require other supporting documents such as traffic impact studies, storm water management plans, and so on. The application is handled like an ordinary Site Plan Approval, with the addition of a heritage review. City Staff has discretion to apply a simplified form of review for smaller projects. Site Plan Approvals are always sent to Council for final decision.

The ordinary process for Site Plan Approvals (Heritage) is outlined below:

**Applicant**
- Confirms with Planning Department Staff that Site Plan Approval is required.
- Arranges for a Pre-review discussion with Cultural Services and Urban Design Staff.
- Applies for Site Plan Approval, describing the work to be performed.
- All Site Plan Approval applications in the District will be forwarded to Cultural Services.
  (See Application Checklist in Section 8.7.3, below.)

**Cultural Services and Urban Design**
- Reviews application and grants it if non-controversial, or forwards to Heritage Vaughan for further review.
- Provides Heritage Vaughan with regular summaries of its actions on all applications.

**Heritage Vaughan**
- Reviews forwarded application and either approves heritage permit, with or without conditions, or refuses permit with comments.
- Forwards decisions, actions, and comments of Cultural Services Staff and/or Heritage Vaughan to Planning Department for inclusion in its report to Council on the application.

**Council**
- Acts on Development Review on the basis of the Planning Department Report.
**Review of Zoning Amendment and Committee of Adjustment Applications**

Zoning Amendment and Committee of Adjustment applications do not deal with buildings or structures, per se, but with Zoning By-law issues, under the Planning Act. As such, they don’t require the attachment of a Heritage Permit. However, they are steps on the way to future construction. It’s obviously inefficient, for both applicants and the Committee, to deal with a proposal that will run afoul of District Policies and Guidelines when it subsequently moves to the Building Permit stage. For example, later revision of plans to comply with the District Plan might call for other Variances than those originally applied for.

For these reasons, applications for Zoning Amendments and Minor Variances and Consents to Sever or Convey at the Committee of Adjustment will be reviewed for compliance with the District Plan. Formally, these are comments to Council of the Committee of Adjustment. Pre-review discussions with Cultural Services Staff, described above for the various classes of Heritage Permits, are also a part of the application process for these applications. This allows applicants to be aware of heritage concerns, at the earliest possible stage of a project.

The ordinary process for this review is outlined below:

**Applicant**
- Arranges for a Pre-review discussion with Cultural Services Staff.
- Completes standard application forms for permissions sought. All applications in the District will be circulated to Cultural Services.

**Cultural Services**
- Reviews heritage aspects of application, and comments to Council or Committee of Adjustment.

**8.2.2 Resolving Issues and Appeals**

The phrase “if outstanding issues cannot be resolved” appears in each of the heritage review processes listed above. The City is committed to making all reasonable efforts to resolve issues arising in the permit process, consistent with heritage policies and guidelines. And it is further committed to providing historical and technical assistance to applicants in preparing applications that will meet the requirements of the District Plan. Good faith on the part of applicants and reviewers should result in a resolution process that is conversational rather than confrontational.

Note: It is recommended that Heritage Vaughan’s Heritage District Committee, mentioned above, be prepared to hold on-site discussions with applicants regarding design and details. The inspection of physical conditions is extremely valuable in assessing what level of restoration should be reasonably expected, and to what extent the work will affect the heritage character of the streetscape. The City may engage a heritage consultant to provide assistance in resolving issues.

If issues remain unresolved and are forwarded for action by Council, deputations from the applicant and his representatives will be invited before a Council decision is taken. Council may also request testimony from City Staff or Heritage Vaughan, in addition to the reports which it will have received on the matter, as outlined above.

If Council decides to deny an application for a permit under the Heritage Act, the applicant may make a final appeal to the Ontario Municipal Board, as described in Section 44 of the Act. The Board has the authority to deny the appeal, or to grant it, with or without such conditions and terms as the Board may direct.
The Kleinburg-Nashville Heritage District Plan refers to the past, but it is a plan for the future. The Plan recognizes that, while the future may to some extent be foreseen, it cannot be foretold, and that plans require ongoing review to meet changing conditions. The long-term success of the Heritage District depends on “keeping it fresh”.

8.3.1 Reviewing Bodies

Section 8.2, above, provides for a role in the review of Heritage Permit applications by the Cultural Services Department and Heritage Vaughan. In addition, depending on the scale and scope of proposed work, both bodies may be delegated powers of approval of applications. It is important that these bodies thoroughly understand Part V of the Heritage Act, and the Policies and Guidelines in this Plan, and that everyone involved works from the basis of the same understanding.

It is recommended that the City organize an orientation session for members of the reviewing bodies, to review the Act and this Study and Plan in proper detail. It is also recommended that similar sessions be held again, when the personnel turnover of a reviewing body reaches 50%, and after any substantial amendments to the Plan, as described in 8.3.3, below.

8.3.2 Annual Review

The District Plan should be reviewed annually by City Staff in consultation with Heritage Vaughan, to ensure that the Boundary, Policies, Guidelines, and administrative methods remain effective and suitable for changing conditions.

8.3.3 Amendments

Policies and Guidelines in the District Plan may be amended by by-law, after consultation, circulation to potentially affected parties, and public notice. Minor administrative and technical amendments may be implemented by resolution of Council. Changes to the Boundary require approval of the Ontario Municipal Board.

8.4 Enforcement

The City will enforce the requirements of the District Plan using the regulatory provisions of the Ontario Heritage Act, the Planning Act, the Building Code Act, and the Municipal Act.

8.5 Public Awareness

Vaughan’s Official Plan recognizes the importance of the preservation of heritage character in the Kleinburg-Nashville Community. A successful Heritage District requires public awareness and participation, and a variety of steps should or might be taken to ensure the ongoing effectiveness of the District Plan. Among these are the following:

- All City Staff whose work could potentially impact on the District should be informed of the Boundary, Policies, and Guidelines for the District. This should include not only departments that administer the District or do physical work in it, but also departments that are involved in promotion of the City, planning for special events, and so on.

- All property owners and tenants in the District should receive notice of the District designation and be given the opportunity to review or purchase copies of the District Study and Plan. The requirements for Heritage Permits should be explained in the notice.
• All local real estate offices should be sent a similar notice with a request to indicate the heritage status of properties in the District that are offered for sale or lease.

• Heritage Vaughan should consider putting notices on vacant premises so that prospective tenants will be aware of the existence of the District and the need to inquire about requirements for any work on the premises.

• Copies of the Plan and Study should be sent to Heritage Vaughan, the B.I.A., the Historical Society, Klein House, and other groups interested in heritage and town planning.

• Copies of the Plan and Study should be placed in the Kleinburg Library for public reference and should be offered for sale to the public.

• Consideration should be given to physical demarcation of the District with Public Works. Street signs in the District might include a “Heritage District” tag. “Gateway” devices might reinforce the identity of the District.

• A system for marking heritage buildings should be instituted. The existing heritage plaque program for Part IV designations should be continued. Incised or engraved pavers in the sidewalk would be a simple and inexpensive way to mark other heritage buildings in the District, without involving private property.

• Ongoing public awareness of the District will be reinforced if local promotion and special events publicity makes mention of the heritage character of Kleinburg-Nashville, and the existence of a Heritage District. An annual or semi-annual Heritage District newsletter, inserted in the local newspaper, might also be a cost-effective way to boost heritage awareness in the City.

8.6 ADDITIONAL POLICIES

To the extent that “Additional Measures” are adopted, such as those outlined in Section 7.3, relevant policies should be added to the plan and the promotion of those policies should be added to public awareness efforts.
The following checklists are provided to assist applicants in obtaining permits, and to assist staff in conducting pre-review and evaluating the applications.

### 8.7.1 Heritage Permit Checklist

For minor work, not ordinarily requiring a Building Permit:

- Inspect the property description in the Inventory, Volume 2. Make note of any comments that indicate needed maintenance and repair. Proper maintenance and repair is the primary means of protecting the heritage character of the District. Applicants are strongly encouraged to include necessary maintenance tasks at the first opportunity.

- If the building is part of a “block” of similar or identical properties originally built as a unit, show a colour photograph of the existing condition. Applicants are encouraged to undertake work on such buildings in a way that enhances the unity of the block.

- Show results of any historical research. For example: provide a chip of original paint, if possible, when repainting; or provide copies of historic drawings or photographs when replacing or restoring elements such as windows, signs, and awnings.

- Read and understand any required technical material. For example: obtain a copy of the relevant Preservation Brief document, as listed in Section 9.3.2.

- Read and understand the relevant Policies (Section 6) and Guidelines (Section 9) in this Plan.

- In the case of more substantial work under a Heritage Permit, provide drawings that demonstrate compliance with the Policies and Guidelines of this plan and with other by-laws, such as the Sign By-law. For sign and storefront work, provide elevations at a minimum scale of 1:25, and details and profiles at a suitable large scale.
8.7.2 Building Permit (Heritage) Checklist

For additions, renovation, and restoration:

- Inspect the property description in the Inventory, Volume 2. Make note of any comments that indicate needed maintenance and repair. Proper maintenance and repair are the primary means of protecting the heritage character of the District. Applicants are strongly encouraged to include necessary maintenance tasks at the first opportunity. Also make note of comments that indicate steps that could be taken to restore heritage features or to remove unsympathetic later work.

- Show results of any historical research. For example: provide copies of historic drawings or photographs, or show results of investigation of conditions underlying unsympathetic later work.

- Read and understand any required technical material. For example: obtain a copy of the relevant Preservation Brief document, as listed in Section 9.3.2.

For new construction, additions, renovation and restoration:

- Read and understand the relevant Policies (Section 6) and Guidelines (Section 9) in this Plan.

- Provide all documents ordinarily required for a building permit. These should include, as applicable for the scale of the work: outline specifications and drawing notes, indicating all materials visible from the exterior; elevations of all sides at a minimum scale of 1:50; elevations of storefronts at a minimum scale of 1:25; details and profiles, at a suitable scale, of cornices, signage and storefront elements, railings, trim, soffits and fascias, fences; an eye-level perspective, including adjacent buildings, for corner properties or freestanding buildings; a site plan showing building location, fencing, and planting. Elevations and perspectives should be “rendered” so that coursing, projecting elements, textures and fancy work are truly represented. Vertical dimensions should refer to those of adjacent buildings for alignment of horizontal elements. For new construction, copies of approved drawings from Site Plan Approval (Heritage) should be included.
For new construction:

- Read and understand the relevant Policies (Section 6) and Guidelines (Section 9) in this Plan.

- Provide all documents ordinarily required for a Site Plan Approval. These should include: site plan, at a scale suitable to the size of the property, showing location of the building(s) and buildings on adjacent properties, fencing, planting, sidewalk and driveway paving, and porches, decks, and other exterior elements; elevations of all sides, at a scale suitable to the size of the project, and including adjacent properties; an eye-level perspective, including adjacent buildings, for corner properties or freestanding buildings; outline specifications and drawing notes should indicate all materials visible from the exterior. Elevations and perspectives should be “rendered” so that coursing, projecting elements, textures, and fancy work are truly represented.

- Provide photographs of adjacent buildings for comparison with elevations and perspectives. Provide photographs of nearby heritage buildings of a similar type, to demonstrate the architectural sympathy of the proposed building.
The purpose of these Design Guidelines is to serve as a reference for anyone contemplating alterations or new development within the Kleinburg-Nashville Heritage Conservation District. They are intended to clarify and illustrate, in a useful way, the recognizable heritage characteristics found in the District. The real guidelines are provided by the existing heritage buildings and the character of their settings. The best test of new work in the District is whether or not it shows “good manners” towards its heritage neighbours and neighbourhood.

The District Plan examines the past but faces the future. It recognizes that change must and will come in a living and evolving District. The objective of these Guidelines is not to prevent change, but to ensure that change is complementary to the heritage character of the District, and enhances, rather than harms it.

Guidelines:

- The intent of the Guidelines is to preserve the heritage character of the District. Heritage permit applications will be evaluated in terms of historical contexts and settings.
- It is recommended that design professionals with experience in heritage design and restoration be retained for work on heritage buildings in the District.
- Installations of exterior modern equipment, such as exterior lighting fixtures, mechanical equipment, antennas, satellite dishes, and service masts and meters should be designed, located and/or screened so as to minimize their visual presence.

9.1.1 Contexts

The heritage character of the District, as delineated in Section 2.4, includes a variety of historical and geographical contexts. The Guidelines for exterior work in the District necessarily take account of this variety. Existing buildings are either heritage or non-heritage, and are treated differently in the Guidelines. The geographical settings also differ, ranging from the intense commercial area in the centre of Kleinburg to open agricultural and natural lands. Guidelines for new construction respect these different settings and special attention is given to roadways and natural and agricultural areas.

Reflecting the complexity of the history and geography of the District, the Design Guidelines are divided into the following sections:

- 9.2 Architectural Styles
- 9.3 Existing Heritage Buildings
- 9.4 Existing Non-heritage Buildings
- 9.5 New Development
- 9.6 The Road Links
- 9.7 The Valley Setting
- 9.8 Road Allowance Work
- 9.9 The Village Forests
- 9.10 Construction Materials Checklist
Architectural style is a term used to refer to the identifying characteristics of construction as it has evolved under the force of changing technology and fashion. Before the industrial age, even minor details were custom-made for each building and it would be hard to find even two identical front door designs from the early 19th century. Nonetheless, each period produced buildings that shared a design vocabulary, including elements of massing, composition, proportions, window and door details, and decorative elements. This section shows the principal styles that have appeared in the Kleinburg-Nashville community, both heritage styles and more recent ones. This section is necessarily brief and does not replace the real research needed for work in the District, as described in Section 9.3.2 and 9.5.1.

In the Guidelines that follow, reference is made to architectural styles for all types of buildings in the District: existing heritage buildings, existing non-heritage buildings, and new development.

Additions and alterations to an existing heritage building should be consistent with the style of the original building. New developments should be designed in a style that is consistent with the vernacular heritage of the community. All construction should be of a particular style, rather than a hybrid one. Recent developments have tended to use hybrid designs, with inauthentic details and proportions; for larger homes, the French manor or château style (not indigenous to Ontario) has been heavily borrowed from. These kinds of designs are not appropriate for the District.

The following sketches show the characteristics of the local architectural styles:

### 9.2.1 Heritage Styles

#### Residential Buildings

**VERNACULAR "LOYALIST" COTTAGE**

1800-1850

- Lester B. Pearson House, Kleinburg

- Kitchen tail often added later

- Sometimes with a side porch

- Brick chimneys, sometimes central

- 4" wood clapboard siding with wood corner boards; Brick or stone in some areas

- Wood fascia and eaves

- Symmetrical façade; central door with transom and/or sidelights

- Wood windows, double hung, 6 over 6 or greater

- Optional wood shutters
9.2.1 HERITAGE STYLES
Residential Buildings

VICTORIAN GOTHIC REVIVAL
1850-1880

- Brick chimney, corbelled polychrome.
- Steep roof with "gingerbread" trim at gables; wood shingles or sheet metal roofing; Pointed 'gothic' window in central dormer gable.
- Archetypal Ontario house, 1½ storeys. Polychrome masonry construction. Also built of stone, stucco, and board and batten wood siding.
- Symmetrical façade; central door with transom and/or sidelights.
- Segmental arch wood windows, double-hung, 2 over 2.
- Optional front porch.

Kitchen Tail
With room over
Wood side porch
with sheet metal roof
Wood porch posts
with decorative brackets
Fieldstone foundations
Red brick masonry with buff brick detailing (Polychromy)

Redcroft, at 10384 Islington Avenue in Kleinburg. Converted from Georgian to Victorian.

VICTORIAN VERNACULAR
1850-1880

- Redcroft, at 10384 Islington Avenue in Kleinburg. Converted from Georgian to Victorian.
- Brick chimney corbelled polychrome.
- High peaked roof with wood shingles or sheet metal roofing.
- Peaked gables with gingerbread trim, often with decorative finial at the peak.
- Polychrome brick construction or board and batten siding (Carpenter Gothic).
- Asymmetrical façade, main gabled bay often has a bay window.
- Segmental arch wood windows, 4 over 4; optional shutters.
- Verandah with wood posts and decorative brackets or trellis.
9.2.1 Heritage Styles
Residential Buildings

GEORGIAN NEO-CLASSICAL
1800-1830

- Rear addition may be a tail, or "saltbox" as shown here.
- Optional half-lunette windows in attic gable ends
- Fieldstone foundations
- Brick chimneys corbelled polychrome
- Optional half-lunette windows in attic gable ends
- Low slope roof, approx. 6:12
- Simple wood fascia and eaves
- Wood clapboard, brick or stone construction. Stucco less often
- Central door with transom and/or sidelights
- Symmetrical façade, usually 3 or 5 bays
- Optional porch

REGENCY COTTAGE
1810-1840

- 1815 Fulton-Vanderburgh House in Richmond Hill, after restoration
- Brick or frame construction
- Low slope hipped roof
- Centre hall plan, symmetrical façade
- Porch and/or gable at front door
- Style used for one-storey cottages and 2-storey houses

Brick chimneys, corbelled brick
Low slope roof, approx. 6:12
Simple wood fascia and eaves
Wood clapboard, brick or stone construction. Stucco less often
Central door with transom and/or sidelights
Symmetrical façade, usually 3 or 5 bays
Optional half-lunette windows in attic gable ends
Optional porch
9.2.1 HERITAGE STYLES
Residential Buildings

ITALIANATE
1850-1870

Flat-topped roof, often with “widow’s walk” or lantern.

Wrought iron cresting at roof edge. Low-sloped hipped roof, slate or sheet metal.

Large eaves overhang with decorative brackets.

Polychrome brick with contrasting banding and quoins.

Segmental or full arched windows with strong vertical proportion; 2 over 2 double hung windows.

Bay windows or towers.

Wood verandah with decorative brackets.

Non-symmetrical plan, often with side entrance.

Edwardian house at 555 Islington venue, surrounded by variety of later arches.

Brick construction.

Wood double-hung windows, often 6 over 1 or 4 vertical over 1 “cottage style”.

Wood verandah with classical columns on brick piers.

Main front room window with decorative transom often with leaded and/or stained glass.

Simple decorative wood porch railings and trim.
9.2.1 Heritage Styles

Agricultural Buildings

Concrete or brick silo.

Gambrel roof, wood shingles or sheet metal.

Heavy timber frame with vertical wood siding, spaced for ventilation. Sometimes board and batten.

Upper loading door for hayloft.

Sliding or hinged main doors, often with “man door” within.

This gambrel-roofed barn off of Nashville Road in the Main Humber Valley was used for dances in the 1930s.

Gambrel roof, wood shingles or sheet metal.

Heavy timber frame with vertical wood siding, spaced for ventilation.

Built into hill, or with banked earthen ramp for access to upper storey hayloft; hence the term “bank barn”.

Stone foundation housing animal stalls.

VERNACULAR BARN
1800-1900

GAMBREL-ROOFED BANK BARN
1890-1930
9.2.1 Heritage Styles
Commercial Buildings

19th Century Inn

Wood shingle gable roof; may have dormers in attic floor.

Wood frame construction with clapboard siding.

Double-loaded corridor means depth of building is about 10 metres, but length along the façade varies. Some are quite large.

Full length wood porch is a common feature; sometimes roofed, sometimes with a gallery above.

19th Century Mill Building

Wood shingle gable roof.

Towers and cupolas may be present for various technical functions.

Post and beam construction with wood clapboard or board and batten siding.

Wood double-hung windows, six over six.

Large Side Porch.

Stone foundation and turbine chamber.
9.2.2 Existing Non-Heritage Styles

Classic mid-20th Century starter home, strongly derived from New England, hence Loyalist cottages.

Steep gable roof, 2:12, with asphalt or asbestos shingles.

May have gable dormers for upper floor, shed dormers often added later.

Foundations often on piles, with basements excavated later.

**Napier Street has several early and mid-20th Century houses. Here are a 'Cape Cod' and a 'Ranch'.**

**VERNACULAR 'CAPE-COD' COTTAGE**

1935-1955

- Low slope roof, 4:12, hipped or gabled.
- Asphalt Shingles.
- Wide eaves, with 2-4 foot overhang
- Large Chimney
- Often accent bands of stone or 'angel stone.'

- One-storey, informal plan.
- Garage or carport usually attached.
- Usually brick veneer on frame construction.
- Large fixed picture windows in principal rooms, flanked by operable windows; double hung or casement.

**RANCH HOUSE**

1950-1975

- Variety of materials used: Brick, stucco, clapboard, or asbestos siding.
- Often large fixed ‘picture’ window flanked by narrow double-hung windows. 1 over 1.
- Compact plan 600 to 900 square feet. Non-symmetrical plan with entrance door to the side is usual in small plans. Larger plans may have centre door and centre hall.
- Often a small entrance porch.
9.2.2 Existing Non-Heritage Styles

**SPLIT-LEVEL RANCH**
1955-1985

- Usually brick veneer on frame, often mixed with wood or synthetic siding.
- Attached or built-in garage with metal overhead doors.
- Entrance near middle, with half of house a half-storey above the other, hence 'split-level.'
- Commonly, three half-levels, but may have up to 5, including basement.

- Low-sloped roof, 3-4:12, hipped or gabled.
- Asphalt shingles.
- Aluminum soffit, fascia, and eavestrough.

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**MODERN MOVEMENT**
1930s-1970.
Revived, 1990-present.

- One-storey, very informal plan. Each area of the house expressed in plan and elevation.
- Fits into landscape, with floor levels following contours of the lot.
- Main entrance often on the side.
- Strong horizontal emphasis.
- Flat roofs with large overhangs, sometimes extremely so. Roofs overlap and vary in height.
- Very large chimney.
- Natural materials: fieldstone, brick and wood.
- Large glass areas; inside and outside "flow together."
The elevations of heritage buildings, whether designed by an architect or by a builder using a "pattern book", were usually laid out using geometrical principles and geometrically derived proportions. Knowledge of how heritage buildings were originally composed can be helpful in designing a new building that will fit well in the heritage context. See Section 10.2 for some examples.

Geometry governed most heritage design. In this example, the diagonals of the window openings relate to significant elements in the elevation and to each other. The diagonals of the main wall relate to the windows and front-door keystone, as well.

If a building is pleasing to the eye, it is probably rich in such relationships.

A. Solid panel door with transom and wood casing.
B. Solid panel door with classical cornice.
C. Solid panel door with transom and sidelights.
D. Solid panel door with decorative sidelights and fanlight transom.
E. Wood panel door with decorative glazing and eared casing.
9.2.3 Heritage Design and Details

Doors

A. ‘Cross and Bible’ Door.
B. Four Panel Door.
C. Four Panel Round Head Door.

D. Arched-head Four Panel Door.
E. Glazed Wood Panel Door.
F. Glazed Wood Shopfront Door.
G. Paired Glazed Wood Shopfront Door.

Modern doors are not appropriate, even when tricked up as ‘heritage’ items.

The door at top right has been designed to be ‘rustic’ but in an inauthentic way.

The door at bottom right mixes up a Victorian glazed door with a Georgian setting of transom and sidelights, and has glazing instead of raised panels in the bottom frames of the sidelights.
Heritage windows are almost always Double-Hung, in various patterns. Styles associated with the windows shown are given in italic type.

All windows except the french door (K) are double hung. Numbers like 6 over 6 refer to number of panes in the upper sash over the lower sash. Note that heritage windows are taller than they are wide, and the same is true of their panes, except in E.

A. 6 over 6 with shutter, Georgian.
B. 12 over 12, Georgian.
C. 8 over 12, Classic Revival, Regency.
D. 2 over 2, segmental arch head, post 1840 styles.
E. 1 over 1, post 1900.
F. 6 over 6, with transom.

G. 6 over 1.
H. 4 over 1, Cottage Style, Italianate, Edwardian.
J. Palladian window.
   6 over 6 with sidelights.
   & optional lunette, Regency.
K. French door
   with/transom
   Regency.
L. 'Gothic' head,
   Victorian.
M. 2 over 2 round head,
   Victorian.
N. Paired round head
   In round head arch,
   With stained glass
   Infill, Victorian.
Heritage Shutters were built to close up the windows. They are hinged at the inner face of the jamb, and are each sized and shaped to cover half of the opening. Ordinarily, shutters were louvered wood.

Inauthentic shutter installations include shutters that are attached to the wall away from the window and shutters that don’t match the window in size and shape.

In the earliest days, solid shutters that offered security as well as storm protection were used, but in most cases they are inauthentic.
9.2.3 Heritage Design and Details

Bay Windows

Bay windows are appealing, and there is a tendency to overuse them. Bay windows should match the architectural style of the building they are applied to.

Most bargeboards were quite plain. Victorian and Gothic Revival styles, on the other hand, made use of elaborate wood scrollwork. The real thing is richly composed, and can't be replicated by off-the-shelf trims. This 'gingerbread', like the bay windows from the same periods, is very popular, and tends to be used on buildings of inappropriate styles.

Gable Trim
9.2.3 Heritage Design and Details

Eaves Details

Old houses, being uninsulated, didn’t ventilate the roof spaces. The cross section, to the left, shows a wood soffit and fascia, with an unobtrusive, built-in soffit vent.

The use of prefabricated metal vent soffits is not appropriate on heritage buildings and new heritage-style construction.

Georgian, and other classically derived styles have an “eaves return” at the bottom of the gable, as shown in the sketch to the right.

Typically, the entire eaves profile turns the corner, including soffit, fascia, apron, and trim elements.

The pre-finished metal “box” termination, shown above, is not authentic for the historic styles in the District.
Traditional roof and attic ventilation was provided in cupolas or in gable end vents that mimicked traditional decorative windows in similar locations.

Historic dormers take a variety of forms, depending on the architectural style of the building.
9.2.3 Heritage Design and Details

Porch Design

Classical Revival (left):
Wood columns, flat metal roof.

Victorian (right):
Wood columns, with ornate brackets. ‘Bell-cast’ curved metal roof.

Victorian and Regency
(left):
Treillage columns, pitched roof.

Classical Revival (right):
Classical wood columns, decorated frieze (this example has dentils), pitched roof.
Victorian Porch Decoration

‘Gingerbread’ porch brackets. Cut with the then newly invented power scroll saw.

A variety of historic porch railings. The Building Code calls for higher railings than were used historically. The design on the right minimizes the excessive verticality that compliance with the code can produce.

TRELLIAGE
Wood open-work was developed to replace porch posts.
Modern brick walls are rainscreen veneers and are usually laid in running bond. Historic solid brick walls needed to have their inner and outer wythes tied together. This was usually done with headers, running though the wall. The patterns used to lay up the wall are called bonds. Historic bonds give liveliness to a wall, and should be used, even though they are no longer structurally necessary.
9.2.3 Heritage Design and Details

Arches

- **Segmental Arch**
  - Soldier Course
  - Left: Rowlocks / Right: Soldiers

- **Jack Arch**

- **Roman, or Semi-circular Arch**

- **Gothic, or Pointed Arch**
Historic wood siding was clapboard, with about 4” to the weather (above), or board and batten (below).

Note the wide skirt board at the bottom of the walls and the corner boards on the clapboard example.

These sketches show stone foundations: fieldstone above, and dressed fieldstone below.
Early roadside and field fences were built of split cedar rails, with tripod posts or paired verticals. Later fences included horizontal board fences and, by the late 19th century, manufactured wire fencing on wood posts. Any of these fences are appropriate in a rural setting. Chain-link fencing is not appropriate.

Backyard fencing tends to be higher than front-yard and roadside fencing. Plain board fencing in patterns like these is appropriate. The modern design of alternating boards is not appropriate. Chain-link fencing is not appropriate.

Historic front-yard fencing is usually fairly low. Wood picket fences were the most common, with various shapes and patterns of pickets. The example on the upper left makes a shape of the panel between posts.

A wood fence, built as a railing, with turned spindles. More expensive, and less common.

By the Victorian era, plain and decorated metal fencing began to be used around wealthier properties.
9.3 EXISTING HERITAGE BUILDINGS

9.3.1 OVERVIEW

Kleinburg-Nashville is fortunate in having numerous historic buildings, most of which are structurally sound, with original architectural details largely intact. In many cases, the details are in need of maintenance or repair, and renovations and alterations over the years have obscured or removed historical detail. These guidelines aim to assist in the preservation of historic architecture, and the restoration of lost or concealed heritage character, through design that follows the original or is at least sympathetic to it, when new work is undertaken.

A Heritage Permit is required for any work, visible from the exterior, on any building or structure in the District. Information about Heritage Permits is contained in Section 8.

9.3.2 HISTORICAL AND TECHNICAL RESEARCH

The original state of existing heritage buildings should be researched before work is undertaken. On-site investigation often reveals original details concealed under later work. Some historic drawings and photographs exist in the City of Vaughan Archives, and in the Kleinburg Old Boys collection. Section 10 lists some helpful publications.

Maintenance, repair, replacement and restoration work should be undertaken using proper heritage methods. Modern materials and methods of construction can have detrimental effects on old construction if proper methods are not used. This is particularly true of old brick. Section 10 lists some books containing relevant technical information.

The United States National Parks Service publishes Preservation Briefs, with detailed ‘how-to’ information on many aspects of heritage preservation and restoration. All 42 of these publications can be downloaded from: www.cr.nps.gov/hps/tps/briefs/presbhom.htm. The Ontario Ministry of Culture also has 13 Architectural Conservation Notes at: www.culture.gov.on.ca/english/culdiv/heritage/consnotes.
9.3.3 Recording Original Construction

It is important to build up the record of historic construction in the District. No reconstruction or removal of historic architectural detail should be undertaken without recording the original with drawings and/or photographs. Copies of these records should be given to the Cultural Services Department. Building such an archive of information is an important community effort.

9.3.4 Building Maintenance

Proper maintenance of existing heritage buildings is the best way to preserve heritage character. It is both cost-effective and good heritage practice to maintain flashings instead of waiting until water damage requires reconstruction of a parapet, for example. The loss of heritage detail and even entire buildings, due to simple neglect, is an avoidable tragedy. Refer to Section 10 for sources of helpful information.

Masonry

Masonry cleaning should be done in a non-destructive manner. Ontario bricks are soft and subject to deterioration by harsh cleaning methods. Good results can usually be obtained with detergents and water and a stiff natural-bristle brush. Some professional water-borne chemical agents are acceptable. Sand-blasting and high-pressure water blasting are prohibited.

Historical photographs show that most original masonry in Kleinburg was unpainted. Unless paint can be historically documented it should not be applied, and existing paint should be removed. Paint may be applied only where deterioration of the masonry leaves no other choice. Paint must be vapour-permeable (breathing-type) to prevent deterioration. See illustration below.

Preservation Briefs has full information on proper materials and methods. See Section 9.3.2.

Guidelines:

- Clean masonry using detergents and a stiff natural bristle brush. If this doesn’t produce satisfactory cleaning, use only professional water-borne chemical agents for further cleaning.
- Do not use sand-blasting or high pressure-water for masonry cleaning.
- Do not paint historic masonry unless deterioration of masonry leaves no other choice.
- If masonry must be painted, use an appropriate breathing-type paint.
Properly maintained and protected woodwork is a very durable building material. Deterioration of wood is almost always due to moisture problems: either a failure of the paint film or a problem, such as a flashing or roofing failure, that allows moisture to infiltrate from above and behind the finish surface. Blistering or peeling paint is usually a sign of moisture penetration. The source of the moisture should be identified and corrected before repainting. Refer to Section 9.3.5, below, if repairs are necessary before repainting.

Normally, it isn’t necessary to remove sound, well-bonded paint before repainting. Paint removal, when required, is best done using gentle traditional methods. Chemical strippers can impregnate wood and harm the bonding ability of new paint, and excessive heat can cause scorching damage.

Guidelines:

• Inspect existing paint. Blisters or peeling paint usually mean water is getting into the wood, and the source of water should be corrected.

• Don’t “strip” woodwork, unless paint build-up is excessive and obscures architectural detail. Just remove loose paint and feather edges.

• Don’t use chemical strippers or torches to remove paint. These damage the wood and cause future problems.

• Use suitable heritage paint colours. Original paint colours can usually be found by sanding or scraping through overpainted layers. Otherwise, approved heritage palattes are available at Heritage Services.

• Both Preservation Briefs and Architectural Conservation Notes have information on painting. See Section 9.3.2.
9.3.5 REPAIR AND RESTORATION

Repair and restoration should be based on proper heritage research, and be undertaken using proper heritage materials and methods. Section 10 lists helpful sources of information.

9.3.5.1 BRICKWORK

Water penetration is the chief source of deterioration in brickwork. Cracking and deteriorating mortar allows excessive water into a wall. Incorrect coatings, mortars, or cleaning and repair methods let in more moisture or prevent the moisture from escaping. The result is damage to the brick material, particularly during freeze-thaw cycles.

Brick repair should be undertaken using proper heritage materials and methods. If available, salvaged bricks matching the original should be used for replacement material. If new bricks are necessary, they should match the original in size, colour, and finish. The traditional Ontario brick size is still manufactured, but in small quantities, so material may have to be ordered well in advance of the work.

Historic lime mortar is softer and more water-permeable than modern portland cement mortars, and it preserves the brick by absorbing movements and providing a path for water to leave the wall. Portland cement mortars are highly destructive to historic bricks and should not be used. The colour of historic mortars comes primarily from the colour of the sand in the mix, so care is required to establish a matching appearance.

Lime mortars erode back from the wall face over time, particularly when they are subject to moisture, and repointing is then necessary. Repointing should only be undertaken in areas where the mortar has deteriorated. Don’t remove sound mortar unnecessarily, but do poke and prod to make sure the mortar you are keeping is sound. If the pointing mortar is correctly formulated, and the joint is tooled to match the original, the repointing will not present a “patchy” appearance. Use hand tools to remove unsound mortar. Power tools damage the weather-resistant surface of bricks, and lead to future deterioration of the wall.

Guidelines:

- Repair structural damage before repointing.
- Use matching bricks for repairs, either salvaged old material or the best modern match in size and colour.
- Use lime mortar for repairs and repointing of historic brick. Match the original in formulation, with a cement content no greater than one-twelfth of the dry volume of the mix; the cement must be white portland cement and not grey.
- Do not treat historic brick with silicones or consolidants. They trap water vapour behind the surface of the brick which may damage the face by freezing or leaching of salts.

Progressive deterioration: Rainwater splashing on the porch and steps eroded the mortar. That let increasing amounts of water into the bricks and mortar below, and they are spalling and washing away, letting in even more moisture.
9.3.5 Repair and Restoration

9.3.5.2 Stonework

Spalled stone can be restored using professional epoxy-based fillers matching the underlying stone. More serious deterioration will require replacement by new material, matching the existing. Use of precast concrete to replace stone is discouraged.

9.3.5.3 Roofing

Heritage buildings might have originally had wood shingles, slates, or sheet metal roofing. Very few of the original roofs remain, and the asphalt shingle is the dominant roofing material in Kleinburg-Nashville today. In re-roofing heritage buildings, care should be taken to choose a material that relates to the original roofing. If asphalt shingles are selected, colours should be black or a dark grey, like slate or weathered cedar. The use of textured premium grades improves the simulation, and synthetic slates and panelized synthetic cedar shingles can present a very realistic appearance. Note that roofing tiles are not part of the local vernacular, and tile or simulated tile (of concrete or pressed steel) are not appropriate.

9.3.5.4 Wood Frame Construction

The earliest buildings were of log construction but were quickly supplanted by wood frame construction. Over history, original siding materials would have included wood clapboard, board and batten, and more rarely, stucco. Agricultural buildings used vertical boards. The heritage quality of many old buildings has suffered by the application of aluminum or other modern sidings. Renovations to wood frame heritage construction should include restoration of original siding materials when they have been covered by these inappropriate materials.

9.3.5.5 Decorative Woodwork

Deteriorated woodwork should be repaired, if possible, rather than replaced. Repairs should use the same wood species and design as the original. If replacement is necessary, it should conform to the original design, and wood should normally be used, rather than modern materials. Well-maintained and properly detailed woodwork is quite durable: the existing heritage decoration in Kleinburg-Nashville has lasted more than a century. In certain situations, with extreme exposure to weathering, modern materials are acceptable.

With occasional maintenance, the wood “gingerbread” trim and windows have lasted about 130 years. So far.
Original window frames and sashes should be repaired if possible, rather than replaced. This is not only good heritage practice: it is usually less costly. Repair material should be of the same species and profile as the originals. If replacement is necessary, wood should normally be used, and window design should match the original in type, glazing pattern, and detail. In many buildings, the existing windows are not original, so it will require some research to determine the original design. Detailing of double-glazed windows requires some care: true muntins are usually too heavy to preserve the proportions of original windows. Bonded muntins inside and out, with spacer bars in the air space, provide better proportions. “Snap-in” interior muntins or tape simulations are not acceptable.

- Energy Efficiency: Most energy losses in older windows occur at the cracks around the sash rather than through the glass, even when single-glazed. Stripping years of built-up paint from double-hung windows, so that a tight fit is restored between the sashes and the stops, is a simple way to enhance their energy efficiency. Further energy savings are provided by installation of metal astragals and storm windows, either interior or traditional exterior storms. Storms also control condensation, which is damaging to woodwork. Both Preservation Briefs and Architectural Conservation Notes have information on heritage windows. See Section 9.3.2.
When a renovation on a heritage building is undertaken, it should be part of the renovation to remove later work that conceals the original design, or is unsympathetic to it. Research, as described in Section 9.3.2, should be undertaken, and the design of new work should restore the principal architectural features of the original building.

Guidelines:
Incorporate restoration of original work in exterior renovation projects.

- Use authentic original materials and methods. For example, when replacing aluminum siding, use wood siding or board and batten.
- Replace missing or broken elements, such as gingerbread, spindles, or door and window trims.
- Remove items, such as metal fascia and soffits that conceal original architectural detail.
9.3.7 NEW ADDITIONS TO HERITAGE BUILDINGS

New attached additions to heritage buildings should be designed to complement the design of the original building. Additions should be designed so as not to overwhelm the heritage character of the original building.

Guidelines:

- Design additions to maintain the original architectural style of the building. See Section 9.2.
- Use authentic detail. See Section 9.2.1.
- Research the architectural style of the original building. See Section 10 for useful research sources.
- Follow the relevant guidelines for new construction in Section 9.5.

These examples do not respect the Georgian style of the original house. In the case of the porch additions, they cover and conceal the original architectural detail.

A. Gothic style addition
B. Modern style addition.
C. Modern porch with flat roof, board siding and masonry base.
D. Glazed porch with flat roof and deck.
Guidelines:

- Don’t design additions to a greater height or scale than the original building.
- Don’t design additions to predominate over the original building. Usually, additions should be located at the rear of the original building or, if located to the side, be set back from the street frontage of the original building.
- For garage additions, see Section 9.3.8.
- Use appropriate materials. See Section 9.10.
- Avoid destruction of existing mature trees. See Section 9.9.
Traditionally, garages or stables were built as separate rear outbuildings with gable roofs.

**Guidelines:**

- Work on existing heritage outbuildings should retain or restore original design features.

- New garages should respect traditional siting as separate rear outbuildings.

- Connected garages should minimize their street presence. For example, a garage may be turned so that the doors face a side lot line, or it may be set well back from the main frontage, with the connection to the main building disguised or hidden.

- Design garages to traditional outbuilding forms, with gable roofs, and frame or brick construction.

- Use single-bay garage doors, compatible with traditional designs. Suitably designed overhead doors are now widely available. The doors shown above are manufactured in the City of Vaughan.

- Other outbuildings, such as garden and storage sheds, should be of traditional wood construction when visible from the street. Prefabricated metal sheds, if used, should be located to be out of view from the street.
9.4 EXISTING NON-HERITAGE BUILDINGS

Many buildings in the District are not considered heritage structures. As described in the history in Section 1.4, Kleinburg-Nashville was resettled in the years after the Second World War, after decades of economic and population decline. In the villages, there has been a considerable amount of infill and village-edge development, and the valleys have provided sites for a variety of postwar buildings, as small developments, and stand-alone buildings. Appropriate guidelines for additions and alterations vary with these differing contexts.

9.4.1 DESIGN APPROACHES

Additions and alterations to non-heritage buildings have an impact on their heritage neighbours and the overall streetscape. There are two design approaches that are appropriate to additions and alterations to such work in the District.

9.4.1.1 HISTORICAL CONVERSION

In some cases, a modern building may be altered in a way that gives it the appearance of an older building. A historical conversion should have the integrity of an historical architectural style. This approach means considerably more than sticking on a few pieces of historical decoration; it may require considerable new construction to achieve an appropriate appearance.

Guidelines:

- Additions and alterations using the Historical Conversion approach should rely on a local heritage style described and depicted in Section 9.2. Use of a style should be consistent in materials, scale, detail, and ornament. Refer to new construction guidelines in Section 9.5 for further guidance.

- Although most additions should be modest in comparison to the original building, the Historical Conversion approach may call for substantial additions in front of and on top of the existing building.

- Additions should avoid destruction of existing mature trees. See Section 9.9.
In some cases, a modern building may be altered in a way that respects and complements its original design. As in every era, modern buildings vary in architectural quality, and some modern homes in the district are quite outstanding. Interest in preservation of the modern architectural heritage is growing, and good modern design deserves the same respect as good design of the 19th century.

**Guidelines:**

- Additions and alterations using the Contemporary Alteration approach should respect, and be consistent with, the original design of the building.

- The Guidelines in Section 9.3.4 for additions to heritage buildings apply, in terms of siting, scale and location of additions.

- Many modern buildings are old enough to have already undergone renovations, which may not be in character with either the original design, or historic precedent. In such cases, the design of further new work should restore the architectural consistency of the whole.

- In some cases, modern buildings predominantly feature materials that are out of keeping with the local vernacular heritage, such as tile or artificial stone veneer, and tile or simulated tile roofing. Replacement of these materials with more sympathetic ones, when renovations are being undertaken, is encouraged.
In choosing between the Historical Conversion and Contemporary Alteration approaches, the context of the property is an important consideration. Within the overall District character, there are many neighbourhood characters, each of which deserves respect.

**Islington Avenue Commercial Core:** Retention and restoration of heritage character is very important here. Recent developments have made an attempt at heritage character, and further work on these should enhance the effort, particularly in sitework and planting. Earlier postwar developments of modern design should normally use the Historical Conversion approach.

**Kleinburg Residential Village:** Infill housing has a variety of styles and either approach could be successfully used. Some mid-20th century styles, like the Levittown Cape Cod Cottage, relied heavily on historical precedent, so there would be little difference between the two approaches.

**Nashville Residential Village:** The older part of the village, west of the railway, is a fairly intact set of heritage buildings. The portion east of the railway is primarily postwar development. There is a potential for gradually extending the heritage streetscape eastward by using the Historical Conversion approach in Nashville.

**Valley Developments:** The Windrush development off of Stegman’s Mill Road, the development on Cedar Valley Crescent and Valleyview Court, and the development on Bell Court are predominantly of mid-century one-storey houses, varying in design from strongly modernist to the vernacular “ranch-style” which sprang from that modernist example. These developments each have a definite character and are part of the history of the re-settlement of the community. In general, the Contemporary Alteration approach is more suitable in these areas.

**Other Valley Sites:** The Main Humber Valley has a number of non-heritage buildings, typically stand-alone houses. The houses on Howland Mill Road are too few and too different from each other to set a character, and so have the quality of stand-alone buildings. Either approach to these buildings is suitable, but when a building is highly visible from Nashville Road or Highway 27, the Historical Conversion approach would create a welcome addition to the heritage character of the valley.
9.5 NEW DEVELOPMENT

9.5.1 OVERVIEW

The overall heritage character of the District is composed of buildings, streetscapes, landscapes, and vistas. This overall character has more significance than any individual building, even if it is one of the finest. Within the design of any individual building, architectural elements contribute to the character of the public realm of the street. Massing, materials, scale, proportions, rhythm, composition, texture, and siting all contribute to the perception of whether or not a building fits its context. Different settings within the district have different characters of siting, landscaping and streetscaping.

New development within the District should conform to qualities established by neighbouring heritage buildings, and the overall character of the setting. Designs should reflect a suitable local heritage precedent style. Research should be conducted so that the style chosen is executed properly, with suitable proportions, decoration, and detail. The following guidelines, describing the dominant elements that contribute to the heritage character of the District, are divided according the principal settings found in the District.
9.5.2 ISLINGTON AVENUE COMMERCIAL CORE

9.5.2.1 SITE PLANNING

The old part of the Commercial Core has the character of a substantial village, originating as a clutch of business enterprises and hotels growing up around an important intersection, interspersed with residential buildings. The site-planning characteristics of this type of historic development include:

- The existence of sideyards, even on most commercial properties;
- A variety of frontyard setbacks, with purpose-built commercial buildings tending to be located at the streetline, and residential front yards ranging considerably in depth;
- The use of low fencing or planting to delineate all but the shallowest of residential front yards;
- The random presence of trees in front, side, and rear yards, providing a frame of clumps of greenery to the built form. This is in contrast to the commercial form of towns and cities, where trees are either absent, or arranged as linear boulevard planting.

Note that Guidelines for streetscape elements within the road allowance are covered in Section 9.8.

The east side of Islington Avenue retains the original informal site-planning character of a village.

New developments on the west side are over-urbanized, and the village character has been buried under an array of standard fittings and fixtures: ubiquitous pavers, bollards, and planting tubs.
Site-Planning Guidelines:

- New developments should be sited to provide setbacks that contrast with adjacent properties, in order to create the variety characteristic of the village. Developments with substantial frontages should be designed to provide a variety of setbacks, at the village scale, on the site.

- Front-yard areas created by building setbacks should be planted and/or fenced to the greatest extent allowed by reasonable access to the businesses. A predominance of paving in front-yard areas is not in keeping with the village character. The presence of low fencing or hedging on the street line helps to define the public realm of the street, and is in keeping with the village character.

- Where front-yard patios are installed, they should take the character of a fenced front yard, not a suburban deck with a railing; in-ground planting should be used to soften the landscape in such patios.

- Existing mature trees should be preserved, and new tree planting should be designed to reflect the traditional village pattern described above. Trees should be planted in front of and beside new buildings and, where possible, behind them. Even when planted in an island in a parking area, these trees will contribute to the village character. Trees should be native species. See Section 9.9.

Infill developments should preserve existing heritage structures and existing mature trees. Set-backs should be varied, in keeping with the historic village character.

The example shown above, suitable for the east side of Islington Avenue, maintains a planted buffer strip at the rear, where it abuts residential properties and uses some of the rear yard for a patio. The total development is fairly sizeable, but preserves the overall scale and character of the village street, and provides a variety of exterior spaces around the buildings.

See Section 7.2.4 for a discussion about minimizing parking requirements for new developments in the core.
9.5.2 Islington Avenue Commercial Core

9.5.2.2 Architectural Style

Historic building in the Commercial Core New buildings were a mix of purpose-built commercial structures and house-form residential. Some residential buildings had storefronts added after construction, even at a very early date. Most of the buildings, even purpose-built ones, had gable roofs. New construction in the Commercial Core should reflect its historic built form.

New buildings should be designed to one of the local heritage styles described and depicted in Section 9.2. Use of a style should be thorough and consistent; materials, scale, detail and ornament, should accurately reflect the qualities of the chosen style. In particular, windows, doors, trim, and decoration should be properly detailed. See Section 9.9 for a list of appropriate materials, and a discussion of the deficiencies of most off-the-shelf ‘traditional’ detail products.

The most typical village shop is a simple gabled two-storey building. In Kleinburg, porches were ubiquitous. Guidelines:

- Use a local heritage style shown in Section 9.2 as a design precedent. Follow the precedent in all details, such as roof pitches, window types, and detailing.
- Do not use hybrid designs that mix elements from different historical styles.
- Do not use historical styles that are not indigenous to the area, such French Manor or Greek Revival.
New construction in the Commercial Core should respect local heritage precedents. This includes existing heritage building, as well as those that have been lost, but are recorded in historical photographs.

**Guidelines:**

- The building height provisions in Section 4.7.6.7 of the Official Plan will be stringently applied.

- Designs based on larger heritage precedents, such as hotels and mills, should be limited to 18 metres of frontage in the Commercial Core.

- For frontages larger than 18 metres, the building mass should be subdivided into discrete elements. These elements should reflect the historical scale and should have varied setbacks in keeping with the village character.
9.5.2 Islington Avenue Commercial Core

9.5.2.4 Storefronts

As noted under Architectural Style, above, historic commercial buildings may have been purpose-built or converted from residences. This is typical of a village commercial streetscape, and differentiates it from shopping areas in larger towns and cities. As a result, there is a variety of heritage precedents available for the design of new shopfronts.

There are no existing examples of the classic 19th century storefront in Kleinburg, though the old Post Office at 10483 Islington has the typical large, high plate-glass windows of this type. It lacks the normal bracketed and corniced signband, having a full-width porch above the windows instead. Historical photographs of Kleinburg show that such porches on commercial buildings were very common, to the extent that they defined the commercial character a century ago.

Historical conversions of residential buildings to commercial use often inserted a large window opening, perhaps on only one side of a central door, rather than full width storefront. More recent conversions often leave the original residential window openings in place, if the business doesn’t require large display windows.

Guidelines:

- Storefront design should reflect local historic precedents. Design elements within any chosen precedent should be consistently applied.

- Full-width porches are appropriate elements in storefront design.

- Retractable awnings are appropriate. Rigid awnings are inappropriate.

- Use of traditional wood and glass construction for storefronts is encouraged.

- If modern materials are used, they should be detailed to replicate traditional designs in scale, proportion and architectural effect. For example, the use of wood trim at jambs, posts, and panels can enhance the heritage effect of standard storefront and glazing systems.

- Both Preservation Briefs and Architectural Conservation Notes have information on heritage storefronts. See Section 9.3.2.

There is a wide variety of historical precedent for storefront design. Historical photographs show that porches were a Kleinburg signature.

The classic late-19th Century shopfront featured tall glazing, a panelled wood base, and a narrow moulded sign fascia above.
9.5.2 Islington Avenue Commercial Core

9.5.2.5 Signage

The City of Vaughan Sign By-law designates the commercial core of Kleinberg as a “Special Sign District” in Schedule B. Section 11 of the by-law regulates signs in these districts, subject to the General Provisions for All Signs in Section 6 (and notwithstanding the Requirements of Section 8). Areas of the District outside of the commercial core are subject only to the signage regulations that govern the City as a whole. In order to preserve its heritage character, additional guidelines are required for signage in the District. Recommendations for strengthening the provisions of the Sign By-law for Special Sign Districts are given in Section 7.2.6, above.

Historic photographs of Kleinburg show projecting signs, window signs, soffit signs, as well as signs installed above porch roofs, which might be termed “inverted soffit” signs. The signs are generally quite small: in a village of 300 souls, a shop would be known to everyone without much by way of signage. The storewide sign fascia, with cornice and mouldings, was common in larger villages; it provides a reasonable historic precedent that meets modern commercial needs.

Guidelines:

- The provisions of By-law 203-92 for the Kleinburg Special Sign District form part of these Guidelines, and will apply to the entire District. These provisions will be stringently applied.
- Integrate signage with the design of the storefront, based on historical precedent.
- Back-lit or internally illuminated signs, including awning signs, are not appropriate.
- Neon and readograph signs are not appropriate.
- Third-party signs are not appropriate.
- Awning signs, other than lettering, no more than 6" high, on awning skirts, are not appropriate.
9.5.2 Islington Avenue Commercial Core

9.5.2.5 Signage

Guidelines:

- Ground signs are without heritage precedent and are generally not appropriate. If other sign types would obscure architectural detail on a heritage building, a low ground sign, no higher than 1.0 metres, is acceptable.

- Directory ground signs, listing tenants of a commercial development, are not appropriate.

- Replacement of existing non-conforming signage should be included as part of any work undertaken on properties in the District.

Too many signs, and unsightly, too. These were all installed during the course of the Study.

Many so-called 'traditional' signage styles are not in keeping with local heritage precedent, and they are inappropriate for the District.

Lovingly crafted, but too many signs nonetheless.
The historical residential villages were laid out with large lots, ranging between a quarter- to a half-acre. Houses were mostly of a modest scale, leaving generous yards on all sides. Front-yard setbacks vary somewhat, but are small compared to the rear yards, where space was needed for stabling, herb and vegetable gardens, and orchards. An early village household needed these means for self-sufficiency, and lawns and decorative planting were minimal. The use of the yards has changed, and they provide more pleasure and less production now, but to a great extent the original village scale has persisted. Building height, lot coverage, and density are all low. The streetscapes are unified by a canopy of trees, planted in front of, behind, and beside most houses. Elements that define the heritage character of the residential village include:

- Generous lot sizes and modest house sizes, compared to historic urban development or recent suburban development;
- A variety of front-yard setbacks;
- Original yards may have been enclosed with low picket fencing. Currently, fenced front yards are rare;
- The generous presence of mature trees, in addition to decorative shrubbery, in the front, side, and rear yards.

Guidelines:
- Site new houses to provide setbacks that contrast with adjacent properties, in order to create the variety characteristic of the village.
- Site new houses to preserve existing mature trees. See Section 9.9.
New construction in the residential villages should reflect the historic built form of its neighbours.

Guidelines:

- Design houses to reflect one of the local heritage Architectural Styles. See Section 9.2.

- Hybrid designs that mix elements from different historical styles are not appropriate. Historical styles that are not indigenous to the area, such as Tudor or French Manor, are not appropriate.

- Use authentic detail, consistent with the Architectural Style. See Section 9.2.1.

- Research the chosen Architectural Style. See Section 10 for useful research sources.

- Use appropriate materials. See Section 9.10.
New residential construction in the residential villages should respect local heritage precedents in scale and massing. In almost every case, new construction will be replacement houses on existing built lots. Note: It is recommended in Section 7 that the zoning by-law be amended to recognize the smaller scale of historic village development as contrasted with modern suburban development.

Guidelines:

- New buildings should be designed to preserve the generous side yards typical in the villages. As far as possible, modern requirements for larger houses should be accommodated without great increases in building frontage. For example, an existing 1½-storey house could be replaced by a 2-storey house with a plan that included an extension to the rear. This might double the floor area without affecting the scale of the streetscape.

- For garages, see Section 9.3.7.
A variety of relatively recent developments has occurred in the valley lands, some as stand-alone buildings, and some as part of rural residential developments. In addition, the Highway 27 Corridor Study has identified a few developable sites in the Main Humber Valley. These existing developments and potential sites call for special consideration, since they are not part of either the historic villages or the natural and rural landscape. Nonetheless, they are intimately embedded in that landscape in a variety of ways, and suitable guidelines for these properties must deal with their built and natural surroundings.

As described in Section 1.4, the resettling of Kleinburg as a rural retreat in the postwar years represented a second pioneer era. During the first two decades of this era, the consciously modern ideas of the ‘Natural House’, as espoused by architects like Frank Lloyd Wright, were quite influential. These ideas lost some of their edge as they filtered down to builders’ houses, but many significant aspects were retained: a horizontal emphasis, an open plan that opened to nature (the patio door became ubiquitous), large lots when affordable, mature trees, if present, and a landscaping attitude that sought to place the house in a natural or naturalized setting.

Developments using these ideas are no longer produced, and these areas have their own neighbourhood characters, which merit preservation.

9.6 The Road Links

9.6.1 Contexts

The District Structure Map in Section 2.10.3 defines the road links as consisting of the public right-of-ways on Nashville Road and Islington Avenue, with three minor additions. These are:

- Lands immediately about the Islington—Major Mackenzie intersection. These lands are all either publicly owned or zoned as open space. Guidelines in Section 9.8.5, Gateways, apply to these lands.

- The property at 10072 Islington (Abermory). This is a very significant heritage property, and is considered to be governed by the Guidelines in Section 9.3. It should be considered for designation under Part IV of the Heritage Act.

- The public school property at 10110 Islington Avenue (École La Fontaine). This property is to be treated as if it were part of the Village of Kleinburg. Guidelines in Sections 9.4, Non-Heritage Buildings apply to this property for additions, and those in Section 9.5.2, Islington Avenue Commercial Core, apply to this property for new construction.

Work in the road allowances is discussed in Section 9.8, below.
9.7 THE VALLEY SETTING

9.7.1 OVERVIEW
The valley lands, and the rivers within them, have major heritage significance. Their historical role in the origin and development of Kleinburg and Nashville, and their continuing role as the setting for the villages, make them worthy of conservation. As noted in various sections above, suitable development in the valleys, and maintenance of a healthy ecology in the natural environment are both necessary parts of that preservation.

Most of the East Humber Valley within the District is owned or managed by the Toronto Region Conservation Authority (TRCA), and is subject to their Boyd North and Glassco Park Management Plan, 1999. Many of the guidelines here derive from this excellent document.

9.7.2 NEW DEVELOPMENT IN THE VALLEYS

There are few sites in the valleys suitable for new development, all in the Main Humber Valley. Those sites south of Nashville Road are subject to the Highway 27 Corridor Study, which has been running concurrently with this Study. Developments on all sites should conform to the Policies for the Valley Setting in Section 6.5 of this Study, and respect and preserve both the heritage character and the natural ecology of the valleys.

Guidelines:

- Design new developments in the valleys so that they fit into the rural landscape.
- Use local historical precedent, suitable for the valley landscape, such as mill buildings, farmhouses and rural buildings, or village-like clusters of buildings. See Section 9.2 for Architectural Styles and Details. Or, use modern designs that deliberately fit tightly into the landscape, making use of low profiles, natural materials, bermed walls, planted roofs.
- Locate parking lots away from roads and screen them from view by generous planting. See Section 9.7.7 for planting guidelines.
- Minimize changes to landform; minimize removal of native topsoil; minimize non-permeable paving.
- Redevelopment should preserve the natural experience in rural, open-space and valley areas. See Section 9.7.4, below.
Existing buildings in the valleys are mostly residential; most are fairly modern, most are well treed, and most are modest in scale. Notwithstanding the large size of valley lots, redevelopment of these sites should preserve the modest scale and planted character of the properties.

Guidelines:
• Redevelopment of isolated properties, like those along Highway 27, should conform to the provisions for New Development in the Valleys in Section 9.7.2, above.
• Redevelopment of properties that are grouped in suburban developments should respect their neighbours. The special character of the Windrush Co-operative and other early postwar rural residential developments is described in Section 2.4.3.
• Redevelopment should preserve the Natural Experience in rural, open space and valley areas. See Section 9.7.4, below.

The Official Plan addresses the wide range of issues concerning the valley lands: the treatment of environmental issues is extensive, recreational and environmental education activities are encouraged, 30-metre wide vegetative buffer strips are mandated along valley and stream corridors, and single-loaded roadways at valley edges are called for to preserve views and give public access to the valleys. These policies, under a variety of headings, tend to support the heritage goal of preserving the experience of the natural environment within the valley lands.

Guidelines:
• Screen ridgetop buildings from view by suitable planting consistent with existing valley vegetation.
• Screen modern installations, such as parking lots and fenced playing fields, by suitable planting consistent with existing valley vegetation.
• See Section 9.7.7 for suitable planting.
• If existing vegetation provides such screening, do not remove it.
• Do not obstruct existing views and vistas with new development.
9.7.5 RECREATIONAL AND ENVIRONMENTAL EDUCATION USES.

As noted in Section 2.3, the predominant use of the valley lands is recreational and cultural. The East Humber Valley, with Bindertwine Park, the McMichael Gallery, and the TRCA lands, is almost entirely in that use category. Bindertwine Park will retain its role as a community park for Kleinburg-Nashville, with current uses continuing. Local and inter-regional trails abound on the TRCA-managed properties. The Main Humber Valley has substantial TRCA holdings, and the inter-regional trail is in the process of being extended into it. The map below, from OPA 601, shows existing and proposed trails and associated installations. In addition, an active development proposal on the site of the former golf driving range, at 10443 Highway 27, includes sports playing-fields. All structures constructed in association with these uses require heritage permits.

Guidelines:

- Design installations, such as bridges, railings, fencing, signage, information kiosks, rest huts, and overlooks, to be unobtrusive, and compatible with the environmental and heritage character of the valleys. Use natural and native materials to the greatest possible extent.
- The TRCA Trails Manual and the TRCA Valley and Stream Corridor Management Program currently provide guidance for planning and constructing trails. The Vaughan Parks Department is currently developing a Pedestrian and Cycle Master Plan. Use the applicable standards from these documents. Avoid sensitive habitats.
- Follow lighting guidelines in Section 9.7.6, below.
The movement to preserve the night sky has gathered considerable momentum in recent years, and it is likely that “dark sky” regulations will become prevalent in North America. Particularly in the valleys, the night sky is an important part of the experience of the natural world.

Guidelines:

- Minimize new exterior lighting in the valleys and on the ridgelines: Use small, low fixtures; use minimum required lighting levels. Use “dark sky” certified fixtures.

- Do not light trails.

- Minimize existing exterior lighting in the valleys and on the ridgelines, on the basis of the normal replacement schedule. The use of timed, seasonal lighting on the playing fields in Bindertwine Park only, is considered to be minimized lighting.

- Prevent the spread of light beyond where it is required, by screening with suitable planting. See Section 9.7.7 for planting guidelines.
No heritage permits are required for planting activities, but voluntary compliance with the guidelines in this Section can help maintain and enhance the natural heritage of the valley lands.

A large part of the District’s valley lands consist of what the Simms Report calls “significant woodlands”, and substantial areas are recommended for forest regeneration and habitat enhancement. Suitable new planting and management of existing flora are a primary means of ensuring the health of the entire ecosystem: plants contribute to stormwater and groundwater management, erosion control, and provide habitat and nutrition for wild fauna.

9.7.7.1 Warning! Invasive Plant Species

Of the roughly 2600 identified vascular plant species that grow wild in Ontario, more than 25% are aliens or exotics not native to the province. These importations have been going on since Europeans first arrived, either as deliberate introductions or as stowaways in cargoes, ballasts, and debris. However and whenever they arrived, these species have found hospitable ecological niches. Once established they make use of the plant world’s full array of propagation strategies. Without the pests and competitors of their native environments, many are able to outcompete native species, and may seriously threaten entire native ecosystems, replacing a host of native plants that together provided food and habitat for native wildlife.

Guidelines:

Avoid these invasive plant species:

- Purple Loosestrife
- Norway Maple
- European Birch
- Highbush Cranberry
- European Mountain Ash
- Privet
- White Mulberry
- Horse Chestnut
- Scots Pine
- Silver Poplar
- Siberian Elm
- Himalayan Balsam
- Russian Olive
- Sweet Woodruff
- Crown Vetch
- Periwinkle
- Dame’s Rocket
- Winter Cress

Two prime invaders are Purple Loosestrife, above, and Norway Maple, below. Both have been popular for garden and street planting, and both have proven to be highly invasive. Images from Audubon Society Field Guides.

The Federation of Ontario Naturalists has more detailed information on invasive species and their control on their website: www.ontarionature.org/enviroandcons/naturalinvaders/invasive.html
Flora on valley wall slopes, bottom lands, and in riparian zones, are of vital importance to the health of the rivers themselves.

**Guidelines:**
- Maintain existing indigenous species or trees and shrubs.
- Use suitable indigenous species or trees and shrubs for new planting.
- Remove, and do not plant unsuitable exotic or invasive species.
- Do not alter natural landforms.

Species recommended for planting are:

<table>
<thead>
<tr>
<th>Valleys Slopes:</th>
<th>Bottomlands:</th>
<th>Riparian Zones:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sugar Maple</td>
<td>White Cedar</td>
<td>Slippery Elm</td>
</tr>
<tr>
<td>Red Oak</td>
<td>Silver Maple</td>
<td>Nannyberry</td>
</tr>
<tr>
<td>Balsam Poplar</td>
<td>Red Maple</td>
<td>Red Osier Dogwood</td>
</tr>
<tr>
<td>White Pine</td>
<td>Ironwood</td>
<td>Common Alder</td>
</tr>
<tr>
<td>Basswood</td>
<td>Red and White Ash</td>
<td>Button Bush</td>
</tr>
<tr>
<td>Beech</td>
<td></td>
<td>Black Willow</td>
</tr>
<tr>
<td>Trembling Aspen</td>
<td></td>
<td>Hackberry</td>
</tr>
<tr>
<td>White Ash</td>
<td></td>
<td>Blue Beech</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Witch Hazel</td>
</tr>
</tbody>
</table>
9.7.7.3 MANAGING EXISTING WOODLOTS

The District valleys and human settlement areas are largely dominated by trees found as forest blocks. These forests, the dramatic deep valleys, and the generally modest nature of the built form define the landscape character of the District. The forests range in age from mature, semi mature, and immature. Many of the mature district forests contain trees over 100 years of age. These forests provide beauty, abundant wildlife habitat and nourish and protect soils from wind and water erosion.

Conservation Guidelines:

- Forest Management: Make use of the Simms Report and TRCA documents to develop a management plan for existing forests and woodlots.

Species recommended for planting are:

<table>
<thead>
<tr>
<th>Sugar Maple</th>
<th>Trembling Aspen</th>
<th>Black Maple</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ash</td>
<td>Large-toothed Aspen</td>
<td>Blue Beech</td>
</tr>
<tr>
<td>Balsam Poplar</td>
<td>Black Locust</td>
<td>Cottonwood</td>
</tr>
<tr>
<td>Red Oak</td>
<td>Silver Maple</td>
<td>Bur Oak</td>
</tr>
<tr>
<td>White Cedar</td>
<td>Red Maple</td>
<td>Bitternut</td>
</tr>
<tr>
<td>Hemlock</td>
<td>Ironwood</td>
<td>Red Cedar</td>
</tr>
<tr>
<td>White Pine</td>
<td>White Birch</td>
<td>White Spruce</td>
</tr>
<tr>
<td>Basswood</td>
<td>Black Cherry</td>
<td>Alder</td>
</tr>
<tr>
<td>Beech</td>
<td>Yellow Birch</td>
<td>Alder</td>
</tr>
<tr>
<td>Willow</td>
<td>Butternut</td>
<td>Elm</td>
</tr>
</tbody>
</table>
Recommendations in the Simms Report and the Boyd North and Glassco Park Management Plan call for forest regeneration. This will create meadows and forests on agricultural land and old fields. Private land owners may wish to contribute to regeneration as well. The trees, shrubs, grasses and wildflowers of new woodlots and meadows should be selected to suit specific soil, slope, moisture and exposure conditions, including those that are best suited to woodlot edge conditions. Regeneration strategies are listed below. The strategy chosen may depend upon the purpose of the woodlot or meadow, its desired appearance, time and budget considerations. A combination of approaches may be desirable.

- **Natural regeneration** is achieved primarily through wind- and bird-seeding and is the least costly. The first species to establish themselves can withstand severe competition. These often include hawthorn, cedar, and dogwood species. It is recommended that undesirable species that may invade these areas such as Manitoba and Norway Maples, be removed to encourage the establishment of more indigenous species.

- **Managed succession** includes the planting of pioneer species such as poplar, paper birch, hawthorn and sumac. These species provide more desirable growing conditions for the planting of climax species such as maple, beech, and oak. These species should be planted about 5 years after the planting of the pioneer species. The site should be seeded with an indigenous seed mix in the fall and planted in the spring. Large weeds should be removed and the grasses not mown. Trees should be heavily mulched to reduce weed competition and conserve soil moisture.

- **Climax species** are those that naturally establish themselves when soil and microclimatic conditions exist to support their sustained growth both as individual species and as woodlots or forests. These species are normally long-lived, thriving for fifty to one hundred years. The woodlot or forest itself usually thrives for an extremely long period of time, lasting hundreds of years before it may enter a period of decline.

Planting climax species accelerates the establishment of the woodlot and creates an immediate woodlot “look”. A climax woodlot site should be prepared and managed in a similar manner to the managed succession woodlot.

Recommended species:

<table>
<thead>
<tr>
<th>Natural Regeneration</th>
<th>Upland (Well Drained)</th>
<th>Lowland (Poorly Drained)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Eastern White Cedar</td>
<td>Shagbark Hickory</td>
<td>Basswood</td>
</tr>
<tr>
<td>Trembling Aspen</td>
<td>Butternut</td>
<td>Bur Oak</td>
</tr>
<tr>
<td>Common Alder</td>
<td>Red and White Oak</td>
<td>Eastern White Pine</td>
</tr>
<tr>
<td>Red Osier Dogwood</td>
<td>Basswood</td>
<td>Red Pine</td>
</tr>
<tr>
<td>Sumac</td>
<td>Black Walnut</td>
<td>Black Ash</td>
</tr>
<tr>
<td>Apple</td>
<td>Sugar Maple</td>
<td>Green Ash</td>
</tr>
<tr>
<td>Lilac</td>
<td>Blue Beech</td>
<td>Silver Maple</td>
</tr>
<tr>
<td></td>
<td>Eastern White Pine</td>
<td>Hackberry</td>
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<td></td>
<td>Beech</td>
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<td>Hemlock</td>
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<td>Yellow Birch</td>
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<td>Ironwood</td>
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<td>Butternut</td>
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<td></td>
<td>Black Cherry</td>
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</tbody>
</table>
Manicured lawns consisting primarily of monocultures dominated by Kentucky Bluegrass require maintenance that is environmentally damaging: motor-cutting, herbicides, pesticides, fertilizers and over-consumption of water. Lawns are also limited in providing nutrition and habitat for wildlife.

Meadows, on the other hand, require little or no cutting, need only an initial application of a herbicide and are drought-tolerant. They contribute to a greater diversity of wildlife within the District, particularly songbirds and butterflies.

Helpful material on naturalized gardens is found in *The Ontario Naturalized Garden* by Lorraine Johnson (Whitecap Books, 1995).

**Guidelines:**
- Minimize the size of manicured lawns.
- Plant, instead, meadows of drought-tolerant indigenous wildflowers and grasses.
- Do not plant invasive species.
- Minimize use of herbicides, pesticides, and chemical fertilizers. Use selective herbicides, and spot spray selectively.
- Leave manicured lawns cut to a height of 50mm or more. Leave cuttings on the lawn as a source of nitrogen.
- Consider the medieval idea of a “flowery mede” by mixing low growing flowers in a lawn. Clovers provide nitrogen. Chamomile gives off it’s herbal scent as it’s trod on.

Wildlife is integral to the natural character of the valleys and it depends on a variety of connected terrestrial habitats for survival. Wildlife habitats extend from the valleys into the villages. Suitable planting can enhance these habitats and increase them.

**Guidelines:**
- Provide a combination of open and enclosed spaces.
- Provide a diversity of layers: grasses, flowers, shrubs, small and large trees.
- Connect planted areas to existing habitat areas.
- Use indigenous plant species.
- Use plant species that provide wildlife with cover, nesting sites, and fruits, seeds, nuts, and pollen.
- Allow plant debris to decompose naturally.
- Avoid the use of herbicides and pesticides.
- Species recommended for planting to support wildlife:

  - **Large Trees:** Oaks, White Birch, Hackberry, White Cedar.
  - **Small Trees:** Hawthorn, Pin Cherry, Chokecherry, Staghorn Sumac, Nannyberry
  - **Shrubs:** Serviceberry, Elderberry, Gray Dogwood, High-bush Cranberry, Red Osier Dogwood, Pagoda Dogwood.
9.8 Road Allowance Work

9.8.1 Overview

Work within the road allowance should be designed and executed to meet modern requirements, amenity, and convenience, without detriment to the heritage character of the District. This work is either undertaken by public authorities, as in the case of roadside planting and the construction of roads, curbs, sidewalks, lighting, and road signage or it is subject to approval by public authorities, as in the case of BIA installations, newspaper boxes, and tourism information or identity signage.

District Identity

Installations within the road allowances have a significant effect on the experience of the heritage character of the District and the establishment of a sense of identity. The use of a consistent design vocabulary at the various scales and in the various kinds of road allowance work reinforces the District’s identity and supports its economic role as a place of unique historical character in the community. Permits are required for the installation of items such as sidewalks, curbs, paving, street and pedestrian lighting, benches, tree grates, tree guards, trash receptacles, recycling bins, and parking equipment.

Contexts

The historical context of Kleinburg-Nashville consists of two economically linked villages in a rural and riverine setting. Preservation and, to a certain extent, restoration of the historical character of the road allowances is an important aspect of preservation of heritage character. Guidelines for road allowance work are divided according to the contexts in the District:

- Rural roadways;
- The residential villages;
- Kleinburg commercial core;
- Gateways.
9.8.2 **The Rural Roadways**

Most of the City of Vaughan north of Major Mackenzie Drive is happily served by roads that retain their old rural character. They run past fenced farmland, the shoulders are narrow or nonexistent, and the planting is naturalized, including wildflowers, large shrubbery and mature trees. None of the principal rural roads within the District have retained this character entirely, but in most cases the rural quality can be recaptured to some extent without a great deal of effort.

**Scale and Ecology**

The term “rural profile” is commonly used to describe curbless crowned roadways flanked by drainage ditches. The term describes the shape of a line, but doesn’t capture the character of a roadway in terms of scale or ecosystem. The tendency of upgrading is to increase the scale of the pavement somewhat, to increase the scale of the gravel shoulders many times over, and to replace the rich naturalized ecology, described above, with a monoculture of grass. It still has a “rural profile”, but it has lost its character. In the discussion below, we use the term “configuration” to distinguish between these two scales of the rural profile. The original rural configuration is that shown in the picture to the left. We call the upgraded version of the rural profile an “arterial configuration”.

**Traffic Patterns**

Theoretically, a road grid like Ontario’s provides a variety of equal-opportunity routes for movement from point to point. In practice, “if you build it they will come”, and roadway improvements attract traffic, which then creates the demand for further improvements. New road construction, like the creation of Highway 27 sixty-five years ago, or the projected extension of Highway 427, rearranges the traffic loads on surrounding routes, which become tributaries to the new main highway.

*In general, a heritage district is not a suitable location for main or large tributary roads.* The population within the District is small, and the Official Plan foresees very limited growth: The tendency to “upgrade” roads to “better modern standards” should be resisted. Future traffic planning should localize traffic within the District, and shift through traffic off of the Islington/Nashville route. Reconstituted as local roads, Islington Avenue and Nashville Road should be reconfigured in the direction of the rural configuration, and away from the arterial configuration.

**Buffer Zones**

Where the edge of a road allowance forms the District boundary, along parts of Islington Avenue, Nashville Road, and Major Mackenzie, the boundary areas of the lots outside of the road allowance are considered to be buffer zones, subject to the guidelines below, though the properties, as a whole, are not included in the district.
9.8.2.1 Islington Avenue

The intersection of Islington Avenue and Major Mackenzie is discussed in Section 9.8.5, Gateways. North of the intersection with Bindertwine Boulevard, Islington has retained an approximation of its original rural road profile, but south of this intersection it has been upgraded to the arterial configuration. This stretch of road is a candidate for the localization discussed above, and a return to a more rural configuration, to return it to the profile found further north.

The cul-de-sac layout of the recent suburban housing developments south of the old village means that it is rear and side yards, rather than frontages that present themselves to the street. On the west side, the fencing along the edge of the road allowance is quite attractive, and although the design doesn’t reflect the original heritage of farm fencing, it nonetheless has a rural or rural estate aspect. Both sides of the road are considered to be within buffer zones, as described above, and Heritage Permits are required for new or replacement boundary fences.

9.8.2.2 Nashville Road

Nashville Road west of Highway 27 has been largely upgraded to the arterial configuration. It is currently heavily used by gravel trucks, but planning for tributary routes to the new 427 should deliberately phase out this kind of traffic. This road will return the road to local use and make it suitable for a more rural configuration. As on Islington, roadsides are considered to be within buffer zones, as described above, and Heritage Permits are required for new or replacement boundary fences.

9.8.2.3 Highway 27

Highway 27 was built as a provincial highway, more than a century after the original roads were cut. Though it remains a two-lane road, it has been upgraded over the years in keeping with its role as a significant north-south route. The construction of the 400, and the anticipated construction of the 427 extension, reduces its significance in the overall transportation network in and through the area. Between Rutherford Road and Islington, the highway lies in the Humber Valley, where flood-line regulations have strictly limited development along the roadway. As a result, the surrounding lands retain their natural and agricultural aspect to a substantial degree. In the length of Highway 27, this stretch has a unique character.

In planning the future transportation network, consideration should be given to integration of the Humber Valley portion of Highway 27 with its natural setting and outdoor recreation opportunities, such as the projected trail system, within it. The designation of a “Humber Valley Scenic Parkway”, with reduced speeds and a down-rated roadway configuration could contribute to an enhanced recreational and natural area, for use by City and regional residents.

9.8.2.4 Stegman’s Mill Road

Stegman’s Mill Road retains the rural scale and much of the rural ecology. The southern side of the road, overlooking the valley and the recent suburban developments near Teston Road, is somewhat devoid of rural-scale planting. The biggest issue facing Stegman’s Mill Road is the scheduled construction of a Highway 400 interchange at Teston Road. To the extent that the interchange puts arterial traffic on Stegman’s Mill, it will violate the principle that a Heritage District is not a suitable location for such traffic. Any urge to upgrade the road to arterial standards should be resisted. The route from Highway 400, through Kleinburg, to the west should not be made convenient, but rather the opposite.
Stevenson Road retains the rural configuration, which should be preserved.

9.8.3 The Residential Streets

Residential roads in the District, both in the old villages and in the more recently built outlying developments, have a curbless rural profile, with drainage to ditches on either side. These are an important part of the residential character and should be preserved.

9.8.4 Street Trees

As noted above, planting is a significant aspect of the ecology of a rural road configuration. Planting in the street allowances should be consistent with the surrounding contexts. Where roads abut or pass through valley lands, the roadside planting should be consistent with the valley woodlands. Within the villages, the roadside planting should be consistent with the village forests. Species lists for these different kinds of areas are found in Section 9.9.

Guidelines:

- Regional Road #27, Nashville Road, and Stegman’s Mill Road should be planted to maintain or create the feeling that the natural valley plantings are encroaching on the road right-of-way or the road was carefully cut through the existing vegetation. In some cases vegetation should be cut back to provide views into the valleys. A mix of typical “roadside” shrubs and wildflowers could be added to forest plants.

- Islington Avenue south of the McMichael Gallery is a candidate for restoration of a rural character, as described above in Section 9.8.2. Planting here should mimic the character of a rural concession road. These typically are lined with closely spaced deciduous trees, originally planted to provide both shade and snow control, with intervening “roadside” shrubs and wildflowers that subsequently thrived in the ecological niche of the right-of-way.

- Islington Avenue in the Commercial Core should be planted to respect the village character described in Section 9.5.2.1. The linear urban planting pattern of regularly spaced boulevard trees is not appropriate here.
9.8.4 Islington Avenue Commercial Core

The Islington Avenue Commercial Core means the commercially zoned properties within the Kleinburg Village Core, which front on Islington Avenue and Nashville Road. This area contains almost all of the commercial uses in the District, and they comprise a mixture of locally-oriented and tourism-oriented businesses. Tourism generates cyclical parking loads, varying by season and day of the week, and the road allowance has been called on to provide overflow parking spaces above those provided on-site by the commercial uses. In addition, modern requirements call for amenities and equipment that were not present in the historical village. The design of road allowance presents special challenges if it is to preserve and enhance the heritage character of the Commercial Core. The intent of this Plan is to enhance the quality of the Commercial Core as a pedestrian-friendly village shopping environment.

**PRINCIPLES**

Early 20th-century photographs of the District show streetscapes very different from today's. An accurate “historical reproduction” of Kleinburg Village would exclude automobiles, paving, lighting, highway signs, bollards, and benches. It's obvious that a lively commercial district requires all of these things, some of them because they enable and enhance public use and commercial activity in the village core, many of them because regulations and standards govern the design of traffic systems, lighting levels, and so on. There is an inherent historical ambiguity in a Heritage District that must be dealt with in the evaluation of the design of these modern installations. The following principles apply to such an evaluation:

1. **Accept the automotive streetscape:** As the list of modern artifacts above shows, the automobile and its infrastructure account for much of the visible non-heritage installations in the District. There is a built-in division of the streetscape in its historical aspect: it is inescapably modern from curb to curb. Modern accessories like waste receptacles and street lighting should be placed near to the curb, where they form a transition band between the heritage experience of the buildings and the modern experience of the roadway.

2. **Don't accentuate non-heritage installations:** Human perception is very good at filtering out unimportant and repetitive information. The modern enthusiasm for heritage has produced a host of “old-fashioned” products. Many of these are poorly executed and overly fussy. As a result, they call undeserved attention to themselves and the attention, thus directed, detects the fraud. Often, a very plain modern item will fade into the recesses of perception and be less intrusive than a deliberately “historical” version.

3. **Maintain historical integrity:** Even when they don’t represent an accurate reconstruction, it is important to choose “historical” items in the context of history. For example, the streetlighting of 1890 can’t be reconstructed because there was none. The designer should bear in mind that Kleinburg and Nashville were modest villages and ask, “If the village HAD installed early lighting, what sort of fixtures would have been chosen?” They would have been simple and functional, and would not have had the ornate qualities of lighting for a big-city promenade.
9.8.4.1 Lighting

The lighting fixtures currently installed in the Commercial Core are suitable for the village, in terms of the principles outlined above. When replacement becomes necessary, due to aging or upgraded standards for light levels and “dark skies”, fixtures of a similar simplicity should be chosen.

9.8.4.2 Street Furniture

Selection of street furniture should follow the principles outlined above. In general, items that might have appeared in a village environment should be selected for authenticity. Items that are modern interjections should be selected for unobtrusiveness. It is recommended that street furniture items be black, as it helps keep these items in the visual background, and is an historic colour for painted metal items like light posts and bench ends.

Applying artificial heritage elements to modern items only calls attention the inauthenticity of the exercise. It’s better to choose inobtrusive designs. In the example below, from Markham village, the bus shelter doesn’t work, but the waste container does.

Benches should be the traditional flat-slat type with cast metal ends, in a simple design. Bench castings are available with cast-in or bolted-on lettering, which could serve as a District identity marker.

Waste and Recycling Bins should have a simple design, and should be constructed so that plastic garbage-bag liners are not visible. Box-type recycling bins bearing advertising are not appropriate.

Tree Guards should have a simple design, compatible with the design of waste and recycling bins.

Bollards should have a simple design, and their use should be minimized by the use of other elements to perform their functions. The “serried ranks” appearance of a long row of bollards is not in keeping with a village character. Bollards may be replaced, in some places, by alterations to paving and curbing; in other places, a mix of bollards, planting tubs, and bike rings may be appropriate.
Planters were not part of the historic streetscape but they have become established as “softeners” in business areas everywhere. In that sense, they resemble the non-functional “heritage” dormers, cupolas, and gazebos that flourish on modern shopping plazas. To the extent that planters are part of the modern commercial landscape, they should take a form that reflects traditional garden planting. The use of square containers in place of the existing round tubs would allow planters to be put together to form longer rectangular displays. This reflects the shape of traditional planting beds, and would distinguish village planting from the standard urban business-district model. Increased use of front-yard planting on private land, in accordance with the Guidelines in Section 9.5.2, will provide in-ground floral display, and minimize the need for sidewalk tubs. Hanging flower baskets should be minimized, since they were not part of the historic streetscape.

9.8.4.3 PAVEMENTS AND BOULEVARDS

On-street parking has been an integral part of business districts since vehicles were drawn by horses. Although parked cars present some visual clutter, they also form a barrier between passing traffic and the pedestrian zone, and contribute to the sense of pedestrian security. The current arrangement of roll-curbs with a parking zone of precast pavers adjacent to the sidewalks creates an ambiguity between automotive and pedestrian zones. Reconfiguration of pavements and boulevards, along the following lines, should be considered, over time.

In keeping with the traffic-calming ideas outlined above, and to reduce the visual width of the roadway, the demarcation line between traffic lanes and parking areas should be moved as far toward the centreline of the roadway as possible. The current roll-curb, with the change of pavement to precast pavers, narrows the visual width of the roadway, but there is no curb between the sidewalk and the parking area. Replacement of the roll-curb with a flat concrete strip, and introduction of a curb at the outer edge of the parking zone, would delineate the boundary between pedestrian and vehicular zones. If the traffic lanes are narrowed, there might be room for a narrow planting strip between this curb and the sidewalk.

Traffic Pavement:

Consideration should be given to paving the traffic lanes with hard-burned clay paving bricks (not standard concrete pavers). This would create a unique character in the Village Core.

Streetscape Study:

It is recommended that a study be commissioned to examine the streetscape issues on Islington Avenue. This study should consult with local residents and businesses to produce:

- Recommendations for planting to narrow the visual width of the Islington Avenue Link.
- A detailed streetscape masterplan for the Islington Avenue Commercial Core.

The masterplan should:

- Provide a long-term vision for evolution of the streetscape as described in the guidelines above;
- Ameliorate existing streetscape conditions when opportunities for improvement present themselves;
- Identify streetscape opportunities within the context of an overall plan;
- Clearly define the boundaries of commercial activity and enhance the public realm and public spaces within the village.
Gateway markers at principal entrances to the District would serve to reinforce its identity and to promote the District as a place of unique historical character in the community and region. Markers should be placed so that they reinforce an existing sense of entrance, rather than at the exact point that a roadway crosses the District boundary.

**Guidelines:**

- Markers should be placed:
  - on both northern corners of the Major Mackenzie–Islington intersection;
  - on Islington south of its intersection with Highway 27;
  - on the east and west sides of Highway 27 at Nashville Road;
  - on Nashville Road west of the District boundary.

- Markers should have a unique quality that reflects the pioneer heritage of the District.

An inexpensive and authentic marker could be created with a length of traditional cedar rail fencing in front of a District sign, perhaps in the form of a large squared timber, or a traditional framed, painted sign, such as would have appeared on a 19th-century shopfront. A standard naturalized planting scheme using evergreens and birches as background, with daylilies in front of the fencing, could reinforce the rural character of the hard elements of the gateway markers.

A simple pioneer cedar rail fence would be an inexpensive basis for gateway markers.
9.9 THE VILLAGE FORESTS

9.9.1 OVERVIEW

As noted in preceding sections, the existence of rich mature village forests in Kleinburg and Nashville contribute to the environmental health of the surrounding valley lands, and are a significant aspect of the heritage character of the villages. It is recommended, in Section 7.2.5, that a Heritage Tree By-law be enacted to protect mature trees. The Ontario Heritage Act does not require a Heritage Permit for planting or removing trees. The guidelines below are offered to assist those who wish to preserve and enhance the historic village character when undertaking landscaping projects.

9.9.2 CHARACTER

In Kleinburg, the village forest appears to spring from the surrounding wooded valleys. Trees seem to “encroach” on the street from the valleys beyond, appearing behind, beside, or between the buildings. Even when the planting is deliberate, the size and density of the trees and shrubbery creates a continuity with the surrounding natural environment. Particularly on the residential streets, the buildings seem to live in forest clearings.

In Nashville’s surroundings are mostly open lands, so the connection is not to the valley woodlands. But the trees within the village are as large and dense as those in Kleinburg. They connect with the mature trees and rich ecology of the old rural roadsides on Nashville Road and Huntington Road, to the north, south, and west.

Guidelines:

Preserve a suitable village forest.

- Maintain health of mature indigenous tree by pruning and fertilizing.
- Over time, remove unhealthy, invasive and non-indigenous species.
- Site buildings and additions to preserve suitable mature trees.

Suitable indigenous species:

- Sugar Maple, Red Oak, Basswood, Silver Maple, Butternut, White Pine, Hemlock, American Elm, Red Maple, Bur Oak, White Spruce.

Suitable salt-tolerant indigenous species (for roadside planting):

- Ash, Little Leaf Linden, Serviceberry.

Unsuitable species:

- Manitoba Maple, Hawthorn, Black Locust, and Buckthorn tend to be invasive.
- Ornamental species, particularly Norway Maple cultivars, are extremely invasive.
- See Section 9.7.7 for more information on invasive plants.
9.10 CONSTRUCTION MATERIALS CHECKLIST

All construction visible from the exterior requires a Heritage Permit. Visible materials should conform to the following standards:

9.10.1 HERITAGE BUILDINGS

Appropriate Materials:

Exterior Finish: Smooth red clay face brick, with smooth buff clay face brick as accent.
Wood clapboard, 4" to the weather.
Smooth, painted, wood board and batten siding.

Exterior Detail: Cut stone or reconstituted stone for trim in brick buildings.
Wood shingles, stucco, or terra-cotta wall tiles in gable ends.
Painted wood porches, railings, decorative trim, shutters, fascias and soffits.
Painted wood gingerbread bargeboards and trim, where appropriate to the design.

Shopfronts: Wood frames, glazing bars, and panels with glazed wood doors are preferred.
Metal shopfronts, detailed and proportioned to be compatible with heritage shopfronts, are acceptable.

Roofs: Hipped or gable roof as appropriate to the architectural style.
Cedar, slate, simulated slate, or asphalt shingles of an appropriate colour.
Standing seam metal roofing, if appropriate to the style.
Skylights in the form of cupolas or monitors are acceptable, if appropriate to the style.

Doors: Wood doors and frames, panel construction, may be glazed.
Transom windows and paired sidelights.
Wood French doors for porch entrances.
Single-bay wood panelled garage doors.

Windows: Wood frames; double hung; lights as appropriate to the architectural style.
Real glazing bars, or high-quality simulated glazing bars.
Vertical proportion, ranging from 3:5 to 3:7.

Flashings: Visible step flashings should be painted the colour of the wall.
9.10.2 Heritage Buildings

Inappropriate Materials

Exterior Finish:
- Concrete block; calcite or concrete brick.
- Textured, clinker, or wire cut brick.
- Precast concrete panels or cast-in-place concrete.
- Prefabricated metal or plastic siding.
- Stone or ceramic tile facing.
- “Rustic” clapboard or “rustic” board and batten siding; wood shake siding.

Exterior Detail:
- Prefinished metal fascias and soffits.
- “Stock” suburban pre-manufactured shutters, railings, and trims.
- Unfinished pressure-treated wood decks, porches, railings, and trim.

Shopfronts:
- Standard metal shopfronts and pre-finished metal spandrel material.
- Frameless tempered glass shopfronts.

Roofs:
- Slopes or layouts not suitable to the architectural style.
- Non-traditional metal roofing such as pre-finished or corrugated metal.
- Modern skylights, when facing the street.

Doors:
- “Stock” suburban door assemblies.
- Flush doors.
- Sidelights on one side only.
- Aluminum storm and screen doors.
- Sliding patio doors.
- Double-bay, slab, or metal garage doors.

Windows:
- Large “picture” windows.
- Curtain wall systems.
- Metal, plastic, or fibreglass frames.
- Metal or plastic cladding.
- Awning, hopper, or sliding openers.
- “Snap-in” or tape simulated glazing bars.

Flashings:
- Prefinished metal in inappropriate colours.
9.10.2 Non-Heritage Buildings

Note: If using the Historical Conversion approach, described in Section 9.4.1.1, follow the Heritage Building Checklist, above.

Appropriate Materials

Exterior Finish: Use materials compatible with the original design.
Roofs: Slopes and layouts compatible with the original design.
Doors: Use materials and designs compatible with the original design.
Windows: Use windows compatible with the original design.
**SECTION 10: SOURCES**

**10.1 Documents Available for Guidance**

The City of Vaughan Department of Urban Planning has some books available that can provide useful information to people contemplating work in the District. Books listed below under the headings of Historic Architecture and Heritage Conservation are all useful.

Two very useful websites, containing detailed “how-to” information on heritage preservation and restoration, are listed in Section 9.3.2.

**10.2 Bibliography**

**Area History:**


**Historic Architecture:**


**Heritage Conservation:**


Ontario Ministry of Culture, Tourism and Recreation. *Architectural Conservations Notes.*

INTERNET SOURCES:

Natural Resources Canada, Oak Ridges Moraine Project.  sts.gsc.nrcan.gc.ca/orm/index.asp
The Ontario Railway History Page.  www.globalserv.net/~robkath/railnor
Ontario Ministry of Tourism and Recreation.  www.tourism.gov.on.ca/english/

PLANS AND STUDIES:

Carter, Phillip H.  Thornhill Heritage Conservation District Study.  Markham: Town of Markham, 1984
Town of Markham.  Unionville Heritage Conservation District Plan.  Markham: Town of Markham, 1997

OFFICIAL DOCUMENTS:

City of Vaughan.  Official Plan Amendment (OPA) 601, Kleinburg-Nashville Community Plan.  Vaughan: City of Vaughan
City of Vaughan.  ByLaw 203-92, the Sign ByLaw.  Vaughan: City of Vaughan
Toronto and Region Conservation Authority.  Boyd North and Glassco Park Management Plan, 1999; and Valley and Stream Corridor Management Program, 1994

Glossary of Architectural Terms

Italicised words are defined in other entries.

**ABA rhythm:** a pattern of alternating bays. Other rhythms might be ABBA, or AABBAAA, for example.

**Arcade:** a running series of arches, supported on piers or columns.

**Arch:** a curved structure over an opening, supported by mutual lateral pressure.

**Architrave:** the lowest division of an entablature.

**Ashlar:** squared stone masonry laid in regular courses with fine joints.

**Balustrade:** a parapet or guard consisting of balusters supporting a rail or coping. The stair rail on the open side of a household stair is a common example of a balustrade.

**Barge board:** the board along the edge of a gable roof, often decorated or pierced in Victorian houses.

**Battlement:** a notched parapet, like on a castle. Also called crenellation. The notches are called embasures or crenelles, and the raised parts are called merlons.

**Bay:** divisions of a building marked by windows, pilasters, etc. An Ontario cottage with a centre door and windows on either side would be called a 3-bay house with an ABA rhythm.

**Bay window:** a group of windows projecting beyond a main wall. Commonly with angled sides in the Victorian style, and rectangular in Edwardian.

**Bipartite:** in two parts.

**Blind:** an imitation opening on a solid wall is called blind. Thus a blind arch, a blind window, a blind arcade.

**Board-and-batten:** wood siding consisting of wide vertical boards, the joints of which are covered by narrow vertical strips, or battens.

**Bond:** a pattern of bricklaying in a wall. In solid brick construction headers are required to tie the wythes of the wall together. The rhythm of the headers determines the bond.

**Bow window:** curved version of the bay window.

**Buttress:** a heavy vertical masonry element built against a wall to stabilise it.

**Capital:** see Orders.

**Casement:** a window hinged on one side, like a door.

**Chevron:** a decorative pattern of V shapes, like a sergeant's stripes.

**Classical:** of or deriving from the architecture of ancient Greece and Rome. Classical revival buildings typically feature columns and pediments, and are usually symmetrical in elevation.

**Coffering:** a pattern of square recessed panels.

**Colonette:** a little column, often decorative.

**Colonnade:** a row of columns supporting an entablature.

**Column:** a vertical structural member. See Orders.

**Common Bond:** the standard bond for solid brick walls, consisting of one header course for every five or six courses of running bond.

**Consul or Console:** a bracket with a compound-curved profile.

**Coping:** a protective capping on a wall, parapet or gable, sloped to carry off rain water.

**Corbel:** a support projecting from a wall. Masonry that steps out course-by-course from the wall below is called corbelling.

**Corinthian:** see Orders.

**Cornice:** the uppermost division of an entablature. Also a moulded projection that crowns an element such as a wall, door or window.

**Cottage:** a small rustic house, or a style that imitates one. “Ontario Cottage” is a catch-phrase for a variety of one and one and a half storey house styles, some of which are actually quite large.

**Course:** a horizontal row of construction laid one above the other. Bricks and shingles are said to be laid in courses.

**Cresting:** a vertical ornament running along the top of a wall or ridge. If a rooster were a building, his comb would be cresting.
Dentil: A series of small rectangular blocks arranged in row, usually under a cornice. From the Latin word for tooth.

Dog-tooth: A repeating decorative shape in the form of a four-lobed pyramid. Also, a brick laid so that a corner faces out from the surface of a wall.

Doric: See Orders.

Double-Hung: Type of window with vertically sliding sash one above the other, traditionally hung on ropes or chains from a counterbalance system concealed in the jambs. If only the lower sash is moveable it’s called a single-hung window.

Eclectic: From a Greek word meaning selective. A rather vague name for late 19th and early 20th Century vernacular architecture which freely selected a bit of this and a bit of that from many previous styles. Elements of Classical, Victorian, and Italianate styles might be mixed together, for example. The term is often used disparagingly, but remarkably, the combinations are often skillful, and most eclectic buildings are quite handsome.

Entablature: In the classical orders, the horizontal element above a column. The meaning has been extended to include similar elements used over an opening or against a wall.

Fan-Light: A semi-circular transom window over a door or window, usually with radiating glazing bars, like the ribs of a fan.

Fascia: A long flat band, such as an eaves-board, a sign band over a shop window, or the undecorated strips in an architrave.


Frieze: A decorative end, often in the form of a ball or spire. If it points down instead of up it can be called a pendant.

Frieze: The middle of the three divisions of an entablature. See Orders.

Gable: The roughly triangular wall at the end of a ridge roof. If the roof projects to or beyond the gable, it will take the shape of the roof structure. If the roof ends behind the wall, the gable may be freely shaped with steps, curves, or decorations.

Gambrel roof: A steeply sloped roof below a low sloped roof, creating a more usable attic. Also called barn-roof.

Georgian: An architectural style of 18th century origin, and often revived. Multi-Light Doublehung windows, symmetrical fronts, and modest use of classical ornament are hallmarks of the style. Both hipped and gable roofs were used. Evolved after the Great Fire in London, Georgian originally meant brick, but in revival the style has made use of wood and stucco siding as well.

Header: A brick laid so that its middling dimension is in the length of a wall, and its shortest dimension is vertical.

Hood mould: A thin projecting moulding over an opening, originally intended to throw off rainwater.

Impost: A block from which an arch springs.

Ionic: See Orders.

Italianate: A late 19th Century style, based on Italian country houses, featuring towers, cupolas, low hipped roofs with elaborate brackets at the soffits, and a verticality emphasised by tall narrow windows with 1 over 1 or 2 over 2 lights.

Keystone: An elaborated element in the centre of an arch. Emphasis may be provided by a contrast in colour or material, by vertical extension, and/or by projection out from the wall. The idea is that the central block is “key” to the arch, which isn’t true: each block is equally necessary.

Leaded: Glazing where small panes are divided and held together by lead strips.

Light: A single pane of glass within a sash. Doublehung windows are often described by the number of lights in the upper and lower sashes, as in 1 over 1, 2 over 2, or 12 over 12.

Lintel: A horizontal element spanning over an opening in a wall.

Loyalist: Wide spread early Ontario house style, imported by the Loyalists in the late 18th Century. Generally speaking, a version of the Georgian style, though usually having a gable roof. The hallmark is a panelled front door topped by a rectangular multi-pane transom, with a classical surround and cornice. When executed in wood clapboard, it is nicknamed “Yankee House”, and is indistinguishable from New England houses, but it has been built in brick and stone.

Lozenge: A diamond shaped pattern element.

Lunette: A semicircular window or panel.
Machiolation: Looks like an upside-down battlement projecting from a wall. Originally, in castles, there were openings at the top of the notches, through which missiles or boiling oil could be dropped on attackers below.

Mannerist: An outgrowth of the Renaissance style, it treated classical elements with a free hand, exaggerating scale and bending the rules. The broken pediment is a prime example of Mannerist playfulness. Revived around 1900 as Edwardian Mannerism.

Mansard Roof: A steeply sloped roof below a low-sloped roof, creating a more usable attic. Variations used in various 19th century styles include concave, convex and ogee shapes on the lower slope. Unfortunately revived as about 1960 as a tacked-on sloping band, usually of cedar shakes, in the hope of giving “natural texture” to rather ordinary flat-roofed boxes.

Modillion: Blocks or brackets under a cornice, like dentils but bigger a spaced widely apart.

Niche: A recess in a wall or pier, suitable for placing a statue.

Oculus: A small round or oval window. From the Latin word for “eye”.

Ogee: A double curve, concave below and convex above; a common shape for mouldings, an uncommon one for windows and arches.

Order: One of the classical systems of designing colonnades, elaborated in great detail as to proportions and geometry by classical revivalists from 1420 onwards.

Oriel, Oriel window: A bay window projecting from an upper storey.

Palladian window: A large central window topped with a lunette or fan-light, closely flanked by smaller flat-headed windows, the whole assembly surrounded by classically-inspired details.

Parapet: Originally a low wall protecting an edge with a drop, like at the side of a bridge or balcony. Also used to describe the extension of a wall above a roof, even when no one ordinarily walks there.

Pediment: In Classical architecture, the low-sloped triangular gable end above an entablature, enclosed on all sides by mouldings. The term, and its basic form has been borrowed by many styles for use above porticos, doors and windows. A segmental pediment substitutes a curved top for the original angled one, and the surrounding mouldings may be gapped in the centre, whatever the shape. A broken bed pediment has a gap in the bottom moulding, and a broken topped pediment has a gap at the top.

Pendant: A point ornament hanging down.

Pier: A large solid support for a beam, lintel or arch.

Pilaster: A vertical thickening of a wall, something like a pier or column built integrally with the wall. Sometimes used for structural purposes, sometimes purely decorative, it may be embellished with a base and capital on the model of the classical orders.

Pinnacle: A tall thin decoration at the top of a pier or pilaster.

Plinth: The lowest projecting part of the base of a column. Extended to mean any projecting base on elements such as baseboards, door frames, etc.

Pointed arch: An arch composed of two curves centred on the springline, whose radius is equal to the width of the opening.

Polychrome: Having many colours. Victorian red and buff brickwork is an example of polychromy.

Quoin: Alternating blocks at the corner of intersecting walls. May be expressed with contrasting material or colour. May be flush with the walls or project from it. From the French word for a “corner”.

Regency: Early 19th Century Style, following Georgian in origin, named after the Regency of George IV. Like the Prince, the style is more flamboyant than its predecessors. The scale and detail tends toward the imposing, and stone or plastered brick to imitate stone was used to emphasise solidity.

Round arch: A semicircular arch.

Rowlock: A brick laid so that its shortest dimension is in the length of a wall, and its middling dimension is vertical.

Running Bond: See Bond. Pattern of brickwork where all bricks are stretchers, and vertical joints lie at the midpoint of the brick below. It’s now standard practice to use running bond exclusively, since brick veneer construction doesn’t require headers to tie a wall together. The resulting loss of texture is an example of technology’s inadvertent trend towards blandness.

Rusticated: Squared stone masonry laid in regular courses, but with the courses or the individual stones emphasized by deep joints and/or high relief in the surface treatment.
**Sash**: Framework holding the glass in a window.

**Second Empire**: A style named after Louis Napoleon’s reign. Shares the vertical openings of the Italianate style, but usually topped with a dormered, and often curved, mansard roof, and often accompanied by a narrow tower. The Addams family lives in a Second Empire house.

**Segmental arch**: An arch composed of a single curve, centred below the springline on the centreline of the opening. Normally quite shallow.

**Sign fascia**: A broad flat band above a shopfront, intended for signage.

**Signband**: See Sign fascia

**Soffit**: The underside of an architectural element, such as a lintel, cornice, balcony or arch.

**Soldier**: A brick laid so that its short dimension is in the length of a wall, and its long dimension is vertical.

**Spandrel**: The space between arches in an arcade above the springline and below the top of the arches. Also a solid panel in a bay separating one opening from another above it.

**Springline**: The horizontal line from which an arch rises.

**Squinch**: A small arch or set of corbelled arches built at the interior angle of a structure to carry a superstructure of a different shape, such as a dome, spire or cupola.

**Stacked bond**: See Bond. Pattern of brickwork where all vertical joints are one above the other. Usually executed with stretchers, less commonly with headers.

**Stretcher**: A brick laid so that its long dimension is in the length of a wall, and its short dimension is vertical.

**String course**: A thin band of masonry projecting or recessed from the plane of the wall giving the effect of a moulding.

**Tabernacle**: A canopied niche.

**Three-centred arch**: An arch composed of three curves: a central segmental one of large radius, joined to two smaller flanking curves centred on the springline.

**Transom**: A horizontal member dividing an opening. Also used as short form for transom window.

**Transom window**: A window above a transom, most commonly over a door.

**Tripartite**: Having three parts.

**Tympanum**: The panel between the mouldings of a pediment.

**Verandah**: An large open gallery or porch, running along one of more sides of a building.

**Voussoir**: One of the blocks forming an arch.

**Water table**: Projecting masonry course near the bottom of a wall, intended to throw rain water away from the foundations.

**Wythe**: A vertical plane of masonry. A wall two bricks thick has an inner wythe and an outer wythe, tied together with headers.