

CULTURAL HERITAGE IMPACT ASSESSMENT



Subject Site in Context – from the southwest looking northeast

**737 & 739 NASHVILLE ROAD
CITY OF VAUGHAN, ONTARIO**

October 2020

Prepared for:

Nashville Developments Inc.

Prepared by:

**WAYNE MORGAN
HERITAGE PLANNER**

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EXECUTIVE SUMMARY

The owner of a 0.66 hectare site on the south side of Nashville Road east of the Canadian Pacific rail line is proposing to develop the property by retaining the existing two houses fronting on Nashville Road on two new lots and subdividing the rear portion of the site for new housing. The site encompasses two existing properties addressed at 737 and 739 Nashville Road. The site is designated by the City under Part V of the *Ontario Heritage Act* as part of the Kleinburg-Nashville Heritage Conservation District (HCD) and requires a heritage permit for the proposed development.

Policy 6.2.4 of the Vaughan Official Plan states that a Cultural Heritage Impact Assessment (CHIA) ‘may be required for many development activities on or adjacent to heritage resources’. The proposed development is within a designated heritage district. This CHIA identifies, evaluates and assesses the built and landscape resources on and near the site and recommends measures to mitigate any adverse heritage impacts.

The site was originally part of a 100 acre farm established in 1838 by William Tedder. In 1871 part of the farm was sold for a railway right-of-way. A train station for Kleinburg was built adjacent to the subject site. Over the years Tedder and succeeding farm owners, including James Barons, sold building lots from the farm along the Nashville Road frontage. In 1924 Barons sold the subject vacant site to Alexander Houston. The site remained agricultural or vacant land until 1999 when the house at 739 Nashville Road was built. Several years later the house at 737 Nashville Road was built.

In 2003 the City designated the subject site under the Kleinburg-Nashville HCD and approved a plan for the HCD which is currently under review. The HCD plan’s objective is to preserve the heritage character of the District. The plan’s guidelines for new buildings in the ‘village area’ of the HCD apply to the subject site which, although designated, does not contain any heritage resources.

The owner has submitted a Plan of Subdivision to create two new lots on the front portion of the site to retain the two existing houses in situ and develop the rear portion for all or part of seven lots for the construction new housing. The seven lots, including the house designs for those lots, were examined in detail.

This CHIA concludes that the proposed development will not adversely impact any heritage resources on or near the subject site and the new development generally complies with applicable heritage policies.

This CHIA recommends that the City of Vaughan:

1. issue a heritage permit for the proposed development at 737 and 739 Nashville Road substantially as shown in ***Appendix I*** of the CHIA subject to:
 - a. retention of the existing houses at 737 and 739 Nashville Road in situ;
 - b. changing the front yard landscape at 739 Nashville Road to give greater visibility to the existing house from Nashville Road; and
 - c. the owner commemorating the nearby site of the railway station by erecting an interpretive plaque.
2. should consider, in its review of the Kleinburg-Nashville HCD, removing Lots 1 to 7 of the proposed Plan of Subdivision from the area designated by the HCD.

PROJECT PERSONNEL

Wayne Morgan
Heritage Planner

Member, Canadian Association of Heritage Professionals
Member, Canadian Institute of Planners
Member, Ontario Professional Planners Institute
President, Community Heritage Ontario

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1.0 INTRODUCTION

The owner of an approximately 0.66 hectare (1.48 acre) site on the south side of Nashville Road west of Highway 27 and east of the village of Nashville in the City of Vaughan proposes to subdivide the site retaining the two existing houses on two smaller lots fronting on Nashville Road and developing the rear portion of the site for new housing fronting on a new road named 'Great Railway Court'. The site encompasses two existing properties addressed as 737 and 739 Nashville Road.

A Plan of subdivision application has been submitted for the proposed development. The front portion of the site will be retained as two new lots (Lots 27 and 28) fronting on Nashville Road with each lot containing an existing residential unit. The existing residential units will be retained 'as is'.

The two properties that form the subject site are included in the Kleinburg-Nashville Heritage Conservation District which has been designated under Part V of the *Ontario Heritage Act*.

The Vaughan Official Plan, Chapter 6, requires a Cultural Heritage Impact Assessment (CHIA) to be prepared when there is potential for a development proposal to adversely impact identified heritage resources. Wayne Morgan, Heritage Planner, was retained by the property owner to prepare this CHIA in accordance with provincial and municipal heritage policies and to recommend any mitigation measures with respect to the heritage resources and values of the property and adjacent heritage resources. The curriculum vitae for Wayne Morgan is contained in *Appendix K*.

The study area contains lands and buildings in the west half of lot 25 in the ninth concession in the City of Caledon (formerly Township and Town). The study area is located east of the Canadian Pacific rail line between the intersections of Huntington Road and Highway 27.

2.0 DESCRIPTION OF THE PROPERTIES AND THEIR CONTEXT

2.1 Location

The properties are located in the City of Vaughan (formerly Township of Vaughan) in the Regional Municipality (formerly County) of York in Lot 25 in the Ninth Concession on the south side of Nashville Road east of Huntington Road and immediately east of the Canadian Pacific Railway line, west of the village of Kleinberg and east of the hamlet of Nashville. **(Figures 2.1 and 2.2).** The properties are bounded on the north by Nashville Road, on the south by the Canadian Pacific Railway property, on the west by the lot line that divides 739 from 757 and 763 Nashville Road and on the south by the lot line dividing 737 from 727 Nashville Road and the vacant that lies to the rear of the lots of registered plan 4258.

4

**Subject
Properties**

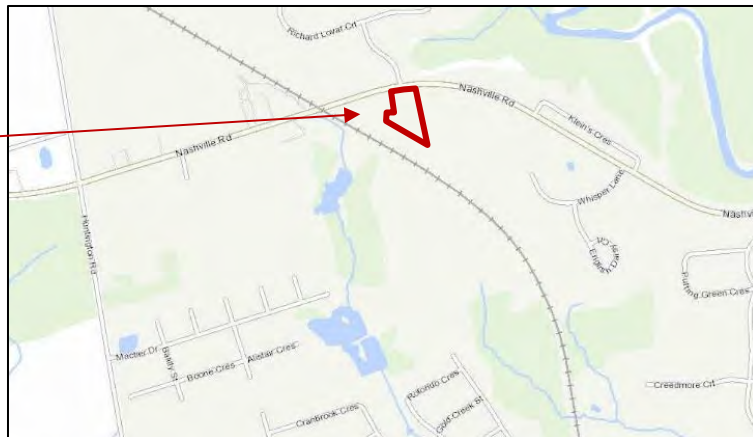


Figure No. 2.1
General Location Map
[Source: York Maps, 2020]

**Subject
Properties**



Figure No. 2.2
Subject Site and its Context
[York Maps Image 2019].

2.2 Ownership and Legal Description

Currently both 737 and 739 Nashville Road are owned by:

Nashville Developments Inc.
c/o TACC Developments
600 Applewood Crescent
Vaughan, Ontario L4K 4B4

The short legal description of the properties, together with the municipal address is:

737 Nashville Road - part west half of Lot 25 in the ninth Concession Vaughan; Part 2 Plan 65R38215, City of Vaughan

739 Nashville Road - part west half of Lot 25 in the ninth Concession Vaughan; Part 1 Plan 65R38215, City of Vaughan

Appendix A contains a survey of the properties. Together, the properties are approximately 6,552 square metres (0.66 hectares or 1.48 acres) in size.

2.3 Area Character and Physiography

As shown on the topographic maps (*Appendix C*), the subject site is fairly flat sloping gently southwest to a creek immediately west of the railway right-of-way. The creek drains south ultimately reaching the Humber River which is in a deeply incised valley north east and east of the property. The maps show no forest cover on the subject property which is shown as largely cleared for cultivation in the 1960 map. The rear of the property is bounded by the Canadian Pacific Railway right-of-way. Originally the site was part of a farm that included lands west of the Railway. The *Appendix C* maps, which extend from 1860 to 1989, all show no buildings on the site.

The lands to the south-west and south, beyond the subject site, are part of a relatively flat to gently rolling landscape where most land had been cleared for cultivation and there are scattered rural residences. Immediately west of the subject site are buildings of the hamlet of Nashville on both sides of Nashville Road. To the east, there are more buildings strung along the south side of Nashville Road. To the north-east is the Humber River Valley. The alignment of Nashville Road deviates around part of the Humber River valley. The nearest large settlement, Kleinburg, is east of the subject property.

Since 1960, there have been changes in area land use as shown in a comparison of Figures 2.2 and 2.3. North and east of the subject site residential subdivisions have been built.

Aerial photographs of the Study Area from 1942 to 2019 are found in *Appendix D*.

The property is located in the Peel Plain physiographic region and described as,

“...a level-to undulating tract of clay soils covering 300 square miles across the central portions of York, Peel and Halton counties...there is a gradual and fairly uniform slope toward Lake Ontario. Across the plain the Credit, Humber, Don and Rouge rivers have cut deep creeks. The underlying geological material of the plain is a till or boulder clay containing large amounts of Palaeozoic shale and limestone.”¹



Figure No. 2.3 *The Area in 1960* [National Airphoto Library, Roll A16997, Photo 007].

¹ L. J. Chapman and D. F. Putnam. *The Physiography of Southern Ontario*. 2nd Ed. (University of Toronto Press: Toronto, 1966) 292 – 296.

2.4 Context - General Character

The subject property is within an area that retains a ‘village’ like character but beyond which is undergoing largely suburban residential development (Figures 2.2 and 2.3).

As shown by the photographs in *Appendix B*, the area immediately to the north, east and west of the subject site is suburban, low density development with extensive plantings of trees and shrubs. To the southeast of the site is a large vacant area that is being prepared for residential development. To the south and southwest is the railway right-of-way and the backyard of 763 Nashville Road.

Nashville Road is a moderately heavily traveled two lane regional arterial road with a suburban character – open drainage ditches, no curbs and a sidewalk on one side. The intersections on Nashville Road at Highway 27 is signalized, while at Huntington Road is not. Immediately north of the subject site, there is a ‘T’ intersection with Charles Cooper Court.

2.5 Context - Adjacent and Nearby Heritage Properties

As shown in *Appendix H*, there are three heritage properties adjacent to the subject site, although they do not contain any heritage resources – 727, 757 and 767 Nashville Road. Each property contains a single detached residential structure.

There are five nearby heritage properties, three of which may contain heritage resources. The two nearby heritage properties without heritage resources, 705 and 727 Nashville Road, each contain a single detached residential structure. The three properties that may have heritage resources are:

- *10 Charles Cooper Court* – north side of Nashville Road – House – c1890 –
The house is approximately 34.6 metres from the north limit of the subject site, on the opposite side of Nashville Road.
- *769 Nashville Road* – south side of Nashville Road – House – c1900
The house is approximately 36.7 metres from the west limit of the subject site.
- *Canadian Pacific Railway right-of-way* – north and south sides of Nashville Road west of the subject site – railway features since 1870.
The portion of the railway right-of-way that is identified as heritage is approximately 25 metres from the west limit of the subject site.

No other potential heritage properties were identified adjacent to or near the subject site using the Caledon Heritage Register and driving the area.

3.0 HERITAGE POLICIES

This chapter identifies federal, provincial, regional and municipal heritage policies relevant to the planning application and the development of the subject property.

3.1 The Planning Act and Provincial Policy Statement (2020)

Section 2 of the *Planning Act* identifies “matters of provincial interest, which includes the conservation of significant features of architectural, cultural, historical, archaeological or scientific interest.”²

Section 3 of the *Planning Act* enables the Province to issue Policy Statements on matters of Provincial Interest. The Provincial Policy Statement (2020) (PPS) issued under the *Act* applies. Section 2.6 of the PPS addresses Cultural Heritage. Policy 2.6.1 states:

Significant built heritage resources and significant cultural heritage landscapes shall be conserved.

The PPS provides the following definitions to the italicized terms.

Significant means in regard to cultural heritage and archaeology, “resources that have been determined to have cultural heritage value or interest. Processes and criteria for determining cultural heritage value or interest are established by the Province under the authority of the *Ontario Heritage Act*.”

Built heritage resources “means a building, structure, monument, installations or any manufactured remnant that contributes to a property’s cultural heritage value or interest as identified by a community, including indigenous community. Built heritage resources are located on property that has been designated under Parts IV or V of the *Ontario Heritage Act*, or that may be included on local, provincial, federal and/or international registers.”

Cultural heritage landscape means a defined geographical area that may have been modified by human activities and is identified as having cultural heritage value or interest by a community including an indigenous community. The area may include features such as structures, spaces, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association. ...

conserved means “the identification, protection, management and use of built heritage resources, cultural heritage landscapes and archaeological resources in a manner that ensures their cultural heritage value or interest is retained. This may be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment and/or heritage impact assessment that has been approved, accepted or adopted by the relevant planning authority and/or decision-

²Ontario Ministry of Culture. Heritage Resources in the Land Use Planning Process, p 1.

maker. Mitigative measures and/or alternative development approaches can be included in these plans and assessments.”

Policy 2.6.3 of the PPS deals with development adjacent to a protected heritage property,

Planning authorities shall not permit *development* and *site alteration* on *adjacent lands* to *protected heritage property* except where the proposed *development* and *site alteration* has been evaluated and it has been demonstrated that the *heritage attributes* of the *protected heritage property* will be *conserved*.

In addition to the above definitions, each of the italicized terms has the following definitions:

Development means “the creation of a new lot, a change in land use, or the construction of buildings and structures, requiring approval under the *Planning Act*”;

Site alteration means activities, such as grading, excavation and the placement of fill that would change the landform and natural vegetative characteristics of a site;

Adjacent lands means “for the purposes of policy 2.6.3, those lands contiguous to a *protected heritage property* or as otherwise defined in the municipal official plan”;

Protected heritage property means “property designated under Part IV, V or VI of the *Ontario Heritage Act*; property subject to a heritage conservation easement under Parts II or IV of the *Ontario Heritage Act*; property identified by the Province and prescribed public bodies as provincial heritage property under the Standards and Guidelines for Conservation of Provincial Heritage Properties; property protected under federal legislation, and UNESCO World Heritage Sites”.

Heritage attributes means “the principal features or elements that contribute to a *protected heritage property*’s cultural heritage value or interest, and may include the property’s built or manufactured elements, as well as natural landforms, vegetation, water features, and its visual setting (including significant views or vistas to or from a *protected heritage property*)”.

Other PPS policies that do not deal with cultural heritage may apply to the subject site. In such situations, the PPS states that “when more than one policy is relevant, a decision-maker should consider all of the relevant policies to understand how they work together.” This CHIS has not considered other PPS policies in evaluating the proposed development.

3.2 Ontario Heritage Act (OHA)

Designation - Part V of the *Ontario Heritage Act* enables a municipality to designate a group of properties as a Heritage Conservation District (HCD) after consultation with its heritage advisory committee, if one is appointed. Section 39.2 (1) of the *Act* requires the municipal clerk to keep a Register of properties of cultural heritage value or interest designated under Part V. Section 41.1 of the *Act* requires that HCD approved after 2005 require a HCD plan. Section 41.1 (5) specifies the scope of such plans.

Effect of Designation - Once a property is designated as part of a HCD, erections, demolitions or exterior alterations to structures or any part of the property require municipal council approval except as permitted in the HCD plan. An owner may appeal Council's decision on an application to alter or demolish to the Ontario Municipal Board.

3.3 Greenbelt Plan

In 2005, the Province approved the Greenbelt Plan for the Greater Golden Horseshoe and amended it effective July 1, 2017. The Greenbelt Plan "identifies where urbanization should not occur in order to provide permanent protection to the agricultural land base and the ecological and hydrological features, areas and functions occurring on this landscape".

The Greenbelt Plan designates the property 'Settlement Area Outside the Greenbelt'.

3.4 Places to Grow – Growth Plan for the Greater Golden Horseshoe

In 2006, the Provincial Government approved the Growth Plan for the Greater Golden Horseshoe and subsequently amended it several times, the most recent being in August 2018. The Growth Plan is the Government's framework for development and the management of growth in the area to 2041. On Schedule 2, Places to Grow Concept, the Study Area is shown as 'Built-Up Area - Conceptual'.

The Plan requires the conservation of cultural heritage resources and that municipalities work with stakeholders in developing and implementing official plan policies and other strategies in support of cultural heritage conservation (Section 4.2.7, policies 1 & 2).

3.5 York Region Official Plan

The Official Plan of the Regional Municipality of York (ROP) was adopted by Regional Council on December 16, 2009 and approved by the Minister with modifications in 2010. The ROP has been appealed in part to the Ontario Municipal Board (OMB). Parts of the Plan have been approved by the OMB. The Plan has also been amended in part by Regional Council since 2009. The April 2019 consolidated ROP has been reviewed for this report.

Section 3.4 of the ROP provides the following relevant cultural heritage policies:

3. *To require local municipalities to adopt official plan policies to conserve significant cultural heritage resources.*
11. *To require local municipalities to adopt official plan policies to conserve significant cultural heritage resources and ensure that development and site alteration on adjacent properties will conserve the heritage attributes of that property.*

With respect to policy 3, the Vaughan Official Plan (OP) contains policies for the conservation of significant cultural heritage resource.

With respect to policy 11, the Vaughan OP has policies addressing the conservation of heritage resources which are discussed below.

In the ROP, the subject site is designated ‘Towns and Villages’ on the Regional Structure Map (*Appendix N*). There are no additional policies in this land use designations regarding the conservation of cultural heritage resources.

The ROP is currently under comprehensive review.

3.6 Vaughan Official Plan and Zoning By-law

On September 7, 2010, the City of Vaughan adopted a new Official Plan (OP). It was further modified by City Council on September 27, 2011, March 20, 2012 and April 17, 2012. On June 28, 2012 Regional Council approved the new OP. The June 2019 office consolidation of this OP was reviewed to provide policy context for this cultural heritage assessment. Underlined words are defined in the OP.

Chapter 6 of the OP contains Vaughan’s Cultural Heritage Policies. The following heritage policies are relevant to the Study Area.

It is the policy of Council:

6.1.1.1. To recognize and conserve cultural heritage resources, including heritage buildings and structures, Cultural Heritage Landscapes, and other cultural heritage resources, and to promote the maintenance and development of an appropriate setting within, around and adjacent to all such resources.

6.1.1.2. To support an active and engaged approach to heritage conservation and interpretation that maximizes awareness and education and encourages innovation in the use and conservation of heritage resources

‘Conserve’ is defined in the OP as the identification, protection, use and/or management of cultural heritage and *archaeological resources* in such a way that their heritage values, attributes and integrity are retained.

The Vaughan OP recognizes the need to assess impacts on adjacent heritage resources.

6.2.2.9. That for all development applications, demolition control applications and infrastructure projects adjacent to a designated property and adjacent to a Heritage Conservation District, the proposal is compatible by:

- a. respecting the massing, profile and character of adjacent heritage buildings;*
- b. maintaining a building width along the street frontage that is consistent with the width of adjacent heritage buildings;*

- c. maintaining the established setback pattern on the street;*
- d. being physically oriented to the street in a similar fashion to existing heritage buildings;*
- e. minimizing shadowing on adjacent heritage properties, particularly on landscaped open spaces and outdoor amenity areas;*
- f. having minimal impact on the heritage qualities of the street as a public place;*
- g. minimizing the loss of landscaped open space;*
- h. designing any permitted above-grade parking facilities, so that they are integrated into the development in a manner that is compatible with the heritage surroundings; and,*
- i. requiring local utility companies to place metering equipment, transformer boxes,*
- j. power lines, conduit equipment boxes and other utility equipment and devices in locations that do not detract from the visual character or architectural integrity of the heritage resource.*

Adjacent is defined in the OP as those lands contiguous to a protected heritage property.

The City, in its OP, specifies the scope of Cultural Heritage Impact Assessments as:

A document prepared by a qualified professional with appropriate expertise comprising text and graphic material including plans, drawings and photographs that contains the results of historical research, field work, survey, and analysis, and descriptions of cultural heritage resources together with a description of the process and procedures in deriving potential effects and mitigation measures.

The document shall include:

- a. a description of the cultural heritage values of the property;*
- b. contextual information, including any adjacent heritage properties;*
- c. the current condition and use of all constituent features;*
- d. relevant planning and land use considerations;*
- e. a description of the proposed development and potential impacts, both adverse and beneficial, on the cultural heritage values;*
- f. alternative strategies to mitigate adverse impacts; and,*
- g. recommendations to conserve the cultural heritage values.*

Section 6.2.4 further defines the use and review of Cultural Heritage Impact Assessments.

6.2.4.1. That Cultural Heritage Impact Assessments shall be prepared by a professional with expertise in cultural heritage resources and in accordance with the requirements of this Plan, and that:

- a. the assessment must demonstrate whether the heritage values and of cultural heritage resources, as identified by the City, are being retained, improved, adversely impacted or lost by the proposed development;*
- b. the assessment may not substitute alternate heritage values or character for those that have been approved or endorsed by the City; and,*
- c. where there is no designation by-law, approved heritage character statement or approved conservation plan, the assessment must document, to the City's satisfaction, the cultural heritage values of the property.*

6.2.4.2. *That Cultural Heritage Impact Assessments are subject to City review. In review of Cultural Heritage Impact Assessments, the City:*

- a. will be guided by Good Heritage Conservation Practices and heritage conservation principles as identified in policy 6.2.2.6 of this Plan, by priorities for on-site retention as identified in policy 6.2.2.7 of this Plan, and by any other relevant policies of this Plan; and,*
- b. may impose conditions of approval to secure the long-term conservation of the resource.*

The following OP policy contains criteria for evaluating heritage permits:

6.2.2.6. *That, in reviewing heritage permit applications, the City be guided by the following heritage conservation principles:*

- a. Good heritage conservation practices;*
- b. protecting heritage buildings, Cultural heritage landscapes and archaeological sites including their environs from any adverse impacts of the proposed alterations, additions, works or development;*
- d. new additions and features should generally be no higher than the existing building and wherever possible be placed to the rear of the building or set back substantially from the principal façade so as to make the addition unobtrusive from the pedestrian realm; and*
- e. new development on vacant lots or lots currently occupied by non-heritage structures in Heritage Conservation Districts designated under Part V of the Ontario Heritage Act be designed to fit harmoniously with the immediate physical or broader district context and streetscapes, and be consistent with the existing heritage architectural style through such means as:*
 - i. being similar in height, width, mass, bulk and disposition;*
 - ii. providing similar setbacks;*
 - iii. using like materials and colours; and*
 - iv. using similarly proportioned windows, doors and roof shape.*

Section 6.3 of the OP contains for the following relevant policies for the conservation of Heritage Conservation Districts:

6.3.2.3. *To conserve Heritage Conservation Districts by approving only those alterations, additions, new developments, demolitions, removals and public works in accordance with the respective Heritage Conservation District Plans and the policies of this Plan. When there is a conflict between the policies of the Heritage Conservation District Plan and the policies of this Plan, the Heritage Conservation District Plan shall prevail.*

6.3.2.4. *That any proposed private or public development within or adjacent to a Heritage Conservation District will be designed to respect and complement the identified heritage character of the district as described in the Heritage Conservation District Plan*

In the OP, the subject site is within the urban boundary shown on Schedule 1, Urban Structure (**Appendix O**) and has the following ‘stable area’ designation - ‘Community Areas’.

On OP Schedule 13, Land Use, the subject site is designated ‘Low-Rise Residential’. On OP Schedule 14B, Areas Subject to Area Specific Plans, the subject site is shown as subject to a Heritage Conservation District Plan

In the City’s Zoning By-law, the front of the subject site facing Nashville Road is zoned Residential “RR (H)” and the rear of the site is zoned Residential “RD4 (H)” (*Appendix O*). In both of these zones, single family detached dwellings are permitted. The Zoning By-law does not have any additional requirements for conservation of cultural heritage resources.

3.7 Kleinburg/Nashville Heritage Conservation District Plan (HCD)

In 2003 Vaughan City Council adopted By-law 183-2003 designating Kleinburg-Nashville a HCD (*Appendix O*) and adopting a plan under Part V of the *Ontario Heritage Act*. As shown on the map designating the District, all properties on the south side of Nashville either side of the CP rail line, which abut the subject site, are within the District. Most of the properties contain single detached one or two storey dwelling units

The Kleinburg/Nashville HCD as adopted by Council and approved at the Ontario Municipal Board (OMB) consists of two parts – the Study and the Plan. The Plan contains a set of guidelines, the intent of which is “to preserve the heritage character of the District”. The guidelines apply to heritage and non-heritage buildings, new development, road links and works, village forests and construction materials.

The following new development new development goals from the HCD Plan are applicable to the proposed development:

- 5.2.5 *Future Development in the District: To encourage new development that will enhance the heritage character of the District as infill 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.*

The following policies from the ‘Residential Villages’ section of the Plan are applicable to the proposed development:

- 9.5.3.1 *Site Planning - 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.*
- 9.5.3.2 *Architectural Style – Design houses to reflect one of the local heritage architectural styles*
- 9.5.3.3 *Scale and Massing – New buildings should be designed to preserve the generous side yards typical in the villages*

The Kleinburg-Nashville HCD Plan is currently under review.

3.8 Standards and Guidelines for the Conservation of Historic Places in Canada

In 2005, Parks Canada produced a set of standards and guidelines for the conservation of historic places in Canada. These standards and guidelines identify best practices in the management of heritage resources which include buildings, landscapes and archaeological sites. The approach taken in developing the standards and guidelines was informed by international charters for the conservation of heritage resources developed under the auspices of ICOMOS, the international council on historic sites and monuments, a body of heritage professionals which advises the United Nations Educational and Scientific Committee.

In 2010, Parks Canada updated and expanded the document in a second edition.

The following Standard and Guidelines is applicable to the subject site:

- ensure that additions to a heritage place are distinguishable from the heritage character of the place, yet sympathetic to that character.

The Standards and Guidelines have been implicitly adopted as policy by the City through the good conservation practice clause in policy 6.2.2.6 of the Vaughan OP.

3.9 Municipal Heritage Status of the Subject and Adjacent/Nearby Heritage Sites

The two properties forming the subject site, 737 and 739 Nashville Road, are designated under Part V of the *Ontario Heritage Act* by their inclusion in the Kleinburg- Nashville HCD (*Appendix J*). They are not identified as contributing properties³.

In terms of adjacent and nearby heritage properties, all eight properties along Nashville Road – 705, 717, 727, 757, 763 and 769 ; the Canadian Pacific Railway right-of-way and 10 Charles Cooper (Richard Lovat) Court – are designated under Part V of the *Act* by the HCD.

Five of these have been identified as contributing properties - 10 Charles Cooper Court, and 717, 727 763 and 769 Nashville Road. However, it is unlikely that 763 Nashville Road contains a former one room school house based on the property history and therefore is not contributing. It is my opinion that 705 Nashville Road is a contributing properties because of its architectural style (Victory Housing) and is not demolished as stated in the HCD Update Inventory. It is also my opinion that the portion of Canadian Pacific Railway right-of-way at Nashville Road is also a contributing property. The portion of the right-of-way at Nashville Road is in the HCD (*Appendix J*) although, as a federally regulated property, the legal effect of the designation is questionable. The portion of the right-of-way adjacent to the subject site is not in the HCD.

In my opinion, 757 and 763 are not contributing properties, either for architectural or historical reasons.

³ Dillon et al, Figure 28. This figure incorrectly plots 717 and 727 Nashville Road.

4.0 HISTORICAL SUMMARY

With the gradual retreat of the glaciers from southern Ontario during the last glacial period some 12,000 to 10,000 years ago, the land was occupied by early indigenous (Paleo-Indian) peoples. Initially a nomadic people, later generations engaged in agricultural pursuits, along with hunting and fishing, and established temporary settlements throughout the area. At the time of the arrival of European settlers in the late eighteenth century, the land was occupied by peoples known as the Mississaugas of the Credit.

In 1783, the chiefs of the Mississaugas agreed to sell the British government a tract of land stretching from Cataraqui near Kingston to the Etobicoke Creek along the north shore of Lake Ontario. As this purchase was improperly drawn up, in 1787 the Crown bought from the Mississaugas the Toronto Purchase which was further clarified in a confirmatory treaty in an 1805 meeting with the Mississaugas⁴. Finally ownership was settled in 1923 with the signing of the Williams Treaty. Vaughan Township is part of this acquisition.

Vaughan Township was named “by Lieutenant-Governor John Graves Simcoe in honour of British diplomat Benjamin Vaughan co-negotiator of the Peace of Paris, the treaty that ended the American Revolutionary War (1775-1783)”.⁵

Initially the Township was an administrative unit in the Home District, later becoming a municipality in 1849. In 1851, York County was created from the Home District with Vaughan included in York County.⁶ In 1971 the Regional Municipality of York was created from York County and part of Vaughan Township that includes the subject lands included in the new Town (later City) of Vaughan. Vaughan is bounded on the south by the City of Toronto, the north by the Township of King, the west by the City of Brampton and the Town of Caledon in Peel Region and on the east by the Towns of Richmond Hill and Markham.

Vaughan Township was surveyed by Iredell in 1795 and Stegman in 1798 with Yonge Street as the base line for the concessions numbering west from this base. Excluding lots adjacent to Yonge Street, lots were numbered starting at the south Township limit, now Steeles Avenue. The township was laid out in the ‘Single Front System’:

... two systems emerge as the basic methods of land survey from 1783 to 1829, the Single Front and Double Front systems. In the former system, the township was to be six miles square, seven concession deep and 25 lots wide. The size of the lots varied, with 120 and 200 acres the common sizes. The shape was long and narrow, 19 x 63 chains (approximately) for the small lot, 19 x 105 chains (approximately) for the larger. The system resulted in a settlement pattern consisting of single rows of farmsteads along the concession line road. Intensity of land use decreased to the back of the concession where woodlands persisted.⁷

⁴ Champion, 5.

⁵ City of Vaughan History Briefs, Bulletin 8, The Naming of Vaughan.

⁶ Dean, plate 98.

⁷ Gentilcore, 6 - 8

This survey system imposed a settlement grid pattern on the land that persists to this day.

The resulting 200 acre Township lots were rectangular in shape and were frequently divided in half into 100 acre parcels often referenced as either the west (or front) and east (or rear) half of the lot in a narrow split, or the north and south half in the case of a long split.

The subject lands are identified relative to this grid system as part of the west half of Lot 25 Concession 9.

4.1 Development of the Area

To understand the development of the subject site, it is essential to place it within the larger context of development of the area.

The Larger Geographic Area and Vaughan Township

Chapman and Putnam, in discussing the physiographic regions of southern Ontario, described the historical settlement and land use of the Peel Plain, in which the subject property is located, up to the 1960s:

Settled during the early part of the nineteenth century, the fertile clay soils were cleared rapidly. Once the pioneer stage was passed the plain became a noted wheat growing area which, besides supplying the growing city of Toronto, produced quantities of grain for export to the United States through various lake ports such as Oakville, Port Credit and Whitby. Later a mixed type of crop and livestock farming developed with its chief market in Toronto...Being within easy trucking distance of Toronto, and having a good mileage of improved highways the Peel plain rapidly became a well-developed portion of the Toronto milk shed.⁸

Chapman and Putnam closed their discussion of the change of use in the Peel Plain noting that a large portion was falling in the 'urban shadow', being converted to urban use.⁹

European settlement of Vaughan Township was stimulated by laying out the Yonge Street lots in the east part of the Township, the survey of the Township and the making of land available for settlement. Being further from Lake Ontario and the Yonge Street military road, the interior of Vaughan Township was settled later than lands on the east and south limits of the Township.

Smith's *Canadian Gazetteer* describes Vaughan Township in 1846 as:

60,496 acres are taken up, 19766 of which are under cultivation. This is a township of excellent land; it is well settled and contains numerous well cleared and highly cultivated farms. The land is generally rolling, and the timber is a mixutre of hardwood and pine. The township is watered by branches of the River Humber. The Yonge Street

⁸ Chapman and Putnam, 293 – 294.

⁹ Ibid, 296.

*Road separates the township from that of Markham. On the road, partly in Vaughan and partly in Markham, are the settlements of Richmond Hill and Thornhill. There are six grist and twenty-five saw mills in the township. Population in 1842, 4,300.*¹⁰

The township developed from subsistence farming in the early nineteenth century to a wheat growing area in the mid-1800s. Wheat was the principal crop prior to 1870 occupying about one quarter to one third of the land. Fall wheat planting predominated until the 1860s when spring wheat became more important. From the 1850s to the 1890s, there was a consistent increase in the acreage of township land under cultivation. Prosperous farm complexes, mature agricultural fields, local road and developing railway networks and mills, both saw and grist mills on the larger streams and rivers, characterized the landscape of the area in the mid 19th century.

Ontario farmers turned to higher cost cash crops and animal husbandry in the 1870s the latter requiring the construction of barns. The Vaughan Township map in the *Illustrated Historical Atlas* depicts many established farmsteads. By the late nineteenth century agriculture in the township consisted of mixed crop, livestock and dairy farming with limited industrial operations in Woodbridge and Kleinburg. In response to the flooding caused by hurricane Hazel in 1954, substantial tracts of land in the river valleys were acquired by the conservation authority.

Topographical maps and aerial photographs (*Appendicies C & D*) show the agricultural character of the area underwent little change throughout the first two-thirds of the 20th century. Patterns of agricultural fields with some wood lots, forested sections of the Humber River valley and communities established at Kleinburg and Nashville characterized the landscape. Since then, urban development from the growth of Kleinburg and the southern part of the City of Vaughan has progressed to the south of the subject property.

Village of Kleinburg

Kleinburg, located between two branches of the Humber River, just south of the intersection of Islington Avenue and Highway 27, is the closest major settlement to the subject property.

Figure No. 4.1
Kleinburg – Islington Avenue
Looking North 1900
[Source: City of Vaughan]



¹⁰ Smith, 199.

A brochure of the Kleinburg-Nashville area and the Kleinburg-Nashville heritage conservation district study summarize the historical development of the Village:

Kleinburg, in common with many riverside villages, developed around the existence of numerous mills. ...

John N. Klein was an early entrepreneur who built a sawmill and a gristmill (flourmill). ... The Klein mills not only served the local farming community, but became the impetus for a growing commercial centre. The mills built by John N. Klein were the largest between Toronto and Barrie.

The Kleins remained in Kleinburg until 1851. ... Klein sold his property, including his mills, to James Mitchell, who shortly thereafter, in 1852, sold it to the Howland brothers: William Pearce, Fred and Henry. The Howland brothers owned successful mills at Lambton, Waterdown and St. Catharines. ...

The mills owned by the Howland family, however, were not the only mills responsible for the growth of the community. A second sawmill was established on the east side of the Humber River, across from the original Klein mills. By 1850, George Stegman is listed as the proprietor of this second sawmill. ...

By 1860, the community that grew from the establishment of the mills, included a tanner, a tailor, a boot and shoemaker, a carriage maker, a doctor, a saddler and harness maker, an undertaker, two hotels, a church and a school. A decade later, the community's merchant base had expanded substantially, as a chemist (druggist), cabinet maker, insurance agent, butcher, milliner and tinsmith, were added to the directory of local businessmen.¹¹

The Vaughan Road Company was formed in 1850, establishing the roadway known today as Islington Avenue and becoming Highway 27 north of Kleinburg. 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. ... the politically powerful Howlands arranged for the rail line to swing east so as to be closer to their mill.

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 ... eliminated Kleinburg's role as a stopping place on the way to the city.

By the end of the Second World War, Kleinburg had lost more than 2/3 of its population.. The postwar resettlement of Kleinburg was as significant as the original settlement a century before.¹²

¹¹ City of Vaughan, *Kleinburg-Nashville Heritage Discovery Tour*.

¹² Phillip H Carter et al, pp 10 -13.



Figure Nos. 4.2 and 4.3 *Nashville, 1907 (left) and 2nd Kleinburg Train Station in Nashville, 1967 (right).*
[Source: City of Vaughan Archives]

Hamlet of Nashville

Nashville, named by a resident who came from Nashville, Tennessee, is immediately north of the subject property. The hamlet, a street settlement strung along Nashville Road, owes its existence to the Toronto, Grey and Bruce Railway (later the Canadian Pacific Railway), constructed through the area in 1870. The Kleinburg CP rail station (built 1907) was constructed on part of the subject property. Nashville contained residences, a church, a post office, a hotel, a grain elevator, a blacksmith shop and a general store¹³.

4.2 The Subject Site

Table 4.1 Historical Timelines – 737 and 739 Nashville Road	
Key Date	Historical Event
1795	Township survey; lot created; lot held as Crown Reserve
1838	Sale of land by Crown to Canada Company
1839	Sale of property from Canada Company to William Tedder
1839	William Tedder lived on Lot 25
1871	Toronto, Grey and Bruce Railway right-of-way established.
1882	William Tedder dies; farm remains part of his estate
1898 - 1909	Farm leased to various tenants
1909	Sale of farm from William Tedder estate to James Henry Barons
1924	Barons sells lot including subject site to Alexander Houston; land remains vacant
1944	Houston sells vacant site to the Strains who immediately sell it to Herbert Vosper
1949 - 1994	Vosper sells vacant site to Leverne Moulder who sells to Ron Wilson Construc.
1994	Joseph Demaria buys vacant site
1999 - 2002	Existing houses built on the two properties of this site.

¹³ Reaman, 112 – 113.

During the release of land for settlement in southern Ontario, the Crown retain a portion as a Reserve with revenue from such lands used for public purposes including the religious and educational development. Lot 25 was such a Crown Reserve. Although Reaman does not list anyone leasing Lot 25 from the Crown, Walton's Directory lists Joseph Ward occupying Lot 25 in 1837. No other information could be found about Joseph Ward.

In 1838, the Crown conveyed all 200 acres of Lot 25 to the Canada Company¹⁴.

*The London (England)-based Canada Company established in 1825, was granted large tracts of land (approximately 2.5 million acres) [primarily] in southwestern Ontario (much of which comprised the Huron Tract) during the 1800s which it then leased or sold for settlement. The principle aim of this company was to obtain land in Canada and to promote its sale to prospective settlers.*¹⁵

In 1839, the Company sold the west half of Lot 25 to William Tedder (aka. Teaddie)¹⁶. Walton's 1846 – 47 Directory shows Tedder living on the subject property. Only a brief biography of William Tedder (c1815 – 1882) could be found:

*William Tedder, who emigrated from the County of Norfolk, England, and settled near Woodbridge. .. Mr. Tedder moved on to the farm .. and remained there until his death in 1882, at the age of sixty-seven years. He was an active worker in the cause of the Gospel ..., and was a class leader in the Methodist Church*¹⁷

In 1851, William Tedder, a farmer, lived on the subject property in a log house¹⁸ near Huntington Road and farmed the 100 acres of the west half of Lot 25.

Tremaine's 1860 York County map (**Appendix C** and Figure 4.4) shows Tedder residing on the property with a house located close to Huntington Road.

As of 1861 William Tedder (aged 46) was still residing on Lot 25 in a 1 storey log house¹⁹ and farming the 100 acres of the west half of Lot 25²⁰.

In 1870, William Tedder sold two building lots from his farm to his sons William Junior (¼ acre) and Thomas (½ acre)²¹. The lots fronted on Nashville Road in the village of Nashville. In March 1871, Tedder sold land from the rear of his farm to the Toronto, Grey and Bruce Railway for the construction of the railway, including a train station.²²

¹⁴ Land Records, York Region, Lot 25, Concession 9 Vaughan Township, Patent.

¹⁵ Ontario Archives website

¹⁶ Land Records, York Region, Lot 25, Concession 9 Vaughan Township, Instrument No. 15860.

¹⁷ Robinson, 368.

¹⁸ 1851 Census of Canada (nominal), Vaughan Township, Schedule A, EA No.5, p. 309-10, line 33.

¹⁹ 1861 Census of Canada (nominal), Vaughan Township, Schedule A, EA No.5, p. 154, line 40.

²⁰ 1861 Census of Canada (agriculture), Vaughan Township, Schedule B, EA No.5, p. 14, line 48.

²¹ Land Records, York Region, Lot 25, Concession 9 Vaughan Township, Instrument Nos. 1169 & 1181.

²² Ibid, Instrument No. 828.

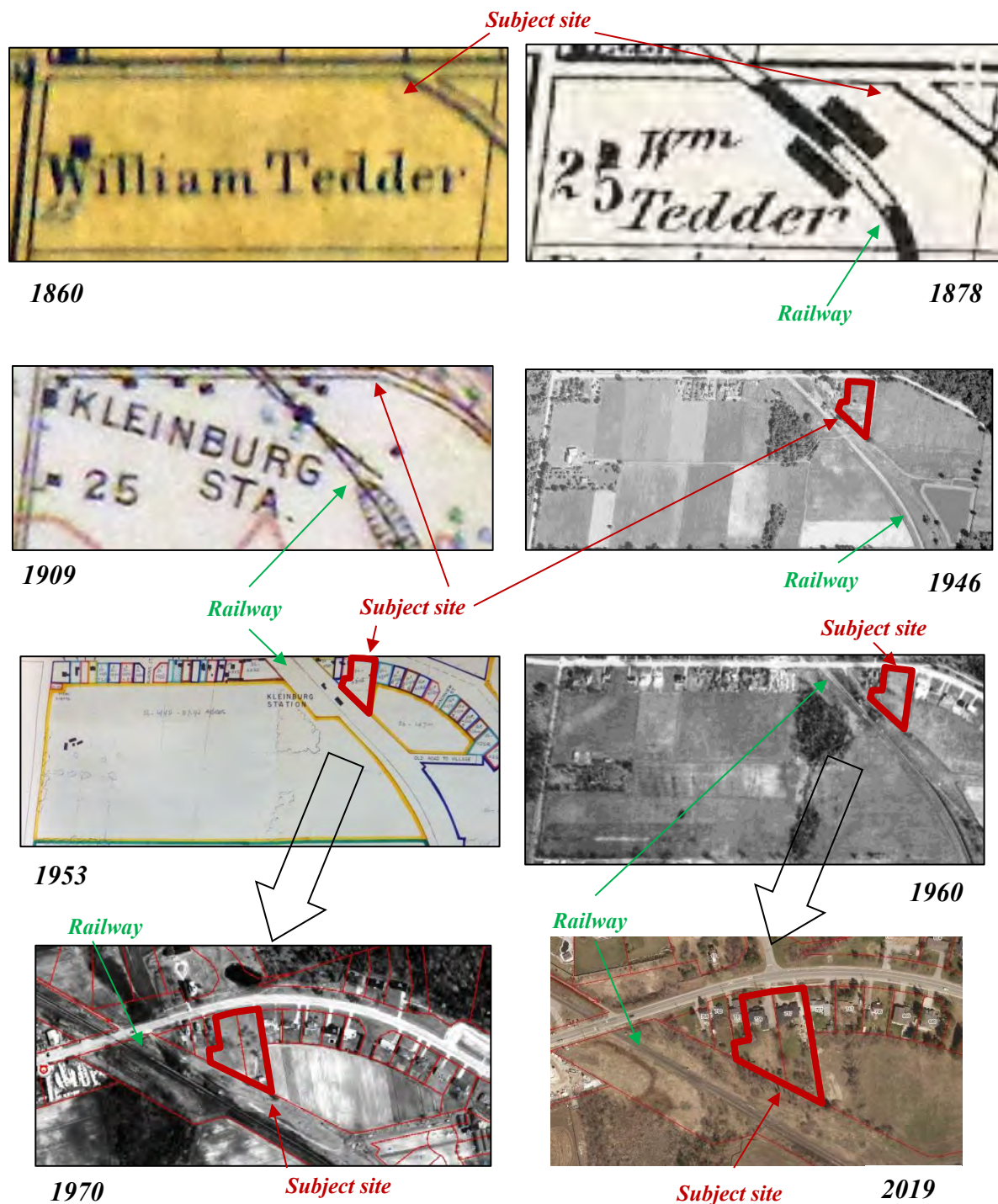


Figure 4.4 Lot 25 West Half, Concession 9 in Maps and Aerial Photos 1860 - 2019

As of 1871 Tedder (aged 55), was living on the subject property and farming 94 acres²³.

In 1875, Tedder sold another building lot on Nashville Road from his farm to his son John²⁴.

The 1878 County Atlas (*Appendix C* and Figure 4.4) shows Tedder owning the west half of Lot 25, a farm house towards Huntington Road, the railway and associated buildings towards the rear of the property, but no development on the subject site (737 & 739 Nashville Road).

In 1881, both William, aged 65, and Thomas, aged 38, Tedder are listed living in separate households in Vaughan. Their precise location is not known although it is assumed that the William was living in the farm house close to Huntington Road and Thomas was living in a house on Nashville Road in the village of Nashville.²⁵

In 1882 William Tedder died and the farm was placed in his estate, with his wife, Elizabeth, appearing to be the principal resident of the farm following his death.

In 1891, William Tedder's widow, Elizabeth, aged 40, lived in a 2 storey wood, 8 room house with her son, James, farmer, probably the house close to Huntington Road. William (Junior) and Thomas Tedder lived in wood houses in separate, but adjacent lots²⁶ in the village of Nashville.

In 1892, William Tedder's estate sold a small plot of land from the farm to the Toronto, Grey and Bruce railway²⁷.

The 1897 Assessment Roll continues to show Elizabeth Tedder living on the property with her son James. However, but 1898, they had rented the farm to William Long. The following year, William Long died but his widow, Marion, continued to live on and farm the property.

A 1909 map of the area (*Appendix C* and Figure 4.4) shows two buildings adjacent to the east side of the railway line at Nashville Road, but no houses on the subject property. It also shows the railway and the Kleinburg train station to the rear or west of the subject site.

In late 1909, the Tedder estate sold the farm (87 acres) to James Henry Barons (1863 – 195?). A 1917 map (*Appendix C*) shows James Barons owning the farm, including lands to the east of the railway.

In 1924 Barons sold a parcel of land containing the subject site to Alexander Houston.²⁸

²³ 1871 Census of Canada (nominal), Vaughan, Schedules 1 & 3, Division 6, pp 28 & 6.

²⁴ Land Records, York Region, Lot 25, Concession 9 Vaughan Township, Instrument No. 2754.

²⁵ 1881 Census of Canada (Nominal), Vaughan, Schedule 1, Division 5, page 40.

²⁶ 1891 Census of Canada (Nominal), Vaughan, Schedule 1, Division 9, page 16.

²⁷ Land Records, York Region, Lot 25, Concession 9, Vaughan Township, Instrument No 5573.

²⁸ Ibid, Instrument No. 13790.

An aerial photograph of the area taken in 1942 (*Appendix D*), shows the subject site with no houses, but several small structures – probably sheds.

In 1944 Houston sold the subject site to Hazel and William Strain²⁹, who quickly sold it to Herbert Vosper³⁰. A 1946 aerial photograph (*Appendix D* & Figure 4.4) continues to show the property in a similar condition as in 1942 – no houses, but some small structures. The network of paths on the property in the aerial photograph suggest that it was being used by the residents of 757 Nashville Road.

In 1949, Herbert Vosper sold the largely vacant property to Leverne Moulder (aka. Dickson).³¹ Although the subject site appears as one lot on a 1953 map (*Appendix C* and Figure 4.4), it was one vacant parcel of land. A 1960 aerial photograph shows it in the same state as 1946 – vacant with several small sheds.

Between 1970 and 1978 all railway structures, including the Kleinburg station, to the rear of the subject site were removed from railway property.

In 1987, the estate of Leverne Moulder sold the subject site to Ron Wilson Construction Limited, who in turn sold it to Joseph Demaria in 1994. A 1988 aerial photograph shows the subject site as vacant with one small shed in the southeast corner. At some time late in the 20th century, the subject site was divided into two properties – 737 and 739 Nashville Road. A 1999 aerial photograph shows a house being constructed on the property at 739 Nashville Road, although 737 was still vacant. A 2002 aerial photograph shows that construction was being completed on a house on 737 Nashville Road.

As of 2019, there was a single detached dwelling on each of the two properties of the subject site and a number of small shed towards the rear property boundaries. The front yard of 737 contained a ‘U’ shaped driveway with a large grassed area and trees and shrubs along the east limit. The front yard of 739 contained a driveway on the east side and a heavily landscape area with trees and shrubs on the west two thirds. The rear yards of both properties were largely grassed areas with some trees, shrubs and sheds towards the rear property boundary.

As of 2020, both houses were vacant.

²⁹ Ibid, Instrument No. 20252.

³⁰ Ibid, Instrument No. 20321.

³¹ Ibid, Instrument No. 24374..

5.0 BUILT AND LANDSCAPE RESOURCE DESCRIPTIONS

On October 3, 2020, an on-site survey of all built and landscape resources was conducted.

The following components of the property are documented in photographs in:

- **Appendix E** – 737 & 739 Nashville Road, Exterior Buildings; and
- **Appendix F** – 737 & 739 Nashville Road, Landscapes.

5.1. Buildings

As discussed in Chapter 4, the House at 739 Nashville Road was built in 1999 and the House at 737 was built in 2001 – 2002 (Figure 5.1 and **Appendix E**).



Figure 5.1

Houses at 737 (left) and 739 (right) Nashville Road,, East Elevations, 2020

737 Nashville Road - This House is setback 15.2 metres from the Nashville Road right-of-way. This single detached, one storey, frame structure is clad in a veneer of manufactured, grey cut stone with a rock-faced finish on all elevations. Manufactured white stone detailing is found on all circular headed window openings and at the top of other openings on the principal facade. Similar manufactured stone forms the sills of all window openings. The concrete foundation is either block or poured.

This House is rectangular in plan measuring 23 by 14.1 metres³² with projections on both the east and west sides. The east elevation projection incorporates an integral garage that opens to the east.

The House is capped by a medium pitched, asphalt clad, hip roof with projecting eaves. There are also gable roofs over the front entrance porch and the centre projection on the rear or south elevation; and a flat roof on the southeast corner. The eaves project beyond the walls of the House; are unadorned; and have soffits clad in modern synthetic materials. No chimney was visible on the structure.

³² All measurements are from 2019 aerial photographs – York Maps.

Generally, there are two types of window openings - rectangular and ones with semi-circular heads. All openings contain modern sash with simulated muntin bars. The openings with semi-circular heads have fanlight transoms. The large openings on the rear or south elevation contain French doors.

On the centre section of principal or front elevation, there are three bays – a centre door flanked by pairs of semi-circular headed windows. To the west of the centre section, there is a single bay, while to the east there is a double bay for the garage. The centre door is a modern interpretation of a tradition design – a solid, paneled single leaf door flanked by side lights and surmounted by a flat transom.

739 Nashville Road - This House is setback 13.8 metres from the Nashville Road right-of-way. It is a single detached, two storey, frame structure clad in a veneer of red brick on all elevations. All openings have red brick voussoirs with white manufactured keystones. The sills of all window openings are manufactured rock-faced grey stones while the front entrance threshold is a smooth concrete block. The foundation of the House is poured concrete.

Excluding the rear integral garage and the one storey west side section, the rectangular plan of this House measures approximately 15.5 by 11 metres. The garage measures 11.7 by 7.5 metres while the one storey west side section has a depth of 2.3 metres.



Figure 5.2
739 Nashville Road,
East Elevation, 2009
[Source: Google Street View]

The House is capped by a medium pitched, complex hip roof with gable roofs over the flanking bays on the principal elevation, smaller gable roofs on the east side (2) and the west side (1). The front veranda has a gable and shed roof while the one storey west side section has a hip and gable roof. All roofs are clad in black asphalt shingles. The eaves - project slightly beyond the walls; are unadorned; and have soffits clad in modern synthetic materials. No chimney was visible on the structure.

Generally, there are two types of window openings - rectangular and ones with segmental heads; the latter are found only on the upper floor of the principal elevation. All openings contain modern sash with a single light and no muntin bars. The segmental openings have plain transoms. The large ground floor openings on the rear contain sliding glass doors.

The principal or front elevation has three bays – a centre door flanked by single rectangular window openings. The upper floor is a symmetrical three bay façade with openings lining up with those on the ground floor. These openings are two with segmental heads flanking a smaller, almost square window opening. In the roof, there is a gable roofed dormer window centred above the front entrance. There is a one storey veranda across this façade. The centre entrance was originally a modern interpretation of a tradition design – a segmental opening with a single leaf door flanked by side lights and a plain transom above (Figure 5.2). Alterations to this entrance include the shape of the opening, the door and the veranda gable roof (Figures 5.1 and 5.2). Now the opening has a flat head and solid, paneled door, while the barrel-shaped veranda roof has been replaced with a flat roof and fake roof beams.

The exterior architectural styles of these two houses take their design cues from other houses in the Kleinburg-Nashville HCD. Since heritage conservation districts may not deal with building interiors, the interiors of these two houses were not examined

The house at 739 follows traditional 19th century features on the front elevation including the veranda, roof gables, symmetrical bays with a centre door, front entrance design, brick cladding and voussoirs over all openings. However, the public would be unlikely to interpret this as a heritage house.

The house at 737 is based on the ‘ranch-style’ bungalow of the mid to latter part of the 20th century, although it does incorporate some earlier design features such as the window muntin bars, surrounds and headers; the fan light transoms and the design of the front entrance.

5.2 Subject Site Landscape

The existing front yard landscapes of the two properties are a contrast in styles.

737 Nashville Road - The front yard has not changed significant since 2009. It consists of large grassed area, a ‘U’ shaped driveway that also provides access to the garage, and a few foundation shrubs and trees along the east and west boundaries (Figure 5.3 & *Appendix F*).



Figure 5.3

737 Nashville Road, Front yard viewed from Nashville Road, 2020.



Figure 5.4

739 Nashville Road, Front yard viewed from Nashville Road, 2020 (top), 2009 (bottom – Google Street View).

The rear yard of 737 Nashville Road in 2020 consists of a small grassed area close to the House, a few shrubs, a gazebo and an excavated area adjacent to the basement sliding glass doors. To the south, away from the House and in the area to be severed, fill has been added and graded. There are no vegetative features remaining in this area. Further, the shed identified in the Inventory of the HCD Update Inventory has been removed.

739 Nashville Road - This front yard has changed significantly since 2009 when it consisted of a circular driveway; and plantings of low shrubs within the circle created by the driveway, along the north boundary and closer to the street. There was also a grassed area between the sidewalk and the driveway. The House was visible from the Nashville Road. By 2020, this landscape had been replaced by a tight mix of coniferous trees and large shrubs bordered by limestone blocks with a small grassed area near the street (Figure 5.4 & **Appendix F**). The House was no longer visible from much of the adjacent street and sidewalk.

The rear yard in 2020 consists of a small grassed area close to the House, a few shrubs and a hot tub on the north side. To the south, away from the House and in the area to be severed, fill has been added and graded. There are no vegetative features remaining in this area.

5.3 Adjacent/Nearby Heritage Properties

As shown in *Appendix H*, there are three adjacent heritage properties that are designated by the Kleinburg-Nashville HCD. There are:

727 Nashville Road

To the east of the subject site is a single detached, one storey 'ranch-style' bungalow, built circa 1958. An extra storey and rear addition was recently added to the garage. It has been identified as contributing for its building.

757 Nashville Road

To the west is a single detached, one and one-half to one storey house, built circa 1930 with subsequent alterations. It has been identified as a non-contributing property.

763 Nashville Road

Also to the west is a single detached, one storey house, built circa 1930, with later alterations and a rear addition. Only the rear yard is adjacent to the subject site. It is identified as a contributing property for its building which is rumored to be a former school house. In my opinion it is non-contributing as it was not a former school.

In terms of nearby properties:

- Further to the west at 769 Nashville Road is a one and one half storey house with a gable roof and a one storey front veranda. This house dates from around 1910 and is identified as a contributing heritage property.
- To the east at 717 and 705 Nashville Road are two single detached houses. 705 was built circa 1950 and may have heritage value as an example of Victory or war time housing. 717 was built circa 1958 is a one storey variation on the ranch style bungalow. It has been identified as contributing for its building.
- To the north, across the street, 10 Charles Cooper Court (aka 750 Nashville Road and 10 Richard Lovat Court) is a two to two and one half storey brick house built circa 1880. It is identified as a contributing heritage property.

6.0 DEVELOPMENT PROPOSAL

6.1 Description of the Development Proposal

The owner is proposing to subdivide the subject site, 737 and 739 Nashville Road, retaining the existing housing units on two new lots fronting on Nashville Road and developing the rear portion of the site for all or part of seven lots for new housing. These seven lots will front on a new road named 'Great Railway Court'. This is shown in Figure 6.1 and *Appendix I*.

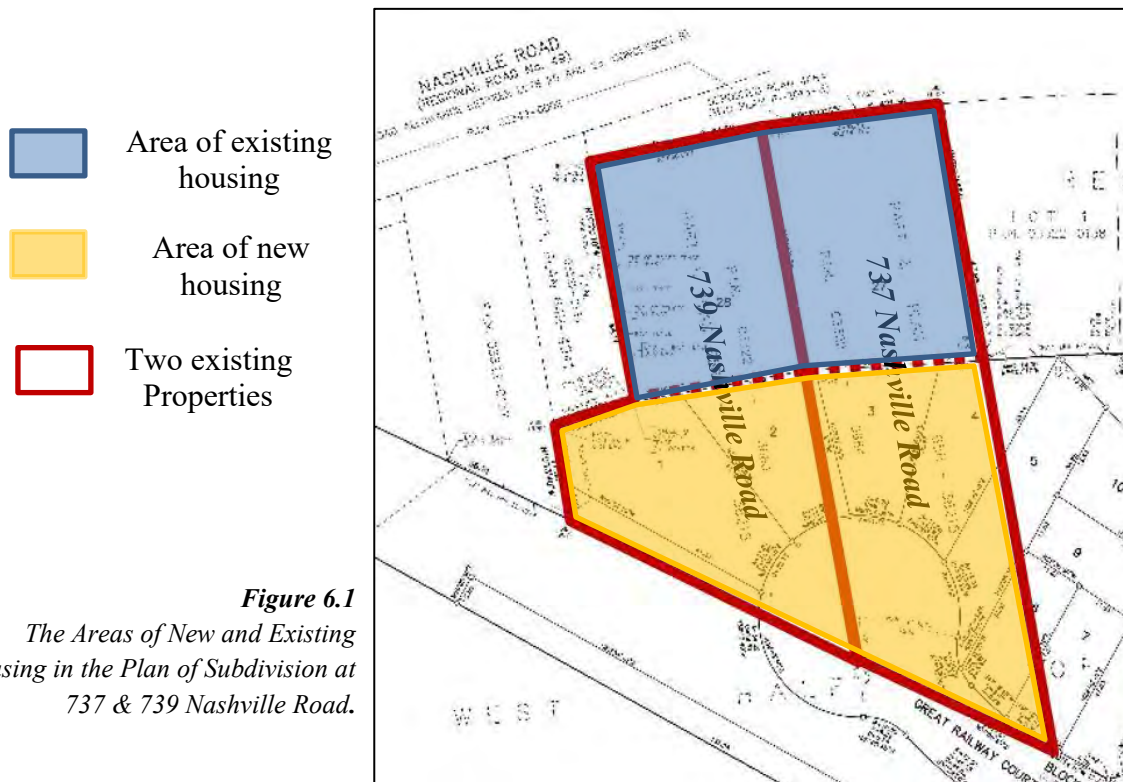


Figure 6.1
*The Areas of New and Existing
Housing in the Plan of Subdivision at
737 & 739 Nashville Road.*

Lots for Existing Houses: The new lots for the existing housing will have the same depth as the lots immediately to the east and west. On these two lots fronting on Nashville Road, the side yard and front yard setbacks to the existing houses will not change. The rear yards will be reduced in depth. The lots for the existing houses will be substantially as shown in the aerial photograph in Figure 6.2.

Lots for New Houses: A large portion of the existing rear yards at 737 and 739 Nashville Road will be subdivided into all or part of seven lots shown in Figures 6.1 and 6.3. Vehicle access to these seven lots will be from 'Great Railway Court' while additional pedestrian access will be from a walkway to Nashville Road shown in Figure 6.4. An acoustic fence will be built along the south side of the new Lot 1 (Figure 6.4). Each of the seven lots will have a single detached residential unit as shown in Figure 6.3. The design of each house will

be different, although all will have front porches and use materials, such as brick and stone, found throughout the Kleinburg-Nashville HCD. The houses will be between two and three stories in height and have different roof shapes – gable, hip and gambrel. Four will incorporate attic dormer windows, while all, except one, will have additional gable roofed elements. All will have integral two car garages with openings facing the street.



Figure 6.2

Proposed Lots to Retain the Existing Housing at 737 & 739 Nashville Road [York Maps, 2019 image].

Former railway property: Although not part of 737 and 739 Nashville Road, the subdivision includes lands formerly owned by the railway on the north side of the railway right-of-way extending to Nashville Road. This will be developed as a pedestrian walkway as shown in Figure 6.4 and include a heritage plaque about the former train station.

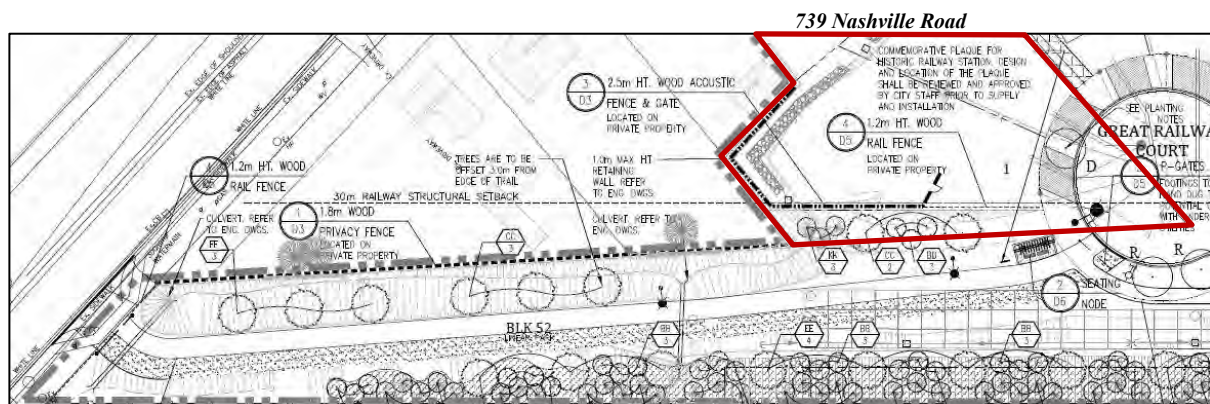


Figure 6.4

Part of the west end of the Plan of Subdivision showing pedestrian access to Nashville Road.



7.0 DEVELOPMENT PROPOSAL IMPACT AND COMPLIANCE

7.1 Impact of the Proposed Development on Heritage Resources

As discussed in Chapter 6, there are no heritage resources on the subject site. Therefore there will be no adverse impacts from the proposed development on any heritage resources on the subject site. In fact, the proposal will retain the existing buildings on their existing locations. The immediate streetscape along Nashville Road at 737 and 739 will remain unchanged.

7.2 Impact of the Proposed Development on Adjacent/Nearby Heritage Resources

Adjacent Properties – The proposed development will not adversely impact on the house on the one contributing property – 727 Nashville Road since the house at 737 Nashville Road is being retain unaltered. The other two adjacent properties are non-contributing; the proposed development will have an adverse impact as they have no heritage resources.

Nearby Properties – Five nearby properties were identified as contributing – 10 Charles Cooper Court and 705, 717 and 769 Nashville Road and the CPR right-of-way. The house at 10 Charles Cooper Court will not be adversely affected by the proposed development as it is buffered by both the intervening street and the retention of the existing houses at 737 and 739 Nashville Road. Similarly there will be no adverse physical, shadow or visual impact on the houses at 705, 717 and 769 Nashville Road and the CPR right-of-way because of the distance from the proposed development.

7.3 Kleinburg-Nashville Heritage Conservation District (HCD)

On the lots retaining the existing housing on the subject site:

The proposed development complies with the HCD Plan by retaining the existing buildings in situ with no additions or alterations.

On the lots for new housing on the subject site:

Policy 9.5.3.1, which addresses site planning, recommends contrasting setbacks with adjacent properties and preservation of existing mature trees. The front and side yard setbacks for the new houses on Great Railway Court will contrast with setbacks for existing nearby housing in the HCD as, generally, they will be less. Further, as there are no mature trees on the lots to be severed, this part of the policy does not apply.

Policy 9.5.3.2 recommends reflecting the local architectural styles in new housing. The designs of the seven houses (Figure 6.3) incorporate heritage materials and architectural features such as roof shapes, porches, dormers, and gables found within the HCD. Although the seven new houses are to have integral garages, which is not characteristic of heritage buildings in the HCD, such a feature commonly found in existing non-heritage buildings in the HCD.

Policy 9.5.3.3 speaks to generous side yards, a policy will conflicts with policy 9.5.3.1 which speaks to variety in setbacks which planners use to refer to front, side and rear yards. The proposed seven new lots will have narrower side yard than typical of the HCD, although examples of such narrow side yards can be found in the HCD.

The portion of the subject site proposed for new housing is unusual in the HCD in that it is at the edge of the HCD boundary, it is partly adjacent to designated properties through rear yard connections yet it abuts a large undesignated area. It is not ‘infill’ housing as contemplated by the policies in the HCD Plan. However, approval of the proposed development will not compromise the integrity of the HCD, particularly when viewed from Nashville Road.

7.4 Overall Heritage Policy Compliance

Table 7.1 summarizes the compliance of the proposed development with the policy described in Chapter 3 of this report.

Table 7.1 Heritage Policy Compliance - 737 & 739 Nashville Road			
Policy Area	Number	Policy Summary	Compliance
Provincial Policy Statement	2.6.1	Conserve resources	Yes – proposal conserves heritage resources
	2.6.3	Adjacent development	Yes – adjacent heritage attributes will be conserved
Vaughan Official Plan	6.1.1.1	Conserve resources	Yes – proposal conserves heritage resources
	6.1.1.2	Heritage interpretation	Yes – Proposal has interpretive plaque for railway
	6.2.2.9	Adjacent heritage	Yes – proposal does not adversely affect adjacent
	6.2.4.1	CHIA	Yes – this CHIA fulfills this requirement
	6.2.2.6 e	Design of new development in HCD	Generally yes – slightly higher – 3 versus 2 storeys but setback from Nashville Road minimizes visual impact
	6.3.2.3	Conform to HCD plan	Generally yes – see discussion in section 7.3 above
	6.3.2.4	Conform to HCD plan	Generally yes – see discussion in section 7.3 above
Kleinburg-Nashville HCD Plan	5.2.5	Compatible future development	Yes – retention of existing houses on Nashville Road; new housing in rear compliments district
	9.5.3.1	Site Planning	Yes – see discussion in section 7.3 above
	9.5.3.2	Architectural style	Yes – see discussion in section 7.3 above
	9.5.3.3	Preserve side yards	Generally no but see discussion in section 7.3 above.

In summary, the proposed development complies with applicable heritage policies with the exception of the side yards on the portion of the subject site to be severed, although it is noted that there are numerous examples of narrow side yards with the HCD.

8.0 OPTIONS, CONSERVATION AND MITIGATION

8.1 Options for Managing the Heritage Resource

Since the existing houses at 737 and 739 Nashville Road will be retained in situ in the proposed development, no options for their retention were considered.

For the area of new housing in the rear of the site, two options were considered – no development and larger lot development.

No Development – This options involves not developing the rear of the site but leaving the area as rear yards to the existing housing.

This option was rejected as the proposed plan of subdivision creates two lots fronting on Nashville Road with depths identical to adjacent lots – 727 and 757 Nashville Road. Further, the proposed plan of subdivision amalgamates the rear yards of the subject site with a large vacant development area to the east resulting in compatible development visually separate from the Nashville Road streetscape in the Heritage District.

Larger New House Lot Development - This option increases the lot frontage to permit construction of separate garages and reduce the maximum height to two storeys. This option would result in the same area being occupied by four to five lots instead of seven.

This option was rejected because it would result in housing designs atypical of the rest of the subdivision. The maximum height of the proposed housing units (Figure 6.3) should not be a concern to someone standing on the sidewalk at Nashville Road in the Heritage District since sight-lines from Nashville Road mean that the three storey height of the houses does not overwhelm or dominate buildings or views in the District. There are numerous examples of existing integral garages in the District. Finally the proposed development on Great Railway Court is on the boundary of the District and visually not part of the District.

8.2 Mitigation / Conservation Measures

To mitigate any possible adverse heritage impacts and to commemorate the heritage values of the area, the following measures are recommended.

8.2.1 Ensure Retention of the Existing House in situ

Heritage permit approval should be conditional on retention of the existing houses in situ.

Heritage permit approval for the proposed development should be conditional on retaining the existing houses at 737 and 739 Nashville Road in situ. This will maintain the existing District streetscape.

8.2.2 Change the front yard landscaping of 739 Nashville Road

Heritage permit approval should be conditional on changing the front yard landscape at 739 Nashville Road to give greater visibility to the House.

As shown in Figure 5.4 of this CHIA, the front yard landscaping has been changed radically from 2009 to 2020 such that the house is barely visible from the street. This is not typical of the District. Approval of the heritage permit for the proposed development should be conditional upon changing the frontage yard landscaping so that the house is visible from the street. This could involve reinstating the front yard landscape as is appeared in 2009.

8.2.3 Commemorate the Site's Heritage

Heritage permit approval should be conditional on commemorating the train station.

The subject site is adjacent to location of the Kleinburg train station. As a condition of heritage permit approval, the owner should be required to provide commemoration of the site through plaquing in a form and in location acceptable to the City which would provide information about the railway and station and their importance to the community. Figure 8.1 shows examples of plaquing used to inform the public of historic facilities in Algonquin Park and Kingston.

Figure 8.1
*Algonquin Provincial Park, Highland Inn
Plaque (Bottom), and 'The Warden's
Garden', Women's Prison, Kingston,
Ontario (right).*



8.2.4 Review inclusion of Lots 1 to 7 in the Kleinburg-Nashville HCD

Vaughan should review the inclusion of Lot 1 to 7 of the Plan of Subdivision in the HCD.

The City of Vaughan is currently review the Kleinburg-Nashville HCD, including the HCD plan. As part of the review, this CHIA recommends that the City consider removing Lots 1 to 7 in the Plan of Subdivision from the HCD. The lands to the east of these Lots is not within the HCD. Visually and physically, the Lots are separate from the main area of the HCD. It seems unreasonable to require that development on Lots 1 to 7 be subject to the requirements of the HCD plan yet the rest of the Lots in the subdivision, excepting Lots 27 and 28 (the two existing houses fronting on Nashville Road), are not subject to the requirements of the HCD plan.

10.0 CONCLUSIONS AND RECOMMENDATIONS

The owner of an approximately 0.66 hectare site on the south side of Nashville Road east of the Canadian Pacific rail line in the City of Vaughan is proposing to retain the existing two houses in situ on two new lots fronting on Nashville Road and to subdivide the rear portion for new housing. The subject site is addressed at 737 and 739 Nashville Road. A Plan of Subdivision application, which includes the subject site, has been submitted for the proposed development. The subject site is designated under part V of the Ontario Heritage Act as part of the Kleinburg-Nashville Heritage Conservation District (HCD).

10.1 Conclusions

This Cultural Heritage Impact Assessment (CHIA) found that, although the subject site had been severed from the Tedder / Barons farm in 1924, it remained vacant until 1999 when the House at 739 was built. Several years later, the house at 737 was built.

In 2003, the City designated the HCD. All of the subject site is within the HCD.

This CHIA found that:

- no heritage resources will be altered or adversely impacted, either on site or on adjacent or nearby properties by the proposed development;
- the existing streetscape along Nashville Road will be maintained by the proposed development; and
- the design of the new housing proposed for the seven lots that are wholly or partially within the HCD generally conforms to applicable heritage policies.

10.2 Recommendations

The following recommendations have been discussed in Chapter 8 of this CHIA.

Recommendations – The City of Vaughan:

1. issue a heritage permit for the proposed development at 737 and 739 Nashville Road substantially as shown in **Appendix I** of this CHIA subject to:
 - a. retention of the existing houses at 737 and 739 Nashville Road in situ;
 - b. changing the front yard landscape at 739 Nashville Road to give greater visibility to the existing house from Nashville Road; and
 - c. the owner commemorating the nearby site of the railway station by erecting an interpretive plaque.
2. should consider, in its review of the Kleinburg-Nashville HCD, removing Lots 1 to 7 of the proposed Plan of Subdivision from the area designated by the HCD.

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Maps

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<https://vaughan.maps.arcgis.com/apps/PublicInformation/index.html?appid=49e2d8da815840c59058b412e6b30815>

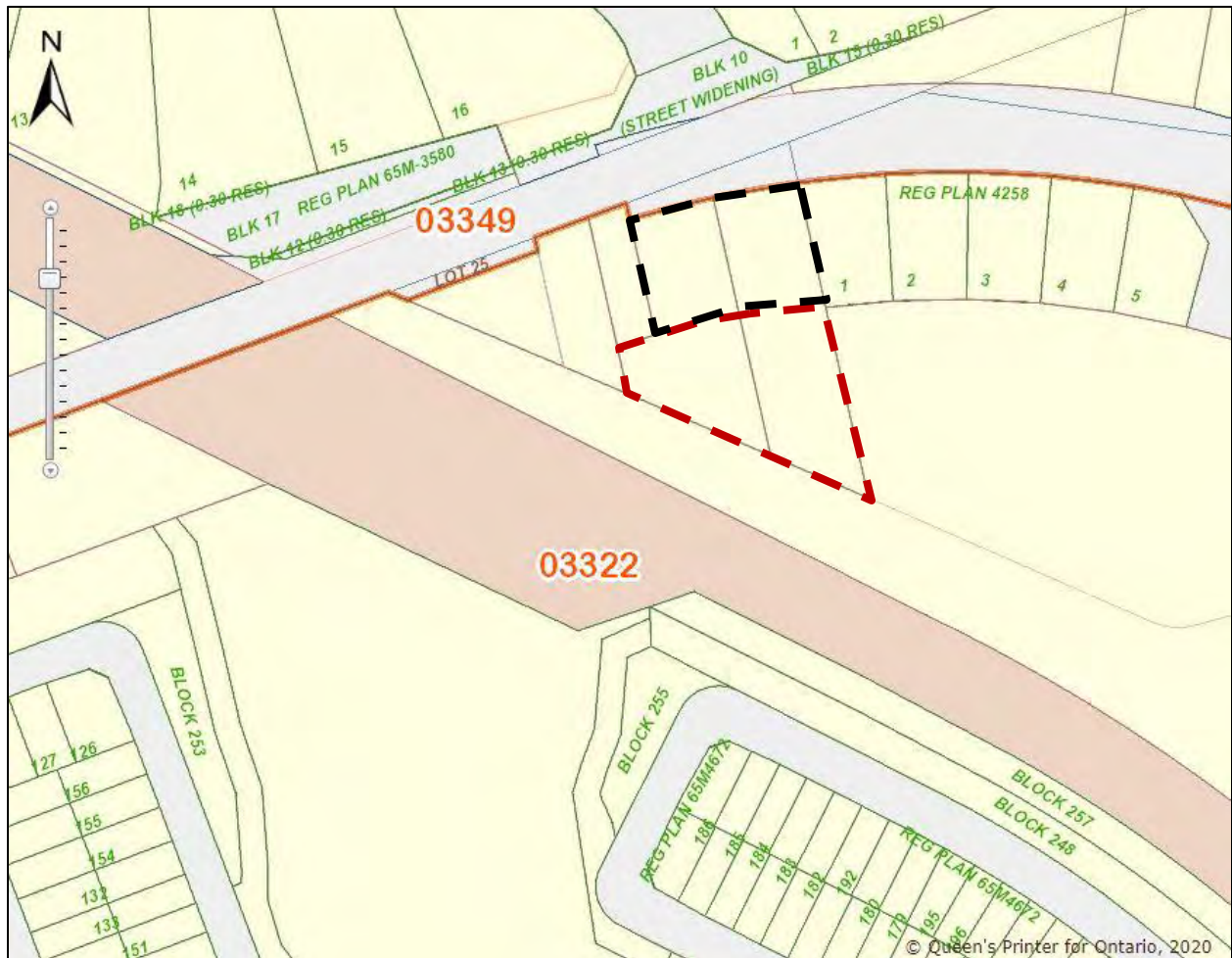
McMaster University Map Library – 1954 Aerial Photograph -
<https://digitalarchive.mcmaster.ca/islandora/object/macrepo%3A71542>

York Maps – Aerial Photographs & Mapping -
<https://ww6.yorkmaps.ca/Html5Viewer24/Index.html?configBase=https://ww6.yorkmaps.ca/Geocortex/Essentials/Essentials43/REST/sites/CommunityServices/viewers/YorkMaps/virtualdirectory/Resources/Config/Default>

Appendix A: Property Survey

Subject Site - Property Fabric

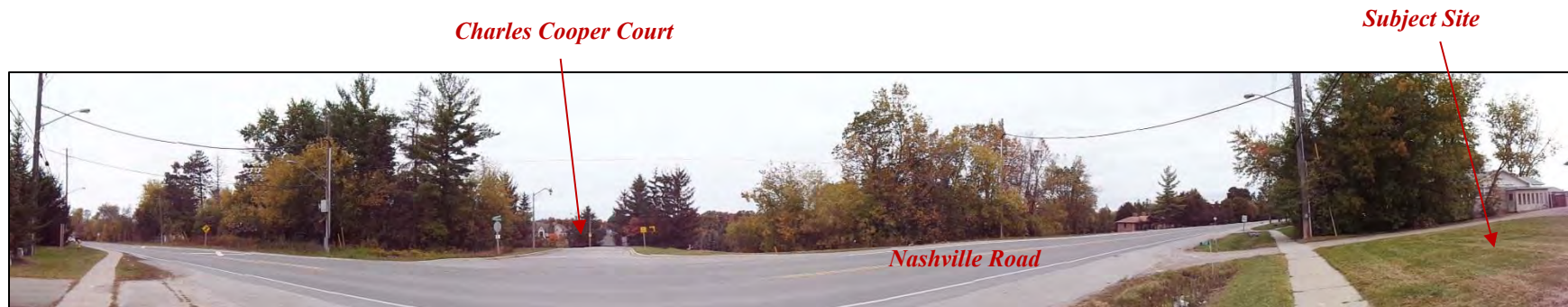
- - - - - *Lands for New Houses*
- - - - - *Lands for Existing Houses*



Source: York Region Registry Office [onland.ca]

October 2020

Appendix B: Photographs - Context



Panorama view north, east and south opposite subject site looking towards Charles Cooper Court.



Nashville Road from 757
Nashville Road looking east
towards the subject site.



Nashville Road from 705
Nashville Road looking
northwest towards the subject
site.

View southeast from the rear yards of the subject site to the
area of grading on the lands to be subdivided





Canadian Pacific Railway right-of-way to the rear of the subject site; view looking southeast from near Nashville Road.

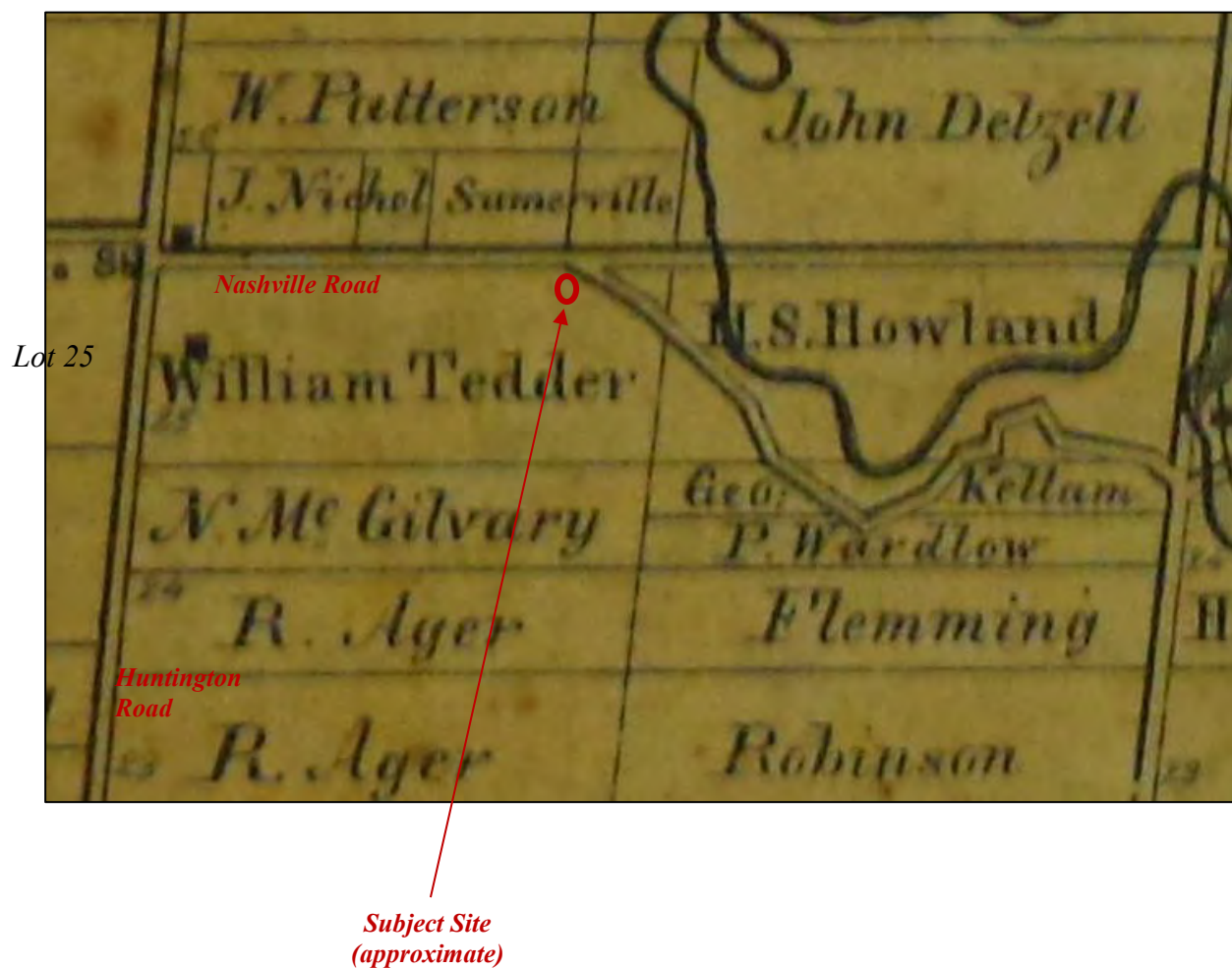
View northwest from the rear of the subject site to the CPR right-of-way and the rear yards of adjacent Nashville Road properties.



Appendix C: Maps

**1860 – Tremaine
Context**

Concession 9



1878 – York County Illustrated Historical Atlas Context



1909 - National Topographic Survey

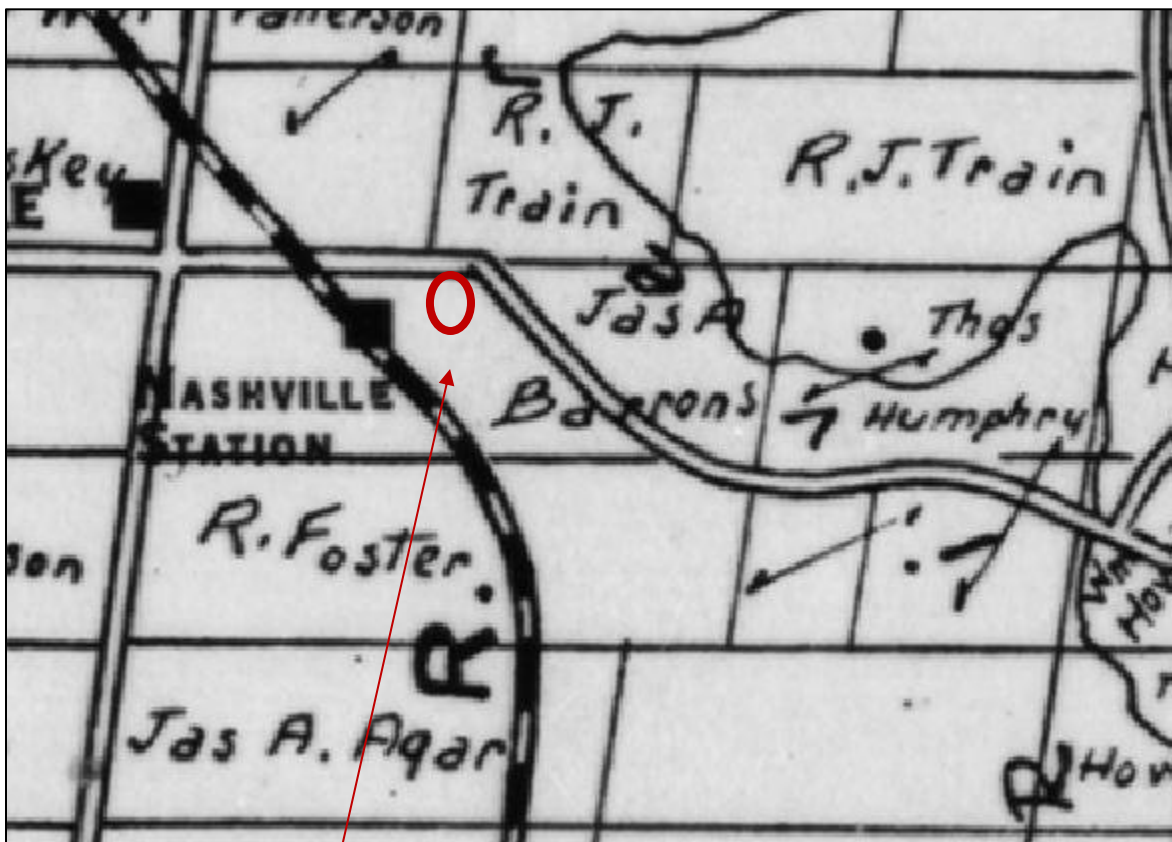
Scale 1:63,360

Contour Interval – 25 feet



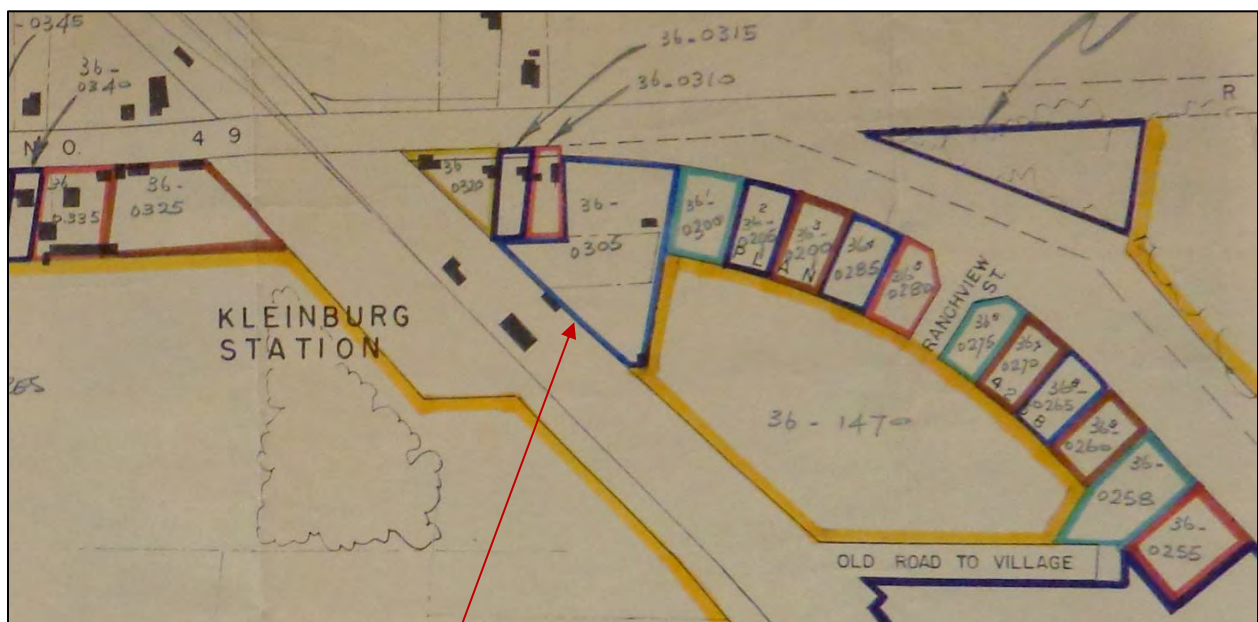
*Subject Site
(approximate)*

1917 – Guidal Landowners Pam



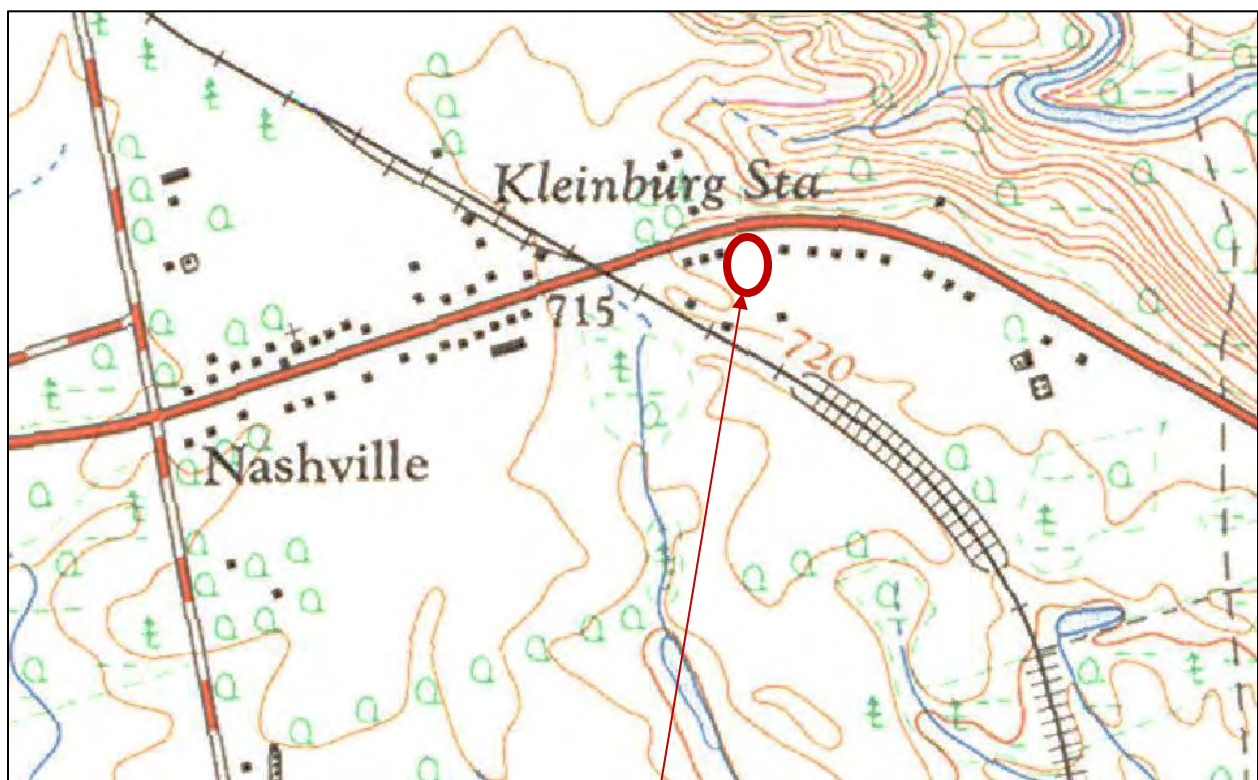
*Subject Site
(approximate)*

**1953 – Township of Vaughan,
Planning Department map**



Subject Site

1960 - National Topographic Survey
Scale 1:25,000



*Subject Site
(approximate)*

1989 - National Topographic Survey
Scale 1:50,000



*Subject Site
(approximate)*

Appendix D: Aerial Photographs

1942
Context



Source – City of Vaughan Archives

1946
Context and Site Details



Source – National
Airphoto Library
Roll No. A23664,
Photo 0175

1960
Contest and Site Details



Source – National
Airphoto Library
Roll No. A23664,
Photo 0175

1970
Context and Site Details



Source – York Maps

1999
Context and Site Details



2019
Context and Site Details



Source – York Maps

**Appendix E: 737 & 739
Nashville Road
Exterior Building Photographs**

737 Nashville Road



East Elevation



East and North Elevations

North Elevation



737 Nashville Road



North and
West
Elevations



West
Elevation

West and South Elevations



737 Nashville Road



South Elevation

South and East Elevations



739 Nashville Road



East Elevation

South and East Elevations



739 Nashville Road



South Elevation

West and South Elevations



739 Nashville Road



West Elevation



Part of the North and West Elevations

North
Elevation



Appendix F: 737 & 739 Nashville Road Landscape Photographs

737 Nashville Road



1. Front yard viewed from Nashville Road looking west.

2. Rear yard of lands to be retained.



737 Nashville Road



4. Lands to be severed
viewed from the centre
looking east.

3. Lands to be severed
viewed from the centre
looking west.



739 Nashville Road



6. Rear yard of lands to be retained.

5. Front yard of lands to be retained.



739 Nashville Road

7. Lands to be severed viewed from the centre looking east



8. Lands to be severed views from the centre looking west to the CPR right-of-way



Appendix G: Property Ownership History

Page 1 Municipality Vaughan Lot Pt W 1/2 25 Concession 9

737 & 739 Nashville Road

No. of Instrument	Instrument	Date of Instrument	Date of Registration	Grantor	Grantee	Consideration	Remarks
	Patent	08/03/1832		Crown	Canada Company		100 ac
15860	Deed	21/01/1839	21/02/1839	Hon. Wm. Allan et al	William Tedder		100 ac
8966	Grant	06/10/1909	12/03/1910	Thomas Tedder exor of Wm. Tedder	James H. Barons	\$4600	Part IN al 87 acres
13790	Grant	01/08/1924	16/08/1924	James & Mary Barons	Alexander Houston	\$400	Pt com at NE angle of Price's Lot etc
20252	Grant	15/07/1944	03/11/1944	Admrix Alexander Houston et al	Hazel & William Strain	\$1250	Pt com at NE angle of Price's Lot etc
20321	Grant	01/11/1944	15/06/1945	Hazel & William Strain	Herbert Vosper	\$1 & exch	Same as 20252
24374	Grant	09/03/1949	31/05/1949	Herbert & Lucy Vosper	Leverne D & Mary Moulder	\$1 & mtgs etc	Same as in 20252
428743	Grant		03/04/1987	Estate of Leverne Duffrin Dickson (Moulder)	Ron Wilson Construction Ltd		Pt 1 on 65R-10232
645925	Transfer		26/08/1994	Ron Wilson Construction Ltd	Joseph Demaria	\$185,000	Pt 1 on 65R-10232

Appendix H: Adjacent/Nearby Heritage Properties

763 Nashville Road



10 Charles Cooper Court



757 Nashville Road



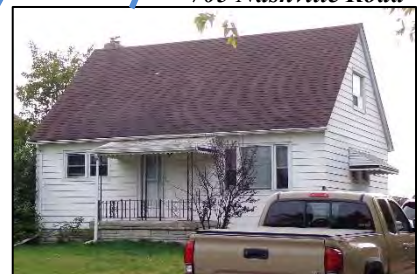
769 Nashville Road



727 Nashville Road



705 Nashville Road

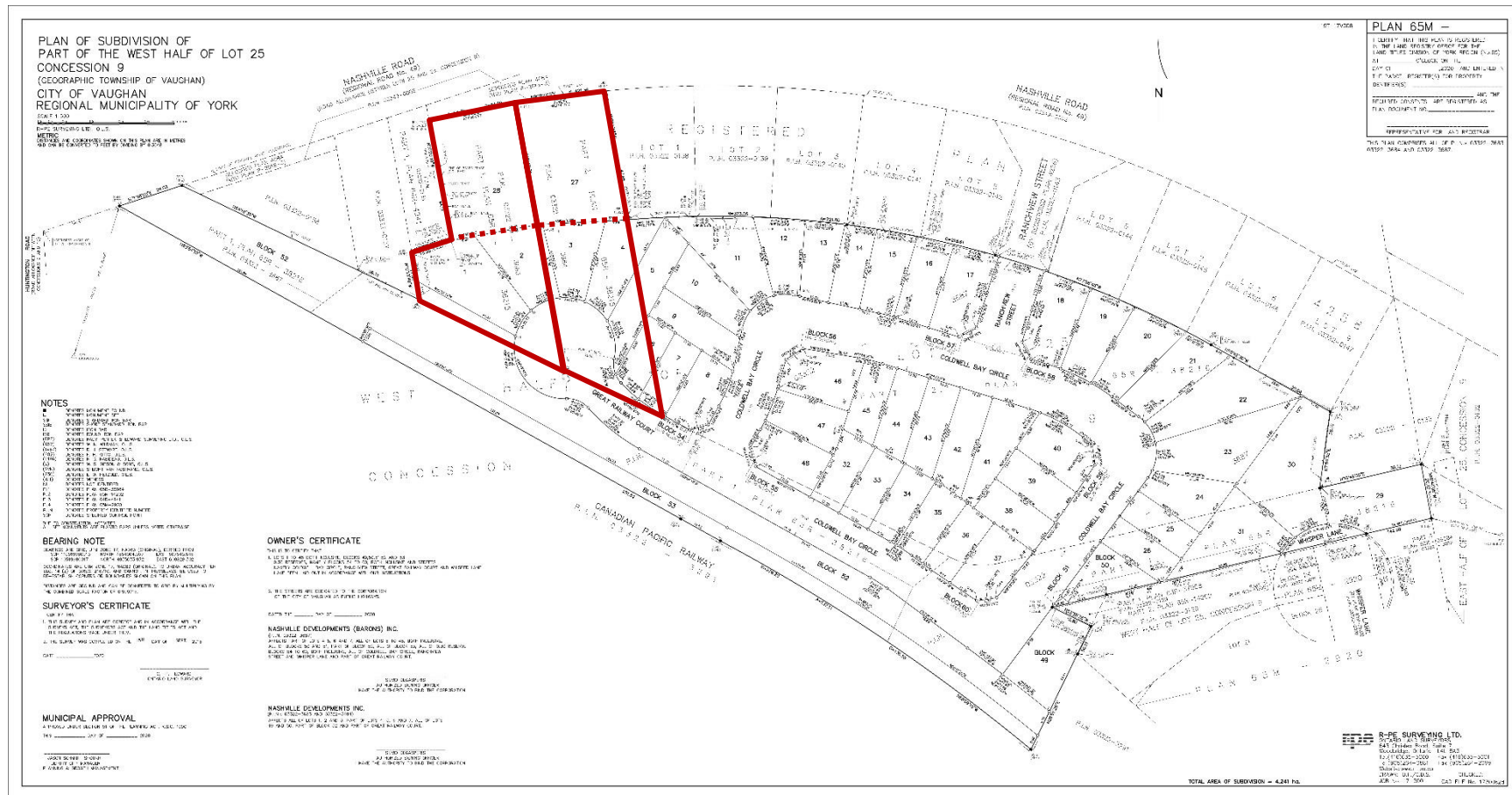


717 Nashville Road



Appendix I: Development Proposal

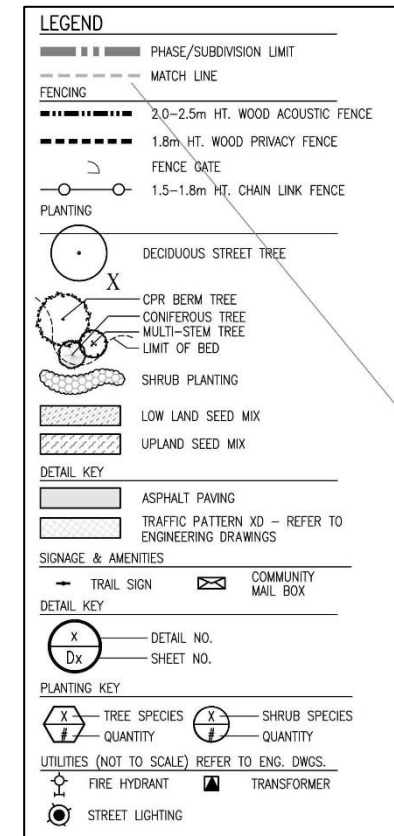
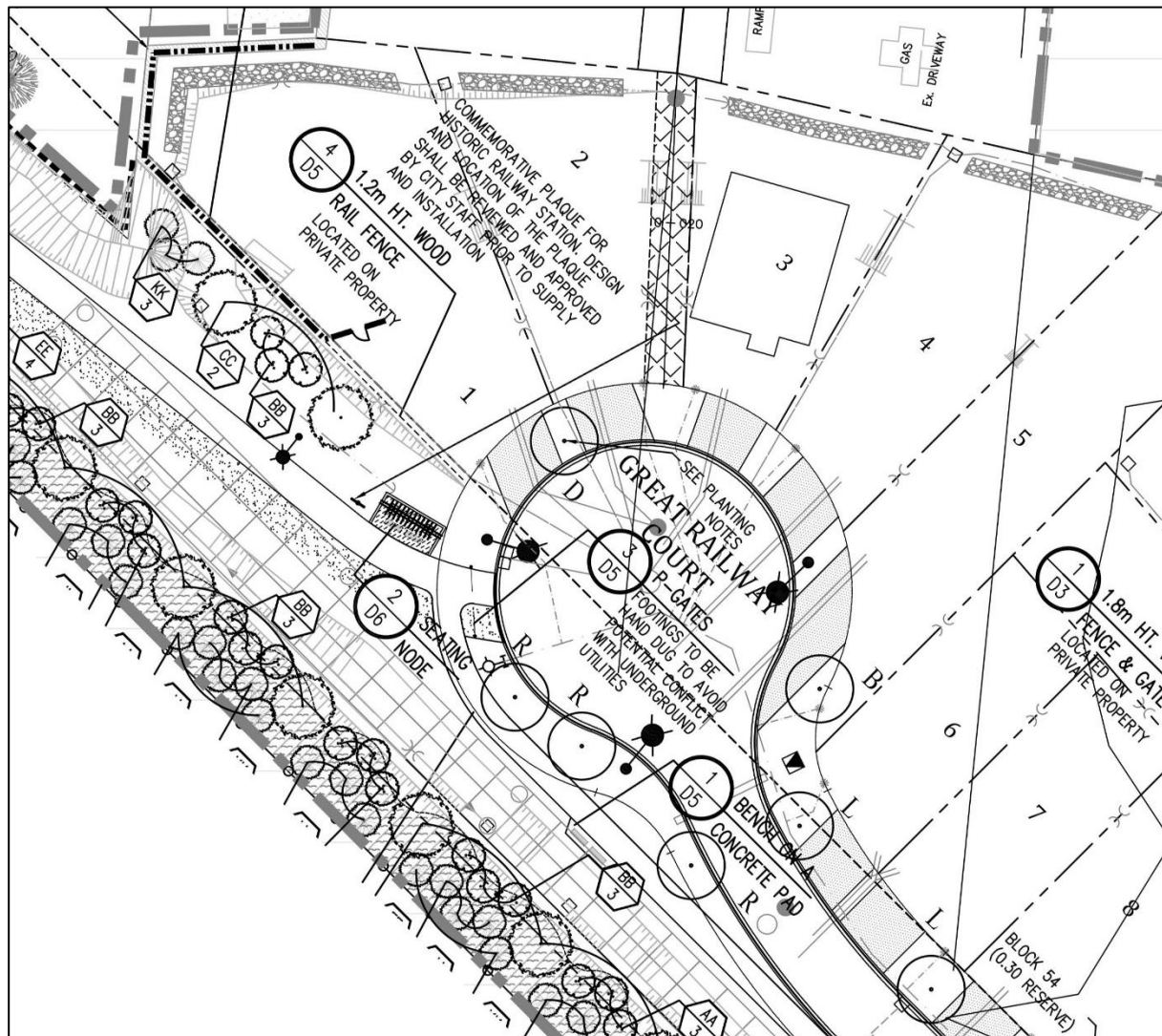
Pan of Subdivision



Detail of Subject Site Area of New Housing

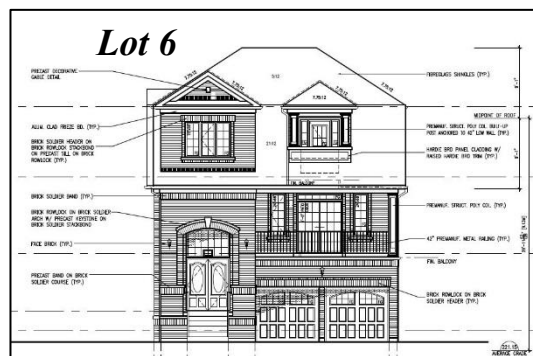


Part of the Landscape Plan



[illegible]

Lot 2

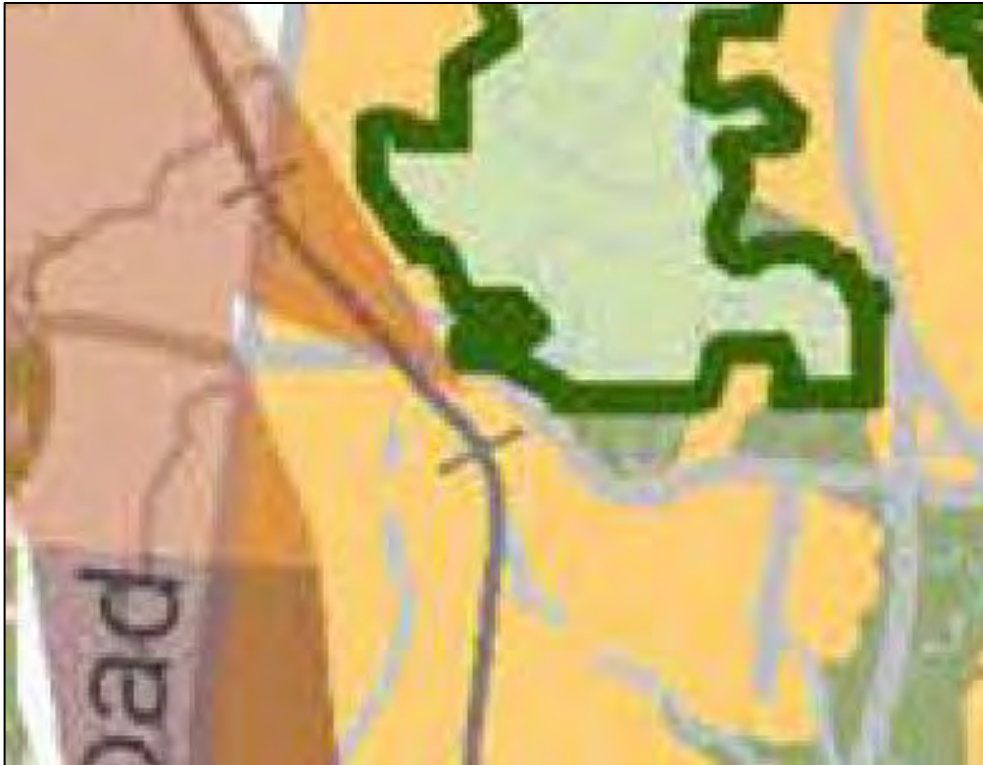


Lot 7

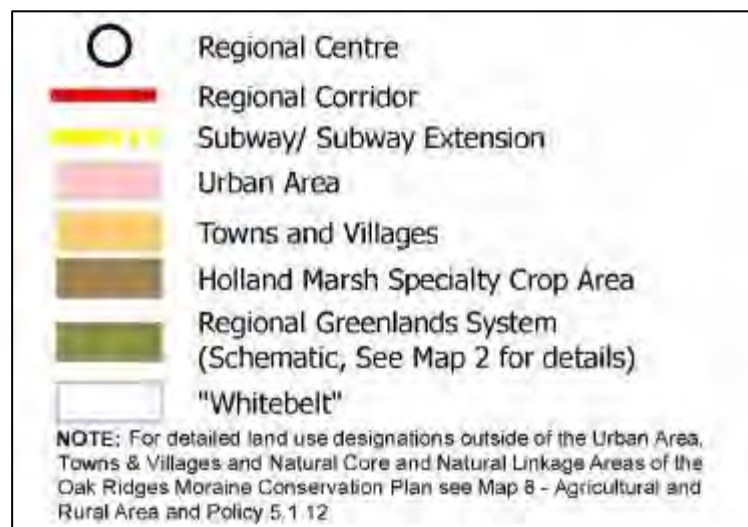


**Appendix J: City of Vaughan and Region of York
Planning Document Maps**

Regional Municipality of York
Official Plan
Part of Map 1
Regional Structure



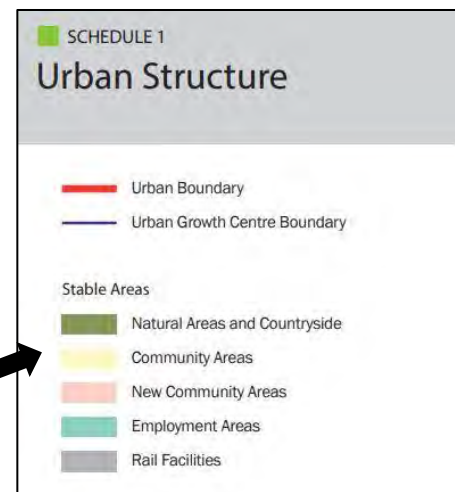
Legend



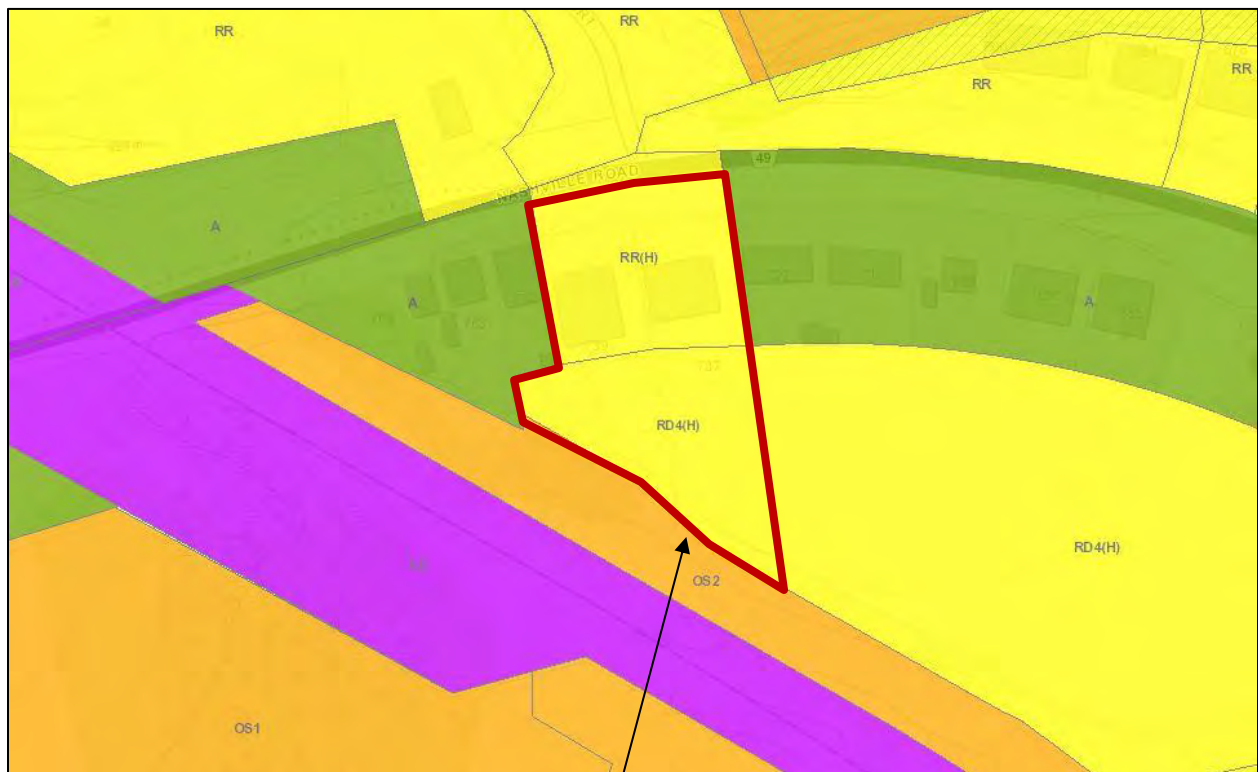
City of Vaughan Official Plan
Part of Schedule 1
Urban Structure



Subject Site

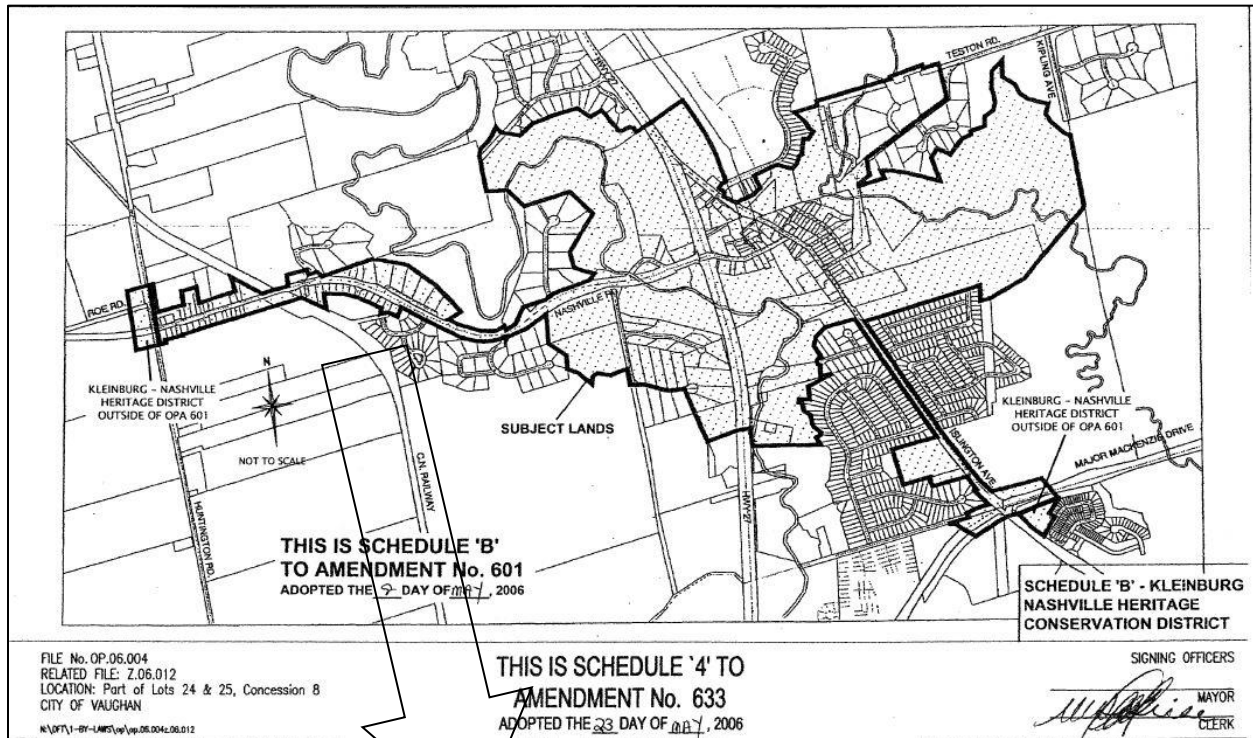


City of Vaughan
Zoning By-law, By-law No1-88 as amended
Part of Schedule “A” to the Zoning By-law

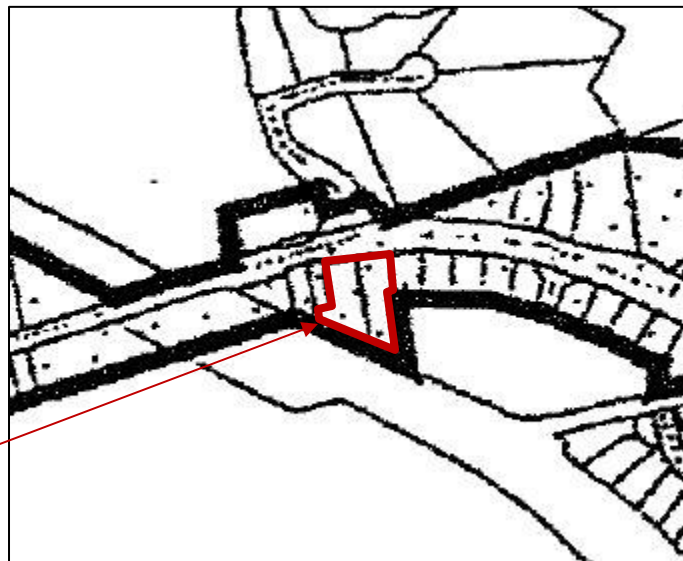


Subject Site

City of Vaughan
Kleinburg-Nashville Heritage Conservation District
Schedule B



Subject Site



Appendix K: Curriculum Vitae: Wayne Morgan

Wayne Morgan – Curriculum Vitae

Work Experience	2006 –	Consultant
	Principal, Wayne Morgan Heritage Planner	
	<ul style="list-style-type: none">• Heritage character statements and impact assessments• Heritage Conservation Districts• Heritage planning policies	
	2000–2006	City of Toronto, City Planning
	Senior Co-ordinator, Heritage Preservation Services	
	<ul style="list-style-type: none">• Managed review and approval of proposals involving heritage properties in the City – under the following Acts – Planning, Heritage and Building Code.• Secured and administered heritage easement agreements (more than 200) and letters of credit to the City (in excess of \$10 million annually).• Established 4 Heritage Conservation Districts involving in excess of 1500 properties – Yorkville and the Cabbagetowns -Metcalfe, North and South.• Managed the listing and designation of individual heritage properties.• Provided technical advice to City Council and its advisory committees and represented the City in negotiations and before Provincial tribunals.	
Related Experience	1998 - 2000	City of Toronto, Urban Development Services
	Senior Community Planner	
	<ul style="list-style-type: none">• Managed approval process of planning proposals and preparation of community plans, involving liaison with City staff and the public; provided professional advice to City Council and Provincial tribunals.	
	1989–1997	Metropolitan Toronto, Planning Department
	Manager, Research Division	
	1976–1989	Region of York, Planning Department
Education	Senior Planner, long range planning	
	1974–1976	Region of Hamilton Wentworth, Planning Department
	Planner, Official Plan team	
	1973–1974	Acres Engineering
	Planner/Economist	
	1980 - 2000	Town of Newmarket
Professional Associations	Chair, Local Architectural Conservation Advisory Committee	
	<ul style="list-style-type: none">• Appointed as a volunteer by Town Council to the municipal heritage advisory committee established under the Ontario Heritage Act	
	1968–1972 - University of Toronto - B.A., Geography	
	1972–1973 - Queen's University - M.A., Geography – Urban and Regional	
	Registered Professional Planner – member - Canadian Institute of Planner and the Ontario Professional Planners Institute.	
	Member – Canadian Association of Heritage Professionals	