

## **ADDENDUM No. 3**

### **CULTURAL HERITAGE IMPACT ASSESSMENT FOR**

**10432 Islington Avenue**

**Kleinburg, Ontario**

May 15, 2020



**Prepared by:**



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## **1.0 Introduction**

In December 2015 a Cultural Heritage Impact Assessment was submitted by Martindale Planning Services, in conjunction with Barry Bryan Associates, for 10432 Islington Ave., a property located within the Kleinburg – Nashville Heritage Conservation District. The subject site contains two buildings: a c.1950 service station and a c.1970 ranch-style bungalow. The current owner of the property wishes to remove the two buildings and construct a two-storey mixed-use building comprising a dance studio and condominium apartments along with a commercial building on the site of the existing dwelling.

In December 2016, in response to comments made on the original report by Katrina Guy, the City's Cultural Heritage Coordinator, Addendum No. 1 was submitted to the City.

The comments on Addendum No. 1 essentially noted that:

1. further documentation (in the form of photographs) was required including the interior of both buildings;
2. options of possible commemoration of the only village gas station should be provided; and,
3. an updated Conformity of Development Proposal to the District Guidelines should be provided, in view of the substantial design changes to the project since the original submission, including a justification for the proposed contemporary wood-clad design.

In August 2018, Addendum #2 was issued in response to further comments from City staff. It suggested that a sign or plaque be installed in front of the main building commemorating the site of the village's first gas station, and provided an updated Statement of Conformity to the Heritage District Guidelines.

In December 2019, the project was re-designed to reflect additional comments received from Vaughan planning staff. Since there were a few substantial and several minor revisions from the original concept, we have reviewed the new site plan and rendering in detail and would offer the following observations.

## **ADDENDUM NO. 3**

### **CULTURAL HERITAGE IMPACT ASSESSMENT FOR 10432 Islington Avenue, Kleinburg, Ontario**

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## **2.0 Comments on May 2020 Plans**

It is noted that the existing residence to the south of the main building will now be replaced by a new 3-storey commercial building, which is a significant improvement as the present Spanish-style home is not in keeping with the predominant architectural theme in the village of Kleinburg. Although the visual effect is compromised somewhat by its large setback from Islington Avenue, it will fit in much better with the village streetscape in terms of design and materiality.

The other changes in the project design are described as follows:

- The north and south portions of the first floor elevations feature a more traditional commercial appearance rather than residential, with more pronounced at-grade front entrances and a new cornice line, thereby making the steps in front of the doors unnecessary;
- All of the windows in these portions are more traditional, being multi-paned and featuring keystones above the second storey windows, while the central windows now have shutters;
- The third storey dormers are more elaborate and feature multi-paned windows;
- The dormer window has been removed from the north portion;
- A return eave has been added to the north end of the building;
- It appears that some additional floor area in the form of a two-storey wing above the driveway has been added;
- South-facing balconies have been added to the third storey of the southerly portion;
- The design of the middle portion retains its contemporary appearance but now features larger windows and a new chimney.

In general, we are of the opinion that the latest changes are in accordance with the policies and guidelines outlined in the Kleinburg-Nashville Heritage Conservation District Plan and the project will be more in keeping with the predominant architectural style of the village main street.



### **3.0 Conclusion**

This Addendum should be read in conjunction with the original Cultural Heritage Resource Impact Assessment dated December 15, 2015; Addendum No. 1 dated December 5, 2016; and Addendum No. 2 dated August 31, 2018.

Respectfully submitted,



*D.L. Bryan, P. Eng., OAA, MRAIC, CAHP*  
**Barry Bryan Associates**



*Robert A. Martindale, MCIP, RPP, CAHP*  
**Martindale Planning Services**

# CULTURAL HERITAGE IMPACT ASSESSMENT FOR

## 10432 Islington Avenue

Kleinburg, Ontario

December 15, 2015



Prepared by:



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## **1.0 BACKGROUND AND INTRODUCTION**

A mixed-use project comprising a technical school on two levels and 13 apartment units on three floors has been proposed for 10432 Islington Ave. in Kleinburg. As the subject property is located within the Kleinburg-Nashville Heritage Conservation District, the City of Vaughan requires the submission of a cultural heritage impact assessment to evaluate the project in the context of the surrounding heritage resources and the design guidelines contained within the plan.

This report has been prepared in accordance with the City's "Guidelines for Cultural Heritage Impact Assessments" as well as the guidelines contained in the Ontario Heritage Tool Kit.

## 2.0 HISTORY AND DEVELOPMENT OF KLEINBURG

The origins of Kleinburg go back to the development of a sawmill and a gristmill located on the Humber River in Lot 24, Concession 9 that was built in 1847 by John N. Kline, an immigrant from Alsace-Lorraine. Some accounts state that the name “Kleinburg” was derived from a combination of two German words, “klein”, meaning “little” or “small” and “berg” meaning “hill” or “mountain”, while other accounts indicate that the settlement was named Kleinsberg after the mill owner whose name was also spelled “Klein”. The village on the top of the hill to the east was known as Mount Vernon; by 1850 the two had grown together and the community was called Kleinburg. A subdivision map from 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 as far as Kellam Street. The same map also shows a second sawmill across town on the East Humber River.

In 1852 the mill was sold to H.S. and W.P. Howland. Together with their brother Fred they owned four mills – at Lambton, Waterdown, St. Catharines and Kleinburg. The Howland family came from Cape Vincent, New York (opposite Kingston). Henry Stark Howland started his career as the first Postmaster in the village, then went into politics, being elected Reeve of Vaughan Township in 1864 and Warden of York County in 1865. His business pursuits included Vice-President of the Canadian Bank of Commerce and the first President of the Imperial Bank of Canada. After he moved to Toronto his sons, Thomas and William, ran the mill in Kleinburg. William Pearce Howland was equally successful and held numerous prestigious positions in his lifetime: a minister in the first Dominion Cabinet of Canada; the Lieutenant-Governor of Ontario from 1868 to 1873, and Postmaster General of Canada in 1867. Both of his sons held the position of Mayor in Toronto – William Holmes from 1886 to 1887 and Oliver A. from 1901 to 1902.

The flour mill was very successful and remained in the Howland family as long as it was operated, being the largest mill between Barrie and Toronto with a grinding capacity of 200 barrels a day. Soon other industries associated with the mill were established nearby (cooperage, stave factory, planing mill) as well as those found in most 19th century Ontario villages – carriage-making shops, blacksmiths, tannery, etc. In 1852 the first postmaster, H.S. Howland, was appointed and served for 18 years.

To encourage improvement in the transportation network, the government began to encourage the incorporation of road companies in the mid-1800s. The Vaughan Road Co. was formed in 1850, establishing the roadway known today as Islington Avenue and eventually becoming Hwy. 27 north of Kleinburg. In 1868 the Toronto, Grey and Bruce Railway was organized and the line from Toronto, through Woodbridge and Orangeville to Mount Forest was opened in 1871. (This is now part of the Canadian Pacific Railway main line to Sudbury.). A train station serving both Nashville and Kleinburg was built in 1870 near Nashville Road and subsequently replaced in 1907. The importance of the railway to the prosperity of Kleinburg’s mills created an important connection between these two communities. After passenger service was discontinued on this line the station was moved in 1976 to Islington Avenue just north of Kleinburg Public School and used for several years by the local Scout group, then a soccer club.

In 1860 Kleinburg housed a drugstore, three merchants, a tanner and currier, two hotels, a boot and shoemaker, tailor, carriage maker, doctor, saddler and harness maker. By 1870 a few more occupations were added – chemist and druggist, cabinet maker, insurance agent, butcher, justice of the peace, tinsmith and milliner. Kleinburg also boasted a school and two churches.

In 1890 Charles Shaw Jr., the local distributor of binder twine, announced a Binder Twine Night when the twine used to tie up their sheaves of wheat arrived. The event grew into a sizeable community festival, including games, refreshments and entertainment. Around this time Kleinburg was at its prosperous height. The population topped 350; half a dozen manufacturing industries produced farm implements, furniture, harnesses, clothes and carriages.

Ironically, the basic elements of the village's success contributed to its decline. As the lands were cleared, the sawmills steadily consumed the timber that was responsible for their creation. Although the railways initially helped the mills get their product to market, they also allowed larger firms in the cities to expand their markets over wider areas, to the detriment of smaller local businesses. New technologies also contributed to the decline: electrification came to Kleinburg later than other communities in Vaughan and the water-powered mills were put at a competitive disadvantage. The coming of the automobile eliminated the village's role as a stopping place on the way to the city. The construction of Hwy. 27 in the 1930's sealed its fate by bypassing Kleinburg.

By the end of the second World War, the village had lost more than 2/3 of its population, but the postwar housing shortage resulted in a moderate surge of growth as returning veterans looking for affordable housing began to see Kleinburg as a good place to raise a family. "Starter" homes were built on Napier Street and the Windrush Co-operative was established at the end of Stegman's Mill Road.

Kleinburg's renewal was interrupted by Hurricane Hazel in October 1954. The swollen Humber River swept away the village's bridges and wreaked havoc in Toronto. However, the positive outcome of the hurricane was the establishment of the Metropolitan Toronto and Region Conservation Authority which took on the responsibility of conserving and managing the 7 watersheds in the Toronto area. As the authors of the Kleinburg-Nashville Heritage Conservation District Study noted, "public ownership of the floodplain and public stewardship of the valleys have been instrumental in restoring the valley ecosystems and preserving the character of Kleinburg's setting."

Three well-known educational and/or entertainment venues are located in or near Kleinburg. The McMichael Canadian Art Collection, founded by Robert and Signe McMichael in the 1950s and since donated to the Province of Ontario, now attracts 125,000 visitors a year. The 40-acre property contains a small cemetery where the original members of the Group of Seven are buried. South of Major Mackenzie Drive is the Kortright Centre, an environmental education facility operated by the Toronto Region Conservation Authority, which has attracted over a million visitors since it opened in 1979. Finally, the Doctor's House on Nashville Road started out as a modest tea room in 1967 and has since grown into a full-service restaurant, banquet facilities and a chapel, now the largest private attraction in Kleinburg – hosting banquets, conventions and weddings.

In 1967 the Binder Twine Festival was revived under the leadership of Mr. Vic Ryder and has been an annual event ever since, now considered one of the highlights of village life. The funds it generates have contributed to parks, building and storefront restoration, school trips, fireworks displays and countless other community projects.

## 3.0 DESCRIPTION OF KLEINBURG - NASHVILLE HERITAGE CONSERVATION DISTRICT PLAN

### 3.1 Origins of the District Plan

Due to concerns over the rapid growth in the commercial core of Kleinburg expressed in the 1980's, Vaughan Council started the process of studying the potential benefits of a Heritage Conservation District in 1985 with the passing of By-law No. 257-85. A preliminary study was carried out by Loredana Margiotta in April 1993 and a study area was identified (shown on Figure 2) which encompassed both sides of the Islington Avenue commercial district, Napier Road, John Street, Kellam Street, Main Street, Centre Street and portions of Stegman's Mill Road and Nashville Rd. Subsequently, a Community Plan was prepared for Kleinburg – Nashville and adopted by Council on Sept. 25, 2000.

The Objective of the Kleinburg-Nashville Community Plan, adopted by Council in 2000 and approved by the Ontario Municipal Board in 2001, is as follows:

*“to preserve and protect the rich cultural heritage and natural resources of the Kleinburg – Nashville community.”*

The Plan went on to list a series of policies that would govern future development in the community, including the following policy directly applicable to the subject property:

*“3) to encourage that new development along the historic core areas of Kleinburg and Nashville be sympathetic in scale, massing and architectural design with the existing 19th and early 20th century heritage buildings in these historic core areas;”*

Based on the Community Plan, Council decided in July 2000 to undertake the necessary steps to commence a Heritage Conservation District Study. Following consultation with Heritage Vaughan, in November 2001 Council approved a by-law (no. 468-2001) defining an area to be examined for future designation as a Heritage Conservation District. A consultant was retained in August 2002 and the Plan was completed in early 2003. Following public meetings on the Plan, it was adopted through the passing of By-law no. 183-2003 (see Appendix 2) on June 23, 2003.

### 3.2 Applicable District Plan Provisions

#### 3.2.1 General Comments

Section 1.3.1 of the Plan, entitled “Commercial Concerns”, notes that Kleinburg used to be a popular spot to stop for lunch when people were driving around the countryside in Vaughan, but the rapidly-developing suburbs have taken away the ‘rural ride’ aspect, and *“intensified the qualitative contrast that distinguishes Kleinburg from the surrounding recent development.”* This section concludes with the statement that *“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.”* The authors of the Plan go on to comment that at the public meetings, residents expressed concern about the scale of recent commercial developments on the west side of Islington Ave.



After describing each property within the District in detail, the Plan offers the following comments related to development in the commercial core of the village:

*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."*

### 3.2.2 Heritage Character Statement

Section 2.4.4 sets out the Heritage Character Statement for the District, which is included in by-law 183-2003. This statement describes the qualities that make the Kleinburg - Nashville community worthy of designation as a Heritage Conservation District. These qualities include:

- its dramatic setting on a narrow ridge between the valleys of two branches of the Humber River, which has the status of a Canadian Heritage River;
- its connection with the railway, which created Nashville and served mills and industries in Kleinburg;
- its substantial stock of heritage buildings;
- 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;
- the unique village road layout, which (due to topography) lacks a single crossroad but has T-intersections only;
- the valleys, which formed strict growth boundaries to the east and west, preventing the 'edge sprawl' that has overwhelmed the character of other rural villages in Vaughan and provided 'rural retreat' sites for postwar residential development.

### 3.2.3 Policies for New Development

Section 6.3 of the Plan sets out policies for new development in the District, as follows:

- *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;*
- *New development within the District should be consistent with the Guidelines in section 9.5.*

### 3.2.4 Design Guidelines for New Development

In keeping with the authors' general comments on development in the commercial core, section 9.5.2.1 of the Plan contrasts the east and west sides of Islington Avenue as follows:

*"The east side of Islington Ave. 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."*

This section of the Plan goes on to provide detailed design guidelines for new development in the village core, specifically with respect to site planning, architectural style, scale and massing, storefronts and signage.

## **4.0 ARCHITECTURAL EVALUATION AND CONDITION ASSESSMENT OF THE CULTURAL HERITAGE RESOURCE ON THE SUBJECT PROPERTY**

### **4.1 10432 Islington Avenue (north building)**

The existing north building at 10432 Islington Avenue, then “constructed around 1950,” is a pitched roof garage with three overhead doors, with a walk-out basement area to the west. It is set well back from Islington Avenue, and the exterior walls are brick which has been painted. All three original overhead doors have been replaced by new glazed aluminum overhead doors. The opening for the overhead door furthest north has been raised to accommodate a taller over head door (6 panels high). The original asphalt shingles have been replaced with textured roof tiles with aluminum soffits, gutters and downspouts. The original brick veneer finish has been covered in stucco for the exterior walls. The rear or west side of the building is two storey with two glazed overhead doors on the lower level and three aluminum windows on the upper level. There is a brick chimney located in the centre of the rear wall of the building.

### **4.2 10432 Islington Avenue (south building)**

The existing south building at 10432 Islington Avenue is a one storey ranch-style house. The exterior wall finish is textured red coloured brick, with a pitched roof and replaced windows, dating from around 1970. It is set well back from Islington Avenue and has a perimeter low crenelated wall (upper and lower concrete coping sections, similar to a castle) at the parking area in front of the home. There are various window types, including bottom sliders under fixed upper panes, which replaced larger original sliding sashes. A wide brick chimney projects from a low pitched roof at the south end. Gable ends are clad in vertical aluminum siding. Soffits are clad in stained wood. Gutters and downspouts are conventional modern aluminum profiles. Asphalt shingle roof has been replaced with red tile roof to match the adjacent north building.

## **5.0 DESCRIPTION OF DEVELOPMENT PROPOSAL AND IMPACT ON CULTURAL HERITAGE RESOURCE**

### **5.1 Site Plans**

The proposed development consists of a two storey mixed use building with a lower level for underground parking. Access to the site is from a driveway off Islington Avenue to the lower level exterior parking to the southwest and indoor parking below the building. The building is setback at the front to allow space for landscaping. Garbage and recycling bins are in an enclosure at the lower level.

### **5.2 Rendering and Materials**

The proposed building is a combination of commercial on the main floor and residential above. There are two historically related wings flanking a centre modernist dance studio. The roofs are pitched with gable windows in the wings. The centre section of the building has a combination of flat and pitched roofs. Windows in the north and south wings are combination of rectangular and quarter circle punched openings in the masonry with muntins to break up the glazing. Windows in the centre dance studio section are large vertical and horizontal sections. Exterior facade materials are a combination of heritage/reclaimed brick veneer and redwood shiplap siding for the entrance area. Traditional stone veneer window sills are proposed. The recessed walls each side of the main entrance are white or light gray fiber-cement paneling. Glazing will be in black aluminum frames.

## **6.0 CONFORMITY OF DEVELOPMENT PROPOSAL TO THE DISTRICT GUIDELINES**

### **6.1 Introduction**

In Section 3.2 of this report the provisions of the Kleinburg - Nashville Heritage Conservation District applicable to this project were outlined. We will now comment on how the proposed building addresses these provisions, starting with the general policy on new development and moving to specific design guidelines for the village core.

### **6.2 Policy direction**

The general policy for new development in the district states that new development should:

*“(a) be limited to vacant sites or to sites currently occupied by unsympathetic buildings;*

*(b) complement and enhance the heritage character of the district and should be sympathetic in siting, scale, material, texture and general design to the heritage buildings around them.”*

In our opinion, the site is currently occupied by unsympathetic buildings that do not have a long history in the village and do not reflect the prevailing architectural character of Islington Ave.

The proposed mixed-use building is a comparatively large building on a large lot, relative to most the existing development in the village core. However, the façade has been broken up effectively by dividing the structure into three distinct components – traditional 2 ½ storey, predominantly brick, gabled fronts with dormers at each end, flanking a more contemporary central portion employing a much higher percentage of glass. It does not provide an ample front yard as do most of the newer buildings to the north of the property; however, the design guidelines encourage commercial buildings to be located at the streetline so the proposal conforms in this respect.

### **6.3 Design Guidelines**

The Guidelines for New Development are found in section 9.5 and focus on site planning, architectural style, scale and massing, storefronts and signage.

#### **(a) Site planning**

These guidelines encourage the existence of side yards on most commercial properties; a variety of front yard setbacks, with purpose-built commercial buildings tending to be located at the street line, and planting of trees in front, side and rear yards. They also suggest that for new buildings, setbacks that contrast with adjacent properties should be provided.

The proposed development does not provide side yards, but is located at the streetline. Landscaping appears to be limited to shrubs rather than trees due to the limited space available in the front and side yards. Since the adjacent buildings to the north and south have ample front yards, the setback in this case does contrast with adjacent properties.

**(b) Architectural style**

The guidelines encourage using a “local heritage style” as a design precedent and following the precedent in all details, rather than using hybrid designs that mix elements from different historical styles or using historical styles that are not indigenous to the area.

**(c) Scale and massing**

Similar to the guidelines for architectural style, those for scale and massing state that “new construction in the Commercial Core should respect local heritage precedents.” It provides two examples of designs based on larger heritage precedents, such as hotels and mills; for frontages larger than 18m (which is the case here) it is recommended that the building mass “should be subdivided into discrete elements reflecting the historical scale and have varied setbacks in keeping with the village character.”

As stated earlier, we believe that the proposed design satisfies this policy in terms of the façade being broken up into three distinct portions, although the front lot line is only slightly staggered as opposed to having varied setbacks.

**(d) Storefronts**

The guidelines encourage traditional storefront designs to reflect local historic precedents; however, the proposed building is not designed as a storefront and we therefore do not consider the guidelines applicable in this case.

**(e) Signage**

The guidelines point out that the commercial core of Kleinburg is designated as a “Special Sign District” in the City of Vaughan Sign By-law. Beyond these provisions, the District Plan recommends that moulded signboards integrated with historic storefronts, small soffit signs above or below porch fascias and flat externally illuminated wall signs are appropriate in the district. We do not have sufficient detail on the proposed sign above the main entrance to the building to comment on its conformity to the guidelines; however, in our opinion the modest sign is unobtrusive and fits in well with the design of the building.

## **7.0 PROPOSED MITIGATION TECHNIQUES**

### **7.1 Site Plan**

The proposal has the building set back from the street to provide landscaping in the form of shrubs. It could be set back further in order to provide enough space for two or three trees. The width of the building could be reduced in order to provide side yards, as recommended in the guidelines; however, these changes would significantly reduce the interior square footage of the building.

### **7.2 Rendering and Materials**

The materials of the proposed development are a combination of heritage/reclaimed brick veneer and redwood ship-lap siding. A mitigation technique would be to replace the redwood with brick. However, the redwood siding is similar to the horizontal siding of neighbouring buildings, so it does relate to the area.



## 8.0 CONCLUSION

The proposed redevelopment of 10432 is a significant milestone, as it represents the first new mixed-use project to be built in the Kleinburg - Nashville Heritage Conservation District in several years. It will provide the village with 13 new residential apartments and a dance studio on what is now an unattractive, abandoned garage site. The removal of the 1970's suburban-style bungalow is not considered a loss to the village and the bright red roofs of both buildings looks out of place on the Islington Ave. streetscape.

While the building does not exactly "reflect a suitable local heritage precedent style" as suggested by the District Plan, it does incorporate some details common to 19th century architecture such as gable roofs, dormers, brick chimneys and a 2½ storey built form.

Notwithstanding the fact that it does not comply in all respects with the Plan's design guidelines, we believe that the project will make a positive contribution to the village core.

Respectfully submitted,



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D.L. Bryan, P. Eng., OAA, MRAIC, CAHP  
Barry Bryan Associates



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Robert A. Martindale, MCIP, RPP, CAHP  
Martindale Planning Services

## APPENDICES

## 1 - Title Search

### TITLE SEARCH RECORD(CHAIN OF TITLE)

**Municipal Address:**10432 Islington Ave., Village of Kleinburg,

**Legal Description:** Lots 29 and 30, Pl. 9 Vaughan, City of Vaughan, Regional Municipality of York; PIN:03323-0281(LT)

**Date of Search:** Oct. 13, 2015

Instrument No.	Date	Grantor	Grantee
Patent	13 July 1847	Crown	MITCHELL, Andrew
34862	23 July 1849	MITCHELL, Andrew	KLINE, John N.
40912	18 July 1851	KLINE, John N.J.	HAMBLEY, Thomas
67857	15 May 1857	HAMBLEY, Thomas	CAMERON, David
67873	2 June 1857	CAMERON, David	STEAD, Elizabeth
79188	27 Feb 1880	STEAD, Elizabeth	CROSSON, Valentine
88884	21 Jan 1866	CROSSON, John Sr.	MCKAY, Jane
835	21 Apr 1871	FITTER, Thomas W.	STROUD, Stephen
4682	13 Oct 1887	STROUD, Stephen	HODGSON, john
5846	6 Feb 1894	Hodgson, Sarah ESTATE	HODGSON, Elizabeth, Martha and Sarah Elizabeth
6162	24 July 1895	HODGSON, Martha, Sarah and Elizabeth	HODGSON, Elizabeth, Martha and Sarah
10438	31 Apr 1915	HODGSON, Sarah ESTATE	CURTIS, Kathleen
12588	26 May 1921	CURTIS, Mark	CARD, Albert

<b>Instrument No.</b>	<b>Date</b>	<b>Grantor</b>	<b>Grantee</b>
14368	26 Apr 1926	CARD, Albert	MACTAGGART, Elmer H.A.
24650	16 Aug 1949	MACTAGGART, Elmer H.A.	WEIDERHOLD, Lawrence A.
42190	19 June 1959	WEIDERHOLD, Lawrence A.	ROLLER, Daniel E. and Bernice O.
R437961	26 June 1987	ROLLER, Daniel E. and Bernice Olive	ROLLER, Bernice Olive
R546798	4 July 1990	ROLLER, Bernice Olive	MARGIOTTA, Enzo and Enza; ANZELLOTTI, Tony and Gennaro; GALLO, Victor and Rose
R688380	15 Nov 1996	MARGIOTTA, Enzo and Enza; ANZELLOTTI, Tony and Gennaro; GALLO, Victor and Rose	ROLLER, Bernice Olive
YR158707	14 June 2002	ROLLER, Bernice Olive	1527330 ONTARIO LIMITED
YR632647	2 May 2005	1527330 ONTARIO LIMITED	1654235 ONTARIO INC.
YR2018483	14 Aug 2013	1654235 ONTARIO INC.	2383717 ONTARIO INC.

**2 - By-law 183 – 2003 (Heritage Designation By-law)**

# THE CITY OF VAUGHAN

## BY-LAW

### BY-LAW NUMBER 183-2003

A By-law to designate an area of the City of Vaughan as a Heritage Conservation District.

WHEREAS under Part V of the *Ontario Heritage Act*, R.S.O., 1990, c.O.18, as amended, a Heritage Conservation District may be designated;

AND WHEREAS the City of Vaughan's Official Plan Amendment Number 601, The Kleinburg-Nashville Community Plan, includes policies to authorize the study of an area within the Community Plan Area for potential designation as a Heritage Conservation District;

AND WHEREAS on November 26, 2001 the Council of the City of Vaughan enacted By-law Number 468-2001 defining a Study Area within the Kleinburg-Nashville Community Plan Area to be examined for future designation pursuant to subsection 40(1) of the *Ontario Heritage Act*;

AND WHEREAS the Study of the Kleinburg-Nashville Heritage Conservation District has been completed, and the Council of the City of Vaughan wishes to designate the area to be known as the Kleinburg-Nashville Heritage Conservation District pursuant to subsection 41(1) of the *Ontario Heritage Act*;

NOW THEREFORE the Council of The Corporation of the City of Vaughan ENACTS AS FOLLOWS:

1. That the area known as the Kleinburg-Nashville Heritage Conservation District located within The Corporation of the City of Vaughan, as identified on Schedule "A" attached hereto, is hereby designated as a Heritage Conservation District.
2. Schedule "A" attached to this By-law forms a part of this By-law.
3. That this By-law comes into full force and effect on the date it is finally passed.

READ a FIRST, SECOND and THIRD time and finally passed this 23<sup>rd</sup> day of June, 2003.

  
Michael Di Biase, Mayor

  
J. D. Leach, City Clerk



## **HERITAGE CHARACTER STATEMENT**

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. It is connected by both road and history with Nashville, which grew up around the 1870 'Kleinburg' railroad station. The railroad created Nashville and served Kleinburg mills and industries, and 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 pre-historical 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.

## FIGURES

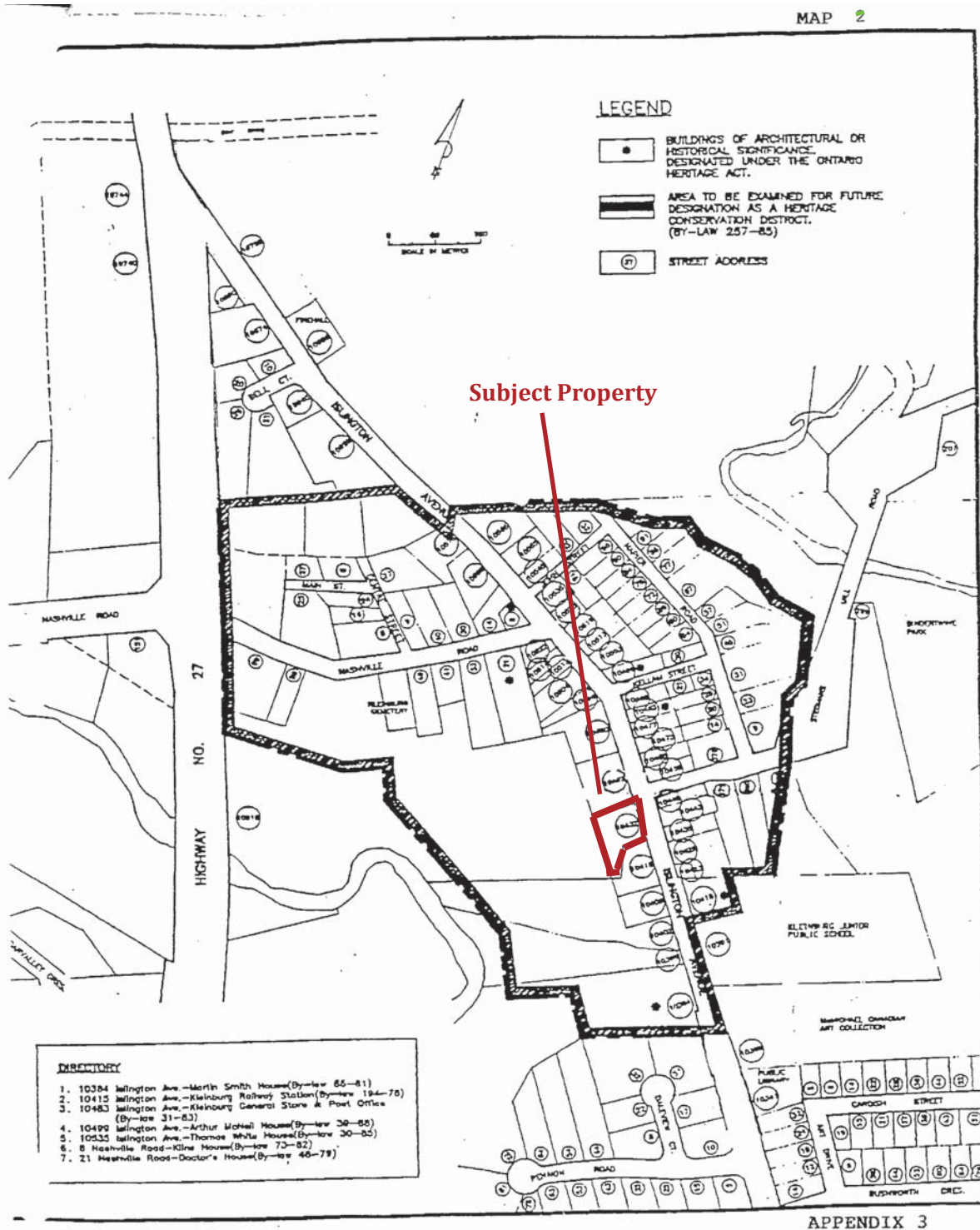
## 1 - Location Map (Google)





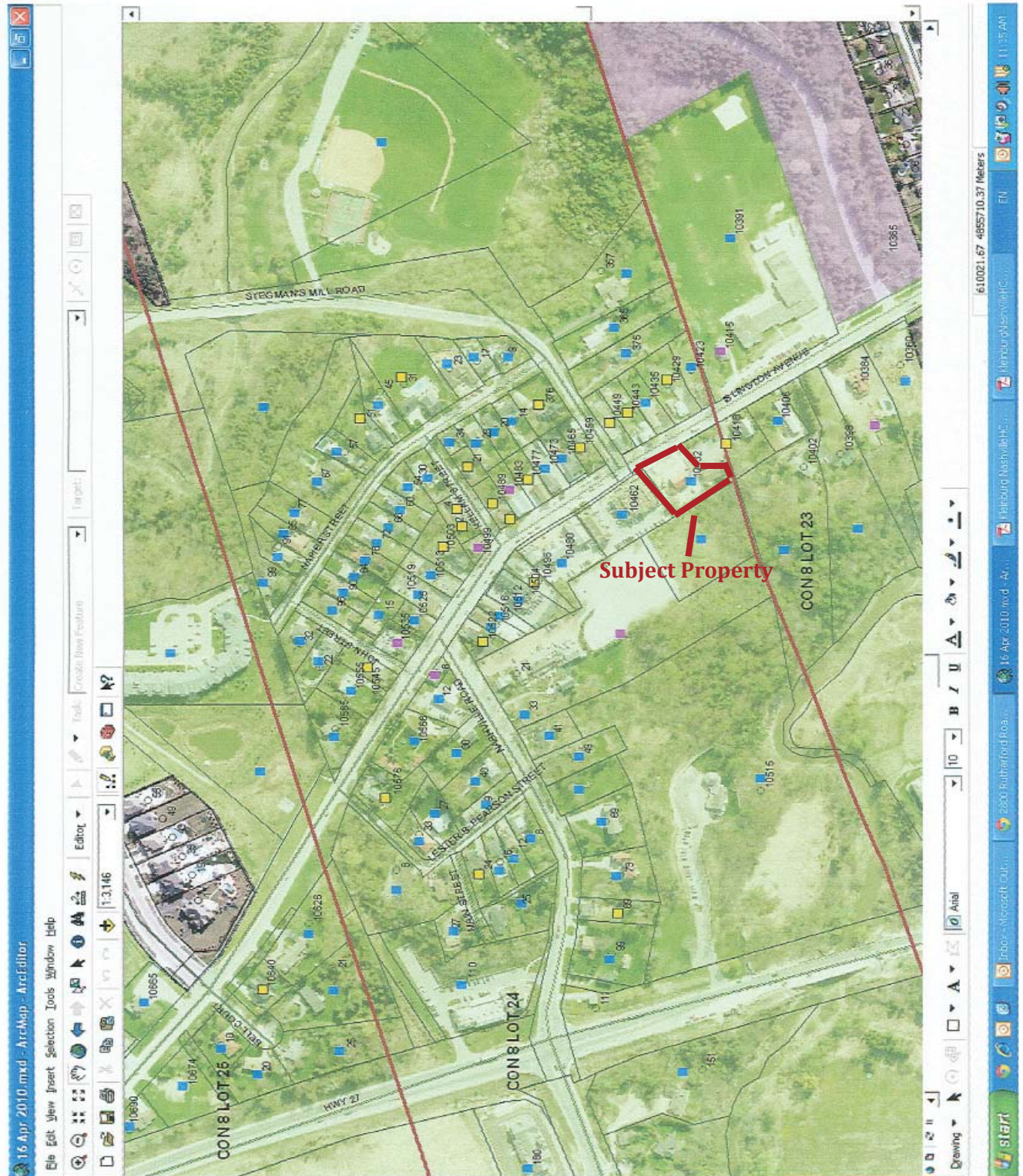
CULTURAL HERITAGE IMPACT REPORT FOR  
10432 Islington Avenue, Kleinburg, Ontario

2 - 1983 Village Map



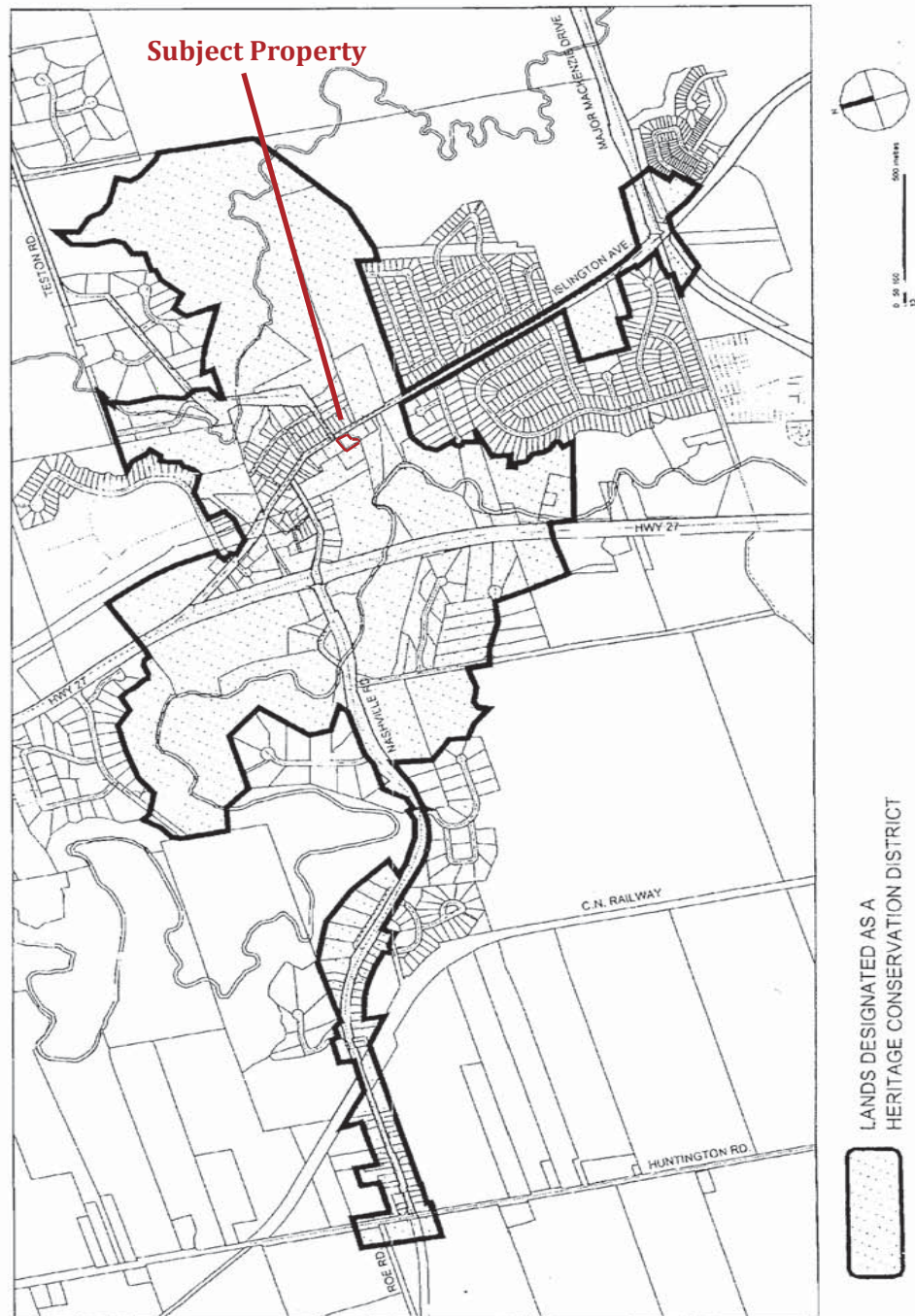


### 3 - Air Photo

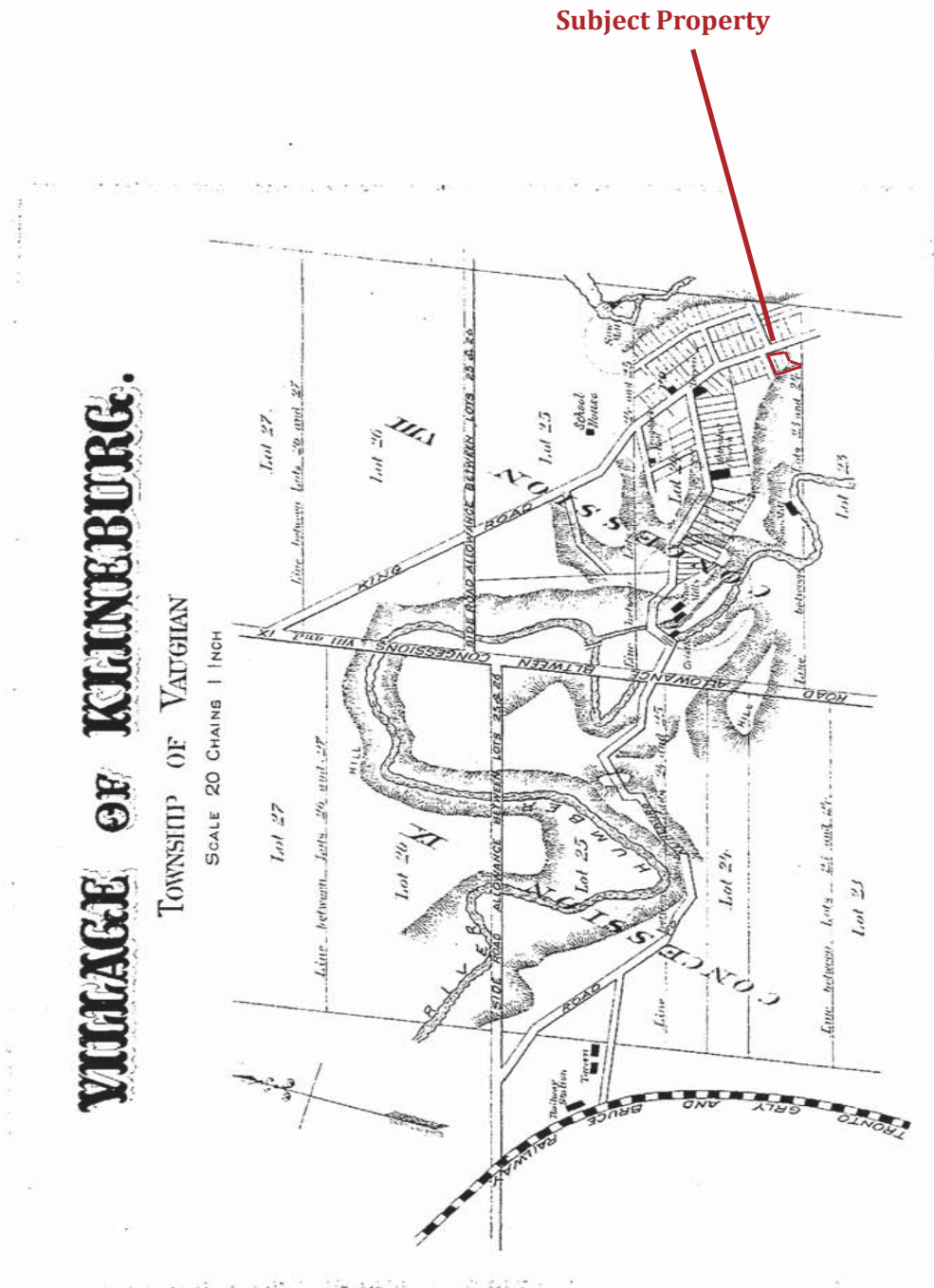




#### 4 - Boundary of Kleinburg - Nashville Heritage Conservation District

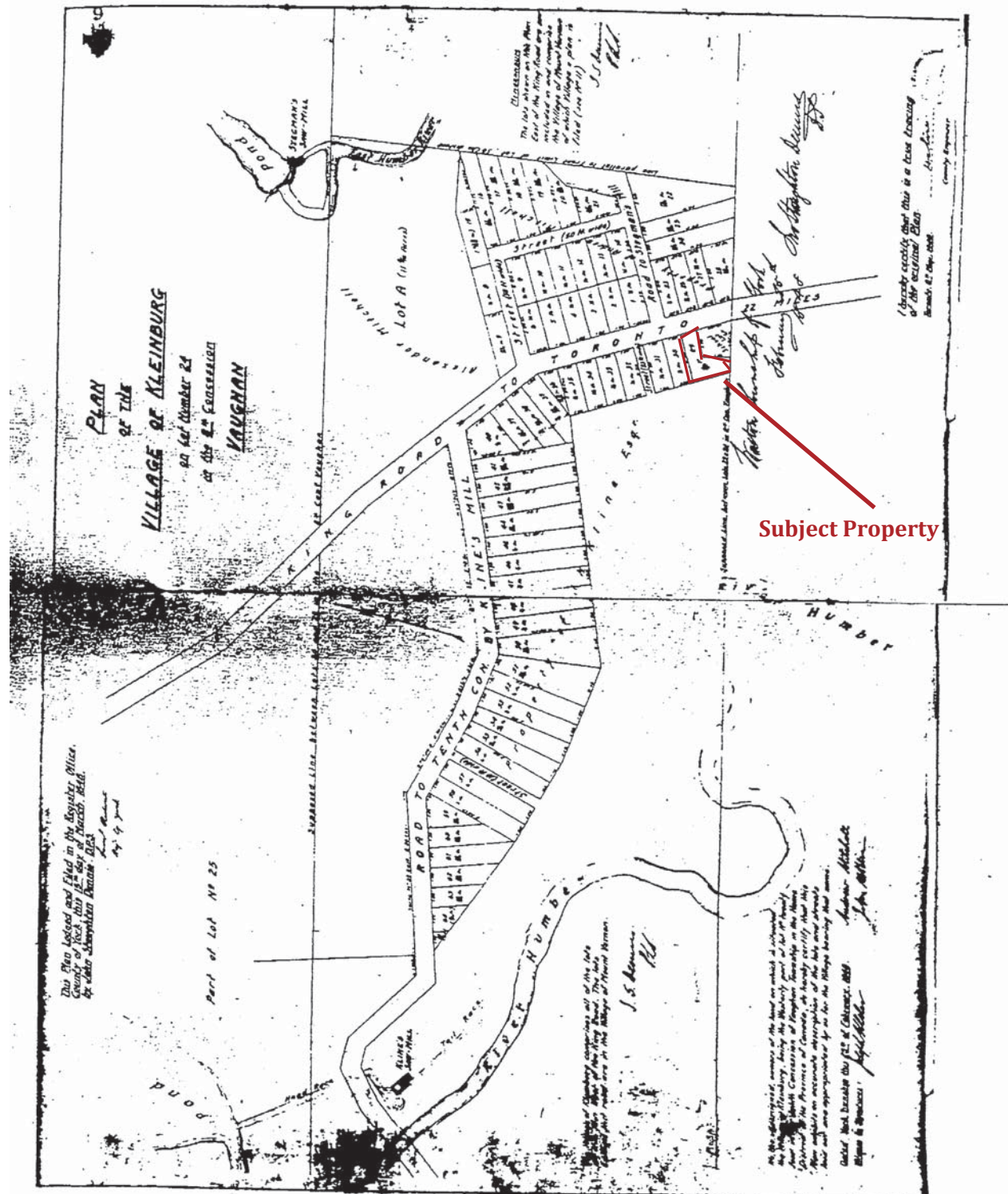


5 - Village Map from York County Atlas





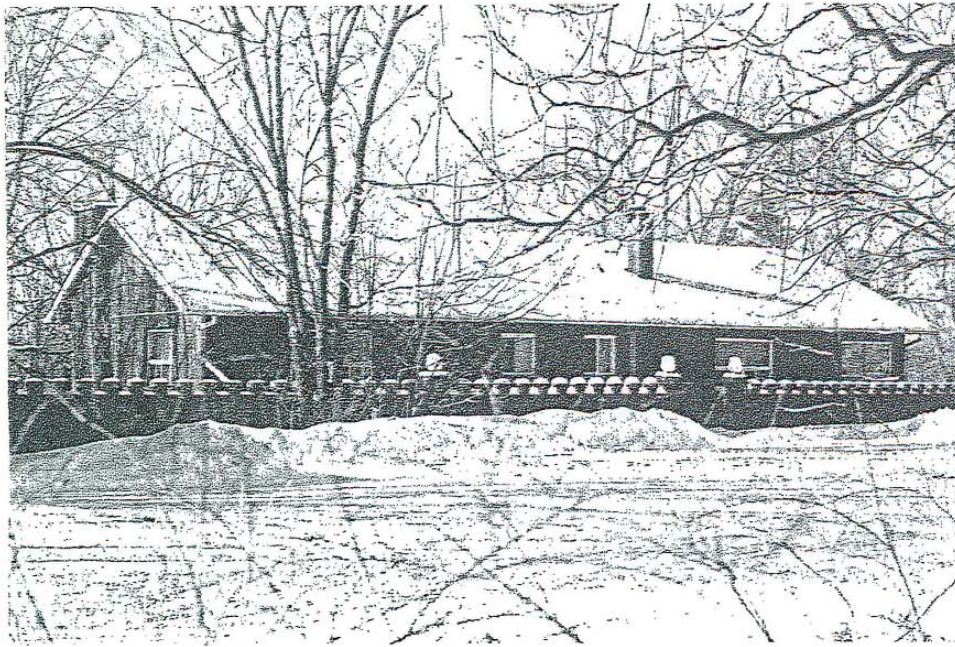
## 6 - 1848 Plan of the Village of Kleinburg



**7 – undated photo and description of 10432 Islington Ave. (north portion)**

Islington Avenue (west)

Kleinburg



10432 Islington Avenue (south)

- Ranch-style house built of textured red-brick with pitched roof and altered windows (c. 1970).
- Description – Suburban bungalow is set well back from road, behind unusual, low brick wall with crenellated top and square concrete copes at raised portions. House contains varied windows, including bottom-sliders under fixed upper panes which replace larger, original, sliding sashes. Wide brick chimney projects from low-pitched gable at south end, and gable ends are clad in vertical aluminum siding. Soffits are clad in stained wooden board, and gutters and downspouts are in conventional modern aluminum profiles. Roof is clad in dark-brown asphalt shingles.
- Comments – Long bungalow is unobtrusive in location well back from road, and is typical of suburban Kleinburg. Any future addition to this structure should not be visible from above existing roof peaks, and for redevelopment of this site see the Plan and Guidelines.



**8 – undated photo and description of 10432 Islington Ave. (south portion)**

Islington Avenue (west)

Kleinburg



10432 Islington Avenue (north)

- Pitched-roof, triple-bay, painted brick garage (c. 1950).
- Description – Large garage is set well back from Main Street, and is built of painted bricks. Pitched roof perhaps indicates some different, previous use. Roll-up, panelled doors have two glazed sections within total of four, and lintel at right-hand door has recently been raised to accommodate five-panel door. Soffits, gutters and downspouts are in conventional modern aluminum, and roof is clad in dark brown shingles.
- Comments – Large plain garage provides a contrast with buildings on Islington, but is part of evolution of village, particularly post-war period of suburban car-culture, and so deserving of retention. Archival photographs may indicate previous configuration of building, and nature of pumps etc. at front, and a period restoration might be considered - to a date deemed suitable to the central Heritage District context. For any proposed redevelopment of this site, see the Plan and Guidelines.

## 9 - undated photo of earliest building on subject property

THE WEEKLY, Wednesday, July 27, 1998 - 11

*Ingenuity a part of life for pioneer settlers*

Continued from page 9

when the table gave way and she fell into it. Someone grabbed her but it was too late to save her arm. While one of the men rode on horseback to Woodbridge for the doctor, another applied a tourniquet to her arm to keep Jane from bleeding to death. The doc-

tor had to saw off her arm above the elbow without an anesthetic.

Always bright and cheerful, Jane never spoke of her handicap and through ingenuity and determination re-learned to do everything about the house.

She was able to knit with the aid of a

holder which was eight inches long, one inch in diameter and made of horsehair. She placed one needle in the holder which she put under her right arm. She held the other three needles and yarn in her left hand and by some mysterious twist of the wrist and fingers, manipulated the yarn into a sock.



Mrs. Charles Shaw outside the family business on Islington Avenue. The former Petro-Canada gas station sits on the site.

*Out of towners caused their fair share of headaches*

When automobiles became common, the meadow between the mill race (the area between the mill and dam) as well as the Humber River were favourite spots for visitors, often from the city, for picnics. They often lit a fire to boil a kettle or cook wieners and didn't always put the fire out.

It became a job for James Coward, who was the last miller at the Howland mill, to take a walk to the dam and around the grounds to check for fires on Sunday nights after coming home from church.

One Sunday night he found five fires still burning.

So, for safety's sake, the property had to be closed to picnickers.

*Road construction most expensive*

Road construction accounted for the most costly component in the new development charges recently approved by the York Regional Council.

The development charges bylaw, already in effect, set the levy on fully serviced detached housing units at \$9,070, up from \$7,480 established in the 1994 bylaw. The levy in the new bylaw is comprised of roads, \$3,064, water works, \$2,890, sewage works, \$2,393, transit, \$428, police, \$150, health, \$34, long term care (as homes for the aged), \$52, public works, \$35, and growth studies, \$24.

Development charges are to pay the growth related capital costs of providing services required for growth. The Region, a staff report has said, is facing a \$3 billion bill to fund infrastructure costs from now to year 2014 when the Region population is expected to double.

The new charges for other residential categories are townhouses, \$7,645, apartments with two or more bedrooms, \$5,608, and smaller apartments, \$3,548. As the charges are deemed to provide services to people, the levy differs for the four housing categories based on their average occupancy.

Roads in the new bylaw account for 59 cents of the \$1.29 a square foot development charge for industrial, office and institutional developments and \$1.32 in the \$2.50 levy on retail projects. Retail uses, according to the Region, generate more traffic and other demands for service than the other non-residential category.

Other components in the industrial category are water, 30 cents, sewage, 24 cents, and a total of 17 cents for police, health, long term care, public works, transit and growth studies. The equivalent charges for retail are water, 50 cents, sewage, 41 cents and a total of 26 cents for the other components.

Unlike previous development charge bylaws, there is no component for hospitals. The Ontario Development

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DIRECTORY****LAW OFFICE**

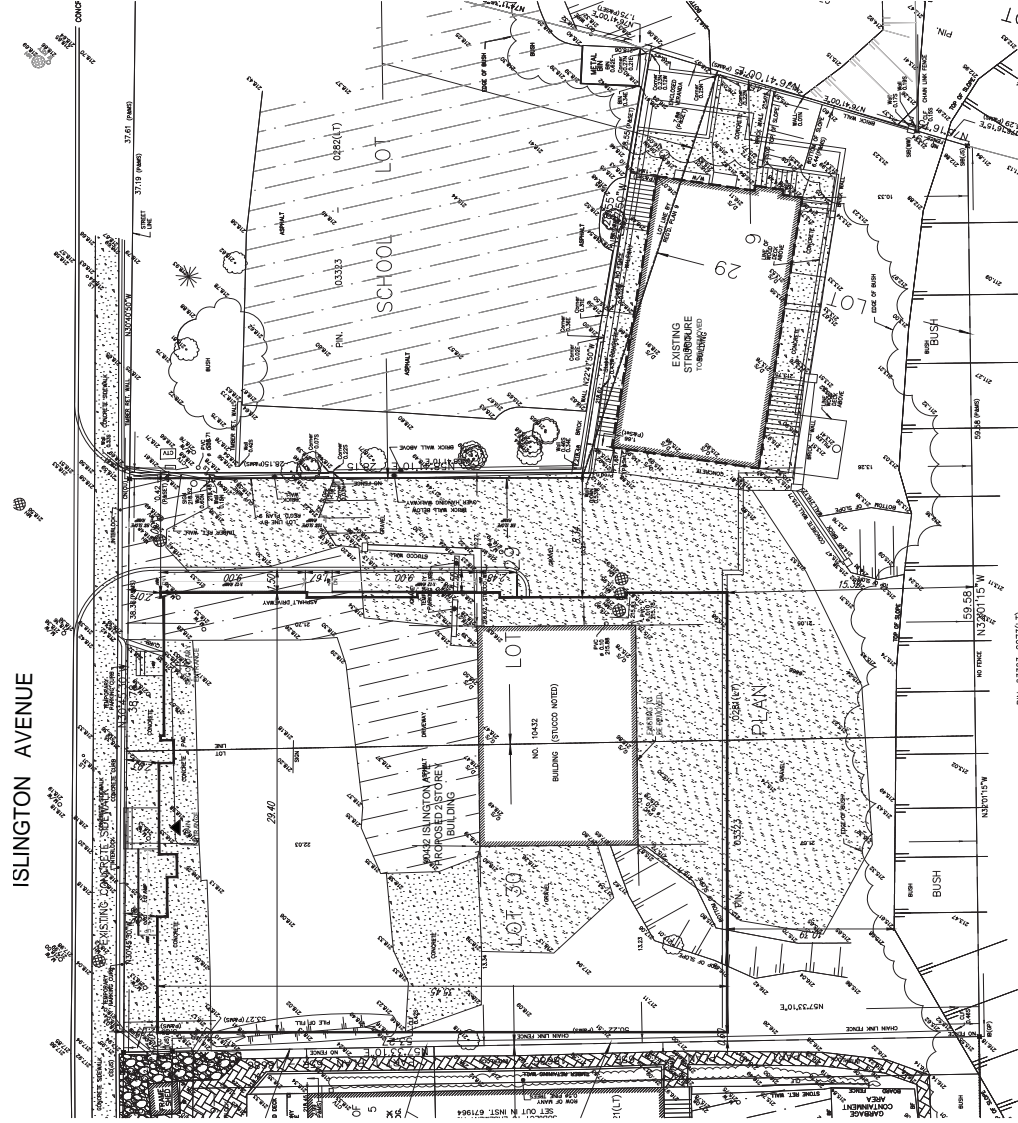
**FINANCIAL PLANNING**  
**FLAVELLE BARRETT**  
RRSP  
Investment, estate and retirement planning  
2200 King Rd. 833-0200 KING CITY

## **10 – Site Plans of Proposed Development**





## ISLINGTON AVENUE



Site Statistics for 10432 Belington Ave			
Zoning: Mainstreet Commercial (C1-1)			
	Permitted	Proposed	
1 Min Lot Area	742.5 m <sup>2</sup>	7952.2 ft <sup>2</sup>	2576.8 m <sup>2</sup> 27739.4 ft <sup>2</sup>
2 Setbacks			
Front (min/max)	2,06.0 m	2,020.0 m	
Rear (min)	15.0 m	15.3 m	
Sides (min)	1.8 m	1,30.6 m	
3 Coverage	30.0%	77.3 m <sup>2</sup>	40.2% 1035.0 m <sup>2</sup>
4 Gross Floor Area	0.6	1546.1 m <sup>2</sup>	1.0 2690.5 m <sup>2</sup>
5 Building Height	9.5 m		9.5 m
6 Occupancy			
Residential (15 Units)			1346.7 m <sup>2</sup> 14495.2 ft <sup>2</sup>
Technical School			1091.6 m <sup>2</sup> 11750.2 ft <sup>2</sup>
Common			252.2 m <sup>2</sup> 2714.5 ft <sup>2</sup>
7 Parking Spots			
Dwelling with Visitor Unit	1.75	17.5	1.5 22.0
Technical School 100m <sup>2</sup>	6.0	65.5	1.4 15.0
Banner Free Parking (10-100)	1.0	1.0	1.0 1.0
Total Parking Spots		84.0	36.0

### 3 RISER DESIGNS: GENERAL NOTES

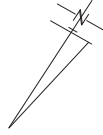
1. THE CONTRACTOR SHALL CHECK AND VERIFY ALL DIMENSIONS AND LOCATIONS OF RISERS BEFORE BEGINNING CONSTRUCTION. ANY DISCREPANCIES SHALL BE REPORTED TO DESIGN PRIOR TO COMMENCEMENT OF WORK.

2. RISER DESIGN IS NOT TO BE CHANGED FOR THE ACCURACY OF LAYOUT. IT IS THE RISK OF THE ORDERING CONTRACTOR TO OBTAIN THE NECESSARY INFORMATION TO BE SURE OF THE ACCURACY OF THE LAYOUT PRIOR TO THE APPROVED BUILDING PERMIT. THIS IS TO BE APPROVED BY THE ORDERING CONTRACTOR.

3. ALL RISER DESIGN INFORMATION IS TO BE APPROVED PRIOR TO THE POLYMER FOOTINGS.

4. THE ORDERING CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN OF THE RISERS TO BE USED ON THE CONCRETE FOOTINGS. THE ORDERING CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN OF THE CONSTRUCTION OF THE RISERS TO BE USED ON THE CONCRETE FOOTINGS.

5. THE ORDERING CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN OF THE CONSTRUCTION OF THE RISERS TO BE USED ON THE CONCRETE FOOTINGS.

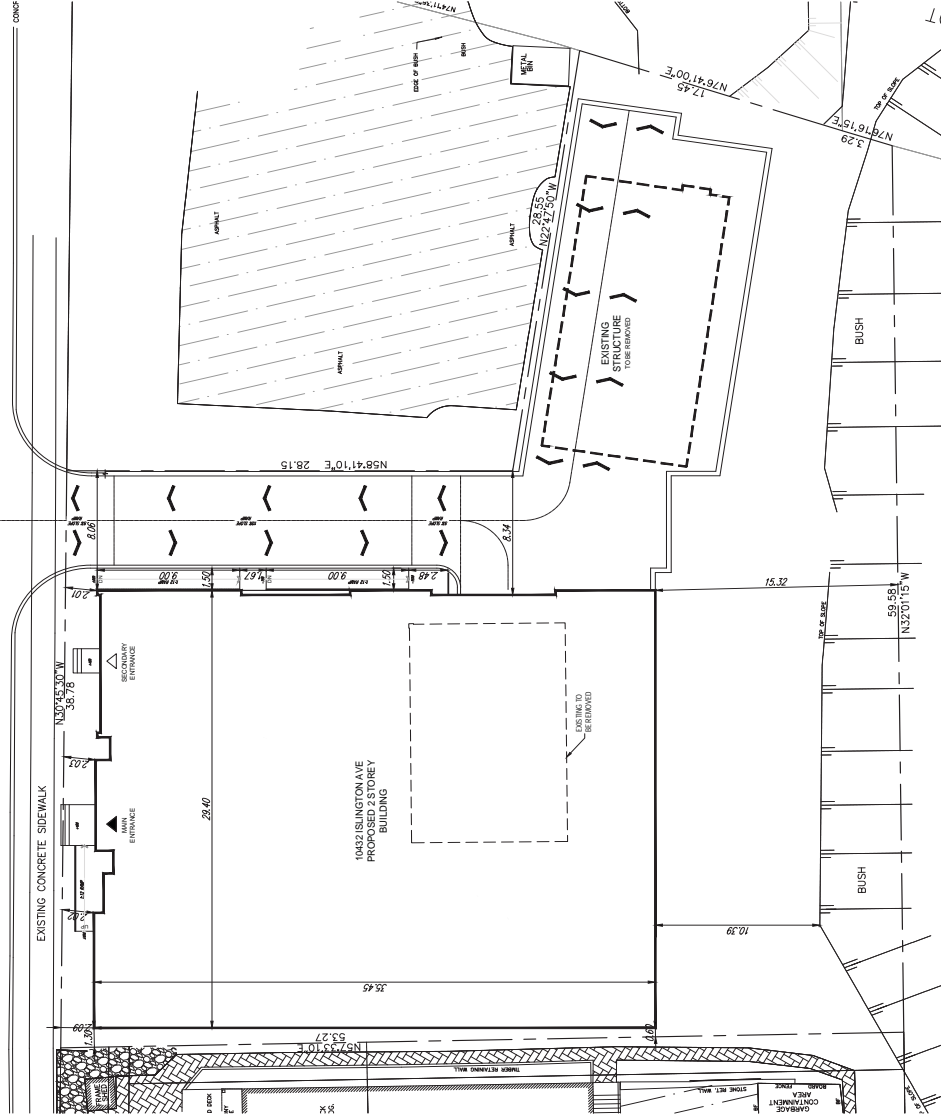
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CONTEXT PLAN 1  
NTS 1:100

ISLINGTON AVENUE

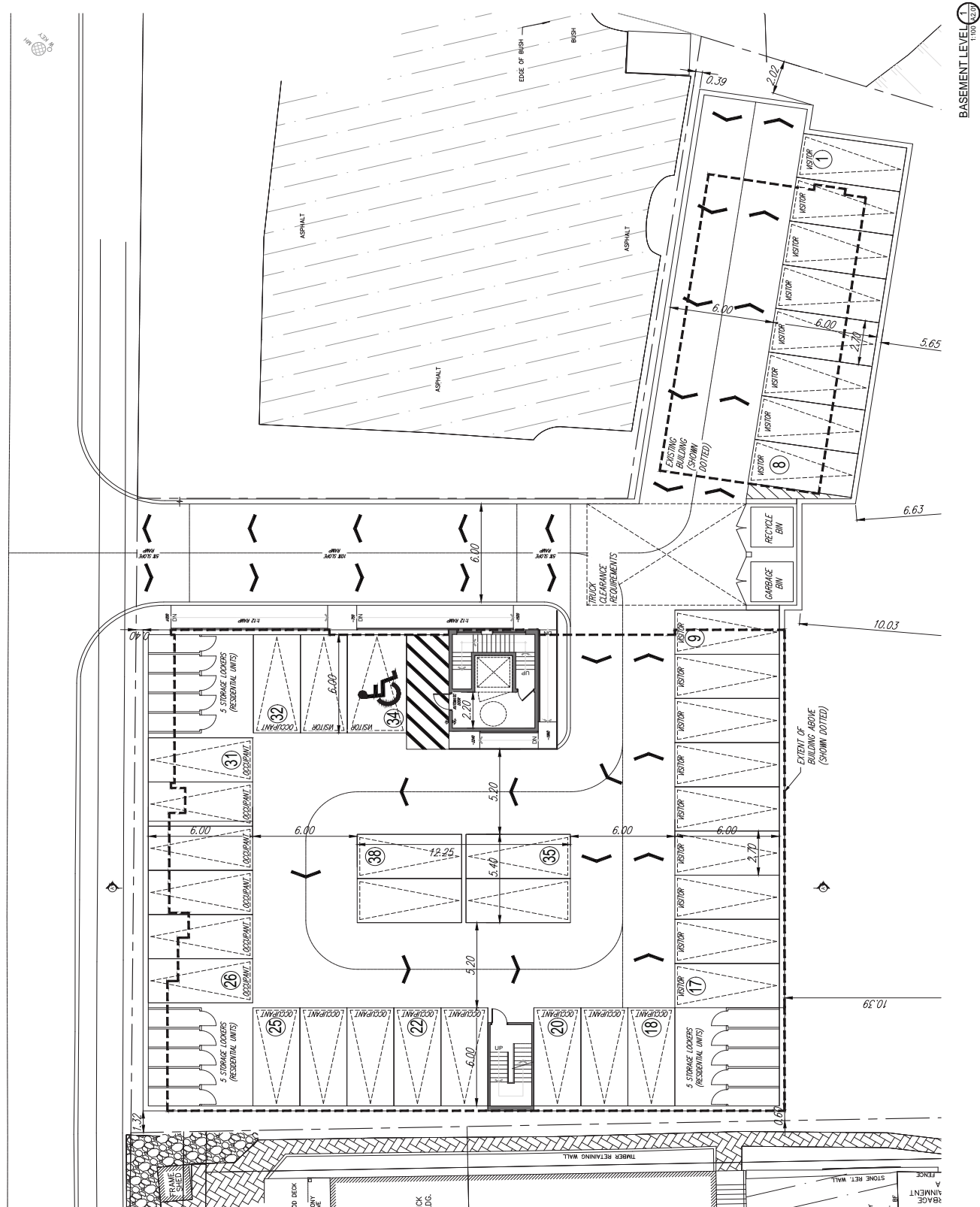
AERIAL PLAN 1  
NTS 1:100



SITE PLAN 1  
NTS 1:100

Site Statistics for 10432 Islington Ave			
Zoning: Mainstreet Commercial (C11)			
	Permitted	Proposed	
1 Min Lot Area	742.5 m <sup>2</sup>	2576.8 m <sup>2</sup>	27736.4 ft <sup>2</sup>
2 Setbacks			
Front (min/max)	2.06/0.0 m	2.02/0.0 m	
Rear (min)	15.0 m	15.3 m	
Sides (min)	1.8 m	1.30/6.6 m	
3 Coverage	30.0%	773.0 m <sup>2</sup>	1035.0 m <sup>2</sup>
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6 Occupancy			
Residential (15 Units)			
Technical School			
Common			
7 Parking Spots			
Dwelling with Visitor Unit	1.75	17.5	1.5
Technical School 100m <sup>2</sup>	6.0	85.5	1.4
Barrier Free Parking (10-100)	1.0	1.0	1.0
Total Parking Spots		84.0	38.0

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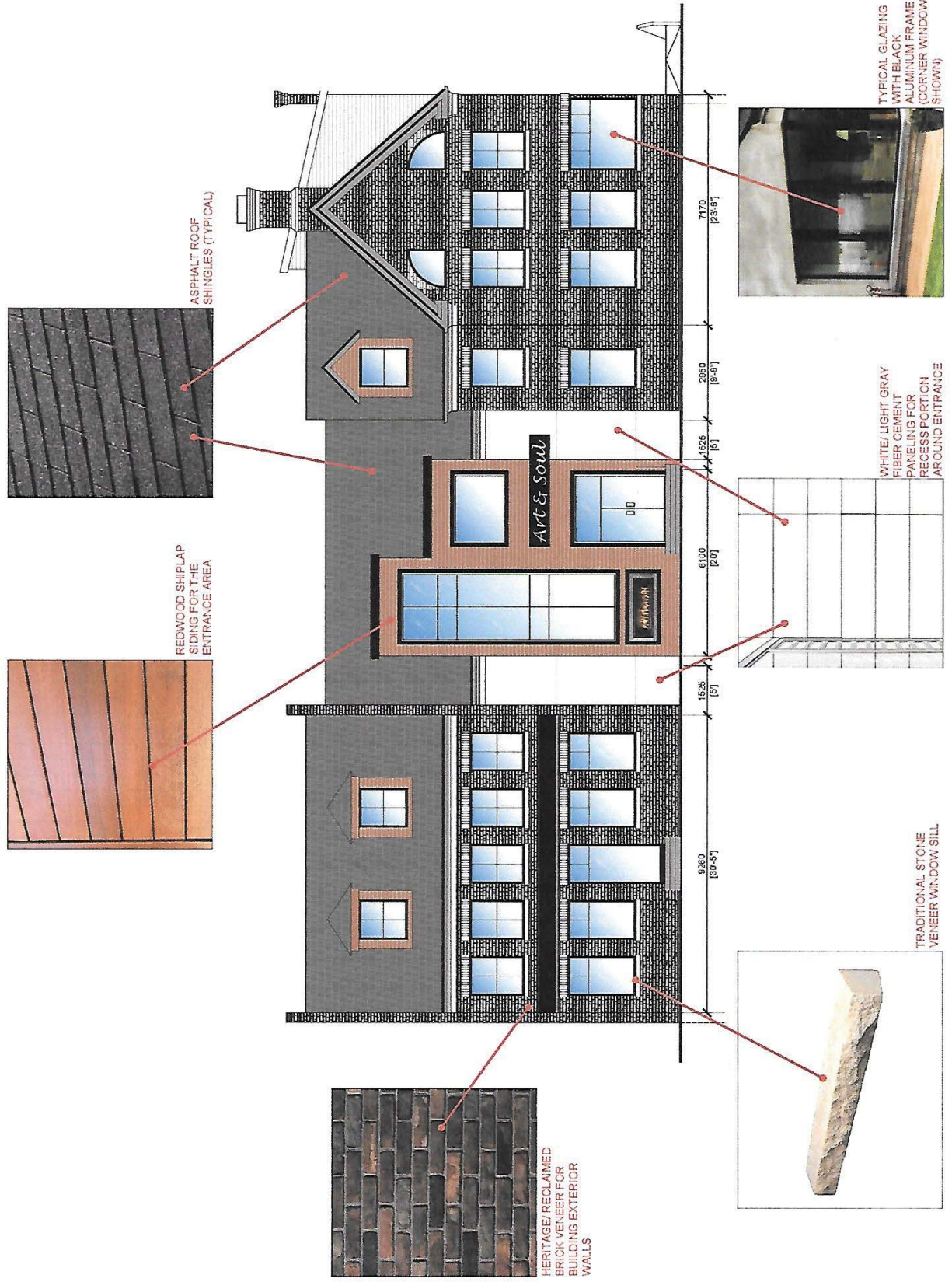


## **11 - Rendering and Proposed Materials**









**12 – Photos of Subject Property (South House)**





**12 – Photos of Subject Property (North Garage)**



**13 – Photos of Surrounding Properties (to North of Site)**



**13 – Photos of Surrounding Properties (Southeast of Site)**





**13 – Photos of Surrounding Properties (East and Northeast of Site)**



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