



5 Heritage

The purpose of the following analysis is to provide an overview of Kleinburg-Nashville's development history, identify the Area's heritage resource potential and review recent work related to the area's **archaeological potential. The primary aim is to identify specific sites that have potential heritage significance in order to inform a design response that is sensitive to these resources.**

5.1 Heritage Resources

5.1.1 History of Area Development

The study area's history since the earliest days of European settlement has been determined to a large extent by topography. A landscape characterized by uplands incised by deep river courses, and by table lands containing both flat and rolling terrain, has had a direct influence on development. Generally speaking, the uplands were logged and then farmed, the valleys were developed for mill sites, and the steep slopes between were left alone. The resulting development pattern is one of dispersed crossroads hamlets situated at convenient intervals across the farming landscape, and mill sites dotted along the valley floors.

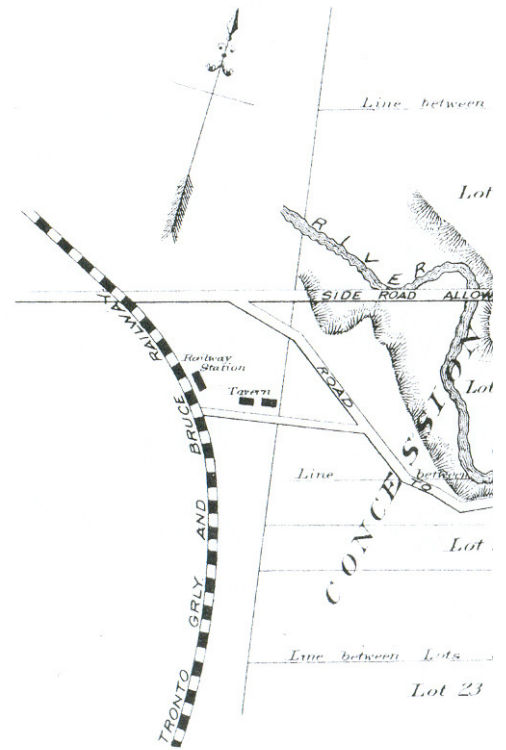
The early road grid was skewed by the Humber River's course, and many road allowances remain unopened as the grid crossed river valleys. In some cases, such as Islington Avenue, the main road departs from the grid pattern and follows what appears to be an old native trail that stays on the high ground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

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

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

REFERENCE

- Farm House
- ⊗ SorG. Mill
- ☐ Cheese Factory
- ▨ Orchard
- ★ Church
- School House
- ☐ Post Office
- Same Owner





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

5.1.2 Summary Assessment of Heritage Resource Potential

Generally speaking, on the west side of the study area, the core of Nashville is part of a Heritage Conservation District and several of the horse farms on Huntington Road appear to have elements of heritage value, as do farm properties on the east side of the study area, north of Teston Road and west of Kipling Avenue.

Neither the City archives nor the Kleinburg local historians had any information on the eastern sites, and so the following information is based on site visits as well as historical mapping and the very general comments found in Reaman's "A History of Vaughan Township". Interviews with former residents of farms located west of Kipling Avenue supplemented this information, as did the local history of the Nashville area produced by local resident Mr. Maw. Mr. Maw also provided considerable information in interviews and led a walking tour of the Humber Valley edge of the Huntingdon Road sites.

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

Sites on Kirby Road

Access to the site next to Humber North (extension) was not available but it is doubtful that there are any heritage resources there. The 1878 historical atlas shows a mill pond on the east edge of this site (for the former saw and grist mill located just north of the road) and a farm complex south of the site, just above the bend in the river. From this it would seem unlikely that there are significant remains within the site proper.

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

Sites west of Kipling Avenue

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

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





A site visit to the farmstead on lot 28 (10980 Kipling) showed what appeared to be an early-mid-20th century farm complex with a variety of outbuildings (barns and stables). A long, tree-lined entrance drive leads to a farm lane off which in an entry court. Here the main farmhouse is a two storey frame (?) structure, circa early 20th century, flanked by a single storey mid-20th century bungalow. The outbuildings are abandoned and partially deteriorated. Since access to the house interior was not available, it is not clear whether the main house replaced an earlier structure (possibly the house shown on the 1878 map) or incorporated elements from an earlier house. This complex is the last remaining complete farmstead in the study area and may have some heritage value.

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

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





Nashville village core

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



Sites east of Huntington Road

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

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







The best of the two is the complex at the north of the study area (#11363) which consists of a house, barn and paddock complex behind which is a gated access road to a large "summer house" located on the brow of the slope overlooking the Humber River. The house is associated with the famous early 20th century Canadian millionaire and philanthropist Sir Joseph Flavelle and his only son, Sir Ellsworth (1892-1977), a noted amateur photographer (it was his place, as far as our research has been able to determine). The house is very similar in design to the Stephen Leacock Museum in Orillia and to a house located within Presqu'île Provincial Park and thus may have additional value, subject to further research, as a rare example of an early 20th century vacation residence. The larger farm complex of house, barns, summer house, and the associated landscape features of paddocks and winding, tree-lined entrance drive and ornamental tree plantings, constitutes a cultural landscape of potential heritage significance. Within this complex, the "summer house" and its associated designed setting of ornamental plantings, decorative light standards, garage, tree-lined drive and ornamental gates, is an intact designed cultural landscape of high heritage value.

2003 KNHCD Plan

The Heritage Conservation District (HCD) Plan contains no historical information for the Kleinburg area sites and a small amount of information on the history of Nashville. The study contains very brief descriptions of the heritage character of Nashville village. The inventory of properties within the HCD, an appendix to the study and plan, has detailed descriptions of each property but does not ascribe heritage value. As a result, the HCD Plan offers little help in determining the heritage significance of the properties within our study area. It is more useful in providing architectural and urban design guidelines but these also concentrate on properties within the HCD district boundary and do not offer suggestions for properties in our study areas.

Archaeological resources

Archaeological Services Inc., the firm retained by the Region to review archaeological resources for the Official Plan review, have no identified archaeological sites within our study areas. They recognize the moderate to high pre-contact archaeological potential of lands within the Humber Valley system, and including the historical mill sites. They will only be doing a high level assessment of archaeological potential and will not likely produce any information that will be of specific importance for our study areas.

Comments from former local residents suggest that flooding caused by Hurricane Hazel (1954) significantly affected any remaining archaeological resources in the river valleys. Former mill sites were washed away and, in some cases, the course of the river was altered.

Cultural resource mapping

Both Unterman McPhail and Urban Strategies, consultants for the Regional Official Plan Review, do not have historical information specifically related to the study areas, nor are they likely to collect any within the scope of work on their respective projects.

Summary of Heritage Potential

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