

Inclusion on the City of Toronto's Heritage Register - 1627 Danforth Avenue

Date: April 4, 2019

To: Toronto Preservation Board
Toronto and East York Community Council

From: Senior Manager, Heritage Preservation Services, Urban Design, City Planning

Wards: Ward 19 – Beaches-East York

SUMMARY

This report recommends that City Council include the property at 1627 Danforth Avenue on the City of Toronto's Heritage Register. The site contains a complex known historically as the Danforth Carhouse, which is currently owned by the Toronto Transit Commission (TTC). It was developed beginning in 1914 by the Toronto Civic Railways (TCR), expanded by the Toronto Transportation Commission (forerunner to today's TTC) and the TTC and currently used as offices and staff facilities for TTC personnel.

In 2015, City Council requested that the property at 1627 Danforth Avenue be researched and evaluated for inclusion on the City of Toronto's Heritage Register. It has been identified for its potential cultural heritage value in the Danforth Avenue Planning Study (2018).

It is the selected site for a police station consolidating 54 and 55 Divisions.

The property at 1627 Danforth Avenue is part of a Master Plan study being undertaken by CreateTO to guide the redevelopment of the site as a multi-use civic hub for the Toronto Transit Commission, the Toronto Police Service and the Toronto Public Library as the key anchor tenants, which will incorporate and adaptively reuse the Danforth Carhouse.

RECOMMENDATIONS

The Senior Manager, Heritage Preservation Services, Urban Design City Planning recommends that:

1. City Council include the property at 1627 Danforth Avenue on the City of Toronto's Heritage Register in accordance with the Statement of Significance (Reasons for Inclusion), attached as Attachment 3 to the report (April 4, 2019) from the Senior Manager, Heritage Preservation Services, Urban Design, City Planning.

FINANCIAL IMPACT

There are no financial implications resulting from the adoption of this report.

DECISION HISTORY

2018.EX30.11 - Site Selection for a New Consolidated Police Station - 54/55 Division
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.EX30.11>

2018.TE34.22 - Danforth Avenue Planning Study - Coxwell Avenue to Victoria Park Avenue - City-Initiated Official Plan Amendment - Final Report
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.TE34.22>

COMMENTS

At its meeting of February 8, 2015, the Toronto and East York Community Council adopted TE4.79 and “requested the Director of Urban Design to report to the Toronto and East York Community Council on the potential inclusion “listing” of the property at 1627 Danforth Avenue on the City of Toronto’s Heritage Register under Part IV of the Ontario Heritage Act.”

The property at 1627 Danforth Avenue was identified as a significant built heritage resource in the Cultural Heritage Resource Assessment (CHRA) for the Danforth Avenue Planning Study (Coxwell Avenue to Victoria Park Avenue) in 2018.

CreateTO, the City of Toronto agency that manages the municipality's real estate assets, is undertaking a Master Plan study of the property at 1627 Danforth Avenue to guide the redevelopment of the site as a multi-use civic hub for the Toronto Transit Commission, the Toronto Police Service and the Toronto Public Library as the key anchor tenants. The Master Plan is also examining additional civic, cultural, residential and employment uses for the property. The site, identified as 1627 and 675 Danforth Avenue, contains 5.05 acres (2.0 ha) bounded by Danforth Avenue (north), Coxwell Avenue (east), the rear yards of the townhouses facing Woodrow Avenue (south), and Hillingdon Avenue (east). The preferred Master Plan framework will proceed to City Council for formal endorsement, which will signal a new phase of development and opportunity on the site while incorporating and adaptively re-using the important landmark Danforth Carhouse. Heritage Preservation Services participated in the Master Plan planning process and, through community consultation and stakeholder engagement, collaboratively worked together with the community to identify the cultural heritage value of the site.

A location map (Attachment 1) and photographs (Attachment 2) of the property at 1627 Danforth Avenue are attached.

Staff have completed the attached Heritage Property Research and Evaluation Report (Attachment 4) for the property at 1627 Danforth Avenue and determined that it meets Ontario Regulation 9/06, the provincial criteria prescribed for municipal designation, which the City also applies to properties being considered for its Heritage Register. Located on the south side of Danforth Avenue between Coxwell Avenue (west) and Hillingdon Avenue (east) with access on both streets, the Danforth Carhouse (1914, with additions in 1921 and alterations in the 1960s for a bus garage) has design, associative and contextual value as one of the few surviving examples in Toronto of a unique building type for the dispatch, repair and storage of electric streetcars. It contributes to the transportation history of Toronto and the development of Danforth Avenue as one of the city's preeminent "Main Streets" where it is a landmark in the neighbourhood known as the East Danforth or Danforth Village.

Properties on the Heritage Register will be conserved and maintained in accordance with the Official Plan Heritage Policies.

CONTACT

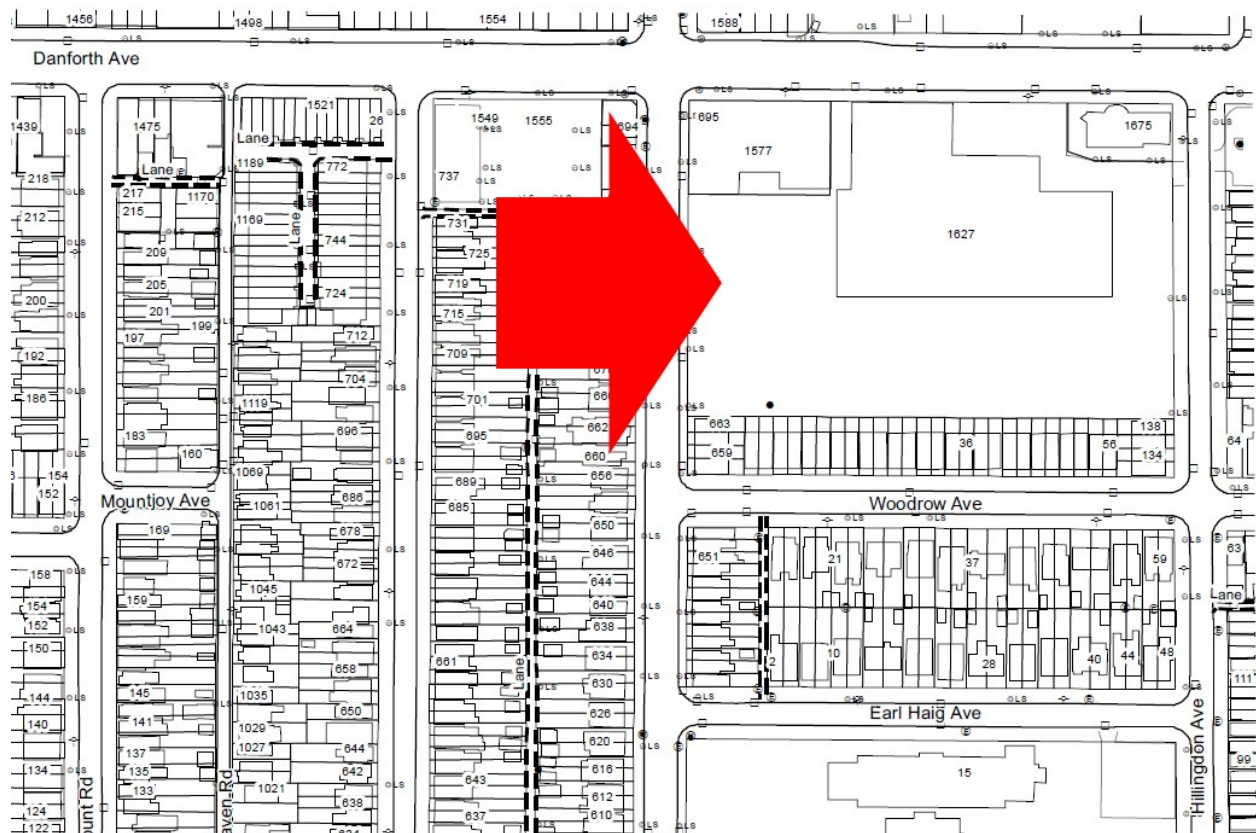
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SIGNATURE

Mary L. MacDonald, MA, CAHP
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City Planning

ATTACHMENTS

Attachment 1 – Location Map
Attachment 2 – Photographs
Attachment 3 - Statement of Significance (Reasons for Inclusion)
Attachment 4 - Heritage Property Research and Evaluation Report



This location map is for information purposes only; the exact boundaries of the property are not shown. The arrow marks the location of the site.



View from Danforth Avenue of the north end of the Danforth Carhouse (looking west to Coxwell Avenue)



View from Coxwell Avenue of the west end of the complex (part)



View from Hillingdon Avenue of the east end of the complex (part)

Heritage Preservation Services, 2018

The property at 1627 Danforth Avenue is worthy of inclusion on the City of Toronto's Heritage Register for its cultural heritage value, and meets Ontario Regulation 9/06, the provincial criteria prescribed for municipal designation under Part IV, Section 29 of the Ontario Heritage Act, which the City also applies to properties being considered for the Heritage Register.

Description

Located on the south side of Danforth Avenue between Coxwell Avenue (west) and Hillingdon Avenue (east), the Danforth Carhouse was built in 1914 by the Toronto Civic Railways (TCR) for the dispatch, storage and repair of street cars on the company's Danforth line. The complex originally contained an office building with attached "barns" comprising repair and storage bays, all of which were enlarged in 1921 when the TCR was amalgamated with the Toronto Transportation Commission (forerunner to today's Toronto Transit Commission). The facility was converted to a bus garage after the opening of the Bloor-Danforth Subway in 1966, and additional bays dating to the 1980s were later removed. In the early 21st century, Danforth Carhouse provided facilities for subway train operators and station ticket collectors.

Statement of Cultural Heritage Value

The Danforth Carhouse has cultural heritage value for its design as an important surviving example of a carhouse, a combination office, repair and storage facility for street cars that is a rare surviving building type in Toronto. Constructed in 1914, it is the second oldest surviving carhouse that was built by the Toronto Civic Railways (after the St. Clair Carhouse, now restored as the Wychwood Barns). The Danforth Carhouse was enlarged incrementally, with additions in 1921 and afterward by the Toronto Transportation Commission (forerunner of today's Toronto Transit Commission), making the facility one of the largest of its type in the city. As the public face of the complex on Danforth Avenue, the office building features classical detailing, while the rear (south) "barns" with repair and maintenance sections were designed according to function, with large door openings for streetcars on the west and east elevations adjoining the side streets and, on the interior, tall linear spatial volumes with clear spans for the movement, maintenance and storage of equipment. The Danforth Carhouse evolved over time to deliver new modes of transit and remains an important example of public architecture in the neighbourhood known as the East Danforth or Danforth Village.

The associative value of the Danforth Carhouse is through its historic links to the development of the city's transportation services and networks. After the first streetcar line accessing Danforth Avenue was opened by the Toronto Street Railway in 1889 and operated by its successor, the Toronto Railway Company, the Danforth line was unveiled in 1913 by the Toronto Civic Railways (TCR), the entity created by the City of

Toronto (1911) to provide public transportation to Toronto's growing suburbs. Linking the area east of Broadview Avenue with the Town of East Toronto, the Danforth line was the third and longest route constructed by the TCR, and the Danforth Carhouse (1914) facilitated the repair and storage of streetcars while providing offices for the entire system. Beginning in 1921, the Toronto Transportation Commission (forerunner to today's Toronto Transit Commission) enlarged the Danforth Carhouse to support the Commission's role in amalgamating existing public and privately-run streetcar lines and establishing new routes. With the opening of the Bloor-Danforth Subway (1966) and the removal of the streetcar tracks on Danforth Avenue, the Danforth Carhouse continued in service as a bus garage.

The Danforth Carhouse is also valued for its role in the emergence of Danforth Avenue as one of Toronto's preeminent "Main Streets." By the early 20th century when the area on the east side of the Don River remained relatively isolated and underserved by public transportation, the unveiling in 1914 of the Danforth Carhouse in support of the Toronto Civic Railway's Danforth line resulted in the development of the lands along and adjoining the street with commercial and institutional buildings and residential subdivisions. The Danforth Carhouse symbolizes the first of two important events that led to the expansion of the neighbourhood, followed by the unveiling in 1918 of the Prince Edward (Bloor) Viaduct.

Contextually, with the size and appearance of the complex and its highly visible location on Danforth Avenue where it extends across most of the block between Coxwell and Hillingdon Avenues, the Danforth Carhouse is a landmark in the neighbourhood known as the East Danforth or Danforth Village.

Heritage Attributes

The heritage attributes of the Danforth Carhouse at 1627 Danforth Avenue are:

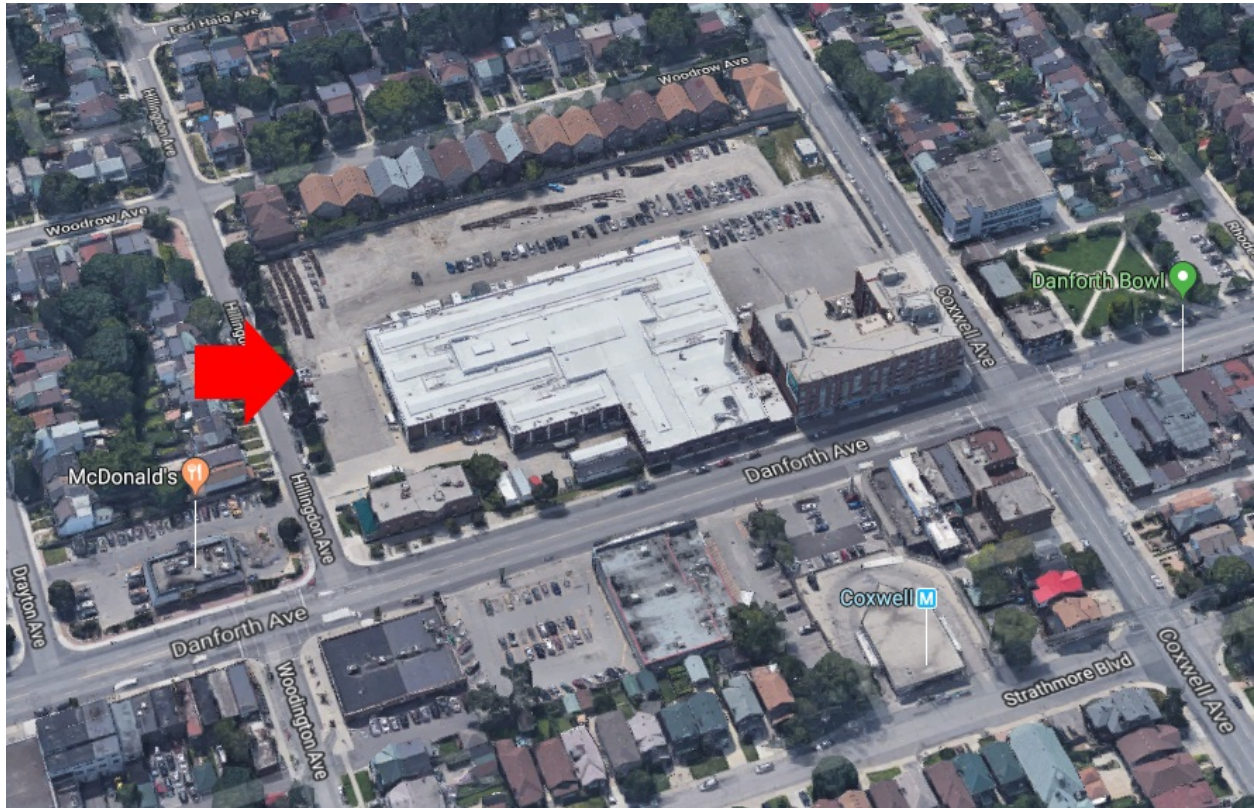
- The setback, placement and orientation of the carhouse on the south side of Danforth Avenue between Coxwell Avenue (west) and Hillingdon Avenue (east)
- The scale, form and massing of the carhouse, which forms a L-shaped complex with the office building facing Danforth Avenue and, to the rear (south), the "barns" designed for the repair and storage of streetcars, which are accessed from both Coxwell and Hillingdon avenues
- The flat rooflines covering the complex, with the tall brick chimney (smoke stack) at the west end, and the skylights (now covered) over the repair and storage bays
- The materials, with the red brick cladding, the brick, artificial stone and wood detailing, and the steel-sash windows in many of the openings
- The office building, with the symmetrical organization of the principal (north) elevation above the stone base, the stone band course above the openings, and the brick parapet with the stone coping that incorporates two blank panels
- On the north elevation of the office building, the classical roundels separating the seven bays with the round-arched openings and the brick detailing, the two entrances in the second bay from either end with the wood surrounds and the transoms, and the openings in the remaining bays with the multi-paned windows and transoms

- On the east elevation of the office building that is visible from Danforth Avenue, the symmetrically-placed flat-headed window openings and the brick detailing
- South of the office building and viewed from Danforth, Coxwell and Hillingdon avenues, the repair and storage buildings where the exterior elevations feature large symmetrically-organized flat-headed window openings, oversized door openings designed for streetcars, and classical detailing with the stone parapets, cornices and piers (the south elevation, which was altered with the addition and removal of later bays, has been re-clad)
- On the interior of the office building, the base of the brick chimney (smokestack) in the boiler room
- On the interior of the repair and storage bays, the remaining inspection pits, the steel trusses in the 1914 section, the concrete beam portal frames in the 1921 section and, in the southernmost bay, the brick arches on the north wall (representing window detailing from the exterior wall of the 1914 storage bay prior to the expansion of the complex in 1921)

The single-storey brick-clad addition at the northwest corner of the complex is not identified as a heritage attribute.

ATTACHMENT 4

HERITAGE PROPERTY RESEARCH AND EVALUATION REPORT



**DANFORTH CARHOUSE
1627 DANFORTH AVENUE, TORONTO**

Prepared by:

Heritage Preservation Services
City Planning Division
City of Toronto

March 2019

DESCRIPTION



Cover: aerial photograph aligned with north on the bottom and showing the footprint of the 1914 building with the subsequent additions (www.google.ca/maps);
 above: current photograph, showing the north elevation on Danforth Avenue, looking west to Coxwell Avenue (Heritage Preservation Services, 2018)

1627 Danforth Avenue: Danforth Carhouse	
ADDRESS	1627 Danforth Avenue (south side between Coxwell and Hillingdon avenues)
WARD	19 (Beaches-East York)
LEGAL DESCRIPTION	Concession 1 Fronting the Bay, Part Lots 7-8
NEIGHBOURHOOD/COMMUNITY	East Danforth or Danforth Village
HISTORICAL NAME	Danforth Carhouse ¹
CONSTRUCTION DATE	1914 (with additions)
ORIGINAL OWNER	Toronto Civic Railways
ORIGINAL USE	Transportation (dispatch, repair and storage of streetcars)
CURRENT USE*	Transportation * This does not refer to permitted use(s) as defined by the Zoning By-law
ARCHITECT/BUILDER/DESIGNER	Toronto Civic Railways
DESIGN/CONSTRUCTION/MATERIALS	Steel and concrete structure, brick cladding, and brick, artificial stone, metal and wood detailing
ARCHITECTURAL STYLE	See Section 2
ADDITIONS/ALTERATIONS	See Section 2
CRITERIA	Design/Physical, Historical/Associative and Contextual
HERITAGE STATUS	Cultural Heritage Evaluation
RECORDER	Heritage Preservation Services: Kathryn Anderson
REPORT DATE	March 2019

¹ Also spelled "Car house," this was how the property is referenced in TTC records held by the City of Toronto Archives. It contains offices, originally designed to support the entire Toronto Civic Railways system, as well as the more utilitarian "barns" housing repair and storage facilities

2. BACKGROUND

This research and evaluation report describes the history, architecture and context of the property at 1627 Danforth Avenue, and applies evaluation criteria to determine whether it merits designation under Part IV, Section 29 of the Ontario Heritage Act. The conclusions of the research and evaluation are found in Section 4 (Summary).

i. HISTORICAL TIMELINE

Key Date	Historical Event
1799	"The Don and Danforth Road" accesses the mills on the east side of the Don River, northeast of the Town of York (Toronto)
1850s	Danforth Avenue is partially planked, and the Grand Trunk Railway opens a freight yard and station south of the street near Dawes Road
1889	The Toronto Street Railway Company (in operation since 1861) opens a horse-drawn streetcar line along Broadview Avenue between downtown Toronto and Danforth Avenue, which is electrified five years later
1891	The City of Toronto grants a 30-year franchise to the Toronto Railway Company (TRC), succeeding the Toronto Street Railway, to deliver street car lines in most of the city ²
1908-09	The City annexes areas adjoining the east end of Danforth Avenue, as well as the formerly independent Town of East Toronto (1903)
1911	The TRC refuses to comply with a City by-law and extend its tracks on Danforth Avenue, east of Broadview, to serve the latter communities
1912 Jan	The City of Toronto creates Toronto Civic Railways (TCR) to operate its streetcars beyond the TRC's service boundaries, unveiling its first line on St. Clair Avenue West in August 1913 ³
1913 Oct	Service begins on Danforth Avenue, the "longest route of the Civic," operating from an existing carhouse on Gerrard Street East and pending construction of a custom-built facility on a newly-acquired six-acre site at Danforth and Coxwell avenues ⁴
1913	The subject property remains vacant when Goad's Atlas is revised (Image 2c)
1914 May	The tax assessment rolls identify "office for civic cars store yard" on the Danforth Avenue property, but the low value of the site (\$150) suggests that construction is only underway
1914 Aug	Building permit #13874 is issued for the "car barn" on Danforth Avenue near Hillingdon Avenue
1914	The Danforth Carhouse is recorded in the City Directory for 1915 (with information dating to the previous year)

² At this time, the Toronto Suburban Railway and other independent companies operated beyond the municipality's borders

³ The St. Clair line's carhouse on Wychwood Avenue (now known as the Wychwood Barns operated by Artscape) is designated under Part IV, Section 29 of the Ontario Heritage Act

⁴ Pursley, 12. Land records indicate that the property was purchased from William and John B. Harris, owners of a neighbouring abattoir (forerunner to Canada Packers)

1915 May	The facility with the office, repair shop and storage bays is officially opened, and all of the shop work for the TCR is transferred to this location (the site is shown on the plan attached as Image 3a)
1916 May	The tax assessment rolls value the complex at \$50,000 (a rise of \$40,000 from the previous year's assessment)
1920	The Toronto Transportation Commission (renamed in 1954 as the Toronto Transit Commission) is created by a provincial by-law to deliver transportation services across the entire city
1921 Aug	In anticipation of the opening of the TTC, the Danforth Carhouse is enlarged (as shown on the plan attached as Image 3b)
1921 Oct	The TTC begins operations following the expiry of the TRC's mandate, amalgamating nine existing fare systems
1924	The Danforth Carhouse is illustrated for the first time on the update to Goad's Atlas, and changes to the property are detailed on later atlases (Images 2d-2f)
1936	The Coxwell Loop is added to the Danforth Yard (replacing an earlier loop), followed by one off Hillingdon Avenue
1965	The single-storey brick-clad addition is made to the west end of the office building (shown in Image 8a)
1966	After the opening of the Bloor-Danforth Subway, the Danforth Carhouse is used for the storage of surplus streetcars while the TTC approves its conversion to a bus garage
1967	Following renovations, the Danforth Carhouse is officially reopened as a bus garage for the Danforth Division
1987-1988	Four additional garage bays are added to the south end of the complex and the south end of the property is severed for the town houses on Woodrow Avenue, while the northeast and northwest corners of the site are leased, with the Danforth Branch of the Toronto Public Library (1987) on the former and Tobias House (1988) on the latter
2002	After a new bus garage is opened in Scarborough, the Danforth Carhouse is retained as the TTC's Danforth Division offices with facilities for subway train operators and station ticket collectors (the 1987 bus bays are removed)
2015	A Toronto and East York Community Council motion (TE4.79) directs the cultural heritage evaluation of the property at 1627 Danforth Avenue
2018	The Cultural Heritage Resource Assessment (CHRA) for the Danforth Planning Study identifies the property at 1627 Danforth Avenue as a "significant built heritage resource"

ii. HISTORICAL BACKGROUND

Danforth Avenue:

The property at 1627 Danforth Avenue is located on the south side of the street, between Coxwell Avenue (west) and Hillingdon Avenue (east) in the neighbourhood now known as the East Danforth or Danforth Village (Image 1). With its origins illustrated on archival maps and atlases (including Images 2a and 2b), this community is centered on Danforth Avenue, the street that originated (with Broadview Avenue) at the close of the 18th century as “the Don and Danforth Road” to access the first mills on the

Don River northeast of the Town of York (Toronto). Two bridges were in place at Kingston Road (now Queen Street East) and Gerrard Street East by the mid-19th century when the Grand Trunk Railway also extended its tracks through the area. However, Danforth Avenue remained "a dusty country road running through market gardens and brickyards" and "a quiet backwater, a rural backyard for the more populous communities that existed further south along Queen Street East and the Kingston Road," apart from the small cross-road communities that emerged at Little York (Dawes Road) and East Toronto (Main Street).⁵

In 1884, the City of Toronto annexed the developing communities of Riverside and Leslieville on the east side of the Don River, extending municipal services to the area south of Danforth Avenue. By the close of the decade, a streetcar line along Broadview Avenue linked downtown Toronto and Danforth Avenue. However, "the rise in prominence of Danforth Avenue is a 20th century phenomenon, the result of demographic, political and technological factors."⁶ Unprecedented immigration prior to World War I led to a housing shortage in Toronto, and the development of the vacant lands along and adjoining the Danforth was only possible with improved access to the area. The first step in this direction was the creation in 1912 of the Toronto Civic Railways, a publicly-owned entity that extended streetcar service east of Broadview Avenue and made the Danforth more attractive for commuters to downtown Toronto. The next year, a plebiscite approved the construction of a viaduct over the Don River connecting Danforth Avenue and Bloor Street, with the project completed in 1918. Following these events, "the Danforth rapidly changed from a remote agricultural area at Toronto's backdoor to one of its busiest, densest and most prosperous commercial thoroughfares."⁷ The district continued to evolve throughout the late-20th century with continuing immigration, the occupation of large tracts by automobile dealerships (complementing the post-World War II increase in car ownership), and the opening in the mid-1960s of the Bloor-Danforth Subway. Today, Danforth Avenue is lined with a mixture of commercial, institutional and public buildings that illustrate the development of the street, including the complex known historically as the Danforth Carhouse at 1627 Danforth Avenue.

1627 Danforth Avenue:

The property at 1627 Danforth Avenue has an important role in the transportation history of Danforth Avenue, the surrounding neighbourhoods and the entire city. Streetcars were introduced to Danforth Avenue in 1889 when the independently owned and operated Toronto Street Railway opened a line along Broadview Avenue that terminated on the Danforth. In 1891 its successor, the Toronto Railway Company (TRC) received a 30-year mandate from the City of Toronto to deliver street car lines to a large area of the municipality. While the latter company electrified the Broadview route in 1894, it refused to extend it further east on Danforth Avenue to service the independent communities of Little York and East Toronto. In response, in 1912 the City created Toronto Civic Railways (TCR) to build new lines for underserved areas, including the Danforth.

⁵ Myrvold, 1979, 12

⁶ Myrvold, 1992, 4

⁷ Ibid, 5

The Danforth Carhouse at 1627 Danforth Avenue is illustrated on the atlases, plans and photographs in Section 6 of this report. Prior to its construction, in 1912 the TCR opened a line along Gerrard Street East between Greenwood Avenue and Main Street, connecting it to Coxwell Avenue the next year. A temporary carhouse on Gerrard served the latter routes, as well as the new Danforth line that, following the paving of the street east to Greenwood Avenue, began operating in 1913 in the area between the Toronto Railway Company's terminus near Broadview and Luttrell Avenue close to Main Street. The Danforth Carhouse was built in 1914 and officially unveiled the following year when the surrounding yard was completed. Designed for the repair and storage of street cars with an office section that served the TCR's entire system, the Danforth Carhouse was described as "the most modern and well-equipped facility of its kind in the city."⁸ It featured a L-shaped brick-clad structure with a section for an office, store room and work shop fronting on Danforth that was adjoined to the south by a three-track repair bay facing Hillingdon Avenue and completed by an extended three-track storage bay with a capacity for nine street cars. This original structure is illustrated on the plan attached as Image 3a and in the archival photographs shown in Image 4.

In 1921, the Danforth Carhouse was enlarged to coincide with the amalgamation of the TCR with the newly-created Toronto Transportation Commission (renamed in 1954 as the Toronto Transit Commission), the publicly-supported enterprise that assumed responsibility for all streetcar lines in the city and the development of new routes. Changes to the complex included the westward extension of the office portion and the redesign of its north elevation on Danforth Avenue.⁹ The existing repair and storage bays were absorbed into the new structure, which was extended to the east, west and south (and illustrated on Image 3b). As a result of these changes that included access doors on the east and west ends, and with improved access to the site from the neighbouring side streets, "by 1922, the Danforth Carhouse had inside storage for 54 cars, and seventeen tracks laid outside in the yard area."¹⁰

An aerial photograph of the site, dating to 1947 and attached as Image 5c, clearly delineates the changes to the facility to date. During the operation of the Danforth Carhouse as a repair and storage facility, loops were added to the northwest and northeast corners of the site (Images 3c and 6c). A single-storey addition was attached to the west end of the office building in 1965 in anticipation of the opening of the Bloor-Danforth Subway the following year, which resulted in the conversion of the Danforth Carhouse to a bus garage.¹¹ In the 1980s when four additional bays were added to the south end of the complex (and later removed), the land adjoining the complex was reduced in size with the severing of the south section for a townhouse development on Woodrow Avenue and the leasing of the northeast and northwest corners for the Danforth Branch of the Toronto Public Library and Tobias House, respectively. After the TTC decommissioned the facility as a garage in the early 21st century, it continues to provide facilities for the Danforth Subway Collectors and Station Division.

⁸ Hood, 60

⁹ According to plans for the 1914 structure, it also had round-arched door and window openings, but the latter were separated by flat-headed openings (City of Toronto Archives, Fonds 200, File 1873)

¹⁰ <http://transit.toronto.on.ca>

¹¹ Following the creation in 1954 of Metropolitan Toronto as an upper-tier municipality, the office section of the Danforth Carhouse was used for the management of bus routes in East Toronto and Scarborough Townships

iii. ARCHITECTURAL DESCRIPTION

Current photographs of the property at 1627 Danforth Avenue are found on the cover and in Sections 2 and 6 of this report. The Danforth Carhouse is a transportation complex that is the largest of the four surviving facilities that were designed for streetcars and retained by the Toronto Transportation Commission after it began operations in 1921. The former carhouses on Roncesvalles Avenue (1895) and Russell Street (1916) were both commissioned by privately-owned companies and rebuilt by the TTC in the 1920s.¹² On Wychwood Avenue where it originally served the inaugural route of the Toronto Civic Railways, the St. Clair Carhouse was repurposed in the late 20th century as the Wychwood Barns and designated under Part IV, Section 29 of the Ontario Heritage Act.

The Danforth Carhouse features the sombre red brick, symmetrical placement of openings and restrained classical detailing associated with Edwardian Classicism, the style favoured for most building types during the early part of the 20th century. The exterior appearance of the site reflects the 1921 expansion of the complex that retained and extended the original 1914 components. With an L-shaped plan that rises one extended storey under flat roofs, the complex features red brick cladding with brick, artificial stone and wood detailing, and steel-frame windows in many of the openings. A large brick chimney (smokestack) rises from the boiler room at the west end of the complex, and the repair and storage buildings have wood skylights that are currently covered over (but visible in the aerial photograph on the cover of this report, the archival photographs attached as Images 4c and 5c, and the interior photographs in Image 9).

The office building anchors the northwest corner of the complex. The principal elevation faces Danforth Avenue and is symmetrically organized into seven bays where oversized round-arched openings are separated by stone roundels. The second bay from each end (east and west) contain entrances (the doors have been replaced), while the remaining bays contain window openings. The brick and stone detailing along the north roofline incorporates blank panels, likely reserved for date stones (as found on the extant St. Clair Carhouse). The east elevation, which is viewed from Danforth Avenue, contains oversized flat-headed window openings and brick detailing. The west elevation facing Coxwell Avenue is partially concealed by the single-storey brick-clad addition (1965), which is not identified as a heritage attribute.

Behind (south and east of) the office building, the two-bay repair section is viewed from Danforth and Hillingdon avenues. Directly south, the storage section extends three bays on the east and west elevations and is placed closer to Hillingdon Avenue on the east. The repair and storage sections feature artificial stone detailing, with piers organizing the flat-headed window openings on the north elevations. On the east and west ends of the bays, oversized door openings were designed for streetcars, with the original folding doors (visible in archival photographs) replaced in the late 20th century.

¹² Predating the Danforth Carhouse, the Roncesvalles Carhouse was constructed by the Toronto Street Railway, and the Russell Carhouse by its successor, the Toronto Railway Company, with both rebuilt by the Toronto Transportation Commission in the 1920s

The south elevation was reclad following the removal of four bus bays dating to the 1980s.

On the interior, the boiler room contains the base of the large brick chimney (smokestack). The repair and storage bays have steel trusses (1914) and concrete beam portal frames (1921), inspection pits and, on the north wall of the southernmost storage bay, brick arches that reflect the window detailing on the exterior wall of the 1914 structure, prior to its enclosure in 1921.

iv. CONTEXT

The subject property is shown on the location map attached as Image 1. It is found on the south side of Danforth Avenue between Coxwell Avenue (west) and Hillingdon Avenue (east) where it is accessed from all three streets. The Danforth Carhouse is adjoined on the east by the Danforth Branch of the Toronto Public Library (on the southwest corner of Hillingdon) and on the west by Tobias House, a not-for-profit housing corporation supporting people with physical disabilities (on the southeast corner of Coxwell). To the south, the property abuts townhouses facing Woodrow Avenue.

The Danforth Carhouse faces north onto Danforth Avenue where the commercial buildings on the opposite side of the street include the Canadian Bank of Commerce branch (1922) on the northeast corner of Coxwell Avenue and, further east, the former bus station (ca. 1948) commissioned by Hollinger Bus Lines, an independent company that was absorbed by the Toronto Transportation Commission. The latter properties at 1586-1590 and 1606 Danforth Avenue are among the properties on the street identified for their cultural heritage potential in the Danforth Avenue Planning Study CHRA (2018). The Coxwell Station of the Bloor-Danforth Subway, located on the east side of Coxwell Avenue in the block north of Danforth Avenue, is another historical transportation link servicing this active intersection.

3. EVALUATION

The following evaluation applies Ontario Regulation 9/06 made under the Ontario Heritage Act: Criteria for Determining Cultural Heritage Value or Interest. While the criteria are prescribed for municipal designation under Part IV, Section 29 of the Ontario Heritage Act, the City of Toronto uses it when assessing properties for inclusion on the City of Toronto's Heritage Register. The evaluation table is marked "N/A" if the criterion is "not applicable" to the property or X if it is applicable, with explanatory text below.

Design or Physical Value	
i. rare, unique, representative or early example of a style, type, expression, material or construction method	X
ii. displays high degree of craftsmanship or artistic merit	X
iii. demonstrates high degree of scientific or technical achievement	N/A

The Danforth Carhouse has cultural heritage value for its design as an important surviving example of a carhouse, a combination office, repair and storage facility for street cars that is a rare surviving building type in Toronto. Constructed in 1914, it is the

second oldest surviving carhouse that was built by the Toronto Civic Railways (after the St. Clair Carhouse, now restored as the Wychwood Barns). The Danforth Carhouse was enlarged incrementally, with additions in 1921 and afterward by the Toronto Transportation Commission (forerunner of today's Toronto Transit Commission), making the facility one of the largest of its type in the city. As the public face of the complex on Danforth Avenue, the office building features classical detailing, while the rear (south) "barns" with repair and maintenance sections were designed according to function, with large door openings for streetcars on the west and east elevations adjoining the side streets and, on the interior, tall linear spatial volumes with clear spans for the movement, maintenance and storage of equipment. The Danforth Carhouse evolved over time to deliver new modes of transit and remains an important example of public architecture in the neighbourhood known as the East Danforth or Danforth Village.

Historical or Associative Value	
i. direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community	X
ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture	X
iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community	N/A

The associative value of the Danforth Carhouse is through its historic links to the development of the city's transportation services and networks. After the first streetcar line accessing Danforth Avenue was opened by the Toronto Street Railway in 1889, the Danforth line was unveiled in 1913 by the Toronto Civic Railways (TCR), the company created by the City of Toronto (1911) to provide public transportation to Toronto's growing suburbs. Linking the area east of Broadview Avenue with the Town of East Toronto, the Danforth line was the third and longest route constructed by the TCR, and the Danforth Carhouse (1914) facilitated the repair and storage of streetcars while providing offices for the entire system. Beginning in 1921, the Toronto Transportation Commission (forerunner to today's Toronto Transit Commission) enlarged the Danforth Carhouse to support the Commission's role in amalgamating existing public and privately-run streetcar lines and establishing new routes. With the opening of the Bloor-Danforth Subway (1966) and the removal of the streetcar tracks on Danforth Avenue, the Danforth Carhouse continued in service as a bus garage.

The Danforth Carhouse is also valued for its role in the emergence of Danforth Avenue as one of Toronto's preeminent "Main Streets." By the early 20th century when the area on the east side of the Don River remained relatively isolated and underserved by public transportation, the unveiling in 1914 of the Danforth Carhouse in support of the Toronto Civic Railway's Danforth line resulted in the development of the lands along and adjoining the street with commercial and institutional buildings and residential subdivisions. The Danforth Carhouse symbolizes the first of two important events that led to the expansion of the neighbourhood, followed by the unveiling in 1918 of the Prince Edward (Bloor) Viaduct.

Contextual Value	
i. important in defining, maintaining or supporting the character of an area	N/A
ii. physically, functionally, visually or historically linked to its surroundings	N/A
iii. landmark	X

Contextually, with the size and appearance of the complex and its highly visible location on Danforth Avenue where it extends across most of the block between Coxwell and Hillingdon Avenues, the Danforth Carhouse is a landmark in the neighbourhood known as the East Danforth or Danforth Village.

4. SUMMARY

Following research and evaluation according to Regulation 9/06, it has been determined that property at 1627 Danforth Avenue has cultural heritage value for its design, historical associations and context as one of the few surviving examples in Toronto of a unique building type for the dispatch, repair and storage of electric streetcars. It contributes to the transportation history of Toronto and the development of Danforth Avenue as one of the city's preeminent "Main Streets" where it is a landmark in the neighbourhood known as the East Danforth or Danforth Village.

5. SOURCES

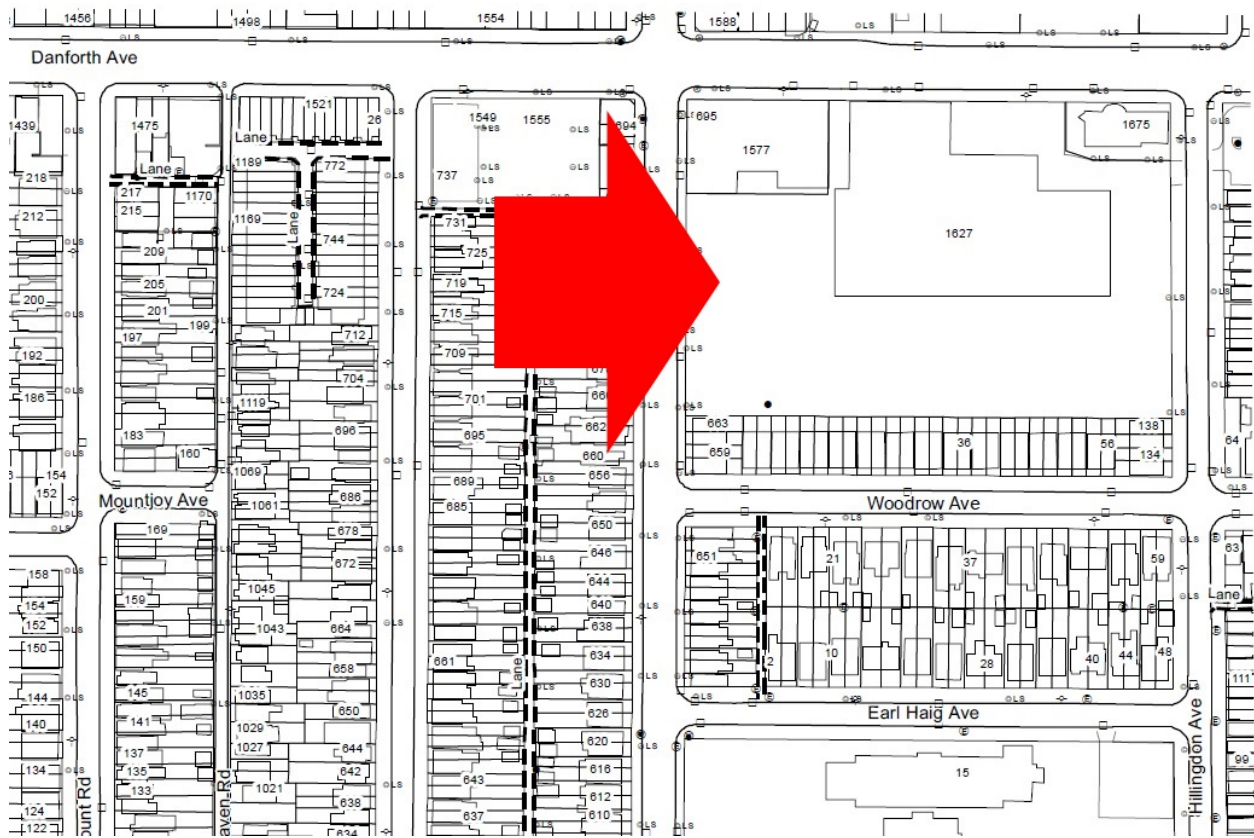
Archival Sources:

- Abstract Index of Deeds, Plan 402E, Lots 7 and 8
- Archival Maps and Atlases, <http://oldtorontomaps.blogspot.com/p/index-of-maps.html>
- Archival Photographs, City of Toronto Archives (individual citations in Section 6)
- Archival Plans, City of Toronto Archives, Fonds 200, File 1873, and Fonds 16, Item 1968
- Assessment Rolls, Ward 1, Division 7, 1913 ff.
- Building Permit, #13874, August 14, 1914, City of Toronto Archives
- City of Toronto Directories, 1913 ff.
- Toronto Transit Commission Collection, City of Toronto Archives, Fonds 16
- Underwriters' Survey Bureau Atlases, City of Toronto Archives and Toronto Reference Library

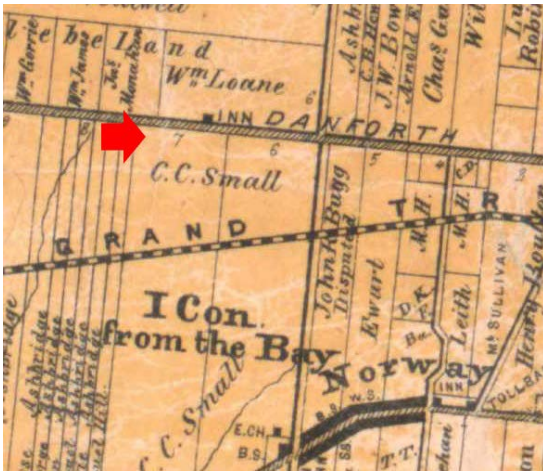
Secondary Sources:

- Brown, Ron, *Toronto's Lost Villages*, 1997
- Danforth Carhouse and Garage, <http://transit.toronto.on.ca/bus/8307.html>, and <http://www.angelfire.com/ca/TORONTO/history/danforthdivision.html>
- Filey, Mike, *The TTC Story*, 1996
- Hood, William J., *The Toronto Civic Railways: An Illustrated History*, 1986
- Myrvold, Barbara, *The Danforth in Pictures*, 1979
- Myrvold, Barbara, *Historical Walking Tour of the Danforth*, 1992
- Pursley, Louis H., *The Toronto Trolley Car Story, 1921-1961*, 1961
- Toronto Transit Commission, https://www.ttc.ca/About_the_TTC/Projects

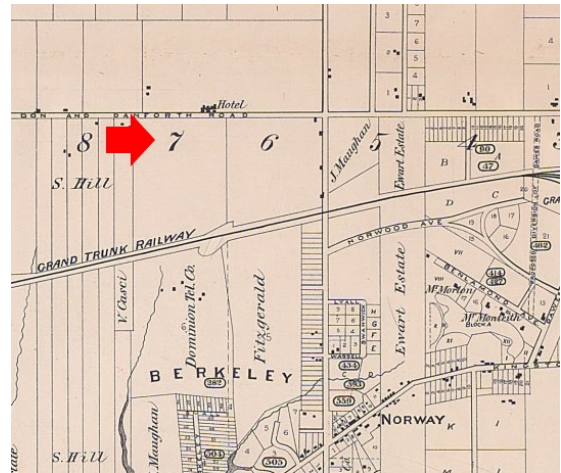
6. IMAGES – maps and atlases are followed by other archival images and current photographs. The arrow marks the location of the subject property. All images are oriented with north on the top unless indicated in the captions.



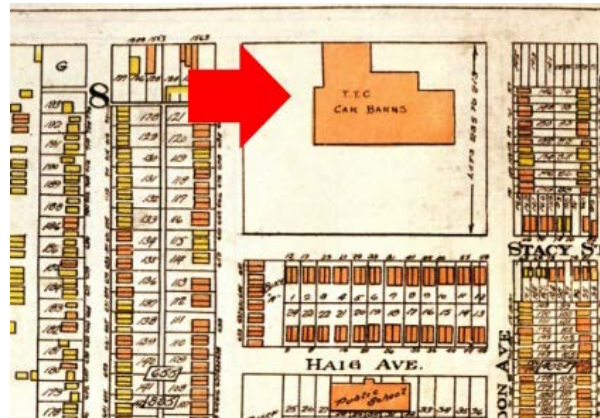
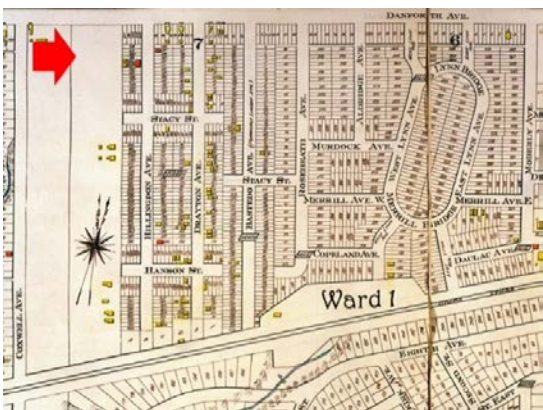
1. Location Map, 1627 Danforth Avenue: showing the location of the property on the south side of the street between Coxwell Avenue (west) and Hillingdon Avenue (east).



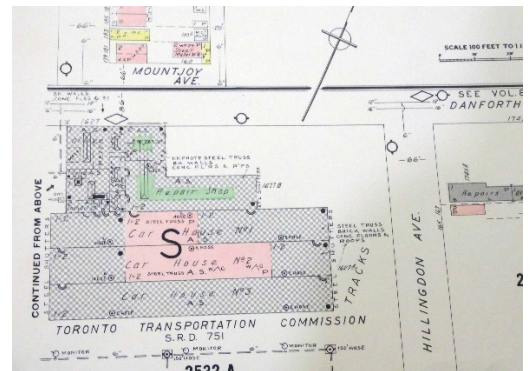
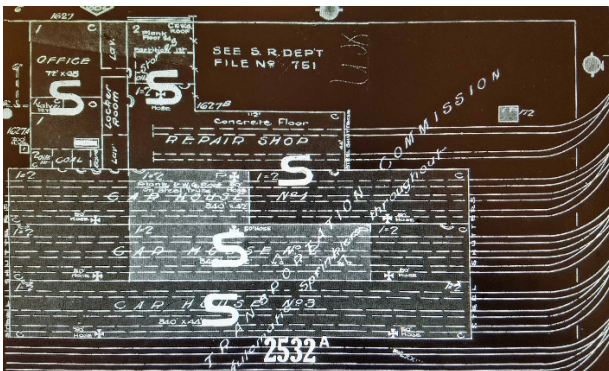
2a. Tremain's Atlas, 1860



2b. Goad's Atlas, 1884

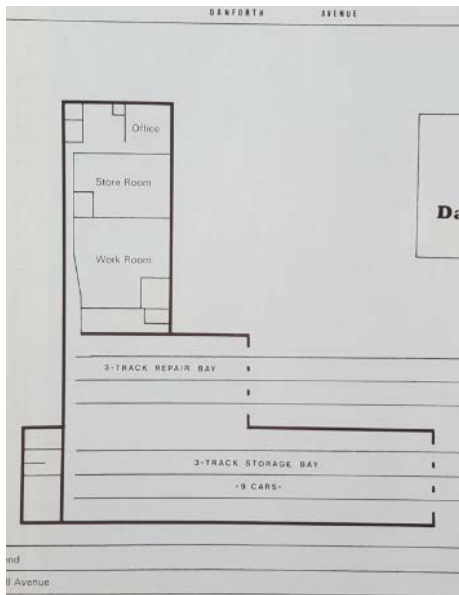


2c. and 2d. Goad's Atlases, 1910 revised to 1913 (left) and 1924 (right), Vol. 3

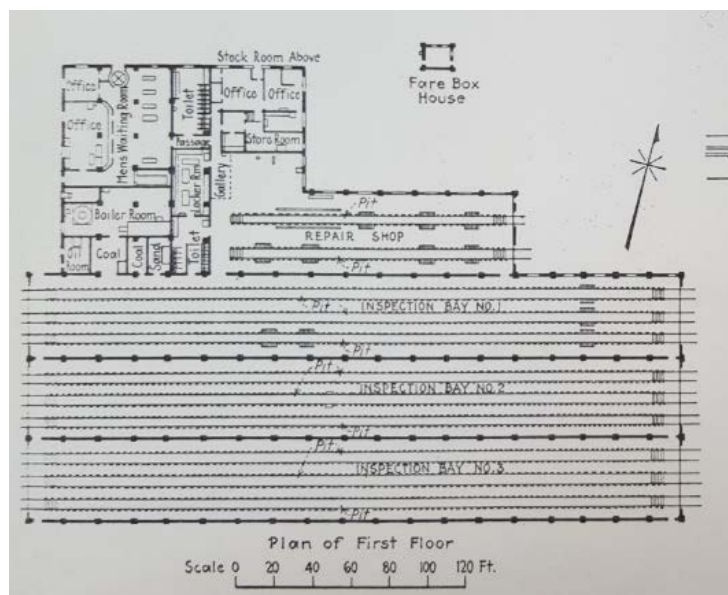


2e. and 2f. Underwriters' Survey Bureau Atlases, 1934 (left) and 1965 (right)

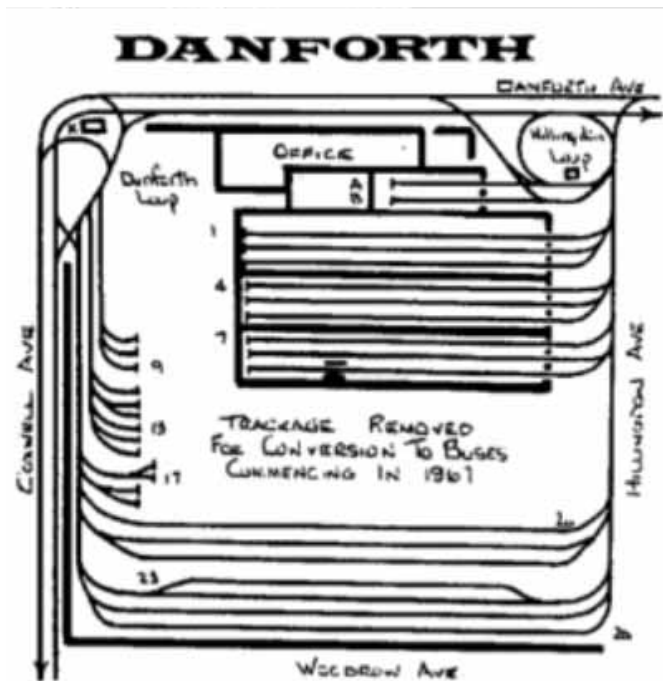
2. Archival Images, 1627 Danforth Avenue: Toronto Reference Library and <http://oldtorontomaps.blogspot.com/p/index-of-maps.html>.



3a. Plan, 1915



3b. Plan, 1924



3c. Plan, 1966

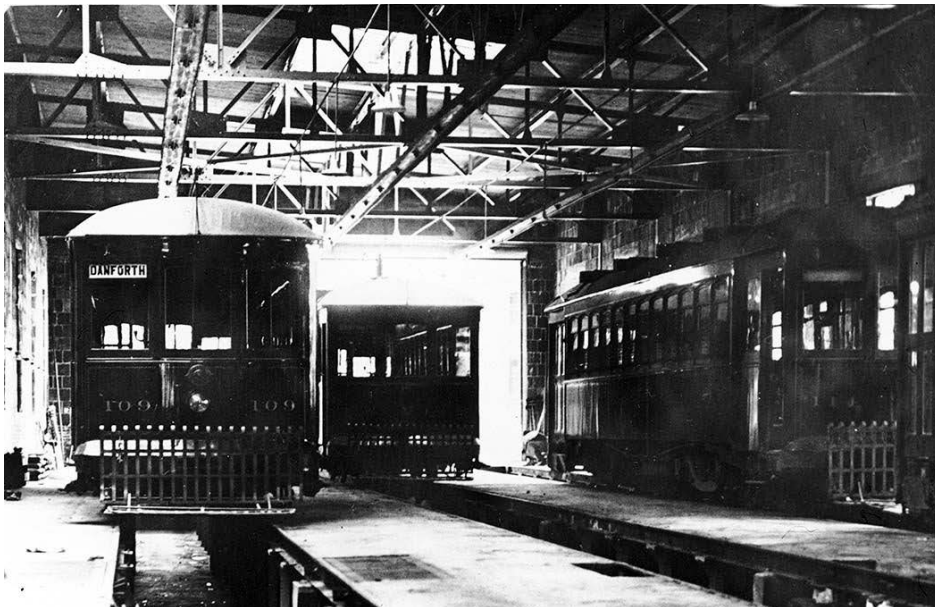
3. Plans, 1915-1966: showing the changes and additions to the site during the 20th century, including the alignment of the tracks and loops (Hood, Pursley and <https://toronto.transit.on.ca>).



4a. 1915 view from Hillingdon Avenue, with the office section to the right on Danforth Avenue



4b. 1921 view showing the south side of complex with arched window surrounds that remain visible on the interior following the additions to the site that year



4c. interior, ca. 1921, showing inspection pits, support structure and skylight

4. Archival Photographs, 1627 Danforth Avenue: City of Toronto Archives, Fonds 1231, Items 400 (4a) and 4215 (4c) and Fonds 16, Item 15 (4b).



5a. 1921 view, showing elevations on Danforth (left) and Coxwell (right), with the chimney

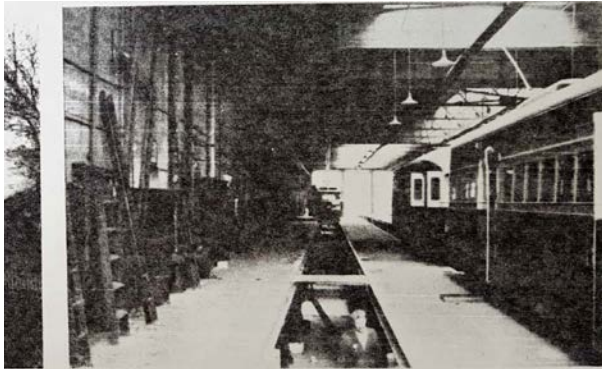


5b. 1933 view of the expanse of the complex west along Danforth Avenue from Hillingdon



5c. 1947 aerial view, where the different sections and additions to the complex are visible in the roof pattern

5. Archival Photographs, 1627 Danforth Avenue: City of Toronto Archives, Fonds 16, Item 4113 (5a), Series 71, Item 9948 (5b) and <https://www.toronto.ca/city-government/accountability-operations-customer-service/access-city-information-or-records/city-of-toronto-archives/whats-online/maps/aerial-photographs/aerial-photographs-1947/>.



INTERIOR, DANFORTH CARHOUSE, JULY, 1950. (LS)

6a. 1950 interior with inspection pit



6b. 1959 view of the west elevation (left) from Coxwell Avenue



6c. 1961 view of the south elevation (right), with the Coxwell Loop in the background

6. Archival Photographs, 1627 Danforth Avenue: Hood (6a), <http://transit.toronto.on.ca/bus/8307.html> (6b) and City of Toronto Archives, Series 648, Item 4 (6c).



7a. 1964 view of the east elevation from Hillingdon Avenue



7b. 1966 view from Hillingdon Avenue with the folding wood doors on the east elevation (right)



7c. 1968 view from Coxwell Avenue of the west (left) and south elevations, after the conversion of the complex to the bus garage, but before the replacement (1976) of the folding wood doors

7. Archival Photographs, 1627 Danforth Avenue:

<http://transit.toronto.on.ca/bus/8307.html> (7a-b) and City of Toronto Archives, Series 648, Item 6 (7c).



8a. North elevation on Danforth Avenue



8b. Part of the east elevation on Hillingdon Avenue (office section on the extreme right)



8c. south part of the east elevation



8d. and 8e. west elevation on Coxwell Avenue (left), and part of the north end of the west elevation (right)

8. Exterior Photographs, 1627 Danforth Avenue: Heritage Preservation Services, 2018.



9a. boiler room interior



9b. interior bay with covered skylight



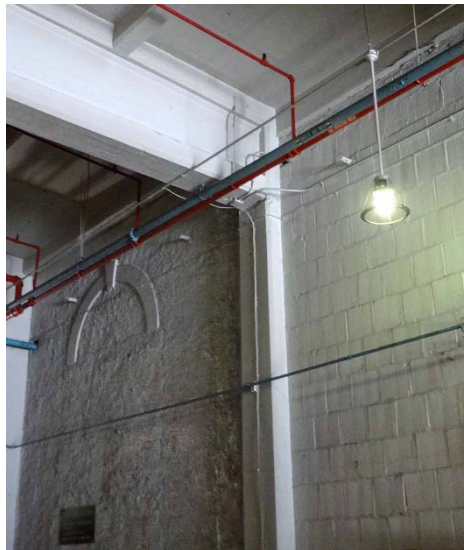
9c. interior bay with covered sidelight



9d. covered skylight (detail)



9e. interior bay with covered skylight (left) and



9f. one of the brick arches from the 1914 window openings on the former exterior wall

9. Interior Photographs, 1627 Danforth Avenue: Heritage Preservation Services, 2018.