

**APPENDIX A: PROPERTIES RECOMMENDED FOR INCLUSION ON THE CITY OF TORONTO'S
HERITAGE REGISTER (INCLUDING RESEARCH SUMMARY AND HERITAGE EVALUATION)**

- C.H.R.# 1:** 1123 Leslie Street
- C.H.R.# 2:** 44-52 Prince Andrew Place
- C.H.R.# 4:** 1135 Leslie Street
- C.H.R.# 5:** 81 Barber Greene Road
- C.H.R.# 6:** 33 Green Belt Drive
- C.H.R.# 9:** 100 Wynford Drive
- C.H.R.# 10:** 90 Wynford Drive
- C.H.R.# 12:** 849 Don Mills Road
- C.H.R.# 13:** 20 Wynford Drive
- C.H.R.# 14:** 50 Wynford Drive
- C.H.R.# 16:** 39 Wynford Drive
- C.H.R.# 17:** 15 Gervais Drive
- C.H.R.# 18:** 1200 Eglinton Avenue East
- C.H.R.# 20:** 789 Don Mills Road
- C.H.R.# 22:** 18-22 St. Dennis Drive
- C.H.R.# 26:** 4 Vendome Place
- C.H.R.# 27:** 6-8 Vendome Place
- C.H.R.# 28:** 61 Grenoble Drive
- C.H.R.# 29:** 95 Leeward Glenway

C.H.R. #1: 1123 Leslie Street

Name Former William Wrigley Jr. Company

Built 1962

Designed by Gordon S. Adamson and Associates (Architect)



1. View of the street facing elevation from the south. The original building is at the centre with additions made in the twenty-first century at the north (left) and south (right) sides as well as the elevator shaft tower.

Description

The property at 1123 Leslie Street is located on the east side of Leslie Street, north of Eglinton Avenue East, in the City of Toronto. The property is situated at the top of a bank overlooking Wilket Creek Park. The property features a single-storey light industrial building with an attached two-storey office wing and numerous additions made in the twenty-first century. The original building was designed by architects Gordon S. Adamson and Associates and constructed in 1962.

Design Summary

The original portion of the building at 1123 Leslie Street consists of a single-storey plant with a two-storey office wing. Recent additions have been made to the northwest and southwest of the office building and a tower (elevator shaft) was added at the southwest corner. The original plan for the office wing and plant was developed by the William Wrigley Jr. Company Chicago office which determined the general layout for the operations. The plant portion of the building is constructed of precast, pre-stressed concrete consisting of 60-foot beams with 20-foot double-T pre-stressed roof slab units. The office wing is a masonry-enclosed steel structure faced with brick (Canadian Architect 1962:58). The office wing has deep overhanging eaves that project five feet from the wall and fully glazed areas recessed an additional three feet from the building face. The brick areas incorporate continuous horizontal ribbon windows immediately under the eaves. The deep eaves were designed to minimize the amount of low sun in the interior during office hours (Canadian Architect 1964:58). Construction utilized brick and bronze to both match the design intention of the architect—use of a minimum number of materials—and the desire of the owner for maintenance-free construction. Bronze, chosen to balance the red brown semi-glazed brick, was installed for the window and door frames, flashings, fascia, and interior partitions. The material colours were intended to complement the site which was described in a 1964 article as “almost rural in nature” (Canadian Architect 1964:58).

The building exhibits modernist design principles with its strong horizontal forms, absence of historical detail, overhanging eaves, materials which relate to the surroundings, narrow ribbon windows and fully glazed areas (refer to Section 5.4 for a discussion of Modernism in Toronto and the Don Mills Crossing C.H.R.A. Study Area).

The architects, Gordon S. Adamson and Associates, made some modifications to the spatial organization originally set out by the company designers for the office interior. At the time of construction, the office wing interior finishes were exposed brick walls in the entry and reception lobby, wall fabric in the offices, and granite floors in the entry, reception lobby, and stair treads (Canadian Architect 1962:58). It is unknown if modifications have been made to the interior.

A series of recent additions have made the original form of the building much more complex. Between 2002 and 2003, a small addition was made to the east side of the building. In 2005 substantial additions were made to the northwest and southwest corners of the building and the current landscaping and parking were installed. A multi-storey parking garage and a further addition was made to the east side during the same period. Prior to the additions, the west side of the property was grassed lawn and the building was entered from the south parking lot. The twenty-first century additions to the office largely have been integrated with the original form and materials of the building in a sympathetic manner. Exceptions to this include the reduction of the main entrance on the south side due to the addition of parking at the west, and the addition of an elevator shaft tower that disrupts the roof line at the southwest corner of the primary office building. The rear additions at the east are of concrete construction and greater height than the original components.

The landscaped setting with open grassed lawn and concrete planter at the west and south sides of the office wing are also representative of modernist design principles particular to the 1950s and 1960s development of the Study Area. In terms of its setting, the building is substantially set back from the east side of Leslie Street on a raised portion of the property. Originally the property featured an open green space comprising an expanse of lawn in the front of



the west elevation of the building. Trees surround the property to the north, east and south and features a treed ravine and stream to the north. The complex is approached from a driveway on the south side and parking was located along the south side of the plant, so that the landscape surrounding the principle west elevation was maintained allowing for a pedestrian pathway from the parking lot to the main entrance. The 2005 additions to the building and landscape has reconfigured this arrangement. The building now covers much of the property. The east portion of the building backs onto the former Canadian National Railway spur line. An additional spur line extending to the building was in operation until the late 1990s or early 2000s. After that time, the spur was removed, and the east side of the property was converted to surface parking.

Historical Summary

1123 Leslie Street was constructed for the William Wrigley Jr. Company. Built at a cost of \$3,500,000, the factory was one of two factories built as part of an international expansion (a sister plant was built West Germany) (Associated Press 1962). The William Wrigley Company began in 1891 and is the largest manufacturer of chewing gum in the world. Wrigley remained on the property until the factory closed in March 2016 (Acharya and Yew 2015). O.T.T., a finance company, currently occupies the building.

The building was determined to be one of twelve significant projects for 1963-1964 by *Canadian Architect*. The journal described the property as reflecting a building and setting “appropriate to the demands of production and management, yet granting poetic expression to the resulting architectural decisions” (1964:58). Other projects recognized that year included: Massey College, Toronto (R.J. Thom, designated); Aeroquay One and Parking, Toronto International Airport, Toronto (John B. Parkin Associates, demolished); Flemingdon Park, Don Mills, Ontario (Irving Grossman); Central Technical School Art Centre (Robert Fairfield Associates, designated); as well as seven additional projects across Canada. Along with features in *Canadian Architect* in 1962 and 1964, the Wrigley Building was also written about in the *Royal Architectural Institute of Canada Journal* in 1962 which featured photographs, an Architects Statement and “An Appraisal.” The appraisal was written by John Andrews, who is known for his designs of acclaimed structures such as the C.N. Tower and Scarborough College. Andrews criticized the project for its lack of integration between the exterior and the interior (1963:28). The current landscaped elements were added in 2005.

The architects for 1123 Leslie Street were Gordon S. Adamson and Associates (refer to Section 5.6.2 of the report for a biography of the firm).

The property was established in the area of the Don Mills Master Plan (refer to Section 4.0 – History and Evolution of the Study Area - in the report for details on the development of Don Mills).





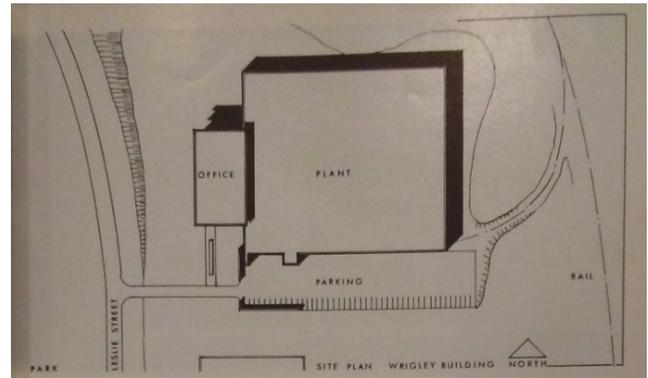
3. Anaconda Copper Metals advertisement featuring the Wrigley Building (R.A.I.C. Vol 40 No 7 Jul 1963).



4. Detail of Anaconda Copper Metals advertisement which highlighted the areas where bronze was utilized in the design of the Wrigley Building (R.A.I.C. Vol 40 No 7 Jul 1963).



5. West elevation of the office portion (R.A.I.C. Vol 40 No 7 Jul 1963).



6. Site plan showing the office, plant and relationships to Leslie Street and railway (R.A.I.C. Vol 40 No 7 Jul 1963).



7. View of the southwest elevation from the neighbouring Property showing the office on the left and the plant on the right (R.A.I.C. Vol 40 No 7 Jul 1963).



8. View of the northeast elevation from the west side of Leslie Street showing the office on the right and the plant on the left (R.A.I.C. Vol 40 No 7 Jul 1963).



9. View of the south and west elevations of the building showing twenty-first century additions in blue overlay (A.S.I./Google Streetview September 2017).

Immediate Context of the Property

1123 Leslie Street is located on the east side of Leslie Street, north of Eglinton Avenue East, across from Wilket Creek Park. The property sits atop an embankment overlooking Leslie Street and Wilket Creek Park. To the north, east and south of the property are commercial and light industrial properties with low-rise buildings. A branch of Wilket Creek is located directly to the north of the property and is surrounded by vegetation. The Don Mills Trail, a former C.N. Railway spur, is located directly to the east at the rear of the property.



10. Aerial photographs showing 1123 Leslie Street in 1963 on the left, and 2018 on the right.

Research Summary

Date	Event	Source
March 29, 1962	William Wrigley Jr. Co. announces the construction of a new factory at 1123 Leslie Street.	Toronto Daily Star, 1962.
c.1962	1123 Leslie Street is constructed.	City of Toronto Aerial Photography- 1961, 1962.
1965	Property first appears in city directory, with occupant listed as “Wrigley Wm Jr Co” chewing gum.	Might’s Greater Toronto City Directory, 1965.
2005	Major additions made at the east and west elevations as well as changes to the landscaping at the west side of the property.	Google Satellite Imagery – 2003, 2005, 2007.
2016	Wrigley leaves the property.	Toronto Star, 2016.

Evaluation

Evaluation of 1123 Leslie Street using Ontario Regulation 9/06

1. The property has design value or physical value because it:

Ontario Heritage Act Criteria	Yes/No	Analysis
i. is a rare, unique, representative or early example of a style, type, expression, material or construction method;	Yes	The property at 1123 Leslie Street meets this criterion. The office portion is a very good representative example of modernist design principles, such as a deep overhanging eaves, strong horizontal emphasis, absence of historical detail, materials which relate to the surroundings, ribbon windows and fully glazed areas. The landscaped setting with open grassed lawn is also representative of modernist design principles particular to the 1950s and 1960s development of the Study Area.
ii. displays a high degree of craftsmanship or artistic merit, or;	Yes	The property at 1123 Leslie Street meets this criterion. The property was positively recognized at its time of construction by contemporary architectural journals. The project was recognized as one of twelve significant projects in Canada for 1963-1964 by <i>Canadian Architect</i> stating, "The design of an environment for commerce and industry appropriate to the demands of production and management, yet granting poetic expression to the resulting architectural decisions." (1965:58). These decisions included a combination of bronze and brick which related to the surrounding natural landscape and the deep overhanging eaves to reduce low direct sunlight in the offices.
iii. demonstrates a high degree of technical or scientific achievement.	No	The property at 1123 Leslie Street is not known to meet this criterion. The property is not known to display or present technical or scientific achievement in greater than normal industry standards in terms of construction methods, use or adaptation of materials, forms, spatial arrangements, or innovations in design or construction techniques.

2. The property has historical value or associative value because it:

Ontario Heritage Act Criteria	Yes/No	Analysis
i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community;	Yes	<p>The property at 1123 Leslie Street meets this criterion as a property that expresses the original planning intentions of the Don Mills Master-Planned Community which was a notable example of modern town planning in the City of Toronto in the post-WWII period. This property expresses its direct associations with the plan through its adherence to design principles in the design of the building and property being an architect-designed, light industrial complex with a deep setback and open green space.</p> <p>Additionally, the property is associated with the William Wrigley Co., a prominent global manufacturer of chewing gum.</p>
ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or;	Yes	<p>The property yields information that contributes to an understanding of the planning and design principles of the Don Mills community.</p>
iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.	Yes	<p>The property at 1123 Leslie Street meets this criterion. Gordon S. Adamson and Associates was influential in the development of Canadian modernism. Adamson was a Massey Medal winner, member of the Royal Canadian Academy of the Arts, and was President of the Ontario Association of Architects in 1953.</p> <p>The property is also associated with urban planner Macklin Hancock who was a significant urban planner in the City of Toronto and established the plan for Don Mills.</p>

3. The property has contextual value because it:

<i>Ontario Heritage Act Criteria</i>	Yes/No	Analysis
i. is important in defining, maintaining or supporting the character of an area;	Yes	The property at 1123 Leslie Street meets this criterion. The property contributes to the low-rise modernist industrial park character of the area.
ii. is physically, functionally, visually or historically linked to its surroundings, or;	Yes	The property at 1123 Leslie Street meets this criterion. As a modernist light industrial building constructed within one of three areas set aside for industrial use within the planned Don Mills development, the property including its landscape setting is physically, functionally, visually and historically linked to its surroundings. The building is also physically linked to the existing landscape, sitting prominently atop the embankment overlooking the adjacent Wilket Creek ravine.
iii. is a landmark.	No	The property at 1123 Leslie Street does not meet this criterion.

Secondary Sources

Acharya, Madhavi, and Tom Yew

2015 Wrigley closing Toronto chewing gum factory in March 2016, February 3.

Andrews, John

1963 Wrigley Building An Appraisal. *R.A.I.C. Journal* Vol 40, September 7.

Associated Press

1962 Gum Company to Build Plant in Toronto, *The Globe and Mail*, March 29.

Canadian Architect

1962 Gordon S. Adamson and Associates Projects Vol. 7, (no.4). pp. 55-60.

Canadian Architect

1964 Twelve Significant Buildings 1963-64 Yearbook. Offices & Place for William Wrigley Junior Company Ltd, Gordon S Adamson & Associates. pp 58-59.



C.H.R. #2: 44-52 Prince Andrew Place

Name Former Science Research Associates Ltd.
Built 1966
Designed by Levine and Lawrence Architects



1. East elevation, centre part of the building which is set back from the north and south portions.



2. East elevation from northeast corner.



3. North elevation, showing ribbon windows.

Description

The property at 44-52 Prince Andrew Place is located on the west side of Prince Andrew Place, in the City of Toronto. It is bordered by the Don Mills Trail to the west. The property contains a single storey building designed by Levine and Lawrence Architects and constructed in 1966.

Design Summary

The building at 44-52 Prince Andrew Place is one storey and features three connected but distinct components with various setbacks from the street. The building responds to the angular directionality of Prince Andrew Place with the north and south components set near to the street and the centre portion set back. The building exhibits minimal design elements, creating simple geometric forms in its stepped plan. Each component utilizes precast concrete double “T” beams with tall rectangular windows incorporated at the street-facing, east elevation (refer to Section 5.2 of this report for a discussion of Materials and Construction Methods for more information on the use of double “T” beams).

Brown brick panels contrast the concrete elements at the building corners. There are three entrances at the east elevation which utilize large spans of framed glazing which may have been dedicated to each of the three original tenants. All the entrances look inward to the east parking lot. The north and south elevations are primarily brown brick with the same tall narrow windows as utilized between the concrete beams indicating office functions. The rear portions of these elevations utilize ribbon windows immediately below the eaves indicating warehouse or manufacturing functions. The eaves are limited, extending only as far as the concrete fins.

The design of the building exhibits the low massing established in the mid-1950s by the office and light industrial buildings constructed as part of the Don Mills Master-Planned Community. The building is in keeping with modernist design principles with its use of prefabricated materials, rejection of ornamentation and low-rise massing (refer to Section 5.4 of this report for a discussion of Modernism in Toronto and the Don Mills Crossing C.H.R.A. Study Area).

In terms of its setting, the property backs onto the Don Mills Trail, a former Canadian National Railway spur line. In the 1960s, this spur served properties in the area. The spur passed to the south of 44-52 Prince Andrew Place and traveled eastward towards Don Mills Road. It is unclear if this property made functional use of the spur. The property primarily consists of asphalt paved surface parking lots, including at the front of the building. Consistent with other development in the area, there is a grassed lawn between the east parking area and the street with a slight berm at the south end. This area incorporates deciduous trees. There are narrow planting beds along the east edges of the building which have manicured shrubs.

Historical Summary

44-52 Prince Andrew Place was constructed in 1966. The first owner was the Olympia and York Industrial Development Association. The first known tenant to occupy a portion of the building was Science Research Associates Ltd., a subsidiary of International Business Machines (I.B.M.) Corp. Science Research Associates (SRA) was an American company started in 1938 (Robertson 1967). The company was focused on education and individualized classroom instructions such as the Direct Instruction programs. These programs included *Language for Learning*, *Reading Mystery*, *Connecting Math Concepts* and *Corrective Reading*. S.R.A. opened a Canadian office in 1964 (a year



after I.B.M. acquired the company) and was located at 44-52 Prince Andrew Place until at least 1976.

This property is located near I.B.M.'s former Canadian headquarters at 884 Don Mills Road and 1150 Eglinton Avenue East. Tenants contemporary with S.R.A. were publishers Allen Thomas & Sons Ltd. as well as D.C.A. Food Industries Ltd. Later tenants of 44-52 Prince Andrew Place include Bramaco Marketing Services Inc. and Laser Communications (Toronto Star 1991; Cherry 1983).

The architects for 44-52 Prince Andrew Place were Levine and Lawrence Architects (refer to Section 5.6.10 of the report for a biography of the firm).

The property was established in the area of the Don Mills Master Plan (refer to Section 4.0 – History and Evolution of the Study Area – in the report for details on the development of Don Mills)

Immediate Context of the Property

Prince Andrew Place is a cul-de-sac which extends southwest from Barber Greene Road with an L-shaped bend at its mid-point. The property at 44-52 Prince Andrew Place is situated at the bend in the street. Adjacent buildings and buildings along Prince Andrew Place consist of commercial and light industrial properties with a cohesive appearance that consists of similar generous setbacks, landscaped front yards and boulevards with coniferous and deciduous trees, large parking lots generally to the sides and rears of the properties, and buildings with a similar low massing.



4. Aerial photographs showing 44-42 Prince Andrew Place, in 1967 on the left, and 2018 on the right.

Research Summary

Date	Event	Source
c.1966	44-52 Prince Andrew Place was constructed.	City of Toronto Aerial Photography – 1965, 1966
1966	Property owner listed as S. Reichman and Sons Ltd.	City of North York Tax Assessment Rolls, 1966
1967	Property first listed in City Directory, with occupants listed as: 44 Prince Andrew Place: Science Research Associates (Canada) Ltd publishers; 50 Prince Andrew Place: Allen Thomas & Son Ltd publishers; 52 Prince Andrew Place: D.C.A. Food Industries Ltd. flour mixes.	Might's Greater Toronto City Directory, 1966

Evaluation

Evaluation of 44-52 Prince Andrew Place using Ontario Regulation 9/06

1. The property has design value or physical value because it:

Ontario Heritage Act Criteria	Yes/No	Analysis
i. is a rare, unique, representative or early example of a style, type, expression, material or construction method;	Yes	The property at 44-52 Prince Andrew Place meets this criterion. The building is representative of modernist design principles in the use of prefabricated materials and rejection of ornamentation.
ii. displays a high degree of craftsmanship or artistic merit, or;	Yes	The property at 44-52 Prince Andrew Place meets this criterion. The execution of the design and composition of precast concrete elements with integrated windows juxtaposed with brick side walls is of a high quality.
iii. demonstrates a high degree of technical or scientific achievement.	No	The property at 44-52 Prince Andrew Place is not known to meet this criterion. The property is not known to display or present technical or scientific achievement in greater than normal industry standards in terms of construction methods, use or adaptation of materials, forms, spatial arrangements, or innovations in design or construction techniques.



2. The property has historical value or associative value because it:

<i>Ontario Heritage Act Criteria</i>	Yes/No	Analysis
i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community	Yes	The property at 44-52 Prince Andrew Place meets this criterion as a property that expresses the original planning intentions of the Don Mills Master-Planned Community which was a notable example of modern town planning in the City of Toronto in the post-W.W.II period. This property expresses its direct associations with the plan through its adherence to design principles in the design of the building and property, being a light industrial complex with a deep setback.
ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture. or:	Yes	The property at 44-52 Prince Andrew Place yields information that contributes to an understanding of the planning and design principles of the Don Mills community.
iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.	Yes	The property at 44-52 Prince Andrew Place is associated with urban planner Macklin Hancock who was a significant urban planner in the City of Toronto and established the plan for Don Mills.

3. The property has contextual value because it:

<i>Ontario Heritage Act Criteria</i>	Yes/No	Analysis
i. is important in defining, maintaining or supporting the character of an area;	Yes	The property at 44-52 Prince Andrew Place meets this criterion. Though a slightly later addition to the area, the property upholds the plan and design principles for the Don Mills industrial zone.
ii. is physically, functionally, visually or historically linked to its surroundings, or;	Yes	The property at 44-52 Prince Andrew Place meets this criterion. As a modernist light industrial building constructed within one of three areas set aside for industrial use within the planned Don Mills development, the property including its landscape setting is physically, functionally, visually and historically linked to its surroundings.
iii. is a landmark.	No	The property at 44-52 Prince Andrew Place does not meet this criterion.



Secondary Sources

Cherry, Lena

1983 Volume Celebrates America's Cup, December 3.

Robertson, Fraser

1967 Commerce, Education Work to Bridge Gulf, August 25.

Toronto Star

1991 Ad - Laser Communications, December 14.



C.H.R. #4: 1135 Leslie Street

Name Peacock & McQuigge Building (now known as the Crestview Group of Companies Offices)
Built 1959
Designed by Gordon S. Adamson and Associates (Architect)



1. Front elevation from access road.



2. West and south elevation.



3. Property as seen from Leslie Street (Google Streetview 2017).

Description

The property at 1135 Leslie Street is located on the east side of Leslie Street, north of Eglinton Avenue East, in the City of Toronto. It contains a single storey office building designed and constructed in 1959 by Gordon S. Adamson and Associates.

Design Summary

The building at 1135 Leslie Street is one storey and is set on a rectangular plan. The building has long, low massing. The street facing west elevation features floor to ceiling, full height glazing with aluminum frames. The narrow supporting columns that divide paired windows have a low profile, resulting in a wall surface that appears to be fully glazed. The east elevation repeats this design but includes a main entrance to the building which is set back from the main elevation and covered with a canopy. This canopy appears to be a later addition. The south elevation has secondary entrances but is primarily a solid white brick wall. Deep overhanging eaves extend past the east and west elevations and sit flush at the north and south elevations. The eaves and columns are finished with a medium grey colour metal. The high degree of glazing, plain surfaces, simplified form and lack of ornament are features of the International Style (refer to Section 5.4 of this report for a discussion of Modernism in Toronto and the Don Mills Crossing C.H.R.A. Study Area).

A secondary building on the property is located at the east property line. The building is a small utility structure on a rectangular plan which appears to have a series of four rolling overhead doors on the west elevation. The building materials are unknown. Aerial photographs from the early 1960s appear to show a structure in the location of this secondary building.

The landscaped setting with open grassed lawn is also representative of modernist design principles particular to the 1950s and 1960s development of the Study Area. In terms of its setting, the building is well set back from the east side of Leslie Street and is set on a rise within the property. There is an expansive grassed lawn to the west and north of the building and a cluster of trees is found along these same elevations. The east and south sides of the property have asphalt paved surface parking lots. An unnamed access road divides the lawn into two parts. Coniferous shrubs line the building at the base of the west elevation. The parking lot connects to the property to the south; originally these properties were divided by a landscaped and treed area.

Historical Summary

1135 Leslie Street was developed by Don Mills Developments Ltd. in 1959 following the extension of Leslie Street to Eglinton Avenue East. The building is known as the Peacock and McQuigge Building, named after its first tenant, Peacock and McQuigge (later known as Peacock Contracting Ltd.). Peacock and McQuigge, a construction company started by Kenneth Peacock and Donald McQuigge, primarily focused on roadway and infrastructure construction throughout the province (Bradford 2014). Serving as the company's main office, the building was designed by Gordon S. Adamson Associates and was a finalist for the Massey Medal for Architecture in 1961. The current tenant is Crestview Investment Corporation (originally known as Lawrence Construction Company), a 90-year-old developer of apartment buildings in the City.



The architects for 1135 Leslie Street were Gordon S. Adamson and Associates (refer to Section 5.6.2 of the report for a biography of the firm).

The property was established in the area of the Don Mills Master-Planned Community (refer to Section 4.0 – History and Evolution of the Study Area – in the report for details on the development of Don Mills).



4. West elevation from the south end of the building showing deep overhanging eaves, glazing and surrounding deck, undated (A.C.O. T.O. Built, source uncredited).



5. West elevation showing building set behind trees and access road, 1965 (C.O.T.A. Fonds 220 Series 40 File 39).

Immediate Context of the Property

The property sits atop an embankment overlooking Leslie Street and Wilket Creek Park, north of Eglinton Avenue East. The visibility of the building from Leslie Street is reduced due to its considerable setback and low rise. To the north, east and south of the property are commercial and light industrial properties with low-rise buildings. To the east of the property is the Don Mills Trail, a former Canadian National Railway spur line. It does not appear that the building had a functional association with the railway.



6. Aerial photographs showing 1135 Leslie Street in 1962 on the left, and 2018 on the right.

Research Summary

Date	Event	Source
1959	1135 Leslie Street was constructed.	City of Toronto Aerial Photography – 1959, 1960.
1961	Owner listed as Peacock and McQuigge Contracting Ltd.	City of North York Tax Assessment Rolls, 1961.
1961	Advertisement for Lawrence Construction mentioning location as 1135 Leslie Street.	Globe and Mail
1965	Property first appears in city directory, listed Lawrence Construction Co. property as management.	Might's Greater Toronto City Directory, 1965.

Evaluation

Evaluation of 1135 Leslie Street using Ontario Regulation 9/06

1. The property has design value or physical value because it:

<i>Ontario Heritage Act Criteria</i>	Yes/No	Analysis
i. is a rare, unique, representative or early example of a style, type, expression, material or construction method;	Yes	The property at 1135 Leslie Street meets this criterion as a representative example of the International Style. Its high degree of glazing, plain surfaces, simplified form and lack of ornament are features of the International Style. The landscaped setting with grassed lawn and retained trees which provide shade to the building are also representative of modernist design principles. The overall effect is a highly executed modernist design which is of the time and was utilized in both commercial and residential buildings.
ii. displays a high degree of craftsmanship or artistic merit, or;	Yes	The property at 1135 Leslie Street meets this criterion. The quality of execution in the design was recognized as a finalist for a Massey Medal for Architecture. The Massey Medals recognized excellence in Canadian architecture.
iii. demonstrates a high degree of technical or scientific achievement.	No	The property at 1135 Leslie Street is not known to meet this criterion. The property is not known to display or present technical or scientific achievement in greater than normal industry standards in terms of construction methods, use or adaptation of materials, forms, spatial arrangements, or innovations in design or construction techniques.

2. The property has historical value or associative value because it:

Ontario Heritage Act Criteria	Yes/No	Analysis
i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community;	Yes	<p>The property at 1135 Leslie Street meets this criterion as a property that expresses the original planning intentions of the Don Mills Master Plan which was a notable example of modern town planning in the City of Toronto in the post-W.W.II. period. This property expresses its direct associations with the plan through its adherence to design principles in the design of the building and property, being an architect-designed, light industrial complex with a deep setback and open green space.</p> <p>Additionally, Peacock and McQuigge Contracting Ltd was the building’s first occupant. The construction company focused on roadway and infrastructure work throughout the province.</p>
ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or;	Yes	<p>The property yields information that contributes to an understanding of the planning and design principles of the Don Mills community.</p>
iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.	Yes	<p>The property at 1135 Leslie Street meets this criterion. Gordon S. Adamson & Associates were influential in the development of Canadian modernism. Adamson was a Massey Medal winner, member of the Royal Canadian Academy of the Arts, and was President of the Ontario Association of Architects in 1953. The property is also associated with urban planner Macklin Hancock who was a significant urban planner in the City of Toronto and established the plan for Don Mills.</p>

3. The property has contextual value because it:

Ontario Heritage Act Criteria	Yes/No	Analysis
i. is important in defining, maintaining or supporting the character of an area;	Yes	The property at 1135 Leslie Street meets this criterion. The property contributes to the low-rise modernist industrial park character of the area.
ii. is physically, functionally, visually or historically linked to its surroundings, or;	Yes	The property at 1135 Leslie Street meets this criterion. As a modernist light industrial building constructed within one of three areas set aside for industrial use within the planned Don Mills development, the property including its landscape setting is physically, functionally, visually and historically linked to its surroundings.
iii. is a landmark.	No	The property at 1135 Leslie Street does not meet this criterion.

Secondary Sources

Bradford, Robert

2014 *Keeping Ontario Moving: The History of Roads and Road Building in Ontario*. Dundurn Press, Toronto.



C.H.R. #5: 81 Barber Greene Road

Name Barber Greene Canada Ltd. (now known as the Global Television Network)

Built 1953, 1957

Designed by John Arthur Layng, John B. Parkin Associates Architects



1. View of north elevation from Barber Greene Road.



2. View of north elevation from Barber Greene Road.



3. View of north elevation from Barber Greene Road.



4. Approximate locations of images 1 to 3. The earlier building is located on the right, while the later addition is the large portion to the left.¹

Description

The property at 81 Barber Greene Road is located on the south side of Barber Greene Road between Cora Urbel Way to the northwest and Prince Andrew Place to the southeast, in the City of Toronto. It contains a building complex, with the original building designed by architect John Arthur Layng and constructed in 1953, and an expansion designed by architects John Parkin Associates Architects and constructed in 1957.

Design Summary

The building is generally oriented so that its street facing elevation is northeast. For ease of discussion, however, that elevation will be described as the north elevation. The 1953 portion of the building is designed in a form typical to early- to mid-twentieth-century industrial buildings with a double height central portion flanked by single storey wings to allow for maximum daylight through clerestory windows. The rear of the building is double height across its width to accommodate a railway siding. The north elevation incorporates an overhead rolling door with transom window above. The original design incorporated window openings on the north elevation (Architectural Record 1960:165). On the west side the openings have been blocked while the openings on the east have been modified with the insertion of louvered mechanical units. The west elevation has been modified but some original window openings

¹ Due to the building's size and setback, images of the property from the public right-of-way do not clearly depict the building. As such, this aerial photo has been added to illustrate the building components.

are extant near the south end. The double height portion incorporates clerestory windows with steel frame and divided windows. The original design incorporated a clear indication of an office or visitor entrance at the northwest corner with a short freestanding wall. This element is no longer extant.

An addition was constructed in 1957 which tripled the plant space and added a formal office building. The design was planned to ensure the building was well integrated into the adjoining Don Mills residential neighbourhood. Large trees were retained where possible and the exterior was designed for easy upkeep and maintenance (Architectural Record 1960:165). An expansive grassed lawn at the north side of the building has gradually been converted to parking lots between c. 1970 and c. 2000. The building is adjoined to the earlier building at its east side. The office wing is to the north and consists of two storeys with a full basement. The office was constructed on a separate foundation from the plant to prevent the travel of noise and vibrations. The plant wing is a single storey and was designed with a rigid steel frame to allow for a 70-foot clear span with a 35-foot height. The structure also supported 10- and 15-ton cranes used in the manufacturing process (Architectural Record 1960:165). The railway siding was extended through the new building. Large spans of windows were incorporated into the office and plant wings and a continuous skylight was installed in the plant. An article in *Architectural Record* stated, "The over-all planning and design of the factory are notable for the unobstructed open character of the interior which allows almost completely free movement of the large components produced." (1960:165). It is undetermined whether this character is still extant.

Both buildings utilize modernist design principles (refer to Section 5.4 of this report for a discussion of Modernism in Toronto and the Don Mills Crossing C.H.R.A. Study Area). The 1953 building exhibits large expanses of glazing set within horizontally oriented panes. The later addition is typical of Parkin's emerging application of the International Style utilizing an expressed structure with curtain wall windows along one elevation and panelized brick on the end elevations. The building set back and grassed lawns on the property's eastern elevation is also representative of modernist design principles particular to the 1950s and 1960s development of the Study Area

The property at 81 Barber Greene Road was one of the first industrial complexes constructed as part of the Don Mills development in its south industrial zone (refer to Section 5.5.1 of this report for a discussion on Clean Industry and Headquarters property type for more details on the design standards).



5. 81 Barber Green Road (Architectural Record 1960)



7. 81 Barber Greene in 1957 (Canadian Architectural Archives, 57636).



8. 81 Barber Greene in 1957 (Canadian Architectural Archives, 57636).



9. 81 Barber Greene in 1957 (Canadian Architectural Archives, 57636).



10. 81 Barber Greene in 1957 (Canadian Architectural Archives, 57636).



11. 81 Barber Greene in 1957 (Canadian Architectural Archives, 57636).



12. 81 Barber Greene in 1957 (Canadian Architectural Archives, 57636).

Immediate Context of the Property

81 Barber Greene is located on the south side of Barber Greene Road between Cora Urbel Way to the northwest and Prince Andrew Place to the southeast. Barber Greene Road is a relatively flat and straight road which runs between Don Mills Road and Overland Drive. Along the south side of Barber Greene Road are commercial offices and light industrial buildings possessing similar low massing, generous setbacks, large parking lots, and tree-lined boulevards.



13. Aerial photographs showing 81 Barber Greene Road in 1953 on the left, and 2018 on the right.

Research Summary

Date	Event	Source
1953	81 Barber Greene is constructed for the Barber Greene Company.	City of Toronto Aerial Photography – 1953.
1957	Barber Greene Canada Ltd. plant is expanded.	Architectural Record, June 1960.
1967	Property first listed in city directory as Barber Greene Canada Ltd. material handling.	Might's Greater Toronto City Directory, 1967.
1973	Global TV occupies the building.	The Toronto Star

Evaluation

Evaluation of 81 Barber Greene Road using Ontario Regulation 9/06

1. The property has design value or physical value because it:

<i>Ontario Heritage Act Criteria</i>	Yes/No	Analysis
i. is a rare, unique, representative or early example of a style, type, expression, material or construction method;	Yes	The property at 81 Barber Greene Road meets this criterion as a representative example of the International Style. The building's style is most clearly expressed in its form, expanses of glazing with horizontally oriented panes, and the expression of the structure. This property also is representative of the building and landscape design standards set out in the Don Mills development that are becoming increasingly rare in the south Don Mills industrial area. Of the nine properties established in the south industrial area, only three have not been demolished or highly modified.



ii. displays a high degree of craftsmanship or artistic merit, or;	Yes	The property at 81 Barber Greene Road meets this criterion. The property was positively recognized at its time of construction by a contemporary architectural journal. An article in <i>Architectural Record</i> stated, “The over-all planning and design of the factory are notable for the unobstructed open character of the interior which allows almost completely free movement of the large components produced.” (1960:165). In addition to the clear span, the office and earlier factory building are designs of high quality. The 1953 building exhibits large expanses of glazing set within horizontally oriented panes. The later addition is typical of Parkin’s emerging application of the International Style utilizing an expressed structure with curtain wall windows along one elevation and panelized brick on the end elevations.
iii. demonstrates a high degree of technical or scientific achievement.	No	The property at 81 Barber Greene Road is not known to meet this criterion. The property is not known to display or present technical or scientific achievement in greater than normal industry standards in terms of construction methods, use or adaptation of materials, forms, spatial arrangements, or innovations in design or construction techniques.

2. The property has historical value or associative value because it:

Ontario Heritage Act Criteria	Yes/No	Analysis
i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community;	Yes	<p>The property at 81 Barber Greene Road meets this criterion as a property that expresses the original planning intentions of the Don Mills Master Plan which was a notable example of modern town planning in the City of Toronto in the post-W.W.II. period. This property expresses its direct associations with the plan through its adherence to design principles in the design of the building and property, such as an architect-designed, light industrial complex with deep setbacks and open green space.</p> <p>Additionally, the building has been home to two significant companies in its history: the Barber Greene Company, a significant contributor to the asphalt industry in North America and Global Television, a significant national television station whose operational headquarters have been based at this location since it started operations in 1973.</p>
ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or;	Yes	The property at 81 Barber Greene Road yields information that contributes to an understanding of the planning and design principles of the Don Mills community.



iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.	Yes	<p>The property at 81 Barber Greene Road meets this criterion. John B. Parkin and Associates was a significant architecture firm in the City of Toronto that was at the forefront of the modernist movement in the city. The firm was nationally renowned, having won fourteen Massey Medals, the Queen’s Jubilee Medal, the Ontario Association of Architects Landmark Award and the Royal Architectural Institute of Canada Gold Award.</p> <p>The property is also associated with urban planner Macklin Hancock who was a significant urban planner in the City of Toronto and established the plan for Don Mills.</p>
---	-----	--

3. The property has contextual value because it:

<i>Ontario Heritage Act Criteria</i>	Yes/No	Analysis
i. is important in defining, maintaining or supporting the character of an area;	Yes	The property at 81 Barber Greene Road meets this criterion. The property contributes to the low-rise modernist industrial park character of the area.
ii. is physically, functionally, visually or historically linked to its surroundings, or;	Yes	The property at 81 Barber Greene Road meets this criterion. As a modernist light industrial building constructed within one of three areas set aside for industrial use within the planned Don Mills development, the property including its landscape setting is physically, functionally, visually and historically linked to its surroundings, of which it was one of its earliest buildings.
iii. is a landmark.	No	The property at 81 Barber Greene Road does not meet this criterion.

Secondary Sources

Architectural Record

1960 Rigid Frames Free Plant Floor Area Vol 27(no.6).

Fox, Paul L.

1953 Plan Town of 45,000 on Don Mills Farms will cost \$200,000,000. Toronto Daily Star March 12.

Miller, Jack

1973 Global’s All Bruner starts on his dream with “nerve centre”. The Toronto Star, January 9.



C.H.R. #6: 33 Green Belt Drive

Name Former Grand & Toy Building
Built 1955
Designed by John B. Parkin Associates Architects



1. North elevation showing office entrance.



2. North elevation viewed from the northwest corner.



3. Detail of east elevation.

Description

The property at 33 Green Belt Drive is located on the south side of Green Belt Drive, in the City of Toronto. It contains a one-storey office and warehouse building designed by John B. Parkin Associates Architects and constructed in 1955.

Design Summary

The single-storey building is set on a rectangular plan and presents a long, low massing with the principle elevation oriented north, towards Green Belt Drive. The building expresses an International Style design. The principle elevation is divided into eight regularly spaced bays with an expressed steel structure which is characteristic of the International Style. This expressed steel structure continues around the east and west sides of the building. The bays in the office portion are largely comprised of glazing. Brick fills the lower portion of the rear warehouse section while the upper portions consist of divided steel sash windows. A singular bay is set out from, and lower than, the main elevation marking the main entrance to the building. The overall effect of the building is a simplified form lacking in decorative ornament typical of International Style (refer to Section 5.4 of this report for a discussion of Modernism in Toronto and the Don Mills Crossing C.H.R.A. Study Area).

The original glazing, which had smaller horizontal divisions, has been replaced. While only black and white historical photographs could be found, it does not appear that the current green paint was the original colour scheme. Despite these changes, which are reversible, the building complex continues to express the modernist design principles laid out by Parkin.

The landscaped setting with open grassed lawn is also representative of modernist design principles particular to the 1950s and 1960s development of the Study Area. In terms of its setting, the property originally included a large lawn between the street and the north side of the building and an entrance drive at the east side of the property provided access to a parking lot and a pedestrian path to the front entrance. Landscaping elements included round stones lining the driveway and planting beds near to and along the driveway and parking lot. The north parking lot was added between 1971 and 1975 and then expanded between 1975 and 1981 removing much of the front lawn. There are planting beds with coniferous shrubs within the front lawn. There are also coniferous and deciduous trees planted along the property lines. The building covers most of the property, having been expanded from the original building footprint with a c.1966 addition at the south side.

The Grand & Toy property was developed within the south industrial zone of the Don Mills Master Plan and upheld the standards set out as part of the development plan (refer to Section 5.5.1 for a discussion of the Clean Industry and Headquarters Property Type for more details on the design standards).

Historical Summary

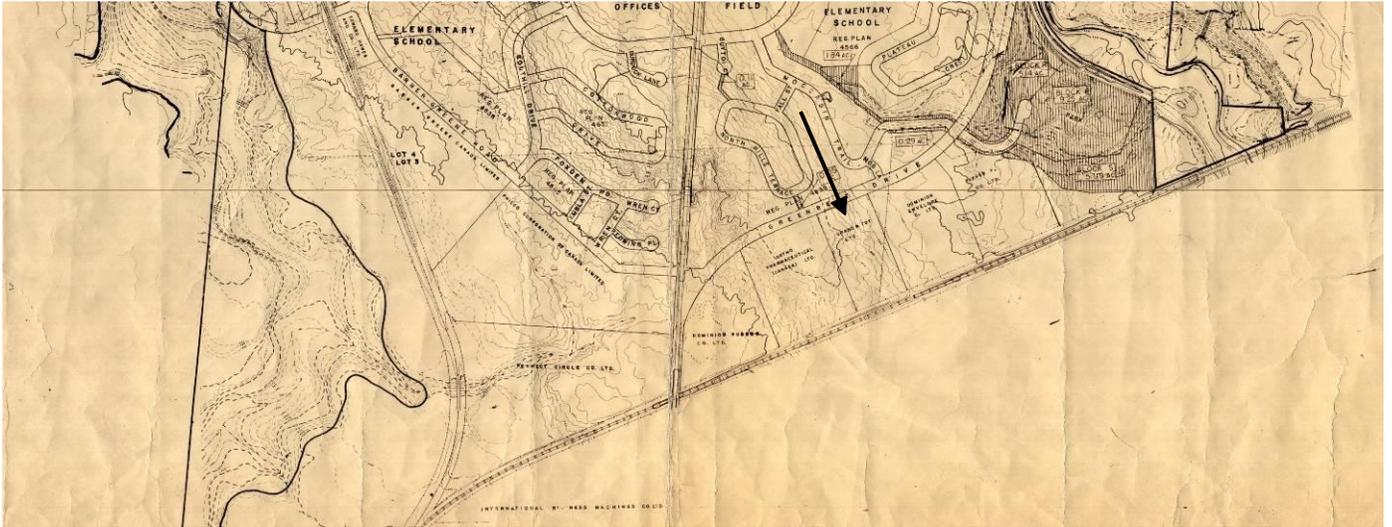
Grand & Toy commissioned the design and construction of the building at 33 Green Belt Drive, moving its executive and general offices and printing plant to the new facility from their head office on Wellington Street in Toronto (The Globe and Mail 1955; Grand & Toy). The company which sold office supplies and stationery printing was founded in Toronto by James Grand and Samuel Toy in 1882 and relocated to Don Mills in 1955. This relocation to Don Mills was part of the post-war trend of companies building headquarters on the outskirts of cities, following their employees to the suburbs (Zubin 1991). Grand & Toy was an early adopter of this trend. The large lot sizes provided companies like Grand & Toy with additional space allowing for the warehousing of goods in a way that would have been impossible in their previous downtown location. The company was sold to Boise Cascade in 1995 (Heinzl 1995). While the company has traditionally offered its services from retail locations, the company became an internet-based retailer in 2014 (Canada Newswire 2014). Grand & Toy moved its headquarters to Vaughan in 2017.



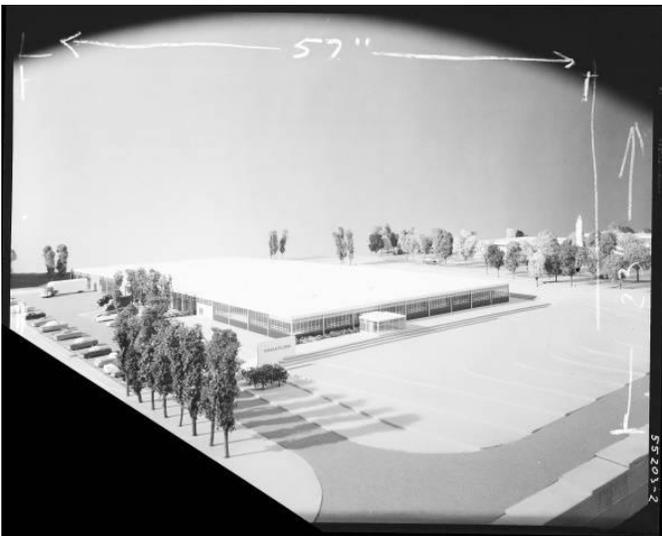
The architect for 33 Green Belt Drive was John B. Parkin Associates Architects (refer to Section 5.6.15 of the report for a biography of the firm). The firm also designed the neighbouring building for Ortho Pharmaceuticals that same year.

In 1954, the firm also designed the Ontario Architectural Associations offices at 50 Park Road, which is the first modernist building to be identified on the City of Toronto's Inventory of Heritage Properties.

The property was established in the area of the Don Mills Master Plan (refer to Section 4.0 – History and Evolution of the Study Area – in the report for details on the development of Don Mills).

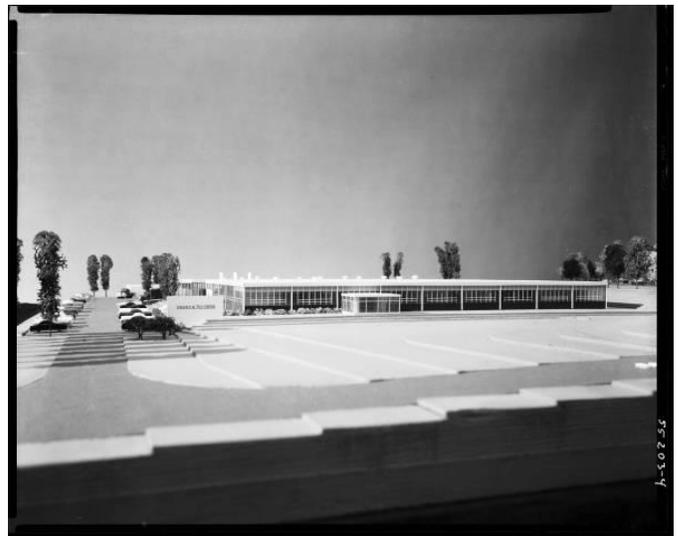


4. Portion of Don Mills Master Plan showing plan for south industrial area, 1953. Grand & Toy Ltd. is indicated by an arrow (University of Toronto).



Canadian Architectural Archives - Library & Cultural Resources - University of Calgary

5. Scale model of 33 Green Belt Drive showing north and east elevations at northeast corner, 1955 (Canadian Architectural Archives, University of Calgary, 55203-2).



Canadian Architectural Archives - Library & Cultural Resources - University of Calgary

6. Scale model of 33 Green Belt Drive showing north elevation, 1955 (Canadian Architectural Archives, University of Calgary, 55203-4).



Canadian Architectural Archives, Libraries & Cultural Resources, University of Calgary

7. 33 Green Belt Drive showing north and east elevations at northeast corner, 1958 (Canadian Architectural Archives, University of Calgary, 55203-4).



Canadian Architectural Archives, Libraries & Cultural Resources, University of Calgary

8. 33 Green Belt Drive showing north and west elevations at northwest corner, 1958 (Canadian Architectural Archives, University of Calgary, 55203-5).

Immediate Context of the Property

33 Green Belt Drive is located on the south side of Green Belt Drive. Green Belt Drive slopes downwards away from Don Mills Road towards the Don Valley. Along the south side of Green Belt Drive are commercial office and light industrial buildings possessing similar low massing, generous setbacks, large parking lots and tree-lined boulevards. A Canadian Pacific Railway line is directly to the south of the property. To the north of Green Belt Drive is residential housing though the buildings are obscured by trees and vegetative growth. To the east are recently constructed residential townhouses. To the west of the property, at 19 Green Belt Drive, is Janssen-Ortho Pharmaceuticals building (built 1955), which is currently listed on the City's Heritage Register. These neighbouring buildings are visually unrelated due to the change in topography between the two properties.



9. Aerial photographs showing 33 Green Belt Drive, in 1956 on the left, and 2018 on the right.

Research Summary

Date	Event	Source
1955	33 Green Belt Drive is constructed by Grand & Toy.	City of Toronto Aerial Photography – 1955.
1966	Property first listed in city directory. Occupants: Grand & Toy Ltd. stationers and office supplies.	Might's Greater Toronto City Directory, 1966
c.1966	Building expanded with an addition at the south.	City of Toronto Aerial Photography – 1965, 1967.
2018	Grand & Toy closes their facility at 33 Green Belt Drive.	A.S.I. Fieldwork – 2018.

Evaluation

Evaluation of 33 Green Belt Drive using Ontario Regulation 9/06

1. The property has design value or physical value because it:

Ontario Heritage Act Criteria	Yes/No	Analysis
i. is a rare, unique, representative or early example of a style, type, expression, material or construction method;	Yes	The property at 33 Green Belt Drive meets this criterion as an early example of the International Style in the City of Toronto designed by the firm John B. Parkin Associates. The building exhibits hallmark qualities of the International Style including its radical simplification of form, the use of steel and glass, and lack of decorative ornament. The landscaped setting with grassed lawns is also representative of modernist design principles. This property also is representative of the building and landscape design standards set out in the Don Mills development that are becoming increasingly rare in the south Don Mills industrial area. Of the nine properties established in the south industrial area, only three have not been demolished or highly modified.

ii. displays a high degree of craftsmanship or artistic merit, or;	No	The property at 33 Green Belt Drive is not known to meet this criterion. The quality of execution in the design, composition of elements, assembly of materials or construction methods is not known to be greater than normal industry standards.
iii. demonstrates a high degree of technical or scientific achievement.	No	The property at 33 Greene Belt Drive is not known to meet this criterion. The property is not known to display or present technical or scientific achievement in greater than normal industry standards in terms of construction methods, use or adaptation of materials, forms, spatial arrangements, or innovations in design or construction techniques.

2. The property has historical value or associative value because it:

<i>Ontario Heritage Act Criteria</i>	Yes/No	Analysis
i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community;	Yes	<p>The property at 33 Green Belt Drive meets this criterion as a property that expresses the original planning intentions of the Don Mills Master Plan which was a notable example of modern town planning in the City of Toronto in the post-W.W.II. period. This property expresses its direct associations with the plan through its adherence to design principles in the design of the building and property, being an architect-designed, light industrial complex with deep setbacks and open green space.</p> <p>Additionally, the property is associated with Grand & Toy, a significant company in Canada that started in Toronto in 1882 and moved its head office to the property in 1955.</p>
ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or;	Yes	The property at 33 Green Belt Drive yields information that contributes to an understanding of the planning and design principles of the Don Mills community.

<p>iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.</p>	<p>Yes</p>	<p>The property at 33 Green Belt Drive meets this criterion. John B. Parkin Associates was a significant architecture firm in the City of Toronto that was at the forefront of the modernist movement in the city. The firm was nationally renowned, having won fourteen Massey Medals, the Queen’s Jubilee Medal, the Ontario Association of Architects Landmark Award and the Royal Architectural Institute of Canada Gold Award. The property is also associated with urban planner Macklin Hancock who was a significant urban planner in the City of Toronto and established the plan for Don Mills.</p>
--	------------	---

3. The property has contextual value because it:

Ontario Heritage Act Criteria	Yes/No	Analysis
<p>i. is important in defining, maintaining or supporting the character of an area;</p>	<p>Yes</p>	<p>The property at 33 Green Belt Drive meets this criterion. As a modernist light industrial building constructed as part of the 1953 Don Mills development plan, the building maintains and supports the original character of the Don Mills industrial area, of which it is one of the few remaining buildings that have neither been altered significantly nor demolished.</p>
<p>ii. is physically, functionally, visually or historically linked to its surroundings, or;</p>	<p>Yes</p>	<p>The property at 33 Greene Belt Drive meets this criterion. As a modernist light industrial building constructed within one of three areas set aside for industrial use within the planned Don Mills development, the property including its landscape setting is physically, functionally, visually and historically linked to its surroundings.</p>
<p>iii. is a landmark.</p>	<p>No</p>	<p>The property at 33 Green Belt Drive does not meet this criterion.</p>

Secondary Sources

Canada Newswire

2014 OfficeMax Grand & toy to close retail stores as business customers shift to growing e-commerce and direct sales channels, April 23.

Grand & Toy

Grand & Toy - Our History.

Heinzl, John

1995 Grand & Toy sold to US giant: Boise Cascade office products unit eyes economics of scale, *The Globe and Mail*, December 12.

The Globe and Mail

1955 Display Ad 41 - Grand & Toy, November 2.

Zubin, Sharon

1991 *Landscapes of Power: From Detroit to Disney World*. University of California Press, Los Angeles.



C.H.R. #9: 100 Wynford Drive

Name Bell Data Centre
Built c. 1969
Designed by Webb Zerafa Menkes (Architect)



1. South elevation.



2. South elevation, view to main entrance from Wynford Drive.



3. Landscaping between the building and Wynford Drive showing relationship to neighbouring 90 Wynford Drive.

Description

The property at 100 Wynford Drive is located on the north side of Wynford Drive, in the City of Toronto. It contains a six-storey building designed by architect Webb Zerafa Menkes and constructed c. 1969.

Design Summary

The property at 100 Wynford contains a six-storey building on a rectangular plan. The building features a raised plaza which surrounds the structure on all sides. The building has a strong horizontal emphasis. The first storey is comprised of a series of columns and recessed floor to ceiling glazed walls. The second to sixth storeys are supported by a fully expressed concrete beams and brackets. These upper storeys are comprised of a rhythmic series of ribbon windows, deeply protruding sills, and headers. The ribbon windows are divided into square panes with darkly-coloured frames and grey tinted glass. This first storey exhibits a smooth grey concrete exterior, lacking visible aggregate. The remainder of the building features brown, coarsely-textured concrete panels. The main entrance incorporates a revolving door with a chrome canopy exhibiting the property address. Bell signage is affixed at the roofline and utilizes a corporate logo introduced by the company in 2008. A solar panel has been added on the south side at the fifth storey. The building expresses modernist design principles in the expressed structure, horizontal emphasis and ribbon windows while the monolithic masonry forms and exposed, load-bearing concrete are characteristic of the Brutalist style (refer to Section 5.4 of this report for a discussion of Modernism in Toronto and the Don Mills Crossing C.H.R.A. Study Area).

The property is adjacent to the Don Valley Parkway and fills the block between Wynford Drive and the Canadian Pacific Railway line. The building is set at an angle to Wynford Drive. As a result, the building faces southwest towards the neighbouring structure and away from the Don Valley Parkway. In terms of its setting, a lawn and landscaped area occupy the property set-back from Wynford Drive. The property slopes down slightly from Wynford Drive which serves to reduce the overall appearance of the height of the building in relation to the neighbouring properties. The landscaping forms a series of barriers to the Don Valley Parkway with a row of coniferous and deciduous trees along the east property line and a row of deciduous trees to the east of the pedestrian walkway. There are also raised planting beds to the east of the pedestrian walkway which form a gathering space with benches provided for seating. At the west side of the property, vehicular access is gained via Wynford Drive. This driveway leads to a surface parking lot in front of the building, a large surface parking lot at the rear, and a loading dock. A secondary driveway also accesses these areas from Garamond Court. A wide pedestrian walkway leads from Wynford Drive to the main entrance.

Historical Summary

100 Wynford Drive was constructed for Bell Canada as one of two multi-million-dollar data centres in c. 1969. Its identical sister building is located in Dorval, Quebec (The Globe and Mail 1967). The building was a finalist for a Massey Medal for Architecture in 1970.

The architect for 100 Wynford Drive was Webb Zerafa Menkes (refer to Section 5.6.19 of the report for a biography of the firm).



The property at 100 Wynford Drive was established within the Flemingdon Park Industrial Estate, which was conceived as an extension of the Don Mills-related industrial area. The new industrial area was intended to provide employment the Flemingdon Park residential area to the south. As a result of this plan, the area developed into a cluster of corporate headquarters and cultural institutions (refer to Section 4.0 – History and Evolution of the Study Area – in the report for details on the development of Flemingdon Park and Don Mills).



4. Intersection of Don Mills Road and Eglinton Avenue East in bottom right corner, view east of the Flemingdon Park designated industrial area. 100 Wynford Drive is indicated with an arrow (Kirkup 1969).

Immediate Context of the Property

100 Wynford Drive is located on the north side of Wynford Drive. The Don Valley Parkway is located immediately to the east, and the Aga Khan Museum is immediately to the south. The property is located within a cluster of commercial offices, light industrial, and cultural buildings with Wynford Drive forming the spine of the area. Between Don Mills Road and the Don Valley Parkway, Wynford Drive has an S-curved shape and gently rises and falls in topography revealing views of buildings. The visual experience along Wynford Drive is defined by these features, giving it a scenic quality that maintains the character of the area. Accordingly, there are a series of representative views experienced on Wynford Drive of assemblages of industrial properties expressing modernist design principles and located within a setting defined by the curvature of the road and rolling topography. Many of the properties in

the area have similarities in massing, setbacks, and modernist architecture. 100 Wynford Drive is one of the few mid-rise buildings in the area but, due to differences in topography, the building's height appears to be consistent with nearby buildings. Additionally, 100 Wynford Drive maintains a visual, physical, historical and functional relationship with the Don Valley Parkway.

The property fronts onto Wynford Drive which was constructed in 1961-62. During the seven years following the 1962 construction of Wynford Drive, ten properties were developed along Wynford Drive. 100 Wynford Drive is one of six that are extant: Former A.C. Nielsen Building, 39 Wynford Drive (1963); Gestetner Building, 849 Don Mills Road (1964); Presbyterian Church in Canada Head Office, 50 Wynford Drive (1966,); Shell Canada, 75 Wynford Drive (1966); and, Texaco Canada, 90 Wynford Drive (1968). Four buildings have been demolished: Imperial Oil, 825 Don Mills Road (1962); Bata International headquarters, 59 Wynford Drive (1965); Oxford University Press, 70 Wynford Drive (1963); and, Shell Canada at 75 Wynford Drive (1966). This set of buildings formed a scenic drive of corporate headquarters between Don Mills Road and the Don Valley Parkway.



5. Aerial photographs showing 100 Wynford Drive, in 1969 on the left, and 2018 on the right.

Research Summary

Date	Event	Source
July 31, 1959	Flemingdon Park project approved by Municipality of North York.	Toronto Daily Star
April 14, 1967	Bell Canada announces it will build a data centre in Don Mills.	Globe and Mail
1969	100 Wynford Drive is constructed.	City of Toronto Aerial Photography – 1968, 1969.
1969	Property owner listed as Bell Telephone Co. of Canada Ltd.	City of North York Tax Assessment Rolls, 1969.
1970	Property first listed in city directory. Occupant: Bell Canada Data Centre.	Might's Greater Toronto City Directory, 1970.

Evaluation

Evaluation of 100 Wynford Drive using Ontario Regulation 9/06

1. The property has design value or physical value because it:

<i>Ontario Heritage Act Criteria</i>	Yes/No	Analysis
i. is a rare, unique, representative or early example of a style, type, expression, material or construction method;	Yes	<p>The property at 100 Wynford Drive meets this criterion as a representative expression of modernist design principles with Brutalist style characteristics. The building expresses modernist design principles in the expressed structure, horizontal emphasis and ribbon windows while the monolithic masonry forms and exposed, load-bearing concrete are characteristic of the Brutalist style. The property was recognized for its design as a finalist for Massey Medal for Architecture in 1970. The low-maintenance landscaped setting with open grassed lawns, prominent entrance approach; deciduous trees and plantings within a sunken seating area is also representative of modernist design principles.</p> <p>This property is also representative of the corporate headquarters that were established along Wynford Drive in the 1960s. The cohesive modernist designs developed along Wynford Drive are becoming increasingly at risk, as evidenced by the demolition of the Bata Headquarters, Oxford University Press, Shell Canada and Imperial Oil.</p>
ii. displays a high degree of craftsmanship or artistic merit, or;	Yes	<p>The property at 100 Wynford Drive meets this criterion. The quality of execution in the design was recognized by its peers as a finalist for a Massey Medal for Architecture. The Massey Medals recognized excellence in Canadian architecture.</p>
iii. demonstrates a high degree of technical or scientific achievement.	No	<p>The property at 100 Wynford Drive is not known to meet this criterion. The property is not known to display or present technical or scientific achievement in greater than normal industry standards in terms of construction methods, use or adaptation of materials, forms, spatial arrangements, or innovations in design or construction techniques.</p>



2. The property has historical value or associative value because it:

<i>Ontario Heritage Act Criteria</i>	Yes/No	Analysis
i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community;	Yes	<p>The property at 100 Wynford Drive meets this criterion as a property which expresses the original planning principles advanced in the Flemingdon Park Master Plan and which was recognized as an innovative approach to modern town planning in the City of Toronto in the post-W.W.II. period. This property expresses its direct associations with the plan through its adherence to the design principles in the design of the building and the property such as separated land use and open green space.</p> <p>Additionally, the property was constructed for and continues to be occupied by Bell Canada, a prominent Canadian telecommunications company.</p>
ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or;	Yes	The property yields information that contributes to an understanding of the planning and design principles of the Flemingdon Park community.
iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.	Yes	The property at 100 Wynford Drive meets this criterion. Webb Zerafa Menkes is a significant Toronto-based architecture firm having designed or collaborated on numerous significant buildings in the City of Toronto including the C.N. Tower, Scotia Plaza, and the Toronto Star Headquarters. This property is also associated with urban planner Macklin Hancock who was a significant urban planner in the City of Toronto and established the plan for Flemingdon Park.

3. The property has contextual value because it:

<i>Ontario Heritage Act Criteria</i>	Yes/No	Analysis
i. is important in defining, maintaining or supporting the character of an area;	Yes	The property at 100 Wynford Drive meets this criterion. The property is located within the Flemingdon Park Industrial Estate. This area's character is defined by the scenic quality of Wynford Drive with its S-curved shape and gentle changes in topography revealing views of an assemblage of modernist corporate

		headquarters with consistent landscaped, treed and grassed lawns, setbacks, massing, and composition located between Don Mills Road and the Don Valley Parkway. As a property located along Wynford Drive, it is important in defining, maintaining and supporting the character of the area.
ii. is physically, functionally, visually or historically linked to its surroundings, or;	Yes	<p>The property at 100 Wynford Drive meets this criterion. The property is located within an area which was set aside as an industrial estate within the planned Flemingdon Park development. This plan laid the land use framework for the area which developed into a concentration of corporate headquarters interspersed with other office buildings, cultural institutions and clean industry properties. As a part of an assemblage of modernist head offices, the property including its landscape is physically, functionally, visually and historically linked to its surroundings.</p> <p>Additionally, the building's prominent location along the Don Valley Parkway makes it one of the few buildings within the Flemingdon Park industrial estate that is visible from the expressway, an important distinction at a time when design and planning were oriented towards the automobile. Therefore, the property possesses a strong physical, functional, visual or historical link to its surroundings.</p>
iii. is a landmark.	No	The property at 100 Wynford Drive is not a landmark.

Secondary Sources

The Globe and Mail

1967 Uraniums help TSE show small rise as Wall Street scores fairly good advance, April 14.

Kirkup, Donald Boyce

1969 *Boomtown Metropolitan Toronto: A photographic record of two decades of growth*. Donald Boyce Kirkup with Lockwood Survey Corporation Limited., Toronto, Ontario.



C.H.R. #10: 90 Wynford Drive

Name Former Imperial Oil Building/Texaco Canada Ltd.
Built c. 1968
Designed by John B. Parkin Associates (Architect)



1. South elevation.



2. Southwest corner showing south and west elevations.



3. Detail showing entrance drive and main entrance.

Description

The property at 90 Wynford Drive is located on the north side of Wynford Drive, east of Garamond Court, in the City of Toronto. It contains a five-storey building designed by John B. Parkin Associates Architects and constructed c. 1968.

Design Summary

The property at 90 Wynford Drive features a five-storey building on a rectangular plan with a single storey wing to the north. The five-storey portion of the building has twelve bays along its length and is five bays deep. The design of the building utilizes various planes to create depth within the elevations. The first and second storey places emphasis on the columns which define the bays. The main entrance is deeply recessed within three bays and extends double height with the exception of a single storey vestibule. The remainder of the first and second storey is recessed within each bay. The building base is concrete which is angled outwards from the first storey windows. At the first storey, the windows are full floor to ceiling height, emphasizing the deep concrete piers. Each storey has an expressed concrete floor plate. The second through fifth storeys utilize brick spandrel panels. There are four single mirrored pane windows within each bay with brass-finished aluminum frames. The windows form a ribbon at the third, fourth, and fifth storeys with a brass-finished panel covering the vertical column structure. The overall effect is an emphasis on vertical elements at the first and second storey and an emphasis on horizontal elements at the third to fifth storeys. The north wing replicates the main building. All these elements come out of modernist design principles (refer to Section 5.4 of this report for a discussion of Modernism in Toronto and the Don Mills Crossing C.H.R.A. Study Area).

Throughout, the concrete has a smooth finish with no visible aggregate. The brick is a warm brown colour. The aluminum is brass-finished except for the glazing at the main entrance. The variation in the glazing and frames at the main entrance indicates these may have replaced original elements.

The property is located at the northeast corner of Garamond Court and Wynford Drive. In terms of its setting, the property is landscaped on all sides and the building is oriented with its long side parallel to Wynford Drive. The property has two curvilinear access routes. One is a semi-circular driveway off Wynford Drive which provides access to the main entrance. A secondary route at the rear of the property provides access to the exposed basement. There is a small area of parking lot at the west side of the building. The lot can be entered from Wynford Drive and from Garamond Court. A line of trees has been planted along the east edge of the property including a berm, likely introduced to visually screen the loading area located to the north. Deciduous plantings and a berm are also located at the southwest corner of the property and which would have been introduced to visually screen executive parking from the entrance and street and to provide visual amenity to the parking lot. There are clusters of coniferous and deciduous trees throughout the property. The north lawn provides seating and a secondary entrance through an exposed basement level. A circular concrete structure at the east side of the building conceals mechanical equipment. The address also appears to include a separate parcel to the northeast which provides surface parking for the building.



Historical Summary

Constructed in 1968, 90 Wynford Drive was developed by Olympia and York for Texaco Canada Ltd. Imperial Oil purchased Texaco in 1989 (N.Y.M.A. 2009; Waddell 1989). When 90 Wynford Drive was purchased by Imperial Oil the company also owned the nearby property at 825 Don Mills Road (currently Real Canadian Superstore) which was later vacated and demolished in the early-1990s (Moffatt 2013). Today, 90 Wynford Drive is a multi-tenant office building.

The architect for 90 Wynford Drive was John B. Parkin Associates (refer to Section 5.6.15 of the report for a biography of the firm).

The property at 90 Wynford Drive was established within the Flemingdon Park Industrial Estate, which was conceived as an extension of the Don Mills-related industrial area. The new industrial area was intended to provide employment to the Flemingdon Park residential area to the south. As a result of this plan, the area developed into a cluster of corporate headquarters and cultural institutions (refer to Section 4.0 – History and Evolution of the Study Area – in the report for details on the development of Flemingdon Park and Don Mills).



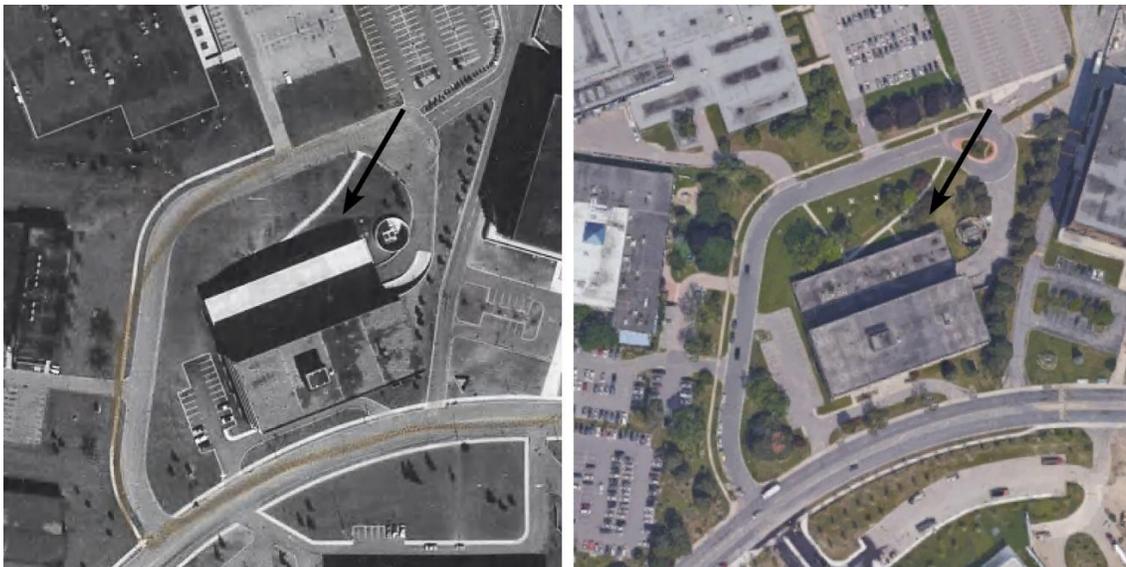
4. Intersection of Don Mills Road and Eglinton Avenue East in bottom right corner, view east of the Flemingdon Park designated industrial area. 90 Wynford Drive is indicated with an arrow (Kirkup 1969)

Immediate Context of the Property

90 Wynford Drive is located on the north side of Wynford Drive east of Garamond Court. The property is located within a cluster of commercial offices, light industrial, and cultural buildings with Wynford Drive forming the spine of the area. Between Don Mills Road and the Don Valley Parkway, Wynford Drive has an S-curved shape and gently rises and falls in topography revealing views of buildings. The visual experience along Wynford Drive is defined by these features, giving it a scenic quality that maintains the character of the area.

Accordingly, there are a series of representative views experienced on Wynford Drive of assemblages of industrial properties expressing modernist design principles and located within a setting defined by the curvature of the road and rolling topography. Many of the properties in the area have similarities in massing, setbacks and modernist architecture. Neighbouring buildings include the Aga Khan Museum to the south, the Bell Data Centre to the east, and a series of properties on Garamond Court to the west.

The property fronts onto Wynford Drive which was constructed in 1961-62. Between 1962 and 1969 ten properties were developed along Wynford Drive, six of which are extant: Former A.C. Nielsen Building, 39 Wynford Drive (1963); Gestetner Building, 849 Don Mills Road (1964); Presbyterian Church in Canada Head Office, 50 Wynford Drive (1966,); Shell Canada, 75 Wynford Drive (1966); Texaco Canada, 90 Wynford Drive (1968), Bell Canada at 100 Wynford Drive (1969). Four buildings have been demolished: Imperial Oil, 825 Don Mills Road (1962); Bata International headquarters, 59 Wynford Drive (1965), Oxford University Press, 70 Wynford Drive (1963) and Shell Canada at 75 Wynford Drive (1966). This set of buildings formed a scenic drive of corporate headquarters between Don Mills Road and the Don Valley Parkway. Neighbouring buildings include the Aga Khan Museum to the south, the Bell Data Centre to the east, and a series of properties on Garamond Court to the west.



5. Aerial photographs showing 90 Wynford Drive, in 1969 on the left, and 2018 on the right.

Research Summary

Date	Event	Source
July 31, 1959.	Flemingdon Park project approved by Municipality of North York.	Toronto Daily Star
1968	90 Wynford Drive is constructed.	City of Toronto Aerial
1969	Property first appears in city directory, listed as the Texaco Building.	Might's Greater Toronto City Directory, 1969
1969	Property owner listed as Olympia & York Developments Ltd., c/o Texaco Canada Ltd.	City of North York Tax Assessment Rolls, 1969

Evaluation

Evaluation of 90 Wynford Drive using Ontario Regulation 9/06

1. The property has design value or physical value because it:

Ontario Heritage Act Criteria	Yes/No	Analysis
i. is a rare, unique, representative or early example of a style, type, expression, material or construction method;	Yes	<p>The property at 90 Wynford Drive meets this criterion as representative of a later expression of modernist design. This design is evidenced in the simplified form, absence of historical detail, high proportion of glazing with windows arranged in horizontal ribbons, use of brick and concrete and outward expression of the concrete structure. The low-maintenance landscaped setting with grassed lawns, coniferous trees and plantings and berms, automobile approach with incorporated pedestrian entrance and sunken seating area at the north side of the building is also representative of modernist design principles.</p> <p>The property is also representative of the corporate headquarters that were established in the 1960s along Wynford Drive. The cohesive modernist designs developed along Wynford Drive are becoming increasingly at risk with the demolition of the Bata Headquarters, Oxford University Press, Shell Canada and Imperial Oil</p>

ii. displays a high degree of craftsmanship or artistic merit, or;	No	The property at 90 Wynford Drive is not known to meet this criterion. The quality of execution in the design, composition of elements, assembly of materials and construction methods is not known to be greater than normal industry standards.
iii. demonstrates a high degree of technical or scientific achievement.	No	The property at 90 Wynford Drive is not known to meet this criterion. The property is not known to display or present technical or scientific achievement in greater than normal industry standards in terms of construction methods, use or adaptation of materials, forms, spatial arrangements, or innovations in design or construction techniques.

2. The property has historical value or associative value because it:

Ontario Heritage Act Criteria	Yes/No	Analysis
i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community;	Yes	The property at 90 Wynford Drive meets this criterion as a property which expresses the original planning principles advanced in the Flemingdon Park Master Plan and which was recognized as an innovative approach to modern town planning in the City of Toronto in the post-W.W.II. period. This property expresses its direct associations with the plan through its adherence to the design principles in the design of the building and the property such as separated land use and open green space. Additionally, the property is associated with Texaco Canada Ltd., one of Canada's largest integrated petroleum companies.
ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or;	Yes	The property at 90 Wynford Drive meets this criterion. The property yields information that contributes to an understanding of the planning and design principles of the Flemingdon Park community.

<p>iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.</p>	<p>Yes</p>	<p>The property at 90 Wynford Drive meets this criterion. John B. Parkin Associates were a significant architecture firm in the City of Toronto that was at the forefront of the modernist movement in the city. The firm was nationally renowned, having won fourteen Massey Medals, the Queen’s Jubilee Medal, the Ontario Association of Architects Landmark Award and the Royal Architectural Institute of Canada Gold Award.</p> <p>The property is also associated with urban planner Macklin Hancock who was a significant urban planner in the City of Toronto and established the plan for Flemingdon Park.</p>
--	------------	--

3. The property has contextual value because it:

Ontario Heritage Act Criteria	Yes/No	Analysis
<p>i. is important in defining, maintaining or supporting the character of an area;</p>	<p>Yes</p>	<p>The property at 90 Wynford Drive meets this criterion. The property is located within the Flemingdon Park Industrial Estate. This area’s character is defined by the scenic quality of Wynford Drive with its S-curved shape and gentle changes in topography revealing views of an assemblage of modernist corporate headquarters with consistent landscaped, treed and grassed lawns, setbacks, massing, and composition located between Don Mills Road and the Don Valley Parkway. As a property located along Wynford Drive, it is important in defining, maintaining and supporting the character of the area.</p>
<p>ii. is physically, functionally, visually or historically linked to its surroundings, or;</p>	<p>Yes</p>	<p>The property at 90 Wynford Drive meets this criterion. The property is located within an area which was set aside as an industrial estate within the planned Flemingdon Park development. This plan laid the land use framework for the area which developed into a concentration of corporate headquarters interspersed with other office buildings, cultural institutions and clean industry properties. As a part of an assemblage of modernist head offices,, the property including its landscape is physically, functionally, visually and historically linked to its surroundings.</p>
<p>iii. is a landmark.</p>	<p>No</p>	<p>The property at 90 Wynford Drive does not meet this criterion.</p>



Secondary Sources

Kirkup, Donald Boyce

1969 *Boomtown Metropolitan Toronto: A photographic record of two decades of growth*. Donald Boyce Kirkup with Lockwood Survey Corporation Limited., Toronto, Ontario.

Moffatt, Robert

2013 MOD Toronto: Imperial Oil's Parthenon of Petroleum. Spacing Toronto, July 9.

N.Y.M.A.

2009 *North York's Modernist Architecture*. Corporation of the City of North York, Toronto.

Waddell, Christopher

1989 Investment Canada approves Imperial bid for Texaco Canada, February 25.



C.H.R. #12: 849 Don Mills Road

Name Gestetner Ltd. (now known as the St. Andrew Kim Korean Catholic Church)
Built 1964
Designed by Crang and Boake (Architects)



1. South elevation.



2. Southwest corner showing south and west elevations.



3. South elevation showing main entrance and double "T" beams.

Description

The property at 849 Don Mills Road is located on the northeast corner of Don Mills Road and Wynford Drive, in the City of Toronto. It contains a two-storey building designed by architects Crang and Boake and constructed in 1964.

Design Summary

The property at 849 Don Mills contains two structures: a two-storey building and a three-storey parking garage. The two-storey building was constructed in 1964 by general contractor Milne & Nicholls Ltd., to designs by architects Crang and Boake and originally used as an office (Canadian Builder 1964:58). The building is rectangular in plan with its primary facade and main entrance facing onto Wynford Drive. The parking garage structure is situated to the east of the two-storey building with a deeper setback from Wynford Drive. The garage was constructed at some point between 1992 and 2002 and replaced an original wing of the two-storey building which served as factory space for the owner (Canadian Builder 1964:58).

The two-storey building is long and low with deep overhanging eaves, a form that was common in the area at the time of construction (e.g. Ontario Hospital Association, Imperial Oil, Nielsen Building). The building is constructed of a structural steel frame and features double “T” beams used as wall panels (Canadian Builder 1964:58). The beams are 24-ft in height, 4-ft wide and six inches thick (Canadian Builder 1964:58). The flanges are deep, projecting fourteen inches, which creates an interesting shadow effect (Canadian Builder 1964:58). The double “T” beams are used on the north, south, and west walls, while the east wall (which interfaced with the former factory) is solid. The beams have visible aggregate and a smooth finish (refer to Section 5.2 Materials and Construction Methods of this report for more information on the use of double “T” beams).

The “T” beams were modified during their manufacturing to allow for windows between the flanges and at each joint. The lancet-shaped windows are set between each flange at the first and second storey. The foundation is setback from the primary elevation, resulting in a distinct gap at the building base. The front entrance is set off-centre where the wall form is fully glazed. The entrance is accentuated by a canopy constructed of a 20x24-ft slab of Medusa white concrete supported by four pre-stressed columns and four beams (Canadian Builder 1964:58). This experimentation with materials is characteristic of modernism (refer to Section 5.4 of this report for a discussion of Modernism in Toronto and the Don Mills Crossing C.H.R.A. Study Area).

The interior portions of the beams were coated with a sealer and then painted, eliminating the need for plastering on the interior walls. The building was constructed with a cantilevered circular open stairway mounted on 24 free standing columns. The steps are terrazzo anchored to the columns. A translucent skylight is located above the stairs (Canadian Builder 1964:58).

A secondary roof structure has been added at the east end of the building, likely in the conversion from office use to religious function. The structure is well stepped back from the building, has gable ends and dormers, and is mounted with a Christian cross.

A surface parking lot surrounds the buildings on all sides and is entered from Wynford Drive. A grassed area borders the north, south, and west sides of the property. The border incorporates a short fence, planted garden beds, and deciduous and coniferous trees. An engraved stone sign for the current building owner is set within a garden at the



corner of Don Mills Road and Wynford Drive. There are also narrow gardens at the south and west sides of the two-storey building.

Historical Summary

Gestetner Ltd, a producer of photocopiers and, later, a distributor of office equipment and supplies, moved to this area in 1964. The company relocated from its location at King Street West following the planned development of the Toronto-Dominion Centre (The Globe and Mail 1963). This relocation to the Flemingdon Park Industrial Estate was part of the post-war trend of companies building headquarters on the outskirts of cities, following their employees to the suburbs (Zubin 1991). The St. Andrew Kim Korean Catholic Church made the building its home in 1997.

The architect for 849 Don Mills Road was Crang and Boake (refer to Section 5.6.6 of the report for a biography of the firm). This property is representative of their subsequent prominent works. While built later than 849 Don Mills Road, the Holt Renfrew Centre (50 Bloor Street West) and the Metro Toronto Convention Centre North Building (255 Front Street West) both share qualities with the property, such as the long and low massing, deep overhangs and uniform exterior materials interrupted only by the entrance.

The property at 849 Don Mills Road was established as part of the Flemingdon Park Industrial Estate which was conceived as an extension of the Don Mills-related industrial area. The new industrial area was intended to provide employment to the Flemingdon Park residential area to the south. As a result of this plan, the area developed into a cluster of corporate headquarters and cultural institutions (refer to Section 4.0 – History and Evolution of the Study Area – in the report for details on the development of Flemingdon Park and Don Mills).



4. 849 Don Mills Road south elevation, c. 1964 (Canadian Builder 1964:58).



5. Interior staircase (Canadian Builder 1964:58).



6. Intersection of Don Mills Road and Eglinton Avenue East in bottom right corner, view east of the Flemington Park designated industrial area. 849 Don Mills Road is indicated with an arrow (Kirkup 1969).



7. Don Mills Rd looking south, 1960s. 849 Don Mills Road is at the left of the photo (C.O.T.A. Series 65, File 513, Item 10).

Immediate Context of the Property

849 Don Mills Road is located on the northeast corner of Don Mills Road and Wynford Drive and fronts onto Wynford Drive. The property is located within a cluster of commercial offices, light industrial, and cultural buildings with Wynford Drive forming the spine of the area. Between Don Mills Road and the Don Valley Parkway, Wynford Drive has an S-curved shape and gently rises and falls in topography revealing views of buildings. The visual experience along Wynford Drive is defined by these features, giving it a scenic quality that maintains the character of the area. Accordingly, there are a series of representative views experienced on Wynford Drive of assemblages of industrial properties expressing modernist design principles and located within a setting defined by the curvature of the road and rolling topography. Many of the properties in the area have similarities in massing, setbacks, and modernist architecture.

The property fronts onto Wynford Drive which was constructed in 1961-62. During the seven years following the 1962 construction of Wynford Drive, ten properties were developed along Wynford Drive. 100 Wynford Drive is one of six that are extant: Former A.C. Nielsen Building, 39 Wynford Drive (1963); Presbyterian Church in Canada Head Office, 50 Wynford Drive (1966); Shell Canada, 75 Wynford Drive (1966); and, Texaco Canada, 90 Wynford Drive (1968). Four buildings have been demolished: Imperial Oil, 825 Don Mills Road (1962); Bata International headquarters, 59 Wynford Drive (1965); Oxford University Press, 70 Wynford Drive (1963); and, Shell Canada at 75 Wynford Drive (1966). This set of buildings formed a scenic drive of corporate headquarters between Don Mills Road and the Don Valley Parkway. At one time, 849 Don Mills Road was visually prominent, as the Imperial Oil Building to the south was set back generously from the northern edge of its property while Celestica was situated to the west. Great Canadian Superstore, which serves to reduce the visual prominence of the Gestetner Ltd. structure, has since replaced the Imperial Oil building at the northern edge of the property.



6. Aerial photographs showing 849 Don Mills Road, in 1964 on the left, and 2018 on the right.

Research Summary

Date	Event	Source
July 31, 1949	Flemingdon Park project approved by Municipality of North York.	Toronto Daily Star, 1959.
June 20, 1963	Gestetner announces its impending move to Don Mills.	Globe and Mail, 1963.
1964	849 Don Mills Road is constructed.	City of Toronto Aerial Photography – 1963, 1964; Canadian Builder October 1964.
1966	Property first appears in city directory. Occupant: Gestetner (Canada) Ltd duplicating machines.	Might's Greater Toronto City Directory, 1966.
1968	Property owner listed as Gestetner Canada Ltd.	City of North York Tax Assessment Rolls, 1968.
1997	The St Andrew Kim Korean Catholic Church was established in the building.	St. Andrew Kim Korean Catholic Church Website.

Evaluation

Evaluation of 849 Don Mills Road using Ontario Regulation 9/06

1. The property has design value or physical value because it:

Ontario Heritage Act Criteria	Yes/No	Analysis
i. is a rare, unique, representative or early example of a style, type, expression, material or construction method;	Yes	The property at 849 Don Mills Road meets this criterion as a representative expression of modernist design principles which experiments with new uses for concrete materials. This building uses modified precast concrete double "T" beams as wall panels. This property is also representative of the corporate headquarters that were established in the 1960s along Wynford Drive. The cohesive modernist designs developed along Wynford Drive are becoming increasingly at risk as evidenced by the demolition of the Bata Headquarters, Oxford University Press, Shell Canada and Imperial Oil.



ii. displays a high degree of craftsmanship or artistic merit, or;	Yes	<p>The property at 849 Don Mills Road meets this criterion. The property was positively recognized at its time of construction by a contemporary architectural journal, <i>Canadian Builder</i>.</p> <p>The execution of the design and composition of precast concrete elements with integrated lancet windows is of a high quality. The design of this building used new technology for its time in unconventional ways presenting minimal design elements in an interesting combination.</p>
--	-----	---

2. The property has historical or associative value because it:

Ontario Heritage Act Criteria	Yes/No	Analysis
i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community;	Yes	<p>The property at 849 Don Mills Road meets this criterion as a property which expresses the original planning principles advanced in the Flemingdon Park Master Plan and which was recognized as an innovative approach to modern town planning in the City of Toronto in the post-W.W.II. period. This property expresses its direct associations with the plan through its adherence to the design principles in the design of the building and the property such as separated land use.</p> <p>Additionally, the property is associated with Gestetner Ltd., an international producer of photocopiers and later distributor of office and equipment and supplies.</p>
ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or;	Yes	<p>The property at 849 Don Mills Road meets this criterion. The property yields information that contributes to an understanding of the planning and design principles of the Flemingdon Park community.</p>

<p>iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.</p>	<p>Yes</p>	<p>The property at 849 Don Mills Road meets this criterion. Crang and Boake is a significant Toronto-based architecture firm, known for their modernist buildings, and the property is consistent with the modernist ideas that were found in many of their most significant pieces of architecture.</p> <p>The property is also associated with urban planner Macklin Hancock who was a significant urban planner in the City of Toronto and established the plan for Flemingdon Park.</p>
--	------------	---

3. The property has contextual value because it:

Ontario Heritage Act Criteria	Yes/No	Analysis
<p>i. is important in defining, maintaining or supporting the character of an area;</p>	<p>Yes</p>	<p>The property at 849 Don Mills Road meets this criterion. The property is located within the Flemingdon Park Industrial Estate. This area’s character is defined by the scenic quality of Wynford Drive with its S-curved shape and gentle changes in topography revealing views of an assemblage of modernist corporate headquarters with consistent landscaped, treed and grassed lawns, setbacks, massing, and composition located between Don Mills Road and the Don Valley Parkway. As a property located along Wynford Drive, it is important in defining, maintaining and supporting the character of the area.</p>
<p>ii. is physically, functionally, visually or historically linked to its surroundings, or;</p>	<p>Yes</p>	<p>The property at 849 Don Mills Road meets this criterion. The property is located within an area which was set aside as an industrial estate within the planned Flemingdon Park development. This plan laid the land use framework for the area which developed into a concentration of corporate headquarters interspersed with other office buildings, cultural institutions and clean industry properties. As a part of an assemblage of modernist head offices, the property including its landscape is physically, functionally, visually and historically linked to its surroundings.</p>
<p>iii. is a landmark.</p>	<p>No</p>	<p>The property at 849 Don Mills Road does not meet this criterion.</p>



Secondary Sources

Canadian Builder

1964 This Office Project Used Double “T” Precast Room Beams as Wall Panels Vol 14(no.10).

Kirkup, Donald Boyce

1969 *Boomtown Metropolitan Toronto: A photographic record of two decades of growth*. Donald Boyce Kirkup with Lockwood Survey Corporation Limited., Toronto, Ontario.

The Globe and Mail

1963 Gestetner May Locate in Don Mills, June 20.

Zubin, Sharon

1991 *Landscapes of Power: From Detroit to Disney World*. University of California Press, Los Angeles.



C.H.R. #13: 20 Wynford Drive

Name One Medical Place
Built c. 1965
Designed by Ogus and Fisher (Architects)



1. West elevation.



2. South elevation looking east showing relationship to Wynford Drive.



3. West elevation, main entrance.

Description

The property at 20 Wynford Drive is located on the northeast corner of the intersection of Wynford Drive and Gervais Drive, in the City of Toronto. It contains a three-storey building designed by architects Ogus and Fisher and constructed c. 1965.

Design Summary

20 Wynford Drive is a three-storey building set on a rectangular plan at the corner of Wynford and Gervais Drives. The long side is oriented parallel to Gervais Drive. The first storey is recessed with the upper two storeys supported on narrow columns. The building has a flat roof with very deep overhanging eaves. The first storey is finished with a black rubble stone which visually recesses this level further. It is contrasted by the light coloured smooth, flattened upper storeys. The upper storeys are comprised of bands of single pane rectangular windows at each storey set flush to the wall surface with a minimal frame and no sill. Each window is then framed at the top and sides with protruding concrete flanges. The corners are treated with protruding concrete boxes. The third storey corner box is adorned with a bronze medallion.

The entrance has a glazed vestibule which steps out from the first storey wall to the primary elevation. The glazing is framed with aluminum finished to match the warm white colour of the concrete. The double entrance door is fitted with black horizontal bands. An elegant canopy with a flat roof and relatively slender columns is located at the front of the entrance. The roof slab exhibits a decorated fascia with a metal vertical design which repeats the vertical elements of the overall building design. The overall effect of the building is characteristic of modernist design (refer to Section 5.4 of this report for a discussion of Modernism in Toronto and the Don Mills Crossing C.H.R.A. Study Area)

The interior, which housed two dozen specialist doctors in rental offices, was designed to provide comfort to patients and reduce the feeling of a medical building (Brown 1965).

In terms of its setting, a surface parking lot is located to the north and east of the building and is entered from Gervais Drive through a fare gate. A sidewalk within the property connects a public sidewalk to the main entrance of the building. Grassed and landscaped lawn is located to the south and west of the building. The area between the street and driveway is landscaped with bushes and coniferous trees. Further landscaping includes many mature conifers and bushes planted at the perimeter of the building. An article announcing the opening of the building as a medical hotel in 1965 states, "The lawns are golf-green neat and spotted with rock gardens. On either side of the front entrance are artificial pools fed by fountains and drained by waterfalls" (Brown 1965). The fountains have since been converted to planted garden beds though the stone retaining walls remain.

Historical Summary

Built at a cost of \$1 million in c. 1965, 20 Wynford Drive was created as a medical office called One Medical Place, which included doctors' offices, beds for 20 patients, a pharmacy, x-ray machines, and operations facilities. The concept was considered a potential new trend of "motel hospital." The building was designed to create a relaxed experience for patients with a lawn, heated walkway, rock garden, and artificial pools fed by fountains and drained by waterfalls (now absent) on either side of the front entrance (Brown 1965).



The architect for 20 Wynford Drive was Ogus and Fisher (refer to Section 5.6.13 of the report for a biography of the firm. The builder was H.G. Winton Ltd).

The property at 20 Wynford Drive was established within the Flemingdon Park Industrial Estate, which was conceived as an extension of the Don Mills-related industrial area. The new industrial area was intended to support the Flemingdon Park residential area to the south. As a result of this plan, the area developed into a cluster of corporate headquarters and cultural institutions (refer to Section 4.0 – History and Evolution of the Study Area – in the report for details on the development of Flemingdon Park and Don Mills).



4. 20 Wynford Drive west elevation, looking across Gervais Drive, c. 1965 (C.O.T.A. Fonds 217, Series 249, File 356, Item 51).

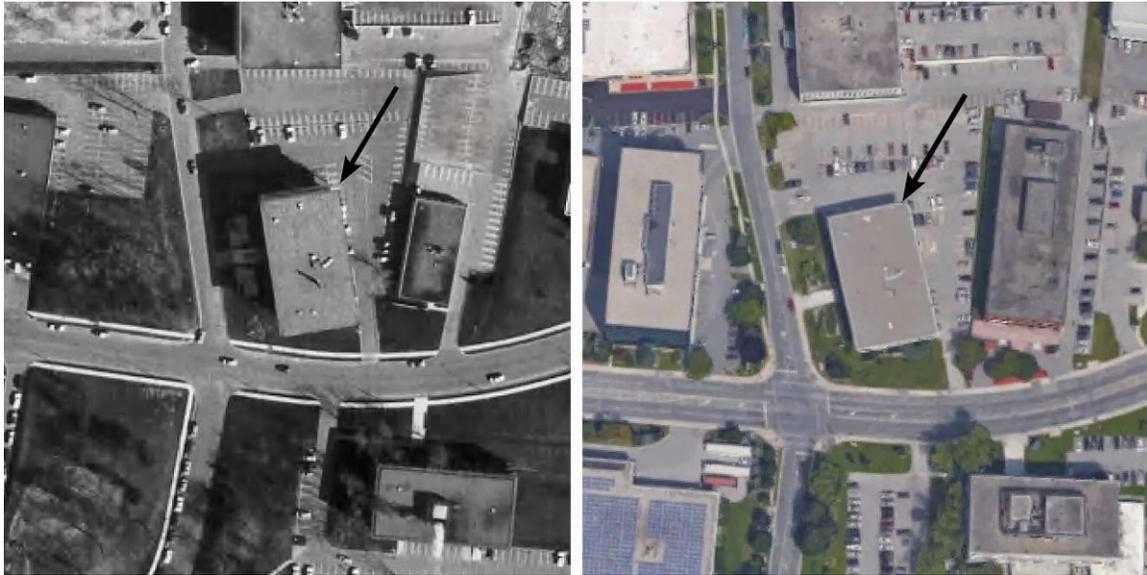


5. Intersection of Don Mills Road and Eglinton Avenue East in bottom right corner, view east of the Flemingdon Park designated industrial area. 20 Wynford Drive is indicated with an arrow (Kirkup 1969).

Immediate Context of the Property

20 Wynford Drive is located on the northeast corner of the intersection of Wynford Drive and Gervais Drive. The property is located within a cluster of commercial offices, light industrial, and cultural buildings with Wynford Drive forming the spine of the area. Between Don Mills Road and the Don Valley Parkway, Wynford Drive has an S-curved shape and gently rises and falls in topography revealing views of buildings. The visual experience along Wynford Drive is defined by these features, giving it a scenic quality that maintains the character of the area. Accordingly, there are a series of representative views experienced on Wynford Drive of assemblages of industrial properties expressing modernist design principles and located within a setting defined by the curvature of the road and rolling topography. Many of the properties in the area have similarities in massing, setbacks, and modernist architecture. The property fronts onto Wynford Drive which was constructed in 1961-62. During the seven years following the 1962 construction of Wynford Drive, ten properties were developed along Wynford Drive. 20 Wynford Drive is one of six that are extant: Former A.C. Nielsen Building, 39 Wynford Drive (1963); Gestetner Building, 849 Don Mills Road (1964); Presbyterian Church in Canada Head Office, 50 Wynford Drive (1966); Shell Canada, 75 Wynford Drive (1966); Bell Canada at 100 Wynford Drive (1969); and, Texaco Canada, 90 Wynford Drive (1968). Four buildings have been demolished: Imperial Oil, 825 Don Mills Road (1962); Bata International headquarters, 59 Wynford Drive

(1965); Oxford University Press, 70 Wynford Drive (1963); and, Shell Canada at 75 Wynford Drive (1966). This set of buildings formed a scenic drive of corporate headquarters between Don Mills Road and the Don Valley Parkway. The property is landscaped along its Wynford Drive and Gervais Drive elevations, but a large parking lot shared with adjacent buildings surrounds the north and east sides of the building.



6. Aerial photographs showing 20 Wynford Drive, in 1967 on the left, and 2018 on the right.

Research Summary

Date	Event	Source
July 31, 1959	Flemingdon Park project approved by Municipality of North York.	Toronto Daily Star
June 16, 1965	One Medical Place is announced to the public.	Globe and Mail
1965	Property owner listed as H.G. Winton Ltd (In Trust).	City of North York Tax Assessment Rolls, 1965.
1967	Property first listed in city directory as One Medical Place Medical Centre with numerous tenants.	Might's Greater Toronto City Directory, 1967.

Evaluation

Evaluation of 20 Wynford Drive using Ontario Regulation 9/06

1. The property has design value or physical value because it:

<i>Ontario Heritage Act Criteria</i>	<i>Yes/No</i>	<i>Analysis</i>
i. is a rare, unique, representative or early example of a style, type, expression, material or construction method;	Yes	The property at 20 Wynford Drive meets this criterion as a representative expression of modernist design principles such as the elevated building form which minimizes the connection between the building and ground, use of concrete, and stark contrast in colour for visual effect. The low-maintenance landscaped setting with open grassed lawn, coniferous trees and stone walls of the former water features is also representative of modernist design principles. This property may also be a unique type of development which was designed to shift the traditional hospital model. This property is also representative of the corporate headquarters that were established along Wynford Drive in the 1960s. The cohesive modernist designs developed along Wynford Drive are becoming increasingly at risk, as evidenced by the demolition of the Bata Headquarters, Oxford University Press, Shell Canada and Imperial Oil.
ii. displays a high degree of craftsmanship or artistic merit, or;	Yes	The property at 20 Wynford Drive meets this criterion. The execution of the design and composition of precast concrete elements with a recessed first storey and deep overhanging eaves is of a high quality.
iii. demonstrates a high degree of technical or scientific achievement.	No	The property at 20 Wynford Drive is not known to meet this criterion. The property is not known to display or present technical or scientific achievement in greater than normal industry standards in terms of construction methods, use or adaptation of materials, forms, spatial arrangements, or innovations in design or construction techniques.

2. The property has historical value or associative value because it:

<i>Ontario Heritage Act Criteria</i>	Yes/No	Analysis
i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community;	Yes	The property at 20 Wynford Drive meets this criterion as a property which expresses the original planning principles advanced in the Flemingdon Park Master Plan and which was recognized as an innovative approach to modern town planning in the City of Toronto in the post-W.W.II. period. This property expresses its direct associations with the plan through its adherence to the design principles in the design of the building and the property such as separated land use and open green space.
ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or;	Yes	The property at 20 Wynford Drive meets this criterion. The property yields information that contributes to an understanding of the planning and design principles of the Flemingdon Park community.
iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.	Yes	The property at 20 Wynford Drive meets this criterion. The property is associated with urban planner Macklin Hancock who was a significant urban planner in the City of Toronto and established the plan for Flemingdon Park.

3. The property has contextual value because it:

<i>Ontario Heritage Act Criteria</i>	Yes/No	Analysis
i. is important in defining, maintaining or supporting the character of an area;	Yes	The property at 20 Wynford Drive meets this criterion. The property is located within the Flemingdon Park Industrial Estate. This area's character is defined by the scenic quality of Wynford Drive with its S-curved shape and gentle changes in topography revealing views of an assemblage of modernist corporate headquarters with consistent landscaped, treed and grassed lawns, setbacks, massing, and composition located between Don Mills Road and the Don Valley Parkway. As a property located along Wynford Drive, it is important in defining, maintaining and supporting the character of the area.

ii. is physically, functionally, visually or historically linked to its surroundings, or;	Yes	The property at 20 Wynford Drive meets this criterion. The property is located within an area which was set aside as an industrial estate within the planned Flemington Park development. This plan laid the land use framework for the area which developed into a concentration of corporate headquarters interspersed with other office buildings, cultural institutions and clean industry properties. As a part of an assemblage of modernist head offices, the property including its landscape is physically, functionally, visually and historically linked to its surroundings.
iii. is a landmark.	No	The property at 20 Wynford Drive does not meet this criterion.

Secondary Sources

Brown, Richard

1965 New medical centre most un-medical, Toronto Daily Star, June 16.

Kirkup, Donald Boyce

1969 *Boomtown Metropolitan Toronto: A photographic record of two decades of growth*. Donald Boyce Kirkup with Lockwood Survey Corporation Limited., Toronto, Ontario.



C.H.R. #14: 50 Wynford Drive

Name Presbyterian Church in Canada Head Offices
Built 1966
Designed by Somerville, McMurrich and Oxley (Architects)



1. South elevation.



2. East elevation.



3. Detail of south elevation showing typical window configuration.

Description

The property at 50 Wynford Drive is located on the north side of Wynford Drive, midway between Gervais Drive to the west and Garamond Court to the east, in the City of Toronto. It contains a two-storey building designed by architects Somerville, McMurrich and Oxley and constructed in 1966.

Design Summary

50 Wynford Drive is a modular building with two storeys and a raised basement level. The building is designed to appear as four parts, utilizing brick cladding in contrast to areas of recessed glazed walls. The minimally-expressed detailing of each form is intentionally restrained yet highly repetitive between each part. The principal areas of brickwork are stepped outward and upward to create framed solid panels. The windows are recessed slightly between the panels and their frames are embedded within the structure. The brown brick further relates the building to the designed landscape.

This building expresses design principles echoed in the I.B.M. Headquarters building at 1150 Eglinton Avenue (built the following year, 1967, and designed by John B. Parkin Associates Architects). Both seem to draw on the modernist application of Arts and Crafts style as was utilized by architect R.J. Thom in Massey College, Toronto (built 1963). Each of these buildings appear to relate to prominent modernist architect Louis Kahn and his First Unitarian Church of Rochester (built 1962). The overall effect of the building is characteristic of a later expression of modernist design (refer to Section 5.4 of this report for a discussion of Modernism in Toronto and the Don Mills Crossing C.H.R.A. Study Area).

The entrance to the building has been modified with the removal of a raised walkway. Further, the primary entrance was relocated from the first storey to the basement level.

In terms of its setting, the property is triangular shaped, and the building is oriented with its primary elevation facing south. There are asphalt paved surface parking lots on the west and north sides of the building and entry and exit points at either end of the property. The north lot is original to the property while the west lot was added in two phases in the mid-1980s and late-1990s. The south and east lawns are distinctly shaped with rolling topography resulting in a structure that appears to be embedded within the landscape. This also reduces the visibility of pedestrian pathways from the street. Conifers are planted on the east side of the property and deciduous trees on the west.

Historical Summary

50 Wynford Drive was constructed for the Presbyterian Church in Canada in 1967. Designed by Somerville, McMurrich and Oxley, the building was named after Col. Walter Gow and has acted as the headquarters for the church since its construction (The Globe and Mail 1966).

The architect for 50 Wynford Drive was Somerville, McMurrich and Oxley (refer to Section 5.6.17 of the report for a biography of the firm).



The property at 50 Wynford Drive was established within the Flemingdon Park Industrial Estate, which was conceived as an extension of the Don Mills-related industrial area. The new industrial area was intended to provide employment to the Flemingdon Park residential area to the south. As a result of this plan, the area developed into a cluster of corporate headquarters and cultural institutions (refer to Section 4.0 – History and Evolution of the Study Area – in the report for details on the development of Flemingdon Park and Don Mills).



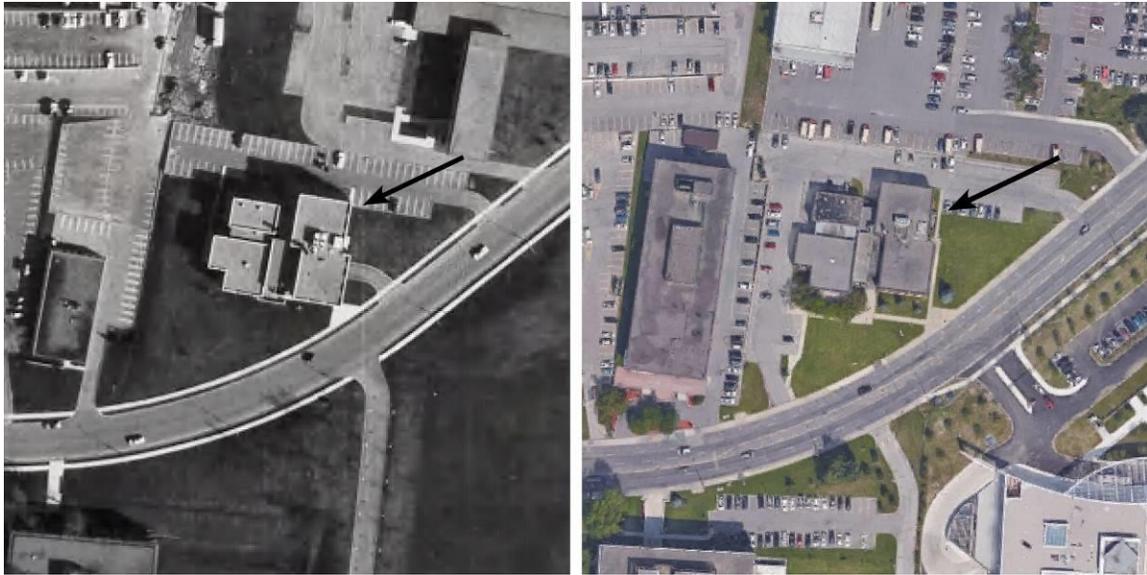
4. Original configuration of front entrance raised above grade, 1966 (Presbyterian Church in Canada Archive Photo #G-3932-FC- 3).



5. View north across Wynford Drive to 50 Wynford Drive, c. 1970 (C.O.T.A. Fonds 217, Series 249, File 356, Item 16).

Immediate Context of the Property

50 Wynford Drive is located on the north side of Wynford Drive, midway between Gervais Drive to the west and Garamond Court to the east. The property is situated within a cluster of commercial offices, light industrial, and cultural buildings with Wynford Drive forming the spine of the area. Between Don Mills Road and the Don Valley Parkway, Wynford Drive has an S-curved shape and gently rises and falls in topography revealing views of buildings. The visual experience along Wynford Drive is defined by these features, giving it a scenic quality that maintains the character of the area. Accordingly, there are a series of representative views experienced on Wynford Drive of assemblages of industrial properties expressing modernist design principles and located within a setting defined by the curvature of the road and rolling topography. Many of the properties in the area have similarities in massing, setbacks, and modernist architecture. The property fronts onto Wynford Drive which was constructed in 1961-62. During the seven years following the 1962 construction of Wynford Drive, ten properties were developed along Wynford Drive. 50 Wynford Drive is one of six that are extant: Former A.C. Nielsen Building, 39 Wynford Drive (1963); Gestetner Building, 849 Don Mills Road (1964); Shell Canada, 75 Wynford Drive (1966); Texaco Canada, 90 Wynford Drive (1968), Bell Canada at 100 Wynford Drive (1969). Four buildings have been demolished: Imperial Oil, 825 Don Mills Road (1962); Bata International headquarters, 59 Wynford Drive (1965), Oxford University Press, 70 Wynford Drive (1963) and Shell Canada at 75 Wynford Drive (1966). This set of buildings formed a scenic drive of corporate headquarters between Don Mills Road and the Don Valley Parkway.



6. Aerial photographs showing 50 Wynford Drive, in 1967 on the left, and 2018 on the right.

Research Summary

Date	Event	Source
July 31, 1959	Flemingdon Park project approved by Municipality of North York.	Toronto Daily Star.
1967	50 Wynford Drive is constructed.	City of Toronto Aerial.
1967	Owner listed as Trustee Board of the Presbyterian Church in Canada.	City of North York Tax Assessment Rolls, 1967.
1967	Property first listed in city directory as the Presbyterian Church in Canada head office.	Might's Greater Toronto City Directory, 1967.

Evaluation

Evaluation of 50 Wynford Drive using Ontario Regulation 9/06

1. The property has design value or physical value because it:

<i>Ontario Heritage Act Criteria</i>	<i>Yes/No</i>	<i>Analysis</i>
i. is a rare, unique, representative or early example of a style, type, expression, material or construction method;	Yes	The property at 50 Wynford Drive meets this criterion. This is a representative example of a later expression of modernist design which incorporates simplified flattened surfaces, narrow vertical windows and modular form. Similar projects in this style include the I.B.M. Headquarters building at 1150 Eglinton Avenue (built 1967, designed by Parkin Associates) and Massey College at 4 Devonshire Place (built 1963, designed by R.J. Thom). The landscaped setting with distinctly shaped rolling topography, grassed lawn and deciduous trees is also representative of a later expression of modernist design principles. This property is also representative of the corporate headquarters that were established along Wynford Drive in the 1960s. The cohesive modernist designs developed along Wynford Drive are becoming increasingly at risk, as evidenced by the demolition of the Bata Headquarters, Oxford University Press, Shell Canada and Imperial Oil.
ii. displays a high degree of craftsmanship or artistic merit, or;	Yes	The property at 50 Wynford Drive meets this criterion. This property demonstrates craftsmanship in a greater than normal quality in the execution of the precisely laid stepped brick work, window frames which are recessed into the brick work and thinly profiled window sills.
iii. demonstrates a high degree of technical or scientific achievement.	No	The property at 50 Wynford Drive is not known to meet this criterion. The property is not known to display or present technical or scientific achievement in greater than normal industry standards in terms of construction methods, use or adaptation of materials, forms, spatial arrangements, or innovations in design or construction techniques.

2. The property has historical value or associative value because it:

Ontario Heritage Act Criteria	Yes/No	Analysis
<p>i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community;</p>	<p>Yes</p>	<p>The property at 50 Wynford Drive meets this criterion as a property which expresses the original planning principles advanced in the Flemingdon Park Master Plan and which was recognized as an innovative approach to modern town planning in the City of Toronto in the post-W.W.II. period. This property expresses its direct associations with the plan through its adherence to the design principles in the design of the building and the property such as separated land use and open green space.</p> <p>Additionally, the property is associated with the Presbyterian Church of Canada, a significant religious organization in Canada.</p>
<p>ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or;</p>	<p>Yes</p>	<p>The property yields information that contributes to an understanding of the planning and design principles of the Flemingdon Park community.</p>
<p>iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.</p>	<p>Yes</p>	<p>The property at 50 Wynford Drive meets this criterion. Somerville, McMurrich and Oxley was a significant architecture firm in the city of Toronto, and each partner was a prominent member of the Canadian architecture community. The building is reflective of the quality of their work. The property is also associated with urban planner Macklin Hancock who was a significant urban planner in the City of Toronto and established the plan for Flemingdon Park.</p>

3. The property has contextual value because it:

Ontario Heritage Act Criteria	Yes/No	Analysis
i. is important in defining, maintaining or supporting the character of an area;	Yes	The property at 50 Wynford Drive meets this criterion. The property is located within the Flemingdon Park Industrial Estate. This area's character is defined by the scenic quality of Wynford Drive with its S-curved shape and gentle changes in topography revealing views of an assemblage of modernist corporate headquarters with consistent landscaped, treed and grassed lawns, setbacks, massing, and composition located between Don Mills Road and the Don Valley Parkway. As a property located along Wynford Drive, it is important in defining, maintaining and supporting the character of the area.
ii. is physically, functionally, visually or historically linked to its surroundings, or;	Yes	The property at 50 Wynford Drive meets this criterion. The property is located within an area which was set aside as an industrial estate within the planned Flemingdon Park development. This plan laid the land use framework for the area which developed into a concentration of corporate headquarters interspersed with other office buildings, cultural institutions and clean industry properties. As a part of an assemblage of modernist head offices, the property including its landscape is physically, functionally, visually and historically linked to its surroundings.
iii. is a landmark.	No	The property at 50 Wynford Drive does not meet this criterion.

Secondary Sources

The Globe and Mail
1966 Church Briefs, April 9.



C.H.R. #16: 39 Wynford Drive

Name A.C. Nielsen Co. Building (now known as the Brookfield Building)
Built 1963 (original building), c.1967 (addition of upper storeys)
Designed by Webb and Menkes (Architects)



1. North elevation.



2. Northwest corner showing north and west elevation.



3. Detail of typical building corner.

Description

The property at 39 Wynford Drive is located on the south side of Wynford Drive, to the east of Gervais Drive, in the City of Toronto. It contains a two-storey building with an exposed basement visible on the south side. The building was designed by architects Webb and Menkes and constructed in 1963. A two additional storeys were constructed c. 1967 so that today the building is four-storeys with an exposed basement visible on the south side.

Design Summary

The property at 39 Wynford Drive features a four-storey building on a rectangular plan. When originally constructed, the massing consisted of a long, low, and rectangular structure rising two-storeys with an exposed basement level lower than Wynford Drive. This massing acknowledged the horizontal office form established by the adjacent Ontario Hospital Association building (24 Ferrand Drive, not extant) and Imperial Oil building (Wynford Drive, not extant) (The Canadian Architect 1963:59). The first floor appears to hover above the ground as the base floor is significantly recessed. Each storey is highlighted by a deep band of exposed floor plate which projects past the primary elevations and wraps around the entire building. Between the banding at each storey is a floor to ceiling system of vertically divided glazing and panels. The interiors are fitted with vertical blinds which repeat the continuous pattern. The corners of the building curve to a tapered point. A 1963 article describing the building indicated that this design suggested the business of statistics which was occurring inside (The Canadian Architect 1963:59). The architects described the building as a “studied understatement” (The Canadian Architect 1963:59). The base floor opens onto the rear surface parking lot.

The original material used a restricted colour palette with warm white for the solid infill panels and warm charcoal grey brown for the banded horizontal projecting floor plate. The thin line of black gaskets separating the stainless-steel mullions from the glass or solid infill panels defined and accentuated the modular division. The palette has been modified; infill panels are now dark and reflective, the glass tinted grey and the band coloured tan. This mutes the originally stark contrast. Two additional storeys have been added to the building since its construction, c. 1967, in a sympathetic manner. The current third floor uses the same design with the original form while the fourth storey is distinct from the first to third storeys with a shorter floor-to-ceiling height, deeper eaves, and lacks the corner detail. There is also a mechanical penthouse set on the flat roof. The overall effect of the additional height maintains the sense of a low-rise building. The entrance stair has been changed from a platform that appeared to float on a minimal support system to a poured concrete stair. The original flat cantilevered canopy documented in 1963 was removed at an undetermined date. Further alterations include a fully exposed basement level addition at the southeast of the building, c. 1980. Despite these changes the building continues to express the modernist design of the original building. The overall effect of the building is characteristic of modernist design (refer to Section 5.4 of this report for a discussion of Modernism in Toronto and the Don Mills Crossing C.H.R.A. Study Area).

The interior was organized around the basic functions of the original owner, A.C. Nielsen Company. The base floor housed services, mechanical space, storage and archives, building storage, shipping and receiving, kitchen and cafeteria, and field training facilities. The first floor contained the reception area, I.B.M. data processing, and the many channels for data computation. The second floor was reserved for executive offices, statistical research, and charting departments (The Canadian Architect 1963:59). The interiors spaces were open when possible to allow the operations to be seen by the visitor and to allow a view outside for the staff (The Canadian Architect 1963:59).



Access to the exterior from the exposed basement and first storey was related to the original interior separation of functions on each storey.

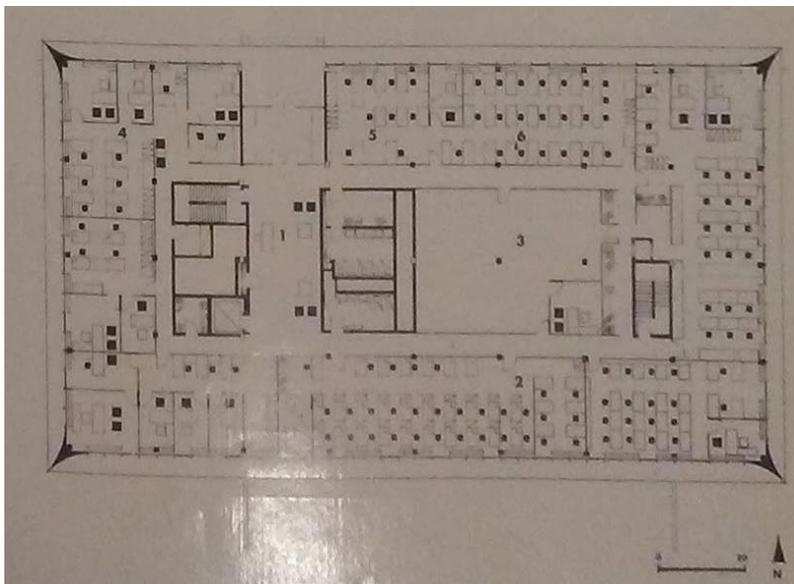
In terms of its setting, the property is terraced from Wynford Drive down towards Eglinton Avenue East with the natural fall southward of the site. There is a grassed lawn at the front of the property and asphalt paved surface parking at the rear. The property has deciduous and coniferous tree as well as a narrow planting bed along the base of the building with manicured shrubs. Originally, the primary entrance was accessed via a sidewalk and stairs from Gervais Drive parallel to the north side of the building. The entrance path has since been reoriented to lead from Wynford Drive.

Historical Summary

39 Wynford Drive was constructed in 1963 for the A.C. Nielsen Company. Webb and Menkes were the architects for the buildings. The consulting engineering firm was Giffels and Vallet of Canada, Ltd. and the general contractor was Dell Construction Ltd. Webb and Menkes also had an Interior Design Division which was responsible for all interior design, furniture, and furnishings (The Canadian Architect 1963:59). A.C. Nielsen Company was a global marketing research firm best known for creating the Nielsen ratings system which measures audiences of television, radio, and newspapers. The company first came to Canada in 1944, and moved into its new Canadian office at 39 Wynford Drive in 1963 (Nielsen Co.).

The architect for 39 Wynford Drive was Webb and Menkes, later known as Webb Zerafa Menkes (refer Section 5.5.18 of the report for a biography of the firm).

The property at 39 Wynford Drive was one of the earliest to be established within the Flemingdon Park Industrial Estate, which was conceived as an extension of the Don Mills-related industrial area. The new industrial area was intended to provide employment to the Flemingdon Park residential area to the south. As a result of this plan, the area developed into a cluster of corporate headquarters and cultural institutions (refer to Section 4.0 – History and Evolution of the Study Area – in the report for details on the development of Flemingdon Park and Don Mills).



4. First floor plan, 1963 (The Canadian Architect 1963:61).



5. View southwest along Wynford Drive, 1963 (The Canadian Architect 1963:58).



6. Original configuration and features of main entrance, 1963 (The Canadian Architect 1963:58).



7. Original lawn and trees and relationship of the building to Wynford Drive at the far right, c. 1965 (C.O.T.A. Fonds 217, Series 249, File 356, Item 13).

Immediate Context of the Property

39 Wynford Drive is located on the south side of Wynford Drive, to the east of Gervais Drive. The property is located within a cluster of commercial offices, light industrial, and cultural buildings with Wynford Drive forming the spine of the area. Between Don Mills Road and the Don Valley Parkway, Wynford Drive has an S-curved shape and gently rises and falls in topography revealing views of buildings. The visual experience along Wynford Drive is defined by these features, giving it a scenic quality that maintains the character of the area. Accordingly, there are a series of representative views experienced on Wynford Drive of assemblages of industrial properties expressing modernist design principles and located within a setting defined by the curvature of the road and rolling topography. Many of the properties in the area have similarities in massing, setbacks, and modernist architecture. The building faces onto Wynford Drive at the point where the road curves northward, resulting in a southwest view of the primary facade as one travels over the rise of Wynford Drive.

The property fronts onto Wynford Drive which was constructed in 1961-62. During the seven years following the 1962 construction of Wynford Drive, ten properties were developed along Wynford Drive. 39 Wynford Drive is one of six that are extant: Gestetner Building, 849 Don Mills Road (1964); Presbyterian Church in Canada Head Office, 50 Wynford Drive (1966,); Shell Canada, 75 Wynford Drive (1966); Bell Canada at 100 Wynford Drive (1969); and, Texaco Canada, 90 Wynford Drive (1968). Four buildings have been demolished: Imperial Oil, 825 Don Mills Road (1962); Bata International headquarters, 59 Wynford Drive (1965); Oxford University Press, 70 Wynford Drive (1963); and, Shell Canada at 75 Wynford Drive (1966). This set of buildings formed a scenic drive of corporate headquarters between Don Mills Road and the Don Valley Parkway.



8. Aerial photographs showing 39 Wynford Drive, in 1963 on the left, and 2018 on the right.

Research Summary

Date	Event	Source
July 31, 1959	Flemingdon Park project approved by Municipality of North York.	Toronto Daily Star, 1959.
1963	39 Wynford Drive is constructed.	City of Toronto Aerial Photography- 1962, 1963.
1963	Property owner listed as A.C. Nielsen of Canada Ltd.	City of North York Tax Assessment Rolls, 1963.
1967	Property first listed in city directory. Occupant: Nielsen A.C. Co. of Canada Ltd. Marketing research.	Might's Greater Toronto City Directory, 1967.
c.1967	Two upper storeys added to the building.	City of Toronto Aerial Photography- 1965, 1967.

Evaluation

Evaluation of 39 Wynford Drive using Ontario Regulation 9/06

1. The property has design value or physical value because it:

Ontario Heritage Act Criteria	Yes/No	Analysis
i. is a rare, unique, representative or early example of a style, type, expression, material or construction method;	Yes	The property at 39 Wynford Drive meets this criterion as a representative example of modernist design principles such as the exterior expression of the interior functions, the visual effect of a building which floats above the ground minimizing the connection between the building and ground, and the strong use of horizontal banding juxtaposed with vertical elements. The low-maintenance landscaped setting with open grassed lawns, deciduous trees and combined vehicular and pedestrian access is also representative of modernist design principles. This property is also representative of the corporate headquarters that were established along Wynford Drive in the 1960s. The cohesive modernist designs developed along Wynford Drive are becoming increasingly at risk, as evidenced by the demolition of the Bata Headquarters, Oxford University Press, Shell Canada and Imperial Oil.
ii. displays a high degree of craftsmanship or artistic merit, or;	Yes	The property at 39 Wynford Drive meets this criterion. The property was positively recognized at its time of construction by a contemporary architectural journal, <i>Canadian Architect</i> . The design of the building displays a high degree of artistic merit acknowledging the low, horizontal form of adjacent buildings (no longer extant) and appearing to hover above the ground due to its significantly recessed ground floor. Additionally, the design combines elements such as the horizontal floor projections and glazing set in stainless steel mullions.

iii. demonstrates a high degree of technical or scientific achievement.	No	The property at 39 Wynford Drive is not known to meet this criterion. The property is not known to display or present technical or scientific achievement in greater than normal industry standards in terms of construction methods, use or adaptation of materials, forms, spatial arrangements, or innovations in design or construction techniques.
---	----	---

2. The property has historical value or associative value because it:

Ontario Heritage Act Criteria	Yes/No	Analysis
i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community;	Yes	<p>The property at 39 Wynford Drive meets this criterion as a property which expresses the original planning principles advanced in the Flemingdon Park Master Plan and which was recognized as an innovative approach to modern town planning in the City of Toronto in the post-W.W.II. period. This property expresses its direct associations with the plan through its adherence to the design principles in the design of the building and the property such as separated land use and open and landscaped green space.</p> <p>Additionally, the property is associated with the A.C. Nielsen Company, a global marketing research firm best known for creating the Nielsen ratings system which measures audiences of television, radio and newspapers.</p>
ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or;	Yes	The property at 39 Wynford Drive meets this criterion. The property yields information that contributes to an understanding of the planning and design principles of the Flemingdon Park community.

<p>iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.</p>	<p>Yes</p>	<p>The property at 39 Wynford Drive meets this criterion. Webb and Menkes is a significant Toronto-based architecture firm having designed or collaborated on numerous significant buildings in the City of Toronto including the C.N. Tower, Scotia Plaza, and the Toronto Star Headquarters.</p> <p>The property is also associated with urban planner Macklin Hancock who was a significant urban planner in the City of Toronto and established the plan for Flemingdon Park.</p>
--	------------	---

3. The property has contextual value because it:

<i>Ontario Heritage Act Criteria</i>	Yes/No	Analysis
<p>i. is important in defining, maintaining or supporting the character of an area;</p>	<p>Yes</p>	<p>The property at 39 Wynford Drive meets this criterion. The property is located within the Flemingdon Park Industrial Estate. This area's character is defined by the scenic quality of Wynford Drive with its S-curved shape and gentle changes in topography revealing views of an assemblage of modernist corporate headquarters with consistent landscaped, treed and grassed lawns, setbacks, massing, and composition located between Don Mills Road and the Don Valley Parkway. As a property located along Wynford Drive, it is important in defining, maintaining and supporting the character of the area.</p>
<p>ii. is physically, functionally, visually or historically linked to its surroundings, or;</p>	<p>Yes</p>	<p>The property at 39 Wynford Drive meets this criterion. The property is located within an area which was set aside as an industrial estate within the planned Flemingdon Park development. This plan laid the land use framework for the area which developed into a concentration of corporate headquarters interspersed with other office buildings, cultural institutions and clean industry properties. As a part of an assemblage of modernist head offices, the property including its landscape is physically, functionally, visually and historically linked to its surroundings.</p>
<p>iii. is a landmark.</p>	<p>No</p>	<p>The property at 39 Wynford Drive does not meet this criterion.</p>



Secondary Sources

Nielsen Co.

Celebrating 90 Years of Innovation.

The Canadian Architect

1963 Nielsen Building, Don Mills, Ontario Vol 8(no.3).



C.H.R. #17: 15 Gervais Drive

Name Former Ontario Federation of Labour Building
Built 1968
Designed by Sirlin and Kelman Architects



1. Southwest elevation.



2. Northeast elevation.



3. Detail of northwest elevation at main entrance.

Description

The property at 15 Gervais Drive is located on the northeast corner of Eglinton Avenue East and Gervais Drive, in the City of Toronto. It contains an eight-storey building constructed in 1968.

Design Summary

The property at 15 Gervais Drive contains an eight-storey building on a rectangular plan with a single storey wing at the southwest corner. The most prominent feature of the structure is the central tower at the southwest elevation. This tower extends beyond the roofline and likely contains the internal vertical circulation system. Each storey is demarcated by protruding floor plates with a stepped profile and deep sills angling upwards to ribbon windows. The cement construction and configuration of the design has the overall effect of a weighted building. The first storey is raised from grade by a deep concrete foundation. The first storey has a greater floor to ceiling height than the upper storeys and has expressed columns. The first storey windows are full height (floor to ceiling) with alternating aluminum mullions and glass fins. The ribbon windows are divided into a larger upper pane and a narrow, operable lower pane. The windows are framed in aluminum and exhibit clear panes. The main entrance is accessed from Gervais Drive via a wide L-shaped staircase. A ramp also lines the northwest side of the single storey wing. Also, at the west elevation, a plaza exhibiting a concrete wall topped with a wooden railing is present. The single storey building has deep overhanging eaves and inset windows at the corners. The structure otherwise has expressed columns and infill panels. The overall design of the complex and date of construction suggest the infill panels may have replaced earlier full height glazing. An open air below-grade space is present at the east of the building.

The structure exhibits modernist design principles including the clear expression of functions and avoidance of historicism. As a building constructed in the late 1960s, the design utilizes a strong horizontal emphasis and a rhythmic series of ribbon windows and spandrels expressing elements of continuing the International Style while incorporating the increasingly used restrained Brutalist sensibilities, such as the greater sense of weight (refer to Section 5.4 of this report for a discussion of Modernism in Toronto and the Don Mills Crossing C.H.R.A. Study Area).

The building was painted black in the fall of 2017 (Google Streetview, September 2017). Prior to painting, the concrete, including that of the central tower, was exposed.

In terms of its setting, the property is an irregularly shaped parcel with surface parking at the northeast corner and grassed and landscaped lawn along Eglinton Avenue East. The building is set at an angle to Eglinton Avenue East; its most prominent elevation (southwest) is oriented towards the intersection of Eglinton Avenue East and Don Mills Road. Access to a semicircular driveway and the asphalt paved surface parking lot is gained from Gervais Drive. The property shares an above-ground parking garage with 1200 Eglinton Avenue East which straddles the adjoining property line. The grassed lawn includes coniferous and deciduous trees.



Historical Summary

15 Gervais Drive was built in 1968 for the Ontario Federation of Labour as a centennial project and was home to the Ontario Federation of Labour, the Canadian Labour Congress, and the Labour Council of Metropolitan Toronto (Godfrey 1968). The Labour Council's previous home, since 1906, had been the Labour Temple on Church Street. In the 1960s, the labour movement had a significant impact on Canadian society through the inception of the labour-supported New Democratic Party, the creation of the Canadian Union of Public Employees, and the introduction of the Medical Care Act of 1966. The Labour Council represented 150,000 members at the time of the building's construction. 15 Gervais Drive became an important centre for the labour movement and was the centre for the organization of many strikes and protests.

The architect for 15 Gervais Drive was Sirlin and Kelman Architects (refer to Section 5.6.17 of the report for a biography of the firm).

The property at 15 Gervais Drive was established within the Flemingdon Park Industrial Estate, which was conceived as an extension of the Don Mills-related industrial area. The new industrial area was intended to provide employment for the Flemingdon Park residential area to the south. As a result of this plan, the area developed into a cluster of corporate headquarters and cultural institutions (refer to Section 4.0 – History and Evolution of the Study Area – in the report for details on the development of Flemingdon Park and Don Mills).



4. Intersection of Don Mills Road and Eglinton Avenue East in bottom right corner, view east of the Flemingdon Park designated industrial area. 15 Gervais Drive is indicated with an arrow (Kirkup 1969).

Immediate Context of the Property

15 Gervais Drive is located on the northeast corner of Eglinton Avenue East and Gervais Drive. The property is located along the southern edge of a cluster of commercial offices, light industrial, and cultural buildings with Wynford Drive forming the spine of the area. The building at 15 Gervais Drive is prominently located, with its primary elevation angled towards the intersection of Eglinton Avenue East and Gervais Drive.

The structure is one of the few mid-rise buildings in the area but, due to its location at the base of a slope rising from Eglinton Avenue East to Wynford Drive, the building's height appears to be consistent with other neighbouring structures. Originally Gervais Drive did not connect to Eglinton Avenue East and the property could only be accessed from Wynford Drive. A connection to Eglinton was created c. 1975.



5. Aerial photographs showing 15 Gervais Drive, in 1968 on the left, and 2018 on the right.

Research Summary

Date	Event	Source
July 31, 1959	Flemingdon Park project approved by Municipality of North York.	Toronto Daily Star
June 21, 1968	The Ontario Federation of Labour Building opens at 15 Gervais Drive.	Globe and Mail
1969	Property owner listed as Ontfed Building Co. Ltd. c/o Realty Management.	City of North York Tax Assessment Rolls, 1969.
1969	Property first listed in city directory as "Office building" with numerous tenants.	Might's Greater Toronto City Directory, 1969.

Evaluation

Evaluation of 15 Gervais Drive using Ontario Regulation 9/06

1. The property has design value or physical value because it:

Ontario Heritage Act Criteria	Yes/No	Analysis
i. is a rare, unique, representative or early example of a style, type, expression, material or construction method;	Yes	The property at 15 Gervais Drive meets this criterion as a representative example of modernist design principles. As a building constructed in the late 1960s, the design utilizes a strong horizontal emphasis and a rhythmic series of ribbon windows and spandrels expressing elements continuing the International Style while incorporating the increasingly used restrained Brutalist sensibilities, such as the greater sense of weight. This design is also evidenced in the deep overhanging eaves of the single storey portion, extensive use of concrete and glazing, and form which expresses interior function. The low-maintenance landscaped setting with open grassed lawns, coniferous trees and plantings and amenities is also representative of modernist design principles.
ii. displays a high degree of craftsmanship or artistic merit, or;	No	The property at 15 Gervais Drive is not known to meet this criterion. The quality of execution in the design, composition of elements, assembly of materials and construction methods is not known to be greater than normal industry standards.
iii. demonstrates a high degree of technical or scientific achievement.	No	The property at 15 Gervais Drive is not known to meet this criterion. The property is not known to display or present technical or scientific achievement in greater than normal industry standards in terms of construction methods, use or adaptation of materials, forms, spatial arrangements, or innovations in design or construction techniques.



2. The property has historical value or associative value because it:

Ontario Heritage Act Criteria	Yes/No	Analysis
i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community;	Yes	<p>The property at 15 Gervais Drive meets this criterion as a property which expresses the original planning principles advanced in the Flemingdon Park Master Plan and which was recognized as an innovative approach to modern town planning in the City of Toronto in the post-W.W.II. period. This property expresses its direct associations with the plan through its adherence to the design principles in the design of the building and property such as the separated land use and open green space.</p> <p>Additionally, the property is historically associated with the labour movement in Ontario and Canada. The building has been the headquarters for numerous significant labour organizations such as the Ontario Federation of Labour, the Canadian Labour Congress, and the Labour Council of Metropolitan Toronto.</p>
ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or;	Yes	The property yields information that contributes to an understanding of the planning and design principles of the Flemingdon Park community.
iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.	Yes	The property at 15 Gervais Drive meets this criterion. The property is associated with urban planner Macklin Hancock who was a significant urban planner in the City of Toronto and established the plan for Flemingdon Park.

3. The property has contextual value because it:

<p>i. is important in defining, maintaining or supporting the character of an area;</p>	<p>Yes</p>	<p>The property at 15 Gervais Drive meets this criterion. The property sits prominently on Eglinton Avenue East, facing the major intersection of Eglinton Avenue East and Don Mills Road. The prominence of the building gives it a gateway appearance given its position at one of the entrances to the Flemingdon Park Industrial Estate. Furthermore, as a building intended as a headquarters, the property supports the character of the area, where a number of office headquarters and cultural institutions have been located.</p>
<p>ii. is physically, functionally, visually or historically linked to its surroundings, or;</p>	<p>Yes</p>	<p>The property at 15 Gervais Drive meets this criterion. The property is located within an area which was set aside as an industrial estate within the planned Flemingdon Park development. This plan laid the land use framework for the area which developed into a concentration of corporate headquarters interspersed with other office buildings, cultural institutions and clean industry properties. As a part of an assemblage of modernist head offices, the property including its landscape is physically, functionally, visually and historically linked to its surroundings.</p> <p>The building is one of the few mid-rise buildings in the area, situated in an area of lower topography in comparison to buildings along Wynford Drive. This creates the illusion that the building is actually much lower and consistent with the heights of other buildings in the area. Additionally, the building's prominent location on Eglinton Avenue East makes it one of the few buildings within the Flemingdon Park Industrial Estate that is visible from the main thoroughfare. As such, the building has a significant physical, functional, visual and historical link to its surrounding area.</p>
<p>iii. is a landmark.</p>	<p>No</p>	<p>The property at 15 Gervais Drive does not meet this criterion.</p>

Secondary Sources

Godfrey, Scott

1968 First meeting lacks the old fire: Sparkling new Labor Centre saps spirit of oratory, *The Globe and Mail*, June 21.

Kirkup, Donald Boyce

1969 *Boomtown Metropolitan Toronto: A photographic record of two decades of growth*. Donald Boyce Kirkup with Lockwood Survey Corporation Limited., Toronto, Ontario.



C.H.R. #18: 1200 Eglinton Avenue East

Name Former Computer Sciences Canada
But 1971
Designed by Raymond Moriyama Architect



1. Southwest corner looking east on Eglinton Avenue East.



2. Northwest corner.



3. South elevation showing main entrance.

Description

The property at 1200 Eglinton Avenue East is located on the north side of Eglinton Avenue to the east of Gervais Drive, in the City of Toronto. It contains a nine-storey building constructed in 1971.

Design Summary

The property at 1200 Eglinton Avenue East contains a nine-storey building set on a square plan. Each storey is demarcated by protruding floor plates with a stepped profile and deep sills angling upwards to ribbon windows. In addition to the shared elements, this building has two columns expressed on each elevation. The concrete construction and configuration of the design has the overall effect of a weighted building structure. The concrete has an exposed smooth pebbled aggregate. The building base is raised from grade and is flush with the first storey windows. The first storey has a greater floor to ceiling height than the upper storeys. The first storey windows are full height floor to ceiling with brass-finished aluminum frames. The ribbon windows are large single mirrored panes set in the same aluminum frames. The main entrance is at the south elevation and has a double staircase leading up from the east and west. While the building is similar in form to adjacent 15 Gervais Drive (1968, designer undetermined) with a similar profile, the building exhibits far fewer modernist design principles (refer to Section 5.4 of this report for a discussion of Modernism in Toronto and the Don Mills Crossing C.H.R.A. Study Area).

The building base has been stuccoed with a chipped stone finish. A canopy has been added over the main entrance.

The property primarily consists of asphalt paved surface parking to the north, east and west. The east and west parking lots are connected via a driveway that passes in front of the building's main entrance on the south side. There is a lawn between the driveway and Eglinton Avenue East with some planting beds, one of which contains a sign with the building number. The property shares an aboveground parking garage with 15 Gervais Drive which straddles the adjoining property line to the west. The building is oriented towards Eglinton Avenue East. Vehicular access is provided via an entrance drive from Eglinton Avenue East and through the neighbouring property at 15 Gervais Drive.

Historical Summary

Built for Computer Sciences Canada in 1971, the building was intended to be a new Computer Centre that would support the installation of an international telecommunications and computer utility network (MOOTH 1968). The company was owned jointly by Canadian National Railways, the Canadian Pacific Railway and the American company, Computer Sciences Corp (The Globe and Mail 1970). The railways' ownership of the company was controversial at the time due to concerns about their competitive advantage within the relatively young telecommunications industry. The company operated high-speed Univac 1108 computers in Calgary and Toronto that customers could connect to for analytics and time-sharing purposes. In 1977, C.P. Railway sold its share of the company to Computer Services Corp (The Globe and Mail 1977). Bell Canada purchased Computer Sciences Canada's domestic communications services in 1992 (The Globe and Mail 1992). Today the building contains multiple tenants including the Prospectors and Developers Association of Canada Mining Matters, Primerica and Osteoporosis Canada.





Figure 4 .Intersection of Don Mills Road and Eglinton Avenue East in bottom right corner, view east of the Flemingdon Park designated industrial area. 1200 Eglinton Avenue East is indicated with an arrow (Kirkup 1969).

The architect for 1200 Eglinton Avenue East was Raymond Moriyama (refer to Section 5.6.12 of the report for a biography of the firm).

The property at 1200 Eglinton Avenue East was established within the Flemingdon Park Industrial Estate, which was conceived as an extension of the Don Mills-related industrial area. The new industrial area was intended to provide employment for the Flemingdon Park residential area to the south. As a result of this plan, the area developed into a cluster of corporate headquarters and cultural institutions (refer to Section 4.0 – History and Evolution of the Study Area – in the report for details on the development of Flemingdon Park and Don Mills).

Immediate Context of the Property

1200 Eglinton Avenue East is located on the north side of Eglinton Avenue to the east of Gervais Drive. The property is located along the southern edge of a cluster of commercial offices, light industrial, and cultural buildings with Wynford Drive forming the spine of the area. The building at 1200 Eglinton Avenue East is setback from Eglinton Avenue East, but its mid-rise stature makes it visible from both the east and west along Eglinton Avenue East.



Figure 6. Aerial photographs showing 1200 Eglinton Avenue, in 1971 on the left, and 2018 on the right.

The building shares a similar massing to the adjacent office building to the west. The structure is one of the few mid-rise buildings in the area but, due to its location at the base of a slope rising from Eglinton Avenue East to Wynford Drive, the building's height appears to be consistent with other neighbouring structures. The neighbouring context of the building has changed considerably over the years with the addition of a large townhouse development to the south and the removal of the Bata Shoe Head Office building to the northeast and its replacement with the Aga Khan Museum.

Research Summary

Date	Event	Source
July 31, 1959	Flemingdon Park project approved by Municipality of North York.	Toronto Daily Star.
December 5, 1968	Computer Sciences Canada announces its intention to move to a new headquarters.	Globe and Mail.
c.1971	1200 Eglinton Avenue East is constructed.	City of Toronto Aerial Photography- 1970, 1971
1971	Property owner listed as Olympia & York Developments Ltd.	City of North York Tax Assessment Rolls, 1971.
1971	Property first appears in city directory, with occupant listed as Computer Sciences Canada Ltd.	Might's Greater Toronto City Directory, 1971.

Evaluation

Evaluation of 1200 Eglinton Avenue East using Ontario Regulation 9/06

1. The property has design value or physical value because it:

<i>Ontario Heritage Act Criteria</i>	Yes/No	Analysis
i. is a rare, unique, representative or early example of a style, type, expression, material or construction method;	Yes	The property at 1200 Eglinton Avenue East meets this criterion. As a building constructed in the early 1970s, the design utilizes a strong horizontal emphasis and a rhythmic series of ribbon windows and spandrels expressing elements continuing the International Style while incorporating the increasingly used restrained Brutalist sensibilities, such as the greater sense of weight.
ii. displays a high degree of craftsmanship or artistic merit, or;	No	The property at 1200 Eglinton Avenue East is not known to meet this criterion. The quality of execution in the design, composition of elements, assembly of materials and construction methods is not known to be greater than normal industry standards.
iii. demonstrates a high degree of technical or scientific achievement.	No	The property at 1200 Eglinton Avenue East is not known to meet this criterion. The property is not known to display or present technical or scientific achievement in greater than normal industry standards in terms of construction methods, use or adaptation of materials, forms, spatial arrangements, or innovations in design or construction techniques.

2. The property has historical value or associative value because it:

<i>Ontario Heritage Act Criteria</i>	Yes/No	Analysis
i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community;	Yes	<p>The property at 1200 Eglinton Avenue East meets this criterion as a property which expresses the original planning principles advanced in the Flemingdon Park Master Plan and which was recognized as an innovative approach to modern town planning in the City of Toronto in the post-W.W.II. period. This property expresses its direct associations with the plan through its adherence to the design principles in the design of the building and the property such as separated land use and open green space.</p> <p>Additionally, the property is associated with Computer Sciences Canada, an early player in the telecommunications industry.</p>
ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or;	Yes	<p>The property yields information that contributes to an understanding of the planning and design principles of the Flemingdon Park community.</p>
iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.	Yes	<p>The property is associated with urban planner Macklin Hancock who was a significant urban planner in the City of Toronto and established the plan for Flemingdon Park.</p> <p>While the property is also associated with the architect Raymond Moriyama, who made significant contributions to architecture in Toronto, the quality of this particular building does not demonstrate or reflect the significance of his work.</p>

3. The property has contextual value because it:

Ontario Heritage Act Criteria	Yes/No	Analysis
i. is important in defining, maintaining or supporting the character of an area;	Yes	The property at 1200 Eglinton Avenue East meets this criterion. The property sits prominently on and faces Eglinton Avenue East. The prominence of the building gives it a gateway appearance given its position along the southern edge of the Flemingdon Park Industrial Estate. Furthermore, as a building intended as a headquarters, the property supports the character of the area, where a number of office headquarters and cultural institutions have been located.
ii. is physically, functionally, visually or historically linked to its surroundings, or;	Yes	<p>The property at 1200 Eglinton Avenue East meets this criterion. As a modernist light industrial building constructed within area set aside as an industrial estate within the planned Flemingdon Park development, the property including its landscape is physically, functionally, visually and historically linked to its surroundings.</p> <p>The building is one of the few mid-rise buildings in the area, situated in an area of lower topography in comparison to buildings along Wynford Drive. This creates the illusion that the building is actually much lower and consistent with the heights of other buildings in the area. Additionally, the building's prominent location on Eglinton Avenue East makes it one of the few buildings within the Flemingdon Park Industrial Estate that is visible from the main thoroughfare. As such, the building has a significant physical, functional, visual and historical link to its surrounding area.</p>
iii. is a landmark.	No	The property at 1200 Eglinton Avenue East does not meet this criterion.

Secondary Sources

Kirkup, Donald Boyce

1969 *Boomtown Metropolitan Toronto: A photographic record of two decades of growth*. Donald Boyce Kirkup with Lockwood Survey Corporation Limited., Toronto, Ontario.

MOOTH (The Globe and Mail)

1968 Computer Sciences Canada Ltd., December 5.

The Globe and Mail

1970 Computer Sciences coverage to be national, December 12.

The Globe and Mail

1977 C.P. sells stake in Toronto firm; fee undisclosed, March 18.

The Globe and Mail

1992 Bell unit acquires part of Infonet, December 1.



C.H.R. #20: 789 Don Mills Road

Name Foresters House, Olympia Square
Built 1967
Designed by Bregman and Hamann Architects



1. East elevation.



2. North-east elevation.



3. Detail showing ground floor elevation.

Description

The property at 789 Don Mills Road is located on the northeast corner of the intersection of Don Mills Road and Rochefort Drive, in the City of Toronto. The 24-storey tower building was designed by Bregman and Hamman Architects and constructed in 1967 as part of the Olympia Square Development.

Design Summary

The building at 789 Don Mills Road is a 24-storey commercial tower which replaced an earlier design for low-rise buildings. The building is set to the south of the building at 797 Don Mills Road. The diverse components are linked by a landscaped pedestrian plaza (The Canadian Architect 1965). It is undetermined if the central courtyard of the pedestrian plaza has this quality today. The property surrounding the complex is primarily asphalt paved.

The poured-in-place concrete structure has a 20-foot bay system and incorporates the same offset cantilever at the corners as the earlier tower at 797 Don Mills Road which was built in 1965. The concrete structure was clad in precast concrete units faced with self-cleaning, white-glazed ceramic tile (The Canadian Architect 1966). The building was constructed so that the precast units were utilized as the basic formwork for the poured concrete columns (The Canadian Architect 1966). The window glazing is grey tinted sheet glass with matt black aluminum frames which create a stark contrast to the white walls (The Canadian Architect 1966). In comparison to the earlier building, the horizontal spandrel elements have been modified in keeping with the larger scale of the building. The entrance, located on a large plaza, is raised from street level. The main level is double height and the glazed walls are set back from the main elevations of the structure. A grid pattern with pronounced columns stretching upwards is simultaneously balanced by the strong horizontal banding of windows and spandrels between each column. The overall effect of the building is characteristic of modernist design (refer to Section 5.4 of this report for a discussion of Modernism in Toronto and the Don Mills Crossing C.H.R.A. Study Area). The architects' vision was that the group of buildings would be so recognizable that the tenants would not require signage to identify their headquarters (The Globe and Mail 1965). There has been signage for Foresters on the top level of the building since the building's completion though the design has been updated as the corporate logo has changed.

The columns and spandrels on the tower were reclad in aluminum; however, the date of this intervention is currently undetermined.

The property also includes a single-storey building to the north of the tower and a three-storey above ground parking garage. Both structures correspond in design to the tower and date to 1967. There are two access routes on the property. One is a semi-circular driveway that provides access to the main entrance from Don Mills Road. A secondary access is provided along Fleury Court to the parking garage and a loading dock. The three structures on the property cover the majority of the lot though there is some landscaping along the west and south property lines with deciduous and coniferous trees and planters.

Historical Summary

Announced in early 1965, the designs for 789 Don Mills Road were a revision to the plan for 797 Don Mills Road, part of Olympia and York Industrial Development Association's commercial development at Flemingdon Park. With the Don Mills community to the north and Flemingdon Park to the south, Olympia Square was considered a major



contribution to the area that would further the original design concept of self-contained unity for both planned communities (Canadian Architect 1966).

The property at 789 Don Mills Road was established as part of the Flemingdon Park Master Planned community (refer to Section 4.0 – History and Evolution of the Study Area – in the report for details on the development of Flemingdon Park). Work commenced on the building in June 1965 and was completed by 1967. It was constructed to house the world headquarters of the Independent Order of Foresters. The two phases of the complex cost \$15,000,000 to construct (The Globe and Mail 1965). The Independent Order of Foresters is a fraternal society which started in the United States in 1874 and came to Canada in 1875. Today the group primarily provides insurance to its members.

The architects for 789 Don Mills Road was Bregman and Hamann Architects in collaboration with the firm Craig, Zeidler and Strong (refer to Sections 5.6.4 and 5.6.5 of the report for biographies of the firms).

Olympia and York Industrial Development Association

The developers and general contractors of the Olympia Square project were Olympia and York Industrial Development Association. The company was founded in Toronto by Paul Reichmann and his brothers Albert and Ralph in the early 1950s. In its beginnings the company built and operated warehouses and other commercial buildings in Toronto. The Reichmanns purchased Flemingdon Park in 1958 following the bankruptcy of then owners Webb and Knapp (Canada) and the Rubin brothers (Too Big to Fail 2000:292). The Olympia Square development was their first multi-storey building development. In his book, Walter Stewart (2000:43) states, “After the triumph of Olympia Square... the Reichmanns could pick and choose their projects.” Within Flemingdon Park, the company also developed Ferrand Towers (150 Ferrand Drive), Flemingdon Park Condominiums (5 Vicora Linkway, 15 Vicora Linkway, 60 Pavane Linkway), and Glen Valley (715 Don Mills Road, 725 Don Mills Road, 735 Don Mills Road).

The firm became an international property development company and built major financial office complexes including Canary Wharf in London, the World Financial Center in New York City, and First Canadian Place in Toronto.



4. View northeast of the southwest corner of 797 Don Mills Road while under construction, 1966 (C.O.T.A. Fonds 220 Series 3 File 86).



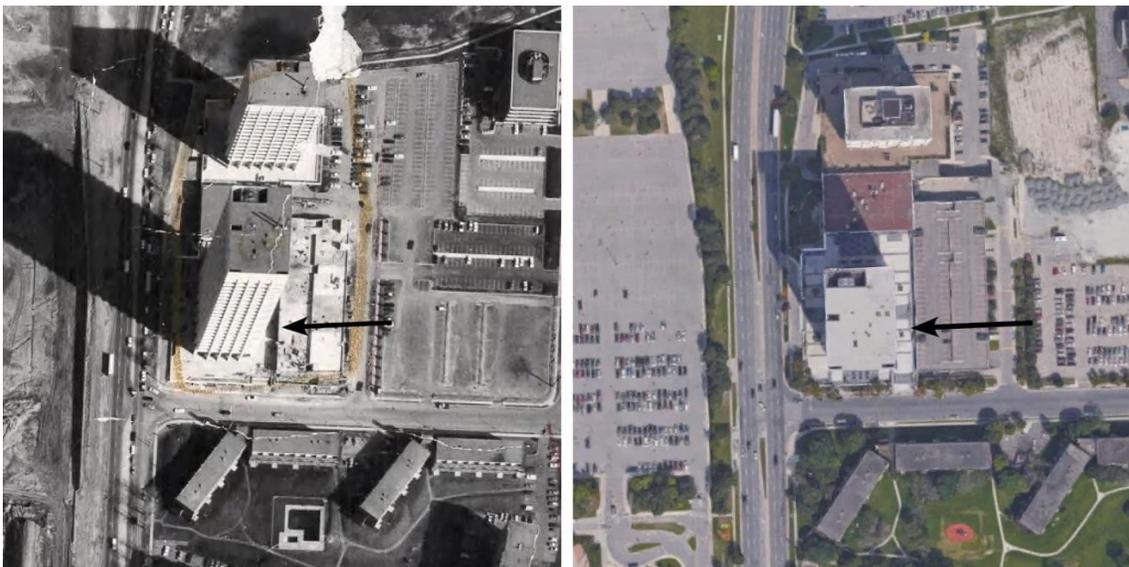
5. 1980s view east along Eglinton Avenue East. 789 Don Mills Road is the tower on the right. (C.O.T.A. Fonds 124, File 8, Item 44).



6. Postcard with view across Don Mills Road from Ontario Science Centre to Foresters building, c1970 (donmills.wordpress.com).

Immediate Context of the Property

The property at 789 Don Mills Road was built as part of a commercial complex which also included 797 Don Mills Road to the north. The surrounding area consists of the Ontario Science Centre to the west and four-storey residential apartment buildings built as part of Flemingdon Park to the south. The areas immediately to the north and east of the complex are vacant properties. The building is highly prominent when approaching from the south along Don Mills Road



7. Aerial photographs showing 789 Don Mills Road in 1967 on the left, and in 2018 on the right.

Research Summary

Date	Event	Source
July 31, 1959	Flemingdon Park project approved by Municipality of North York.	Toronto Daily Star.
July 29, 1964	First phase of Olympia Square is announced.	Toronto Daily Star.
June 4, 1965	Second phase of Olympia Square is announced.	Globe and Mail.
1967	780 Don Mills Road is completed.	City of Toronto Aerial Photography- 1966, 1967; Canadian Architect 1967.
1968	Property first listed in city directory as Forester House.	Might's Greater Toronto City Directory, 1968.
1971	Property first located in tax assessment rolls. Owner listed: Olympia and York Developments Ltd.	City of North York Tax Assessment Rolls.

Evaluation

Evaluation of 789 Don Mills Road using Ontario Regulation 9/06

1. The property has design value or physical value because it:

<i>Ontario Heritage Act</i> Criteria	Yes/No	Analysis
i. is a rare, unique, representative or early example of a style, type, expression, material or construction method;	Yes	The property at 789 Don Mills Road, along with the property at 797 Don Mills Road, is an early example in the City of Toronto of a high-rise suburban office complex. Prior to the construction of this complex the area was predominantly two and three storey buildings. The building is also representative of Modernist design with an expression of its interior functions, use of concrete and glass, strict avoidance of historic references, strong grid pattern and double height ground storey recessed back from pilotis which support the building above.



ii. displays a high degree of craftsmanship or artistic merit, or;	Yes	The property at 789 Don Mills Road meets this criterion. The property was positively recognized at its time of construction by a contemporary architectural journal, <i>Canadian Architect</i> . The execution of the design elements including the strong grid pattern, and the double height ground storey are of a high quality.
iii. demonstrates a high degree of technical or scientific achievement.	No	The property at 789 Don Mills Road is not known to meet this criterion. The property is not known to display or present technical or scientific achievement in greater than normal industry standards in terms of construction methods, use or adaptation of materials, forms, spatial arrangements, or innovations in design or construction techniques.

2. The property has historical value or associative value because it:

Ontario Heritage Act Criteria	Yes/No	Analysis
i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community;	Yes	<p>The property at 789 Don Mills Road meets this criterion as a property which expresses the original planning principles advanced in the Flemingdon Park Master Plan and which was recognized as an innovative approach to modern town planning in the City of Toronto in the post-W.W.II. period. The property expresses its direct associations with the plan through its adherence to the design principles in the design of the building and the property such as separated land use.</p> <p>The property has direct associations with the Independent Order of Foresters. The building was constructed to house the world headquarters of the Independent Order of Foresters, a fraternal society that was established in the 1870s to provide access to life insurance for average, working families.</p>
ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or;	Yes	The property at 789 Don Mills Road meets this criterion. The property yields information that contributes to an understanding of the planning and design principles of the Flemingdon Park community.

<p>iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.</p>	<p>Yes</p>	<p>The property at 789 Don Mills Road meets this criterion. Both Bregman and Hamann Architects and Craig, Zeidler and Strong are significant architecture firms within the City of Toronto. Bregman and Hamann Architects has designed or collaborated on numerous iconic buildings within the City of Toronto including First Canadian Place, the Canada Trust Towers, the TD Centre, the CBC Broadcast Centre, the Eaton Centre, Mount Sinai Hospital, and the Metro Toronto Convention Centre South Building. The architectural firm Craig, Zeidler and Strong was involved in the design of Ontario Place and collaborated with Bregman and Hamann on projects like the Eaton Centre. Eberhard Zeidler is a nationally renowned architect who has received the Order of Canada for his work and contribution to the field.</p> <p>The property also demonstrates the work of the development company Olympia and York, a Toronto based developer founded in the 1950s by Paul, Albert, and Ralph Reichmann. The Olympia Square development was their first multi-storey building development. The firm went on to become an international property development firm and built major financial office complexes including Canary Wharf in London, the World Financial Center in New York City, and First Canadian Place in Toronto.</p> <p>The property is also associated with urban planner Macklin Hancock who was a significant urban planner in the City of Toronto and established the plan for Flemingdon Park.</p>
--	------------	---

3. The property has contextual value because it:

Ontario Heritage Act Criteria	Yes/No	Analysis
i. is important in defining, maintaining or supporting the character of an area;	No	The property at 789 Don Mills Road does not meet this criterion. The surrounding area consists of a variety of building types and uses and does not have a uniform character.
ii. is physically, functionally, visually or historically linked to its surroundings, or;	Yes	The property at 789 Don Mills Road meets this criterion. The property is functionally and historically linked to the original concept for Flemingdon Park, whereby the area south of Eglinton Avenue East was to be used for commercial offices.
iii. is a landmark.	No	The property at 789 Don Mills Road does not meet this criterion.

Secondary Sources

The Canadian Architect

1965 Project Review Yearbook.

The Canadian Architect

1966 Olympia Square, Toronto - Phase 1 Vol 11(no.6).

The Globe and Mail

1965 Plan to Double Size of Suburban Complex, June 4.

Too Big to Fail

2000 *Too Big to Fail: Olympia & York : the Story Behind the Headlines*. Beard Books, October.



C.H.R. #22: 18-22 St Dennis Drive

Name Unnamed (Master Plan Reference D3, Unit C)

Built 1962

Designed by Irving Grossman (Architect), Macklin Hancock (Urban Planner)



1. Looking west from Deauville Lane towards enclosed rear yards.



2. Looking south from Rochefort Drive towards steps leading up to a pedestrian mall and front elevation typical of the townhouse design.



3. Detail of the relationship between the parking garage entrance and the buildings.

Description

The property at 18-22 St Dennis Drive is bordered by St Dennis Drive to the south, Deauville Lane to the east, and Rochefort Drive to the north, in the City of Toronto. It contains approximately 130 units in sixteen buildings designed by architect Irving Grossman and constructed in 1962 as part of urban planner Macklin Hancock's Master Plan for Flemingdon Park.

Design Summary

The buildings at 18-22 St Dennis Drive are an example of the Flemingdon Park Residential Town House type (refer to Section 5.4 and 5.5 of this report for further details on this property type and for a discussion of Modernism in Toronto and the Don Mills Crossing C.H.R.A. Study Area).

At 18-22 St Dennis Drive the buildings are laid out on the property in three groups. The west group has two pairs which are oriented parallel to Rochefort Drive and a pair oriented perpendicular to St Dennis Drive. The central group consists of four buildings laid out to form a square with a distinct sunken central courtyard. The east group contains a pair set at the north, parallel to Deauville Lane, and a grouping of four to the south with three parallel to St Dennis and a short row turned to parallel Deauville Lane.

Unlike traditional row houses which form straight lines along the streets, each unit is generally staggered or stepped back from the neighbouring units. The buildings are variously clad in red, brown and grey brick. Window openings are generally rectangular and oriented horizontally with aluminum frames and bottom side sliders. The fenestration retains its original configuration, but it is unclear if the windows themselves are original to the building. There are several areas in which narrow rectangular windows oriented vertically are incorporated. Ribbon windows run along the clerestory allowing light into the second-floor rooms. Deep eaves overhang the front and rear of the buildings. The roofing material could not be discerned from the public right-of-way. Bays at the rears of the buildings tend to project far from the principle elevations.

Minor alterations have been made to the property and buildings. Rear yards are contained by wooden privacy fences. Metal fences have been installed around public open spaces throughout the property.

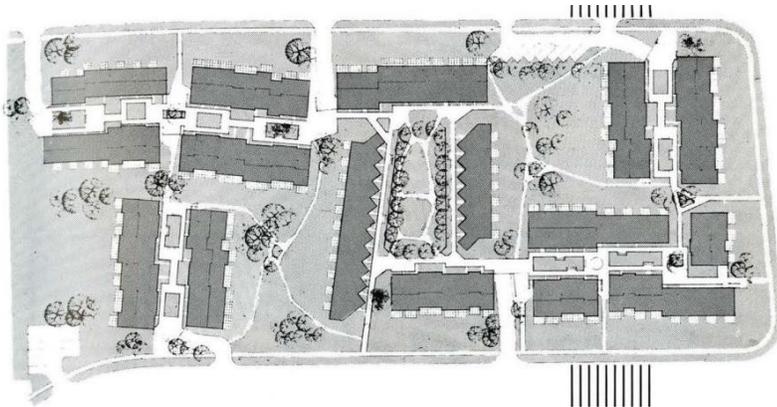
In terms of its setting, the property is rectangular in shape. This block was the largest single area available in the Flemingdon Park Master Plan for the development of town houses (Grossman 1961:65). According to Grossman, a site of this size permitted a street system to be built within the property such that a person could walk through the connected central courtyards and internal pathways for over 1,500 feet without encountering vehicular traffic (Grossman 1961:65). Deciduous and coniferous trees edge the property line and are planted throughout the property line pathways and buildings. There are five short vehicular driveways which access an interconnected underground parking garage. Poured concrete steps provide pedestrian access to the elevated front yards and additional access has been provided with ramps.



Historical Summary

The architect for 18-22 St Dennis Drive was Irving Grossman and the urban planner was Macklin Hancock (refer to Sections 5.6.7 and 5.6.8 in the report for biographies of the firms).

The property at 18-22 St Dennis Drive was established as part of the Flemingdon Park Master Planned community (refer to Section 4.0 – History and Evolution of the Study Area – in the report for details on the development of Flemingdon Park).



4. Site plan for 18-22 St Dennis Drive (Grossman 1961:65).



5. View of 18-22 St Dennis Drive, c. 1962 (The Canadian Architect 1967:47).



6. View of 18-22 St Dennis Drive, 1966 (Toronto Public Library, Toronto Star Photo Archive, tspa_0106395f).



7. View of 18-22 St Dennis Drive, undated (Toronto Public Library, Toronto Star Photo Archive, tspa_0106397f).

Immediate Context of the Property

18-22 St Dennis Drive is bordered by St Dennis Drive to the south, Deauville Lane to the east, and Rochefort Drive to the north. The cluster of townhouses is recessed from the street with a tree-lined boulevard. The surrounding area consists of recently built townhouses and Ferrand Drive Park to the north, and a variety of residential housing types to the east, west and south, all associated with the original Flemingdon Park. To the east are four-storey apartment buildings. To the south is a community centre which contains the Flemingdon Park Library branch of the Toronto Public Library, Flemingdon Aquatic Centre, and child care services. As well, to the south is a 17-storey apartment building. To the west is 10-12 St Dennis Drive, a nine-storey apartment building, which is listed on the City of Toronto Heritage Register. As well, to the west are four-storey maisonette type apartment buildings.

The low-rise townhouses and outdoor open space above underground parking (referred to in plans as pedestrian malls) connected to grassed enclosures, express a consistent aesthetic that characterizes the original layout of Flemingdon Park and are seen in other properties such as 61 Grenoble Drive, 4 Vendome Place, and 6-8 Vendome Place.



8. Aerial photographs showing 18-22 St Dennis Drive in 1964 on the left, and 2018 on the right.

Research Summary

Date	Event	Source
July 31, 1959	Flemingdon Park project approved by Municipality of North York.	Toronto Daily Star, 1959.
c.1962	18-22 St Dennis Drive is constructed.	City of Toronto Aerial Photography – 1961, 1962.
1964	Property first listed in city directory, as “Apartments.”	Might's Greater Toronto City Directory, 1964.

Evaluation

Evaluation of 18-22 St Dennis Drive using Ontario Regulation 9/06

1. The property has design value or physical value because it:

<i>Ontario Heritage Act</i> Criteria	Yes/No	Analysis
i. is a rare, unique, representative or early example of a style, type, expression, material or construction method;	Yes	The property at 18-22 St Dennis Drive meets this criterion as it is an early example of a modernist townhouse development. The site layout oriented the individual buildings inwards from the major street network to look onto a central courtyard and incorporated underground parking to increase site density and enliven the pedestrian experience. Grossman called this concept a “garden house” which was intended to incorporate a layout and design that promoted a more pedestrian friendly environment centered on communal spaces, gardens, and pathways that was unlike the car-centric communities there were becoming more prevalent. He also scaled the pedestrian circulation routes to ensure outdoor rooms were created. The buildings also express Grossman’s application of the modernist style to a new type of residential building type through integration of features such as underground parking, projecting bays, staggering between units, and varied applications of red, brown, and grey brick.



ii. displays a high degree of craftsmanship or artistic merit, or;	Yes	The property at 18-22 St Dennis Drive meets this criterion. The property was positively recognized at its time of construction by contemporary architectural journals, including <i>The Canadian Architect</i> and the <i>Royal Architectural Institute of Canada Journal</i> . An article in <i>Progressive Architecture</i> stated the town houses were “the most significant part of Grossman’s scheme” (1967:133). The town houses are considered to be of a high quality of design through the use of below grade garage and driveways to achieve a high-density development without large areas dedicated to parking. The combination of elements such as projecting bays, staggering between units, and varied applications of red, brown, and grey brick also contribute to this quality.
iii. demonstrates a high degree of technical or scientific achievement.	No	The property at 18-22 St Dennis Drive is not known to meet this criterion. The property is not known to display or present technical or scientific achievement in greater than normal industry standards in terms of construction methods, use or adaptation of materials, forms, spatial arrangements, or innovations in design or construction techniques.

2. The property has historical value or associative value because it:

Ontario Heritage Act Criteria	Yes/No	Analysis
i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community;	Yes	The property at 18-22 St Dennis Drive meets this criterion as a property which expresses the original planning principles advanced in the Flemingdon Park Master Plan and which was recognized as an innovative approach to modern town planning in the City of Toronto in the post-W.W.II. period. This property expresses its direct associations with the plan through its adherence to the design principles in the design of the building and the property such as separated land use, open green space and internal pathways.



ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or;	Yes	The property at 18-22 St Dennis Drive meets this criterion. The property yields information that contributes to an understanding of the planning and design principles of the Flemingdon Park community.
iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.	Yes	The property at 18-22 St Dennis Drive meets this criterion. The property is associated with urban planner Macklin Hancock and architect Irving Grossman. Hancock was a significant urban planner in the City of Toronto and established the plan for Flemingdon Park. Grossman was a significant proponent of modernist designs in the City of Toronto, in particular his work on alternatives to the urban sprawl prevalent in the 1950s and 1960s. Grossman's design for the town houses at Flemingdon Park demonstrates his accomplishments in this area with the separation of pedestrian and vehicular spaces, internal circulation routes, and units facing inward onto central courtyards.

3. The property has contextual value because it:

Ontario Heritage Act Criteria	Yes/No	Analysis
i. is important in defining, maintaining or supporting the character of an area;	Yes	The property at 18-22 St Dennis Drive meets this criterion. The property is located within the planned Flemingdon Park Residential sector. This area's character is defined by a mix of modernist multi-family residential buildings laid out on a meandering road network. As a property with these characteristics, it is important in supporting the character of the area.
ii. is physically, functionally, visually or historically linked to its surroundings, or;	Yes	The property at 18-22 St Dennis Drive meets this criterion. As a residential property constructed within an area set aside as a residential sector within the planned Flemingdon Park development, the property including the buildings and its landscape is physically, functionally, visually and historically linked to its surroundings.
iii. is a landmark.	No	The property at 18-22 St Dennis Drive does not meet this criterion.

Secondary Sources

Grossman, Irving

1961 Flemingdon Park A Planned Community. *Royal Architectural Institute of Canada Journal* Vol 38(no.10).

The Canadian Architect

1967 Perspective Vol 13(no.9).



C.H.R. #26: 4 Vendome Place

Name Unnamed (Master Plan Reference H4)
Built 1961
Designed by Irving Grossman (Architect), Macklin Hancock (Urban Planner)



1. View west showing east end of 4 Vendome Place.



2. View west showing rear of south building.



3. Detail showing rear of south building and relationship to landscape.

Description

The property at 4 Vendome Place is located on the north side of Vendome Place, between Grenoble Drive to the west and the Don Valley Parkway to the east, in the City of Toronto. It contains 22 two-storey townhouse units divided between two buildings. 4 Vendome Place was designed by architect Irving Grossman and constructed in 1961 as part of urban planner Macklin Hancock's Master Plan for Flemingdon Park modern town development.

Design Summary

The buildings at 4 Vendome Place are an example of the Flemingdon Park Residential Town House type (refer to Section 5.4 and 5.5 of this report for further details on this property type and for a discussion of Modernism in Toronto and the Don Mills Crossing C.H.R.A. Study Area).

The north building at 4 Vendome Place contains twelve units while the south building contains ten. In general, each unit is stepped back from the neighbouring units, except for instances in which up to four contiguous units are flush.

The building units are variously clad in red, brown and grey brick. Window openings are generally rectangular and oriented horizontally with aluminum frame and side sliders. The fenestration retains its original configuration, but it is unclear if the windows themselves are original to the building. Ribbon windows run along the clerestory allowing light into the second-floor rooms. Each unit is divided into two bays with a side hall entrance. At the second storey, above the entrance, the wall is clad in brown-painted, vertical aluminum siding. This likely replaces an earlier wooden panel similar to those used at 61 Grenoble Drive. Deep eaves overhang the front and rear of the buildings.

Minor alterations have been made to the property and buildings. Some window openings have been reduced in height. Rear yards are contained by wooden privacy fences. Metal fences have been installed around public open spaces throughout the property.

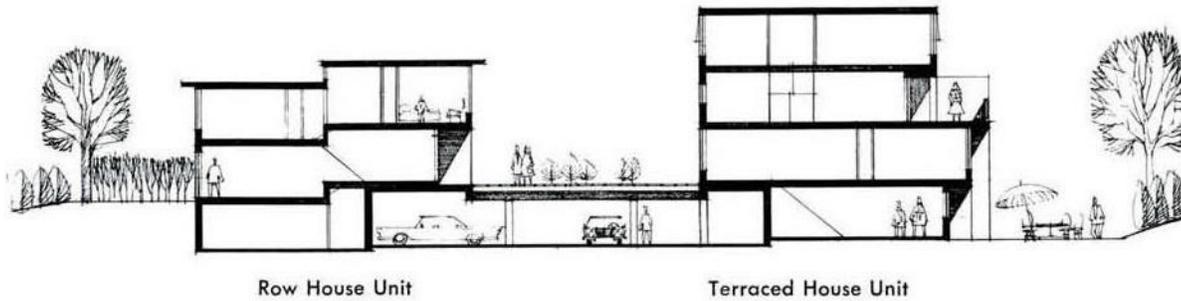
The property is rectangular in shape. The buildings are set on the south side of the property with a grassed lawn to the north. Deciduous trees edge the property line. A short entrance drive from Vendome Place leads to an underground parking garage. Pedestrian walkways pass between the two buildings and connect the Vendome Place properties to 1 Deauville Lane.

Historical Summary

The architect for 4 Vendome Place was Irving Grossman and the urban planner was Macklin Hancock (refer to Sections 5.6.7 and 5.6.8 in the report for biographies of the firms).

The property at 4 Vendome Place was established as part of the Flemingdon Park Master Planned community (refer to Section 4.0 – History and Evolution of the Study Area – in the report for details on the development of Flemingdon Park).

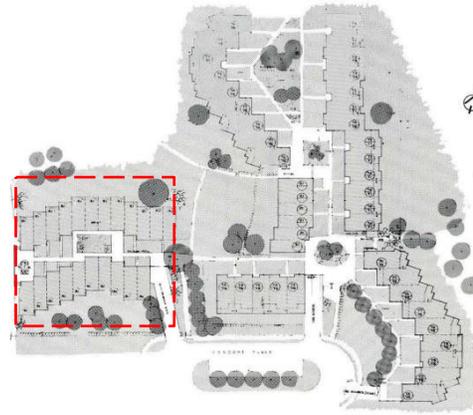




4. Section through street at Row House Unit, left and one type of Terraced House Unit, right. 4 Vendome Place uses the R-1 Unit layout though some buildings have sloped roofs (Grossman 1961:64).



5. View west towards 1 Deauville Lane within central courtyard of 4 Vendome Place (TRL tspa_0106398f).

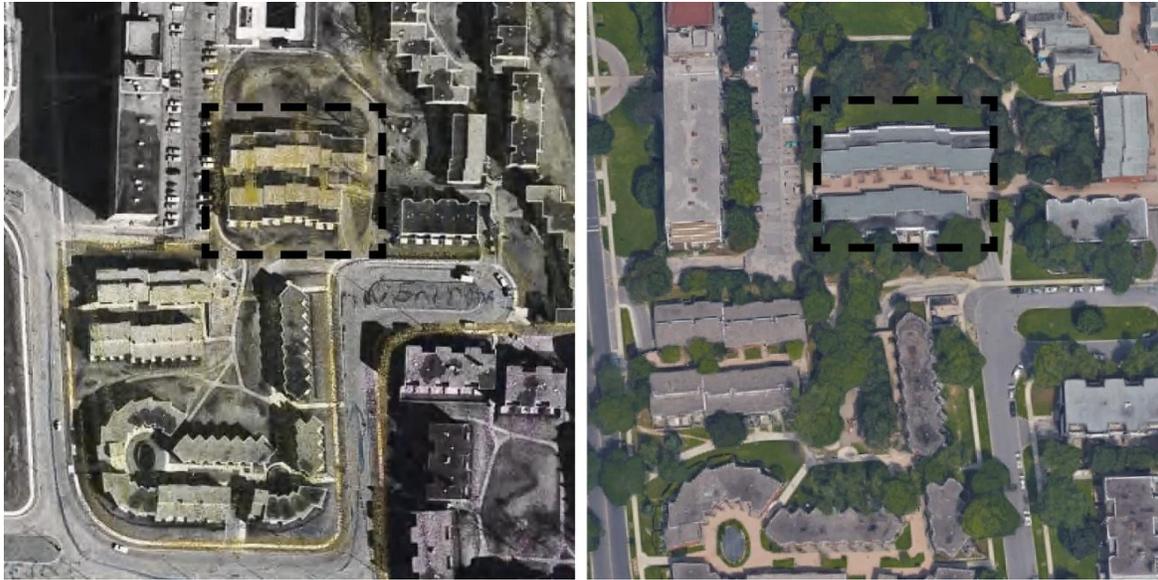


6. Site plan of 4 and 6-8 Vendome Place with 4 Vendome Place contained within the red dashed lines (Grossman 1961:63).

Immediate Context of the Property

The property is situated within the cul-de-sac of Vendome Place, between Grenoble Drive to the west and the Don Valley Parkway to the east. The surrounding area consists of low-rise townhouses of similar architectural form and period of construction to the east and south, and residential apartment buildings to the west and north. These properties are associated with the original Flemington Park.

The low-rise townhouses and outdoor open space above underground parking (referred to in plans as pedestrian malls) connected to grassed enclosures, express a consistent aesthetic that characterizes the original layout of Flemington Park and is seen in other properties such as 61 Grenoble Drive, 18-22 St Dennis Street, and 6-8 Vendome Place.



7. Aerial photographs showing 4 Vendome Place in 1965 on the left, and 2018 on the right.

Research Summary

Date	Event	Source
July 31, 1959	Flemingdon Park project approved by Municipality of North York.	Toronto Daily Star.
c.1961	4 Vendome Place is constructed.	City of Toronto Aerial Photography- 1960, 1961.
1963	Property first listed in city directory, as "Apartments."	Might's Greater Toronto City Directory, 1963.

Evaluation

Evaluation of 4 Vendome Place using Ontario Regulation 9/06

1. The property has design value or physical value because it:

Ontario Heritage Act Criteria	Yes/No	Analysis
<p>i. is a rare, unique, representative or early example of a style, type, expression, material or construction method;</p>	<p>Yes</p>	<p>The property at 4 Vendome Place meets this criterion as it is an early example of a modernist townhouse development. Grossman called this concept a “garden house” which was intended to incorporate a layout and design that promoted a more pedestrian friendly environment centred around communal spaces, gardens and pathways that was unlike the car-centric communities there were becoming more prevalent. The site layout oriented the individual buildings inwards from the major street network to look onto a central courtyard and incorporated underground parking to increase site density and enliven the pedestrian experience. The pedestrian circulation routes and building distances are scaled to ensure outdoor rooms were created. The buildings also express Grossman’s application of the modernist style to a new type of residential building through integration of features such as underground parking, projecting bays, staggering between units, and varied applications of red, brown, and grey brick.</p>

ii. displays a high degree of craftsmanship or artistic merit, or;	Yes	The property at 4 Vendome Place meets this criterion. The property was positively recognized at its time of constructions by contemporary architectural journals, including the <i>Royal Architectural Institute of Canada Journal</i> . An article in <i>Progressive Architecture</i> stated the town houses were “the most significant part of Grossman’s scheme” (1967:133). The town houses are considered to be of a high quality of design through the use of below grade garage and driveways to achieve a high-density development without large areas dedicated to parking. The combination of elements such as projecting bays, staggering between units, and varied applications of red, brown, and grey brick also contribute to this quality.
iii. demonstrates a high degree of technical or scientific achievement.	No	The property at 4 Vendome Place is not known to meet this criterion. The property is not known to display or present technical or scientific achievement in greater than normal industry standards in terms of construction methods, use or adaptation of materials, forms, spatial arrangements, or innovations in design or construction techniques.

2. The property has historical value or associative value because it:

Ontario Heritage Act Criteria	Yes/No	Analysis
i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community;	Yes	The property at 4 Vendome Place meets this criterion as a property which expresses the original planning principles advanced in the Flemingdon Park Master Plan and which was recognized as an innovative approach to modern town planning in the City of Toronto in the post-W.W.II. period. This property expresses its direct associations with the plan through its adherence to the design principles in the design of the building and the property such as separated land use, open green space and internal walkways.

ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or;	Yes	The property at 4 Vendome Place meets this criterion. The property yields information that contributes to an understanding of the planning and design principles of the Flemingdon Park community.
iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.	Yes	The property at 4 Vendome Place meets this criterion. The property is associated with urban planner Macklin Hancock and architect Irving Grossman. Hancock was a significant urban planner in the City of Toronto and established the plan for Flemingdon Park. Grossman was a significant proponent of modernist designs in the City of Toronto, in particular his work on alternatives to the urban sprawl prevalent in the 1950s and 1960s. Grossman's design for the town houses at Flemingdon Park demonstrates his accomplishments in this area with the separation of pedestrian and vehicular spaces, internal circulation routes, and units facing inward onto central courtyards.

3. The property has contextual value because it:

Ontario Heritage Act Criteria	Yes/No	Analysis
i. is important in defining, maintaining or supporting the character of an area;	Yes	The property at 4 Vendome Place meets this criterion. The property is located within the planned Flemingdon Park Residential sector. This area's character is defined by a mix of modernist multi-family residential buildings laid out on a meandering road network. As a property with these characteristics, it is important in supporting the character of the area.
ii. is physically, functionally, visually or historically linked to its surroundings, or;	Yes	The property at 4 Vendome Place meets this criterion. As a residential property constructed within an area set aside as a residential sector within the planned Flemingdon Park development, the property including the building and its landscape is physically, functionally, visually and historically linked to its surroundings.



iii. is a landmark.	No	The property at 4 Vendome Place does not meet this criterion.
---------------------	----	---

Secondary Sources

Grossman, Irving
1961 Flemingdon Park A Planned Community. *Royal Architectural Institute of Canada Journal* Vol 38(no.10).



C.H.R. #27: 6-8 Vendome Place

Name Unnamed (Master Plan Reference H3, Unit F)

Built 1961

Designed by Irving Grossman (Architect), Macklin Hancock (Urban Planner)



1. View east of the front of one set of buildings from Vendome Place.



2. View north of the rear of one set of buildings from Vendome Place.



3. Detail of second and third storeys. The third storey has a balcony which sits back from the primary elevation.

Description

The property at 6-8 Vendome Place is located on the north side of Vendome Place, situated between Grenoble Drive to the west and the Don Valley Parkway to the east, in the City of Toronto. It contains six townhouse buildings designed by architect Irving Grossman as part of urban planner Macklin Hancock's Master Plan for Flemingdon Park.

Design Summary

The buildings at 6-8 Vendome Place are an example of the Flemingdon Park Residential Town House type (refer to the Section 5.4 and 5.5 of this report for further details on this property type and for a discussion of Modernism in Toronto and the Don Mills Crossing C.H.R.A. Study Area). The property contains both two-storey buildings and three- and four-storey tiered buildings.

At 6-8 Vendome Place the buildings are distributed throughout the property with a grassed lawn to the east and west of the building cluster. In the majority of cases, each unit is staggered or stepped back from the neighbouring units; however, there are instances of up to seven units in a row that are only very slightly stepped.

The buildings are variously clad in red, brown, and grey brick. Window openings are generally rectangular and oriented horizontally with aluminum frames and bottom side sliders. The fenestration retains its original configuration, but it is unclear if the windows themselves are original to the building. Buildings with a clerestory have ribbon windows allowing light into the second-floor rooms. Some windows openings have been reduced in height. Deep eaves overhang the front and rear of the buildings. The roofing material could not be discerned from the public right-of-way. Each unit is divided into two bays with a side hall entrance. At the second storey, above the entrance, the wall is clad in a vertical, brown-painted aluminum siding. This likely replaces an earlier wooden panel similar to that used at 61 Grenoble Drive.

Minor alterations have been made to the property and buildings. Rear yards are contained by wooden privacy fences. Metal fences have been installed around public open spaces throughout the property.

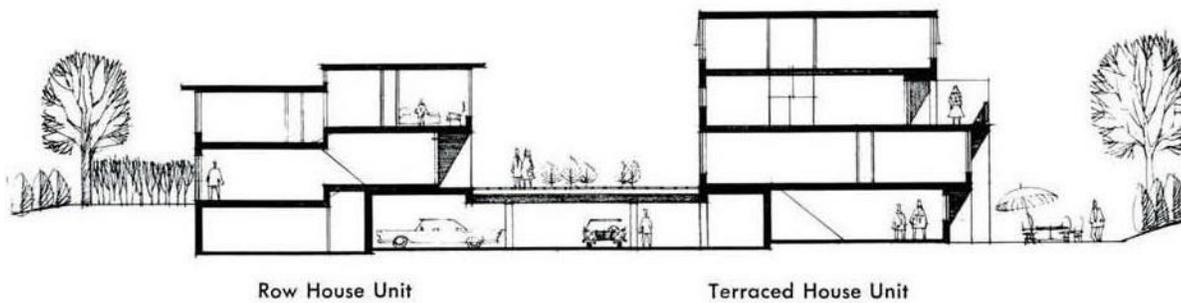
The irregularly shaped property is one of the easternmost sites of Flemingdon Park. Deciduous trees edge the property line and are found in two clusters between the buildings. There is a short driveway from Vendome Place that leads to an underground parking garage. Pedestrian walkways connect interior courtyards and Vendome Place. Other connections could not be determined from the public right-of-way.

Historical Summary

The architect for 6-8 Vendome Place was Irving Grossman and the urban planner was Macklin Hancock (refer to Sections 5.6.7 and 5.6.8 of the report for biographies of the firms).

The property at 6-8 Vendome Place was established as part of the Flemingdon Park Master Planned community (refer to Section 4.0 – History and Evolution of the Study Area – in the report for details on the development of Flemingdon Park).





4. Section through street at Row House Unit, left and one type of Terraced House Unit, right. 6-8 Vendome Place uses both layouts though some buildings have sloped roofs (Grossman 1961:64).



5. Courtyard of 6-8 Vendome Place (The Canadian Architect 1967:53).

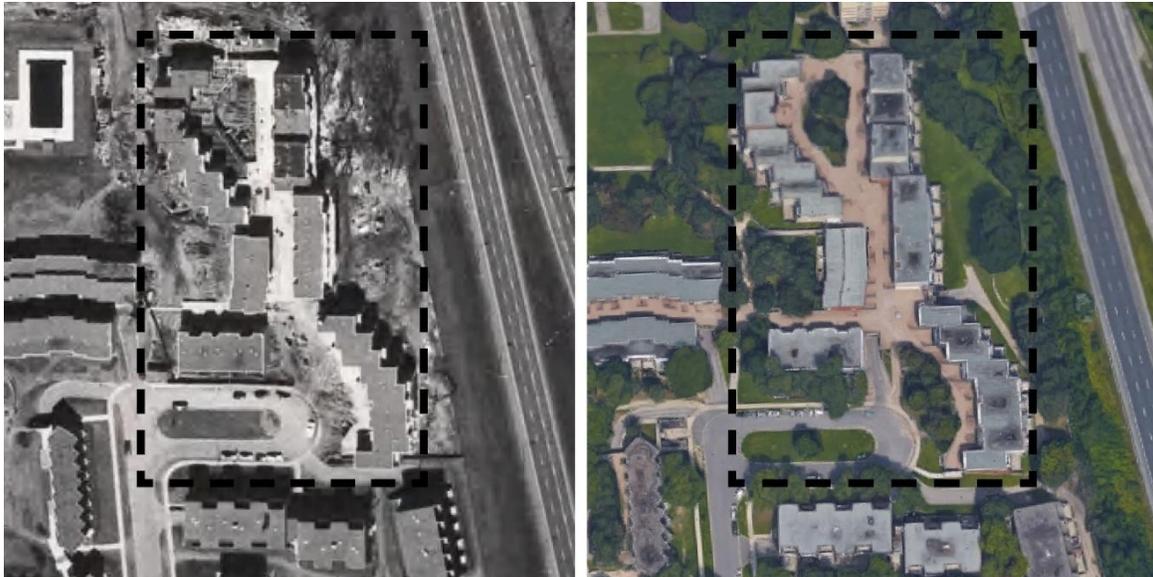


6. Site plan of 4 and 6-8 Vendome Place with 6-8 Vendome Place buildings contained within the dashed red lines (Grossman 1961:63).

Immediate Context of the Property

The property is situated at the end of Vendome Place which is a cul-de-sac. The surrounding area consists of low-rise townhouses of similar architectural form and period of construction to the south and west, and a residential apartment building to the north. These properties are associated with the original Flemington Park. The Don Valley Parkway is directly to the east.

The low-rise townhouses and outdoor open space above underground parking (referred to in plans as pedestrian malls) connected to grassed enclosures, express a consistent aesthetic that characterizes the original layout of Flemington Park and are seen in other properties such as 61 Grenoble Drive, 4 Vendome Place, and 18-22 St Dennis Drive.



7. Aerial photographs showing 6-8 Vendome Place, in 1962 on the left and 2018 on the right.

Research Summary

Date	Event	Source
July 31, 1959	Flemingdon Park project approved by Municipality of North York.	Toronto Daily Star.
c.1961	6 Vendome Place is constructed.	City of Toronto Aerial.
1963	Property first listed in city directory as "Apartments."	Might's Greater Toronto City Directory, 1963.

Evaluation

Evaluation of 6-8 Vendome Place using Ontario Regulation 9/06

1. The property has design value or physical value because it:

Ontario Heritage Act Criteria	Yes/No	Analysis
i. is a rare, unique, representative or early example of a style, type, expression, material or construction method;	Yes	The property at 6-8 Vendome Place meets this criterion as it is an early example of a modernist townhouse development. The site layout oriented the individual buildings inwards from the major street network to look onto a central courtyard and incorporated underground parking to increase site

		<p>density and enliven the pedestrian experience. Grossman called this concept a “garden house” which was intended to incorporate a layout and design that promoted a more pedestrian friendly environment centered around communal spaces, gardens and pathways that was unlike the car-centric communities there were becoming more prevalent. He also scaled the pedestrian circulation routes to ensure outdoor rooms were created. The buildings also express Grossman’s application of the modernist style to a new type of residential building type through integration of features such as underground parking, projecting bays, staggering between units, and varied applications of red, brown, and grey brick.</p>
<p>ii. displays a high degree of craftsmanship or artistic merit, or;</p>	Yes	<p>The property at 6-8 Vendome Place meets this criterion. The property was positively recognized at its time of construction by contemporary architectural journals, including the <i>Royal Architectural Institute of Canada Journal</i> and the <i>Canadian Architect</i>. An article in <i>Progressive Architecture</i> stated the town houses were “the most significant part of Grossman’s scheme” (1967:133). The town houses are considered to be of a high quality of design through the use of below grade garage and driveways to achieve a high-density development without large areas dedicated to parking. The combination of elements such as projecting bays, staggering between units, and varied applications of red, brown, and grey brick also contribute to this quality.</p>
<p>iii. demonstrates a high degree of technical or scientific achievement.</p>	No	<p>The property at 6-8 Vendome Place is not known to meet this criterion. The property is not known to display or present technical or scientific achievement in greater than normal industry standards in terms of construction methods, use or adaptation of materials, forms, spatial arrangements, or innovations in design or construction techniques.</p>

2. The property has historical value or associative value because it:

Ontario Heritage Act Criteria	Yes/No	Analysis
i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community;	Yes	The property at 6-8 Vendome Place meets this criterion as a property which expresses the original planning principles advanced in the Flemingdon Park Master Plan and which was recognized as an innovative approach to modern town planning in the City of Toronto in the post-W.W.II. period. This property expresses its direct associations with the plan through its adherence to the design principles in the design of the building and the property such as separate land use, open green space and internal walkways.
ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or;	Yes	The property at 6-8 Vendome Place meets this criterion. The property yields information that contributes to an understanding of the planning and design principles of the Flemingdon Park community.
iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.	Yes	The property at 6-8 Vendome Place meets this criterion. The property is associated with urban planner Macklin Hancock and architect Irving Grossman. Hancock was a significant urban planner in the City of Toronto and established the plan for Flemingdon Park. Grossman was a significant proponent of modernist designs in the City of Toronto, in particular his work on alternatives to the urban sprawl prevalent in the 1950s and 1960s. Grossman's design for the town houses at Flemingdon Park demonstrates his accomplishments in this area with the separation of pedestrian and vehicular spaces, internal circulation routes, and units facing inward onto central courtyards.

3. The property has contextual value because it:

Ontario Heritage Act Criteria	Yes/No	Analysis
i. is important in defining, maintaining or supporting the character of an area;	Yes	The property at 6-8 Vendome Place meets this criterion. The property is located within the planned Flemingdon Park Residential sector. This area's character is defined by a mix of modernist multi-family residential buildings laid out on a meandering road network. As a property with these characteristics, it is important in supporting the character of the area.
ii. is physically, functionally, visually or historically linked to its surroundings, or;	Yes	The property at 6-8 Vendome Place meets this criterion. As a residential property constructed within an area set aside as a residential sector within the planned Flemingdon Park development, the property including its building and landscape is physically, functionally, visually and historically linked to its surroundings.
iii. is a landmark.	No	The property at 6-8 Vendome Place does not meet this criterion.

Secondary Sources

Grossman, Irving

1961 Flemingdon Park A Planned Community. *Royal Architectural Institute of Canada Journal* Vol 38(no.10).

The Canadian Architect

1967 Perspective Vol 13(no.9).



C.H.R. #28: 61 Grenoble Drive

Name Unnamed (Master Plan Reference L3)
Built 1961
Designed by Irving Grossman (Architect), Macklin Hancock (Urban Planner)



1. View west on Grenoble Drive towards Dufresne Court.



2. View west on Grenoble Drive towards Dufresne Court.



3. Detail showing rear of building.

Description

The property at 61 Grenoble Drive contains a residential townhouse complex located on the south side of Grenoble Drive and Dufresne Court within the Flemingdon Park neighbourhood in the City of Toronto. The property contains a total of 36 two-storey townhouse units divided between eight buildings arranged in four rows; underground parking; and a series of stairs and open spaces situated above the parking level. 61 Grenoble Drive was designed by architect Irving Grossman and constructed in 1961 as part of urban planner Macklin Hancock's Master Plan for the Flemingdon Park modern town development.

Design Summary

The buildings at 61 Grenoble Drive are an example of the Flemingdon Park Residential Town House type (refer to Section 5.4 and 5.5 of this report for further details on this property type and for a discussion of Modernism in Toronto and the Don Mills Crossing C.H.R.A. Study Area).

At 61 Grenoble Drive the four rows of buildings are arranged perpendicular to the street and oriented as two inward facing groupings. The units are designed as split-levels with the basement level accessed from the underground garage, a first storey raised above street level on a pedestrian mall at the front and opening onto lawn in the rear, and a second storey which expresses the split level in the roof line. The rear roof is flat while the front portion of the house is covered with a sloped roof. Ribbon windows run along the clerestory allowing light into the second-floor rooms. The front of each unit is organized into two bays. One bay contains a recessed entry to provide cover from the elements, with a paneled section at the second storey and a small horizontal window above and tucked under the overhanging eaves. The other bay has a rectangular horizontal window on the first storey and a narrow rectangular vertically oriented window on the right side. The rear has a similar organization to the front however there is distinctly more glazed area. Like the front, the rear entrance is recessed but the second storey has a projecting squared bay window. The second bay has two horizontally oriented rectangular windows. The ends of each building are generally a blank wall with the exception of a single narrow vertical window which allows light into the stairwell.

The principal material is brown brick laid in a common bond pattern. The second storey of the entrance bay on both the front and rear are clad in a vertical metal siding but were formerly vertically-laid wood. Original casement type windows appear to have been replaced with aluminum sash side sliders.

Minor alterations have been made to the property and buildings. Rear yards are contained by wooden privacy fences. Metal fences have been installed around public open spaces throughout the property.

The property is rectangular in shape. Deciduous trees define the property line and separate the two groups of buildings. There are two short driveways that lead to an interconnected underground parking garage. Poured concrete steps provide pedestrian access to the elevated front yards, and additional access has been provided with ramps.



Historical Summary

The architect for 61 Grenoble Drive was Irving Grossman and the urban planner was Macklin Hancock (refer Sections 5.6.7 and 5.6.8 of the report for biographies of the firms).

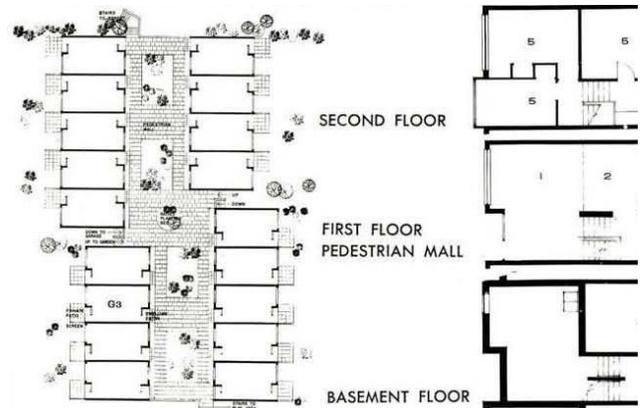
The property at 61 Grenoble Drive was developed as part of Flemingdon Park (refer to Section 4.0 – History and Evolution of the Study Area – for details on the development of Flemingdon Park).



1. View southeast of 61 Grenoble Drive upon completion, 1961 (Grossman 1961:60).



2. View north within interior courtyard (Grossman 1961:60).



6. Site Plan showing one of the two clusters, left, and typical floor plan, right (Grossman 1961:60).

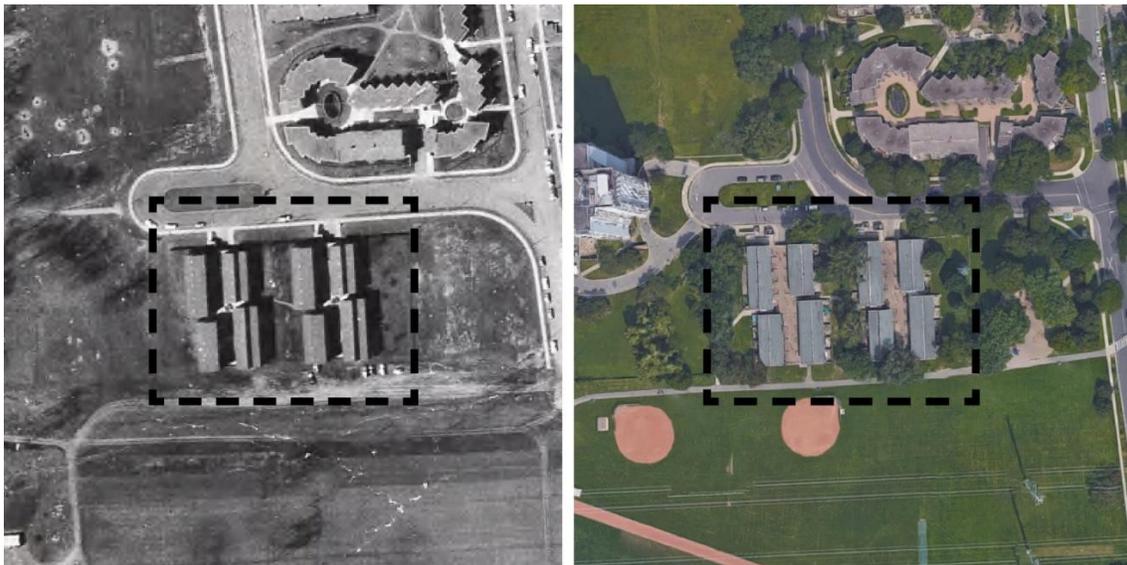


7. 61 Grenoble Drive, view north from Grenoble Drive.
(<http://www.arch.mcgill.ca/prof/schoenauer/arch529/lecture05/z55.htm>)

Immediate Context of the Property

The property at 61 Grenoble Drive is located on the south side of Grenoble Drive and Dufresne Court. The property is situated at a jog in Grenoble Drive and the property extends westwards to Dufresne Court which is a cul-de-sac connected to Grenoble Drive. The surrounding area consists of a residential tower building to the west, low-rise townhouses of similar architectural form and period of construction to the northeast, a playground to the east and a hydro corridor is to the south. The hydro corridor also serves as a park named Flemingdon Park which includes a multipurpose field, baseball diamonds and a running track.

The low-rise townhouses and outdoor open space above underground parking (referred to in plans as pedestrian malls) connected to grassed enclosures, express a consistent aesthetic that characterizes the original layout of Flemingdon Park and are seen in other properties such as 18-22 St Dennis Drive, 4 Vendome Place, and 6-8 Vendome Place.



8. Aerial photograph showing 61 Grenoble Drive, in 1964 on the left and 2018 on the right.

Research Summary

Date	Event	Source
July 31, 1959	Flemingdon Park project approved by Municipality of North York.	Toronto Daily Star.
1961	61 Grenoble Drive is constructed.	City of Toronto Aerial Photography- 1962; R.A.I.C. Journal October 1961.
1962	Property first listed in city directory as "Apartments."	Might's Greater Toronto City Directory, 1962.

Evaluation

Evaluation of 61 Grenoble Drive using Ontario Regulation 9/06

1. The property has design value or physical value because it:

Ontario Heritage Act Criteria	Yes/No	Analysis
i. is a rare, unique, representative or early example of a style, type, expression, material or construction method;	Yes	The property at 61 Grenoble Drive meets this criterion as it is an early example of a modernist townhouse development. The site layout oriented the individual buildings inwards from the major street network to look onto a central courtyard and incorporated underground parking to increase site density and enliven the pedestrian experience. Grossman called this concept a "garden house" which was intended to incorporate a layout and design that promoted a more pedestrian friendly environment centered around communal spaces, gardens and pathways that was unlike the car-centric communities there were becoming more prevalent. He also scaled the pedestrian circulation routes to ensure outdoor rooms were created. The buildings also express Grossman's application of the modernist style to a new type of residential building type through integration of features such as underground parking, projecting bays, and staggering between units.



ii. displays a high degree of craftsmanship or artistic merit, or;	Yes	The property at 61 Grenoble Drive meets this criterion. The property was positively recognized at its time of construction by contemporary architectural journals, including the <i>Royal Architectural Institute of Canada Journal</i> . An article in <i>Progressive Architecture</i> stated the town houses were “the most significant part of Grossman’s scheme” (1967:133). The town houses are considered to be of a high quality of design through the use of below grade garage and driveways to achieve a high-density development without large areas dedicated to parking. The combination of elements such as projecting bays, staggering between units also contribute to this quality.
iii. demonstrates a high degree of technical or scientific achievement.	No	The property at 61 Grenoble Drive is not known to meet this criterion. The property is not known to display or present technical or scientific achievement in greater than normal industry standards in terms of construction methods, use or adaptation of materials, forms, spatial arrangements, or innovations in design or construction techniques.

2. The property has historical value or associative value because it:

Ontario Heritage Act Criteria	Yes/No	Analysis
i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community;	Yes	The property at 61 Grenoble Drive meets this criterion as a property which expresses the original planning principles advanced in the Flemingdon Park Master Plan and which was recognized as an innovative approach to modern town planning in the City of Toronto in the post-W.W.II. period. This property expresses its direct associations with the plan through its adherence to the design principles in the design of the building and the property such as separated land use, open green space and internal walkways.



ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or;	Yes	The property at 61 Grenoble Drive meets this criterion. The property yields information that contributes to an understanding of the planning and design principles of the Flemingdon Park community.
iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.	Yes	The property at 61 Grenoble Drive meets this criterion. The property is associated with urban planner Macklin Hancock and architect Irving Grossman. Hancock was a significant urban planner in the City of Toronto and established the plan for Flemingdon Park. Grossman was a significant proponent of modernist designs in the City of Toronto, in particular his work on alternatives to the urban sprawl prevalent in the 1950s and 1960s. Grossman's design for the town houses at Flemingdon Park demonstrates his accomplishments in this area with the separation of pedestrian and vehicular spaces, internal circulation routes, and units facing inward onto central courtyards.

Ontario Heritage Act Criteria	Yes/No	Analysis
i. is important in defining, maintaining or supporting the character of an area;	Yes	The property at 61 Grenoble Drive meets this criterion. The property is located within the planned Flemingdon Park Residential sector. This area's character is defined by a mix of modernist multi-family residential buildings laid out on a meandering road network. As a property with these characteristics, it is important in supporting the character of the area.
ii. is physically, functionally, visually or historically linked to its surroundings, or;	Yes	The property at 61 Grenoble Drive meets this criterion. As a residential property constructed within an area set aside as a residential sector within the planned Flemingdon Park development, the property including the buildings and its landscape is physically, functionally, visually and historically linked to its surroundings.
iii. is a landmark.	No	The property at 61 Grenoble Drive does not meet this criterion.



Secondary Sources

Grossman, Irving

1961 Flemingdon Park A Planned Community. *Royal Architectural Institute of Canada Journal* Vol 38(no.10).



C.H.R. #29: 95 Leeward Glenway

Name Chapel Glen
Built c. 1973
Designed by Boigon and Heinonen and Raymond Mandel (Architects)



1. High-rise condominium entrance, west elevation.



2. High-rise condominium upper stories, west elevation.



3. Detail of window and concrete.



4. Low-rise buildings, view west with high-rise in background.



5. Low-rise buildings, view south on Leeward Glenway.



6. Detail of configuration of the exterior.

Description

The property at 95 Leeward Glenway is bordered by Grenoble Drive to the north and the Don Valley Parkway to the south, in the City of Toronto. It contains eight buildings (four pairs of buildings) which form a housing complex designed by architects Boigon and Heinonen and Raymond Mandel and constructed c. 1973 as part of the Chapel Glen Development in Flemingdon Park.

Design Summary

95 Leeward Glenway is part of a larger development plan in the south portion of Flemingdon Park known as Chapel Glen. Phase 1 of the Chapel Glen development was comprised of four building types. 95 Leeward Glenway incorporates two of these building types: Type 2 High Rise Condominium, and Type 3 Strata Housing. The buildings are organized to create a central green space with trees and plantings. Two of the buildings have components which face onto Grenoble Drive while the remainder of the buildings are set at the rear and east side of the site. The high-rises are oriented with their primary, long sides facing Gateway Boulevard creating the sense of a terminus with a bastion-like quality. Leeward Glenway creates an internal vehicular circulation road. Pedestrian walkways are implemented throughout the site. The site also has underground and surface parking facilities. The property incorporates modernist design principles (refer to Section 5.4 of this report for a discussion of Modernism in Toronto and the Don Mills Crossing C.H.R.A. Study Area).

Type 2 High Rise Condominiums

At the time of construction, Chapel Glen was the largest high-rise project in Canada to be constructed by a prefabricated systems building method (Canadian Building 1971:7). The high-rise buildings were constructed of precast concrete components. The shear walls, floor slabs, stair flights, and exterior cladding panels were manufactured in an off-site factory by Modular Precast Concrete Structures Limited (Canadian Building 1971:7). Used for the high-rise portions of the project, the Modular Precast system was based on the British Wates panel system prevalent in Europe. It was intended that a systems approach be used for the low-rise components as well, but these used conventional construction techniques. This construction method was used to minimize costs and did not allow

for design elements such as cantilevered elements like projecting balconies. The installation of the panels used precise alignment and was of a high quality. The interior finishes included papered walls, parquet floor, vinyl tiles, and drywall partitions.

According to an article in *The Canadian Architect* in 1972, the project was “an important testing ground for systems building in Canada.” The author also asserted, “We are dealing with advanced technology turning out the same old-fashioned product.” The prefabrication of elements allowed for a better quality of product than poured-in-place concrete. Prefabrication provided an opportunity for increased profits, but the design was considered to be the “same rigid sequence of rooms seen thousands of time before” (Canadian Architect 1972:54).

The two high-rise buildings are Type 2 High Rise Condominiums which are joined to give the effect of one building. The buildings are slightly stepped in plan and feature 23 storeys. The buildings contain approximately 250 units each. The overall design of the building relies on the repetition of bands of horizontal windows with smooth-faced concrete bands between. At either side of the east and west elevations, the concrete panels have a vertical ribbed design. Above each band of windows, a projecting concrete lintel and the internal division of rooms and units is marked by a vertical projecting concrete plane. The window sills are very modest, only slightly raised from the wall surface. The window openings are fitted with aluminum framed panes with full height side sliding units. The building is entered from a raised concrete terrace with a canopy and a post and lintel edge element. The buildings contain north and south facing units as evidenced by the repeated window elements at these sides.

Type 3 Strata Housing

The low-rise buildings are Type 3 Strata Housing which was constructed by poured-in-place concrete, a conventional method for the time. The low-rise buildings contain 56 two-storey suites per building and have several layouts with three-, four- and five-bedroom units. All units are accessed from the exterior. Three two-level units are stacked to complete the six building storeys. The Strata Housing type is also referred to as maisonette apartments which are two-storey apartments arranged in a variety of configurations. The lower units have direct grade level access for entry while the upper units are accessed from exterior corridors which are generally oriented to the central open space. To keep the corridors clear of winter snow and ice, the floors were fitted with snow melting cable and protected by canopies. Each entrance is elevated from the corridor as an interstice and to provide privacy (Canadian Architect 1972:51–52). The primary exterior materials include red brick cladding for the recessed walls and exposed concrete for the walkways topped with metal railings. Some of the short ends of the buildings have been clad in a ribbed metal siding while feature the exposed concrete associated with the walkways around the building. The top storey has been fully clad in the same material. The street facing sides of the buildings utilize the walkway element as balconies. Some of these balconies have been enclosed.

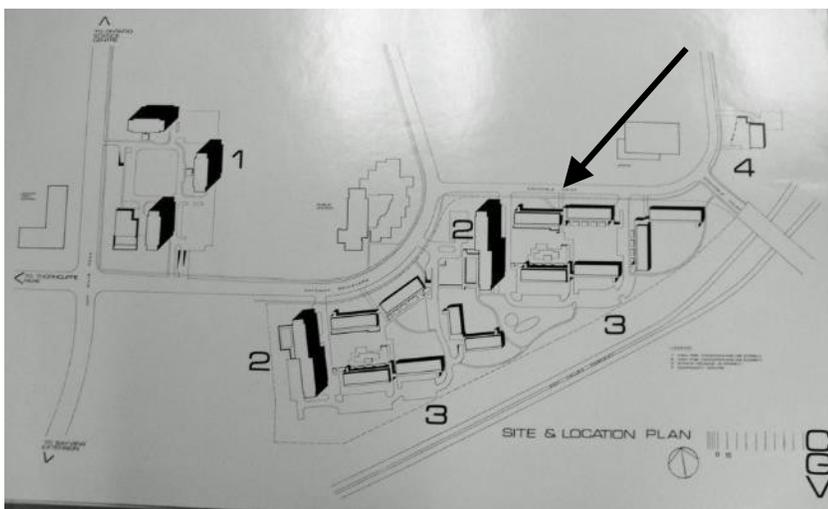


Historical Summary

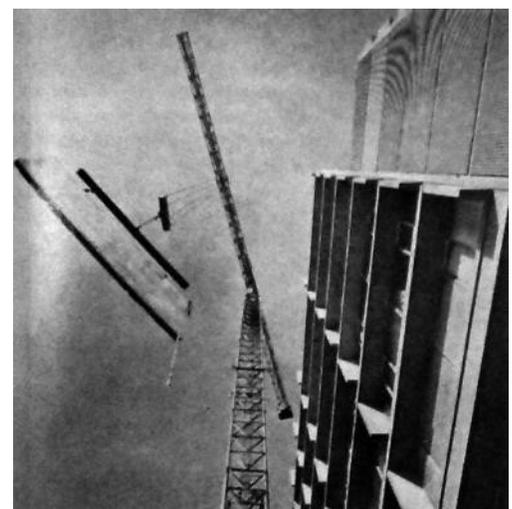
95 Leeward Glenway was constructed as part of Chapel Glen, a residential development to the south of Flemingdon Park, in the early 1970s. The development was announced in 1967 under the Ontario Home Ownership Made Easy (HOME) program. The HOME program provided a 95 per cent first mortgage financed by Ontario Housing Corporation who also provided the land. The project was the first development to incorporate the concept of condominium ownership in Ontario. The original concept was a \$34 million development on a 25-acre site which included 1,472 residential units in a collection of long narrow buildings with high-rise and low-rise components. This scheme was altered based on the suggestions of Eli Comay, the former Planning Commissioner for the City of Toronto, who acted as a consultant on the project (Comay 1967). Ultimately, the final development scheme included the construction of twelve high-rise and low-rise residential and community support buildings.

The development consisted of building sites A and B, and a school, park, and recreation centre. 95 Leeward Glenway is part of building site B, located between Gateway Boulevard and the Don Valley Parkway. Building site B also included the adjacent property at 10 Sunny Glenway. Site B is a medium density apartment site with 51 units per acre (compared to site A with a higher density of 94 units per acre).

The project was built by Modular Precast Developments (York) Limited which was a jointly owned subsidiary of Belmont Construction Co. Ltd. Cadillac Development Corporation Ltd., Greenwin Construction Co. Ltd., Heathcliffe Developments Ltd. and the Meridian Building Group (Canadian Architect 1972:52). The architects who designed the site and buildings were Boigon and Heinonen and Raymond Mandel, working jointly (Canadian Architect 1972:51) (refer to Sections 5.6.3 and 5.6.11 of the report for biographies of the architectural firms).



7. Chapel Glen Phase 1 Site Plan showing building types, 95 Leeward Glenway is indicated by an arrow (C.O.T.A., Series 983, File 237).



8. High-rise condominium under construction, view looking up as a crane lifts a prefabricated panel into place (Canadian Architect 1972).

Immediate Context of the Property

Chapel Glen is located in the southernmost portion of the Flemingdon Park area. The property is bordered by Grenoble Drive to the north and the Don Valley Parkway to the south. The property has the mixed-density residential character of the Flemingdon Park area that was planned and constructed ten years earlier and intended to expand upon the vision of creating a higher density version of the neighbouring Don Mills development. The property incorporates a high-rise building which was intended to identify the overall grouping of individual buildings. Each building is then oriented towards interior courtyards with rear elevations facing the street. This quality is consistent with the original Flemingdon Park plan found to the north of this area.

To the north of the property is St. John XXIII Catholic School and the Angela James Arena. The Don Valley Parkway is to the east and south. To the west is a building complex which corresponds in design and period of construction with 95 Leeward Glenway. Trees and landscaping have been implemented between the buildings and the roadway and a large area of vegetation creates a separation between the buildings and the Don Valley Parkway.



9. 95 Leeward Glenway, 1975 on the left and 2018 on the right.

Research Summary

Date	Event	Source
October 13, 1967	The Chapel Glen project is announced publicly.	Toronto Daily Star
c. 1973	95 Leeward Glenway constructed.	City of Toronto Aerial Photography – 1971, 1973.

Evaluation

Evaluation of 95 Leeward Glenway using Ontario Regulation 9/06

The property has design value or physical value because it:

Ontario Heritage Act Criteria	Yes/No	Analysis
i. is a rare, unique, representative or early example of a style, type, expression, material or construction method;	Yes	The property at 95 Leeward Glenway is an early example of a prefabricated high-rise building. The use of prefabricated materials had been implemented since the end of the Second World War but until this point the uses had only been in low-rise buildings. The low-rise Strata buildings follow earlier models of densification organizing apartments into two-storey maisonette units. By this time the maisonette form was commonly utilized as well and the construction method of these buildings is considered conventional.
ii. displays a high degree of craftsmanship or artistic merit, or;	Yes	The property at 95 Leeward Glenway meets this criterion. The property was positively recognized at its time of construction by contemporary journals, including <i>Canadian Architect</i> and <i>Canadian Builder</i> . The assembly of materials and construction methods was recognized as a greater than normal industry standards with the use of precast rather than poured-in-place concrete.
iii. demonstrates a high degree of technical or scientific achievement.	Yes	The property at 95 Leeward Glenway meets this criterion as the use of precast concrete panels in the construction of a high-rise building demonstrated an evolution in construction techniques in the City of Toronto.



2. The property has historical value or associative value because it:

Ontario Heritage Act Criteria	Yes/No	Analysis
i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community;	Yes	The property at 95 Leeward Glenway meets this criterion. The property was the first to be built using the concept of condominium ownership, which became a prevalent form of residential development in Canada that has had a significant impact on the growth of urban communities, particularly the City of Toronto.
ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or;	No	The property at 95 Leeward Glenway does not meet this criterion.
iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.	No	The property at 95 Leeward Glenway does not meet this criterion. The buildings were designed by Raymond Mandel and Boigon and Heinonen. While the buildings are representative of the work within their portfolios - and Boigon and Heinonen have made contributions to areas like geriatric housing - the architects are not generally considered significant within the City of Toronto.

3. The property has contextual value because it:

Ontario Heritage Act Criteria	Yes/No	Analysis
i. is important in defining, maintaining or supporting the character of an area;	Yes	The property at 95 Leeward Glenway meets this criterion. The mixed-density residential character of the buildings supports and is consistent with and supports the surrounding Flemingdon Park area.
ii. is physically, functionally, visually or historically linked to its surroundings, or;	Yes	The property at 95 Leeward Glenway meets this criterion. The property is physically, functionally and visually linked to its surroundings. It expanded upon the vision of creating a higher density version of the neighbouring Don Mills development.
iii. is a landmark.	No	The property at 95 Leeward Glenway does not meet this criterion.



Sources

Canadian Architect

1972 System: Chapel Glen, Don Mills, Ontario Vol 17(no.1).

Canadian Building

1971 Completely Finished Concrete Slabs, pp7



**APPENDIX B: PROPERTIES NOT RECOMMENDED FOR INCLUSION ON THE CITY OF TORONTO'S
HERITAGE REGISTER (INCLUDING RESEARCH SUMMARY AND HERITAGE EVALUATION)**

- C.H.R.# 3:** 1133 Leslie Street
- C.H.R.# 7:** 885 Don Mills Road
- C.H.R.# 8:** 50 Gervais Drive
- C.H.R.# 11:** 29 Gervais Drive
- C.H.R.# 15:** 175 Wynford Drive
- C.H.R.# 19:** 797 Don Mills Road
- C.H.R.# 21:** 7 Rochefort Drive
- C.H.R.# 23:** 31 St. Dennis Drive
- C.H.R.# 24:** 48 Grenoble Drive
- C.H.R.# 25:** 1 Deauville Lane
- C.H.R.# 30:** 135 Overlea Boulevard

C.H.R. #3: 1133 Leslie Street

Name Pringle and Booth Art Centre (now known as the Korean Cultural Centre)
Built 1961
Designed by S.D.F. Reszetsnik (Architect)



1. View of the northwest corner of the building.¹

Description

The property at 1133 Leslie Street is located on the east side of Leslie Street, north of Eglinton Avenue East, in the City of Toronto. It contains a two-storey building designed by architect S.D.F. Reszetsnik and constructed in 1961 with later additions and alterations.

¹ Due to the location of the property, only the northwest corner of the building is visible from the public right-of-way.

Design Summary

The building at 1133 Leslie Street is constructed on a rectangular plan with some parts two-storeys in height and others appearing to be double height. The two-storey northwest corner of the building provides the main point of interest to the design as well as the main entrance. The ground level is recessed with the upper storey supported by pilotis, a design typical of the 1960s. The ground level has full floor-to-ceiling glazing with aluminum frames. The second storey has portions of full height glazing divided by metal fins. The eastern end of the north elevation has fenestration only in the upper portion. Fenestration is absent from the remainder of the building. The windows are a consistent horizontal ribbon style. These design elements would be typical of 1960s design, but it is undetermined if these elements are original to the building (refer to Section 5.4 of this report for a discussion of Modernism in Toronto and the Don Mills Crossing C.H.R.A. Study Area).

Aerial photography indicates the original building had three components with a fourth southernmost portion added c.1965. The primary material is brown brick in a common bond pattern. The main entrance has a wood enclosed steel canopy that was added between 1992 and 2002, presumably as part of the conversion to new ownership in 1996. Later additions to the second storey include additional windows and a triangular skylight that provides natural light.

In terms of its setting, the property is set back from Leslie Street near the former Canadian National Railway spur line. The property features a lawn and planted beds at the west side while the remainder of the property consists of an asphalt paved surface parking lot and driveways. The parking lot on the north side of the building is adjoined to the parking area of the adjacent property. Originally these properties were divided by a landscaped and treed area.

Historical Summary

1133 Leslie Street was constructed in 1961 for The Art Centre with the main tenant Pringle and Booth, a photography company established in 1904 with offices in Toronto and Montreal. Co-founded by James Pringle and Fred Booth, the company began after Pringle's photography of the Prince of Wales' Royal Tour of Canada was used for a book of the Prince's travels (Anon 1957). The company pioneered retail photography in North America, producing the first commercial colour photograph for the T. Eaton Company. Pringle and Booth later moved its operations to Markham and became CMI Canada, which was acquired by St. Joseph Communications in 2008 (Anon 2008). The building at 1133 Leslie Street contained exhibition, studio spaces, and photographic labs and was known as The Art Centre in its early years (The Globe and Mail 1957). In addition to Pringle and Booth's facilities, the building also housed several other photographers and advertising companies (Might's 1965). The Korean Canadian Cultural Centre moved into the building in 1996 (Korean Canadian Cultural Association). While the North York Modernist Inventory attributes the building to Jannek Architects, additional research into the building suggests that it was designed by S.D.F. Resznetnik (R.A.I.C. 1962) (refer to Section 5.6.16 of the report for a biography of the firm).

The property was established in the area of the Don Mills Master Plan (refer to Section 4.0 – History and Evolution of the Study Area – in the report for details on the development of Don Mills).



Immediate Context of the Property

The property sits atop an embankment overlooking Leslie Street and Wilket Creek Park, north of Eglinton Avenue East. The property is situated at the end of a secondary unnamed road from Leslie Street which provides access to this and adjacent properties. The building is not visible from Leslie Street due to its considerable setback and the presence of another building between Leslie Street and the property. To the north, east and south of the property are commercial and light industrial properties with low-rise buildings. The Don Mills Trail, a former Canadian National Railway spur, is located directly to the east, to the rear of the property. It does not appear that the building had a functional association with the railway.



2. Aerial photographs showing 1133 Leslie Street in 1962 on the left, and 2018 on the right.

Research Summary

Date	Event	Source
c.1961	1133 Leslie Street is constructed.	City of Toronto Aerial Photography- 1960, 1961.
1962	Owner listed as Pringle and Booth Ltd.	City of North York Tax Assessment Rolls, 1962.
1965	Property first listed in city directory as Art Centre the OFC Building, with numerous tenants.	Might's Greater Toronto City.
1965	Building expanded to the south.	City of Toronto Aerial Photography- 1964, 1965.
1996	Korean Canadian Cultural Centre purchases the property.	Korean Canadian Cultural Centre.
c.1996	Alterations made to the entrance including canopy.	City of Toronto Aerial Photography – 1994 and Google Satellite Imagery 2002.

Evaluation

Evaluation of 1133 Leslie Street using Ontario Regulation 9/06

1. The property has design value or physical value because it:

Ontario Heritage Act Criteria	Yes/No	Analysis
i. is a rare, unique, representative or early example of a style, type, expression, material or construction method;	No	The property at 1133 Leslie Street does not meet this criterion. The building is not a rare, unique or early example. While it has design elements that express its period of construction, it is not representative of an identifiable style.
ii. displays a high degree of craftsmanship or artistic merit, or;	No	The property at 1133 Leslie Street is not known to meet this criterion. The quality of execution in the design, composition of elements, assembly of materials and construction methods is not known to be greater than normal industry standards.



iii. demonstrates a high degree of technical or scientific achievement.	No	The property at 1133 Leslie Street is not known to meet this criterion. The property is not known to display or present technical or scientific achievement in greater than normal industry standards in terms of construction methods, use or adaptation of materials, forms, spatial arrangements, or innovations in design or construction techniques.
---	----	---

2. The property has historical value or associative value because it:

Ontario Heritage Act Criteria	Yes/No	Analysis
i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community;	Yes	<p>The property at 1133 Leslie Street meets this criterion as a property that expresses the original planning intentions of the Don Mills Master Plan which was a notable example of modern town planning in the City of Toronto in the post-W.W.II. period. This property expresses its direct associations with the plan through its adherence to design principles in the design of the building and property, being an architect-designed, light industrial complex with deep setbacks and open green space.</p> <p>Additionally, the property is associated with Pringle and Booth, a prolific Toronto-based photography company.</p>
ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or;	Yes	The property at 1133 Leslie Street meets this criterion. The property yields information that contributes to an understanding of the planning and design principles of the Don Mills community.
iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.	Yes	The property at 1133 Leslie Street meets this criterion. The property is associated with urban planner Macklin Hancock who was a significant urban planner in the City of Toronto and established the plan Don Mills.



3. The property has contextual value because it:

<i>Ontario Heritage Act Criteria</i>	Yes/No	Analysis
i. is important in defining, maintaining or supporting the character of an area;	Yes	The property at 1133 Leslie Street does not meet this criterion. The property contributes to the low-rise modernist industrial park character of the area.
ii. is physically, functionally, visually or historically linked to its surroundings, or;	Yes	The property at 1133 Leslie Street meets this criterion. As a modernist light industrial building constructed within one of three areas set aside for industrial use within the planned Don Mills development, the property including its landscape setting is physically, functionally, visually and historically linked to its surroundings.
iii. is a landmark.	No	The property at 1133 Leslie Street does not meet this criterion.

Secondary Sources

Korean Canadian Cultural Association
KCCA History.

R.A.I.C. (Royal Architectural Institute of Canada Journal)
1962 Ad - Curtis Allbrite Lighting Limited. *Royal Architectural Institute of Canada Journal*.

The Globe and Mail
1957 Photographer Took Pictures of Royalty, June 13.



C.H.R. #7: 885 Don Mills Road

Name Unnamed
Built 1969
Designed by Bregman and Hamann Architects and Engineers



1. East elevation.



2. East elevation at the southeast corner.



3. Window configuration and finishes.

Description

The property at 885 Don Mills Road is located on the east side of Don Mills Road, in the City of Toronto, immediately south of the Canadian Pacific Railway (C.P.R.) line. It contains a four-storey office building constructed in 1969.

Design Summary

885 Don Mills Road features a four-storey building on a rectangular plan. The building is oriented nearly parallel to Don Mills Road. The building is nine bays across and five bays deep. The bays are divided by exposed columns which project from the otherwise flat surface of the building. There is one large window set within each bay that is divided into four grey-tinted panes which have brass-finished aluminum frames. The roof has a deep profile and overhanging eaves above the third storey. The fourth storey is stepped back giving the appearance of a lower building. The detailing of the fourth storey is not discernible. There are two entrances to the building located in the centre bay of both the east and west sides. The west side entrance is detailed with a cantilevered canopy while the east entrance lacks detail, suggesting that the primary entrance is on the west side. The columns, spandrels, and eaves are all finished with a small rectangular tile that appears as off white with a green hue. The form of the building corresponds with the neighbouring building at 50 Gervais Drive (built 1971) and exhibits some modernist design principles (refer to Section 5.4 and 5.5 of this report for a discussion of Modernism in Toronto and the Don Mills Crossing C.H.R.A. Study Area).

In terms of its setting, the property maintains its original relationship at the top of a steep slope, overlooking Don Mills Road. Pedestrian access is provided from Don Mills Road via wide concrete steps from the public sidewalk up to the building. Vehicular access to the property is provided from Gervais Drive. The property is primarily asphalt paved surface parking with grassed areas at the property edges. There are several deciduous and coniferous trees on the rise up from Don Mills Road. Though the C.P.R. line forms the northern property boundary, there is no evidence of associated railway connections or functions.

Historical Summary

Constructed in 1969, the building's original tenants included Bregman and Hamann (an architecture and planning firm) and Multiple Access General Computer Corporation Ltd (a computer and technology company) (The Globe and Mail 1969a; The Globe and Mail 1969b). Bregman and Hamann was a significant architectural firm in the City, designing significant buildings such as the Eaton Centre, the Canada Trust and Bay Wellington Towers, and First Canadian Place.

The architect for 885 Don Mills Road was Bregman and Hamann Architects and Engineers (refer to Section 5.6.4 of the report for a biography of the firm).

The property at 885 Don Mills Road was established within the Flemingdon Park Industrial Estate, which was conceived as an extension of the Don Mills-related industrial area. The new industrial area was intended to provide employment for the Flemingdon Park residential area to the south. As a result of this plan, the area developed into a cluster of corporate headquarters and cultural institutions (refer to Section 4.0 – History and Evolution of the Study Area – in the report for details on the development of Flemingdon Park and Don Mills).





4. Intersection of Don Mills Road and Eglinton Avenue East in bottom right corner, view east of the Flemingdon Park designated industrial area. 885 Don Mills Road is indicated with an arrow (Kirkup 1969).

Immediate Context of the Property

885 Don Mills Road is located on the east side of Don Mills Road. The property is located within a cluster of commercial offices, light industrial, and cultural buildings with Wynford Drive forming the spine of the area. Immediately to the north of the property is a Canadian Pacific Railway line. Due to the presence of the Don Mills Road underpass beneath the Canadian Pacific Railway, the building appears to sit on a plateau above the street. Due to the change in elevation and the presence of vegetation, the building is only partially visible from the Don Mills Road. The property also lacks visibility from Gervais Drive.



5. Aerial photographs showing 885 Don Mills Road, in 1970 on the left, and 2018 on the right.

Research Summary

Date	Event	Source
July 31, 1959	Flemingdon Park project approved by Municipality of North York	Toronto Daily Star
1969	Bregman and Hamann Architects announce they are relocating to 885 Don Mills Road.	Globe and Mail
1969	885 Don Mills Road is constructed.	City of Toronto Aerial Photography – 1968, 1969
1970	Property first listed in city directory. Occupant: Multiple Access General Computer Corp. Ltd.	Might's Greater Toronto City Directory, 1970.
1971	Property owner listed as Henford Investments Ltd.	City of North York Tax Assessment Rolls, 1971.

Evaluation

Evaluation of 885 Don Mills Road using Ontario Regulation 9/06

1. The property has design value or physical value because it:

<i>Ontario Heritage Act Criteria</i>	Yes/No	Analysis
i. is a rare, unique, representative or early example of a style, type, expression, material or construction method;	No	The property at 885 Don Mills Road does not meet this criterion. While the building exhibits features common to the modernist period (e.g., the deep overhanging eaves) it is not an exemplary representation of modernism.
ii. displays a high degree of craftsmanship or artistic merit, or;	No	The property at 885 Don Mills Road is not known to meet this criterion. The quality of execution in the design, composition of elements, assembly of materials or construction methods is not known to be greater than normal industry standards.
iii. demonstrates a high degree of technical or scientific achievement.	No	The property at 885 Don Mills Road is not known to meet this criterion. The property is not known to display or present technical or scientific achievement in greater than normal industry standards in terms of construction methods, use or adaptation of materials, forms, spatial arrangements, or innovations in design or construction techniques.

2. The property has historical value or associative value because it:

<i>Ontario Heritage Act Criteria</i>	Yes/No	Analysis
i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community;	Yes	The property at 885 Don Mills Road meets this criterion as a property which expresses the original planning principles advanced in the Flemingdon Park Master Plan and which was recognized as an innovative approach to modern town planning in the City of Toronto in the post-W.W.II. period. This property expresses its direct associations with the plan through its adherence to the design principles in the design of the building and the property such as separated land use and open green space.



		Additionally, the property is associated with Bregman and Hamann, an architectural firm in the City of Toronto that designed significant buildings such as the Eaton Centre, the Canada Trust and Bay Wellington Towers, and First Canadian Place.
ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or;	Yes	The property at 885 Don Mills Road yields information that contributes to an understanding of the planning and design principles of the Flemingdon Park community.
iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.	Yes	<p>The property at 885 Don Mills Road is associated with urban planner Macklin Hancock who was a significant urban planner in the City of Toronto and established the plan for Flemingdon Park.</p> <p>While the property is also associated with the firm of Bregman and Hamann Architects, who made significant contributions to architecture in Toronto, the quality of this particular building does not demonstrate or reflect the significance of their work.</p>

3. The property has contextual value because it:

Ontario Heritage Act Criteria	Yes/No	Analysis
i. is important in defining, maintaining or supporting the character of an area;	No	The property at 885 Don Mills does not meet this criterion. The property is located within the Flemingdon Park Industrial Estate. This area's character is defined by the scenic quality of Wynford Drive and its low-rise buildings and landscaped properties. The properties along Wynford Drive are key to defining, maintaining and supporting the character of the area while this property, which is disconnected from Wynford Drive, is not known to have a role in defining, maintaining or supporting the character of the area.

ii. is physically, functionally, visually or historically linked to its surroundings, or;	Yes	The property at 885 Don Mills meets this criterion. As a modernist light industrial building constructed within area set aside as an industrial estate within the planned Flemingdon Park development, the property is physically, functionally, visually and historically linked to its surroundings.
iii. is a landmark.	No	The property at 885 Don Mills Road does not meet this criterion.

Secondary Sources

Kirkup, Donald Boyce

1969 *Boomtown Metropolitan Toronto: A photographic record of two decades of growth*. Donald Boyce Kirkup with Lockwood Survey Corporation Limited., Toronto, Ontario.

The Globe and Mail

1969a Appointment, August 1.

The Globe and Mail

1969b Multiple Access General Computer Corporation Limited, October 16.



C.H.R. #8: 50 Gervais Drive

Name Consolidated Computer Ltd. (now known as the Canada Christian College)

Built 1971

Designed by Bregman and Hamann Architects and Engineers



1. East elevation.



2. Southeast corner showing entrance driveway.



3. Previous building cladding.

Description

The property at 50 Gervais Drive is located on the west side of Gervais Drive, north of Wynford Drive, in the City of Toronto. It contains a five-storey building constructed in 1971.

Design Summary

The property at 50 Gervais Drive contains a five-storey building on a rectangular plan with a two-storey addition to the north. The building is oriented with its short end facing the street. The building was constructed in 1971 with the north wing added in 2002. The building is five bays wide and ten bays deep. The bays are divided by exposed columns at the first, second, and third storeys. There is one large window set within each bay that is divided into four grey tinted panes which have brass-finished aluminum frames. The windows are recessed from the primary elevations and have deep downward sloping sills. The fifth storey follows a similar configuration though the windows are set at the primary elevation without sills. The fourth storey differs in pattern with a continuous ribbon window which wraps around the building and, like the fifth storey, is set at the primary elevation without a sill. The third and fourth storeys step out from the first two storeys and the fifth storey is stepped back. The main entrance is located at the centre of the south elevation. The recessed entrance features a cantilevered canopy. A mechanical penthouse is located above the fifth storey. The north wing is four bays across and five bays deep with exposed columns and windows at the top of the second storey. The configuration of windows may indicate a double height interior space. The form of the building corresponds with the neighbouring building at 885 Don Mills Road and exhibits some modernist design principles (refer to Section 5.4 of this report for a discussion of Modernism in Toronto and the Don Mills Crossing C.H.R.A. Study Area).

The columns and spandrels of the building have recently been coated with modern stucco. The columns are stuccoed in red and the spandrels in beige. An unfinished portion shows the building was previously finished with a small rectangular tile. This tile matches the cladding used for 885 Don Mills Road.

In terms of its setting, the property is primarily asphalt paved surface parking with narrow grassed bands bordering the property. There is a cluster of coniferous and deciduous trees at either side of the entrance drive.

Historical Summary

The first occupants of the building were Consolidated Computer Ltd. (initially a prominent computer time-sharing company and later a high-tech firm) who moved from offices on Yonge Street to Don Mills in 1971 (Toronto Daily Star 1971). Consolidated Computer Ltd. was subject to a \$125-million bailout in the mid-1970s and was later sold in 1982 to Nabu Manufacturing Corp of Ottawa for \$100,000 (Patterson 1982). The bailout of the company was considered controversial due to the amount and the eventual selling price. Today, the building is home to the Canada Christian College, an evangelical bible college that relocated to the building in the mid-1990s.

The architect for 50 Gervais Drive was Bregman and Hamann Architects and Engineers (refer to Section 5.6.4 of the report for a biography of the firm).



The property at 50 Gervais Drive was established within the Flemingdon Park Industrial Estate, which was conceived as an extension of the Don Mills-related industrial area. The new industrial area was intended to provide employment for the Flemingdon Park residential area to the south. As a result of this plan, the area developed into a cluster of corporate headquarters and cultural institutions (refer to Section 4.0 – History and Evolution of the Study Area – in the report for details on the development of Flemingdon Park and Don Mills).

Immediate Context of the Property

The property at 50 Gervais Drive is located on the west side of Gervais Drive, north of Wynford Drive. The property is located within a cluster of commercial offices, light industrial, and cultural buildings with Wynford Drive forming the spine of the area. This and the surrounding properties have been paved for parking. The Canadian Pacific Railway line forms the northern property boundary. The property at 50 Gervais Drive is situated at the curve of Gervais Drive.



6. Aerial photographs showing 50 Gervais Drive, in 1973 on the left, and 2018 on the right.

Research Summary

Date	Event	Source
July 31, 1959	Flemingdon Park project approved by Municipality of North York.	Toronto Daily Star
1971	50 Gervais Drive is constructed.	City of Toronto Aerial Photography- 1970, 1971.
2002	North wing added to main building.	Google Satellite Imagery – 2002.

Evaluation

Evaluation of 50 Gervais Drive using Ontario Regulation 9/06

1. The property has design value or physical value because it:

<i>Ontario Heritage Act Criteria</i>	Yes/No	Analysis
i. is a rare, unique, representative or early example of a style, type, expression, material or construction method;	No	The property at 50 Gervais Drive does not meet this criterion. While the building exhibits features common to the modernist period (e.g., each storey is stepped outwards from the first floor the building) it is not an exemplary representation of modernism.
ii. displays a high degree of craftsmanship or artistic merit, or;	No	The property at 50 Gervais Drive is not known to meet this criterion. The quality of execution in the design, composition of elements, assembly of materials and construction methods is not known to be greater than normal industry standards.
iii. demonstrates a high degree of technical or scientific achievement.	No	The property at 50 Gervais Drive is not known to meet this criterion. The property is not known to display or present technical or scientific achievement in greater than normal industry standards in terms of construction methods, use or adaptation of materials, forms, spatial arrangements, or innovations in design or construction techniques.

2. The property has historical value or associative value because it:

<i>Ontario Heritage Act Criteria</i>	Yes/No	Analysis
i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community;	Yes	The property at 50 Gervais Drive meets this criterion as a property which expresses the original planning principles advanced in the Flemingdon Park Master Plan and which was recognized as an innovative approach to modern town planning in the City of Toronto in the post-W.W.II. period. This property expresses its direct associations with the plan through its adherence to the design principles in the design of the building and the property such as separated land use and open green space.



		Additionally, the property is associated with Consolidated Computer Ltd., initially a prominent computer time-sharing company and later a high-tech firm.
ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or;	Yes	The property at 50 Gervais Drive yields information that contributes to an understanding of the planning and design principles of the Flemingdon Park community.
iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.	Yes	<p>The property at 50 Gervais Drive meets this criterion. The property is associated with urban planner Macklin Hancock who was a significant urban planner in the City of Toronto and established the plan for Flemingdon Park.</p> <p>While the property is also associated with the firm of Bregman and Hamann Architects, who made significant contributions to architecture in Toronto, the quality of this particular building does not demonstrate or reflect the significance of their work.</p>

3. The property has contextual value because it:

<i>Ontario Heritage Act</i> Criteria	Yes/No	Analysis
i. is important in defining, maintaining or supporting the character of an area;	No	The property at 50 Gervais Drive does not meet this criterion. The property is located within the Flemingdon Park Industrial Estate. This area's character is defined by the scenic quality of Wynford Drive and its low-rise buildings and landscaped properties. The properties along Wynford Drive are key to defining, maintaining and supporting the character of the area while this property, which is disconnected from Wynford Drive, is not known to have a role in defining, maintaining or supporting the character of the area.



ii. is physically, functionally, visually or historically linked to its surroundings, or;	Yes	The property at 50 Gervais Drive meets this criterion. As a modernist light industrial building constructed within area set aside as an industrial estate within the planned Flemingdon Park development, the property is physically, functionally, visually and historically linked to its surroundings.
iii. is a landmark.	No	The property at 50 Gervais Drive does not meet this criterion.

Secondary Sources

Patterson, David Stewart

1982 Nabu hopes to make offer for rest of CCI's shares, November 27.

Toronto Daily Star

1971 Office Manager, July 22.



C.H.R. #11: 29 Gervais Drive

Name Former S.C.M. (Canada)
Ltd. Built 1965
Designed by Ogus and Fisher, Architects



1. West elevation.



2. South elevation at southwest corner.



3. Detail of main entrance with canopy.

Description

The property at 29 Gervais Drive is located on the east side of Gervais Drive, north of Wynford Drive, in the City of Toronto. It contains a three-storey building constructed in 1965.

Design Summary

The property at 29 Gervais Drive contains a three-storey building on a rectangular plan. The long side is oriented parallel to Gervais Drive. The building has a simple rectangular form. At the first storey the building is comprised of red brick with black glazing laid in a common bond pattern. The second and third storeys make use of concrete double “T” roof beams as wall panels, alternated with narrow black steel sash and spandrel panels. The flat roof is flush with the projecting flange of the double “T” beams (refer to Section 5.2 and 5.4 Materials and Construction Methods of this report for more information on the use of double “T” beams and for a discussion of Modernism in Toronto and the Don Mills Crossing C.H.R.A. Study Area).

The main entrance door is centred on the west elevation and is a conventional aluminum commercial door with sidelights and transom. A canopy which curves dramatically upward is installed above the entrance and set on two columns. This canopy is clad in wood; however, it is likely this element would have been unfinished concrete in its original state. Window openings at the first storey are aligned with the width of the beams above. These single pane sash windows feature dark coloured metal frame sashes, minimal dark coloured metal sills, and steel lintels. Two window openings have been converted to secondary entrances fitted with conventional aluminum commercial doors.

In terms of its setting, a one-way driveway enters and exits from the west of the property and allows vehicular traffic to pass the main entrance of the building. The entrance driveway also provides access along the south side of the building which leads to a surface parking lot at the rear of the property. The area between the street and driveway is landscaped with bushes and coniferous trees. There is a planted garden bed along the building north of the main entrance, and a sidewalk and diagonal parking spaces to the south. A poured concrete sidewalk connects the street to the driveway at the main entrance.

Historical Summary

29 Gervais Drive was constructed for S.C.M. (Canada) Ltd. to act as its largest marketing headquarters (The Globe and Mail 1964). The company was formed in 1886 in Syracuse, New York and was a prominent manufacturer of typewriters before expanding into the production of office calculators and photocopiers. S.C.M. (Canada) Ltd. was previously known as Smith Corona until a change in 1962. The architect for 29 Gervais Drive was Ogus and Fisher, Architects (refer to Section 5.6.13 of the report for a biography of the firm).

The property at 29 Gervais Drive was established within the Flemingdon Park Industrial Estate which was conceived as an extension of the Don Mills-related industrial area. The new industrial area was intended to provide employment to the Flemingdon Park residential area to the south. As a result of this plan, the area developed into a cluster of corporate headquarters and cultural institutions (refer to Section 4.0 – History and Evolution of the Study Area – in the report for details on the development of Flemingdon Park and Don Mills).





4. Intersection of Don Mills Road and Eglinton Avenue East in bottom right corner, view east of the Flemingdon Park designated industrial area. 29 Gervais Drive is indicated with an arrow (Kirkup 1969).



5. 29 Gervais Drive can be seen in the background of this photo, c. 1965 (C.O.T.A. Fonds 217, Series 249, File 356, Item 14).

Immediate Context of the Property

29 Gervais Drive is located on the east side of Gervais Drive, north of Wynford Drive. The property is located within a cluster of commercial offices, light industrial, and cultural buildings with Wynford Drive forming the spine of the area. This and the surrounding properties have been paved for parking.



6. Aerial photographs showing 29 Gervais Drive, in 1965 on the left, and 2018 on the right.

Research Summary

Date	Event	Source
Jul 31, 1959	Flemingdon Park project approved by Municipality of North York.	Toronto Daily Star
May 13, 1964	S.C.M. (Canada) announces its intentions to build a new plant in Don Mills.	Globe and Mail
1965	29 Gervais Drive is constructed.	City of Toronto Aerial Photography – 1964, 1965.
1965	Property owner listed as H.G. Winton Limited.	City of North York Tax Assessment Rolls, 1965.
1966	Property first appears in city directory. No occupants listed	Might's Greater Toronto City Directory, 1966

Evaluation

Evaluation of 29 Gervais Drive using Ontario Regulation 9/06

1. The property has design value or physical value because it:

Ontario Heritage Act Criteria	Yes/No	Analysis
i. is a rare, unique, representative or early example of a style, type, expression, material or construction method;	No	The property at 29 Gervais Drive does not meet this criterion. The area developed rapidly in the 1960s with the construction of many exemplary modernist buildings including: Ontario Hospital Association, 24 Ferrand Drive (1961, demolished); Imperial Oil, 825 Don Mills Road (demolished); Nielsen Building, 39 Wynford Drive (1963, extant); Gestetner Building, 849 Don Mills Road (1964, extant); and, Bata Headquarters, 59 Wynford Drive (1965, demolished). These buildings were designed by well-known architects carrying out modernist design principles in robust designs. While the property at 29 Gervais Drive exhibits materials common to the modernist period (e.g., precast concrete elements) it is not an exemplary representation of modernism.
ii. displays a high degree of craftsmanship or artistic merit, or;	No	The property at 29 Gervais Drive is not known to meet this criterion. The quality of execution in the design, composition of elements, assembly of materials and construction methods is not known to be greater than normal industry standards.



iii. demonstrates a high degree of technical or scientific achievement.	No	The property at 29 Gervais Drive is not known to meet this criterion. The property is not known to display or present technical or scientific achievement in greater than normal industry standards in terms of construction methods, use or adaptation of materials, forms, spatial arrangements, or innovations in design or construction techniques.
---	----	---

2. The property has historical value or associative value because it:

Ontario Heritage Act Criteria	Yes/No	Analysis
i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community;	Yes	<p>The property at 29 Gervais Drive meets this criterion as a property which expresses the original planning principles advanced in the Flemingdon Park Master Plan and which was recognized as an innovative approach to modern town planning in the City of Toronto in the post-W.W.II. period. This property expresses its direct associations with the plan through its adherence to the design principles in the design of the building and the property such as separated land use and open green space.</p> <p>Additionally, the property is associated with S.C.M. (Canada) Ltd., a prominent manufacturer of typewriters (and later office calculators and photocopiers).</p>
ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or;	Yes	The property at 29 Gervais Drive meets this criterion. The property yields information that contributes to an understanding of the planning and design principles of the Flemingdon Park community.
iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.	Yes	The property at 29 Gervais Drive meets this criterion. The property is associated with urban planner Macklin Hancock who was a significant urban planner in the City of Toronto and established the plan for Flemingdon Park.

3. The property has contextual value because it:

Ontario Heritage Act Criteria	Yes/No	Analysis
i. is important in defining, maintaining or supporting the character of an area;	No	The property at 29 Gervais Drive does not meet this criterion. The property is located within the Flemingdon Park Industrial Estate. This area's character is defined by the scenic quality of Wynford Drive and its low-rise buildings and landscaped properties. The properties along Wynford Drive are key to defining, maintaining and supporting the character of the area while this property, which is disconnected from Wynford Drive, is not known to have a role in defining, maintaining or supporting the character of the area.
ii. is physically, functionally, visually or historically linked to its surroundings, or;	Yes	The property at 29 Gervais Drive meets this criterion. As a modernist light industrial building constructed within an area set aside as an industrial estate within the planned Flemingdon Park development, the property is physically, functionally, visually and historically linked to its surroundings.
iii. is a landmark.	No	The property at 29 Gervais Drive does not meet this criterion.

Secondary Sources

Kirkup, Donald Boyce

1969 *Boomtown Metropolitan Toronto: A photographic record of two decades of growth*. Donald Boyce Kirkup with Lockwood Survey Corporation Limited., Toronto, Ontario.

The Globe and Mail

1964 S.C.M. (Canada) to Build Plant at Don Mills, May 13.



C.H.R. #15: 175 Wynford Drive (Previously 1250 Eglinton Avenue East)

Name Toronto Don Valley Hotel & Suites
Built 1969
Designed by Raymond Moriyama (Architect)



1. Northeast corner from Wynford Drive.



2. Northeast corner from Wynford Drive.

Description

The property at 175 Wynford Drive is located near to the Don Valley Parkway and Eglinton Avenue East in the City of Toronto.¹ It contains a multi-storey hotel building designed by architect Raymond Moriyama and constructed in 1969.

Design Summary

The property at 175 Wynford Drive features a multi-storey hotel building on an irregular plan. The building is comprised of four components, including a central entrance lobby, a building for communal spaces to the south, a building with hotel rooms to the north, and an indoor pool north of the rooms. All of the components are fully connected. The entrance lobby building is triangular in plan and consists of a single storey. It has a large roof structure which provides protected vehicle and pedestrian access. An outdoor pool is present to the west of the building. The section of the building which houses communal spaces is lancet-shaped in plan with a three-sided bay projecting from the south elevation. The building appears to be a single storey but is double the height of the entrance lobby. At some points this building has a recessed lower half with the upper part supported on pilotis. The north portion containing the hotel rooms is V-shaped in plan and ranges from four to six storeys. The apex of the hotel occurs at the centre point, while the east and west are stepped. An elevator shaft penthouse is found at the centre of the building and interior vertical circulation is present at the east and west ends. The second through fourth storeys have balconies which create a grid pattern across the north and south elevations. The fifth and sixth storeys are later additions dating to the mid-1980s (City of Toronto 2018). A glazed dome structure containing an indoor pool is located further into the valley.

The building is constructed of concrete masonry units with a concrete foundation. The concrete masonry units are stepped to create a vertical ribbed pattern at the east and west sides and the eaves. The balcony railings are wood with every other baluster turned so that it is narrower creating a patterned effect. The windows are aluminum frame throughout. The building was painted sometime after 2007 (Google 2018).

An architectural rendering by the firm of Raymond Moriyama, undated, illustrates the property with some variations. The V-shaped building points to the opposite direction and the site is shown to include a multi-storey hotel tower. The building which includes communal functions was built as it is depicted in the rendering.

In terms of its setting, the property is situated between the Don Valley Parkway and Wynford Drive at the top of a bank overlooking a minor tributary associated with the Don River. At this location, Wynford Drive is set low in the valley and the building is sited on a high point of land. The property has an entrance driveway from Wynford Drive that leads to an asphalt paved surface parking lot. There are several clusters of deciduous trees throughout the property, with concentrations of trees within the east parking lot and along the property lines. The north side of the property is heavily treed as the site drops down the river valley. A sign is located at the entrance drive near Wynford Drive.

¹ Due to the location of the property, the building could not easily be viewed from the public right-of-way.



Historical Summary

The original address of the property was 1250 Eglinton Avenue East. The address was likely changed to 175 Wynford Drive when parts of the property were severed for the construction of a condominium and a retirement home, both constructed ca. 2008.

The architect for 175 Wynford Drive was Raymond Moriyama (refer to Section 5.6.12 of the report for a biography of the firm).

The property at 175 Wynford Drive is located in an area that was originally reserved for the Canadian Broadcasting Corporation (CBC) to construct a one-hundred acre “Radio and Television City” that would allow the CBC to consolidate its operations (Armstrong 2014). The project was an extension of the Flemingdon Park Industrial Estate development and intended to support the Flemingdon Park residential area to the south. The CBC plan did not materialize after the land was purchased by the Reichmann Group as part of their purchase of several land holdings that were previously intended for the Flemingdon Park development. The Reichmanns soon pushed for the construction of a motor hotel at the northeast corner of Eglinton Avenue East and the Don Valley Parkway. The hotel was originally known as the Don Valley Inn and was owned by Holiday Inn.

Evolution of motel and family hotel typologies

As the popularization of the automobile in the early twentieth century saw motorists travelling greater distances, a need arose for affordable overnight accommodations that were accessible from the arterial roads that tourists and travelers were using. The typology of these roadside accommodations evolved from rustic cabin camps, to “motor courts” with individual cottages and amenities such as hot water and restaurants. By the 1940s, the motor courts were no longer individual cottages but were integrated into one building with individual rooms available for overnight stays. These became known as motels (an abbreviation of “motor-hotel”) (Wood 2017).

Before the construction of the 401 and the Gardiner Expressway in the 1950s, Highway 2 functioned as the main east-west gateway to Toronto. Known locally on either side as Kingston Road in Scarborough and Lakeshore Road in Etobicoke, this is where the most concentrated and well-known strips of mid-twentieth-century motels developed in the Toronto area. Many were independently-owned “mom and pop” businesses (LeBlanc 2009; McBride 2008). Buildings of this type tended to be low rise, with one or two storeys, and long, linear plans. Idiosyncratic themes and exterior treatments such as faux stone or wooden accents would have helped to distinguish one motel from another on the strip. Large, colourful, eye-catching signs with motifs relating to the motel’s names were often the most striking elements of the buildings’ designs. Outdoor pools were a common amenity.

The construction of freeways across North America in the 1950s marks a shift from the motel typology to the family hotel typology, pioneered by the Holiday Inn hotel chain (established in 1952). With the construction of the 401 Highway and Gardiner Expressway in the Toronto area, traffic was diverted from the previously well-travelled motel strips on Kingston Road and Lakeshore Road. Independently-owned motels began to be rendered obsolete by hotel chains like Holiday Inn, which began to be built along freeways.



The location of the Holiday Inn at 175 Wynford Drive overlooking the Don Valley Parkway (which enabled easy access between Highway 401 and downtown Toronto) reflects this trend. Holiday Inns blended the affordability and roadside convenience of a motel with the amenities of higher-end hotels located within city centres. Conceived in response to the inconsistent quality of independent motels, they offered a predictable, “family-friendly,” standardized experience across their franchised locations (Wood 2017). With multiple storeys, this type of hotel was larger than a motel. Holiday Inns built at this time exhibit a variety of designs and do not appear to adhere to a defined building program. Holiday Inn hotels did feature a consistent design element—a large well-lit sign known as the “Great Sign.” However, these were replaced by smaller signs in the 1980s (Nelson 2002).



1. Aerial photo of the property prior to construction. (C.O.T.A., Series 1465, File 0313, Item 0045).



4. Undated sketch by Moriyama of the initial proposal for 175 Wynford Drive (Ontario Archives, F4449-5).

Immediate Context of the Property

175 Wynford Drive is bounded by Wynford Drive to the east, the Don Valley Parkway to the west, and Eglinton Avenue East to the south. The property is adjacent to a condominium to the west and a retirement home to the south, both built ca. 2008 on land formerly part of the hotel property. To the north is a ravine. Due to changes in elevation, the setback, and surrounding vegetation, the property does not have a strong presence along any of its surrounding roadways.



5. Aerial photographs showing 175 Wynford Drive in 1970 on the left, and 2018 on the right.

Research Summary

Date	Event	Source
July 31, 1959	Flemingdon Park project approved by Municipality of North York.	Toronto Daily Star.
February 28, 1967	CBC announces they will build a new headquarters downtown rather than in Flemingdon Park.	Toronto Daily Star.
c.1969	175 Wynford Drive is constructed.	City of Toronto Aerial Photography – 1968, 1969.
1971	Property listed in city directory as Holiday Inn Don Valley.	Might's Greater Toronto City Directory, 1971.
c.1985	Fifth and sixth storey added to hotel rooms.	City of Toronto Aerial Photography – 1981, 1987.
c.2007	Neighbouring condominium and retirement home buildings constructed.	Google Earth Satellite Imagery – 2007.

Evaluation

Evaluation of 175 Wynford Drive using Ontario Regulation 9/06

1. The property has design value or physical value because it:

<i>Ontario Heritage Act Criteria</i>	<i>Yes/No</i>	<i>Analysis</i>
i. is a rare, unique, representative or early example of a style, type, expression, material or construction method;	No	The property at 175 Wynford Drive does not meet this criterion. It is not a rare, unique, representative, or early example of hotel and motel architecture for the period it was designed. The property also does not reflect an architectural style unique to the Holiday Inn brand.
ii. displays a high degree of craftsmanship or artistic merit, or;	No	The property at 175 Wynford Drive is not known to meet this criterion. The quality of execution in the design, composition of elements, assembly of materials and construction methods is not known to be greater than normal industry standards.
iii. demonstrates a high degree of technical or scientific achievement.	No	The property at 175 Wynford Drive is not known to meet this criterion. The property is not known to display or present technical or scientific achievement in greater than normal industry standards in terms of construction methods, use or adaptation of materials, forms, spatial arrangements, or innovations in design or construction techniques.

2. The property has historical or associative value because it:

<i>Ontario Heritage Act Criteria</i>	<i>Yes/No</i>	<i>Analysis</i>
i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community;	No	The property at 175 Wynford Drive does not meet this criterion. The original intention for the property as part of Flemingdon Park was to be part of a new headquarters for CBC. The CBC plan never came to fruition and the hotel was later constructed in its place. As such, the property does not have any direct associations to the Flemingdon Park development.



ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or;	No	The property at 175 Wynford Drive does not meet this criterion.
iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.	No	The property at 175 Wynford Drive does not meet this criterion. While the property is associated with the architect Raymond Moriyama, who made significant contributions to architecture in Toronto, the quality of this particular building does not demonstrate or reflect the significance of his work.

3. The property has contextual value because it:

Ontario Heritage Act Criteria	Yes/No	Analysis
i. is important in defining, maintaining or supporting the character of an area;	No	The property at 175 Wynford Drive does not meet this criterion. The surrounding area consists of a variety of building types and uses and does not have a uniform character.
ii. is physically, functionally, visually or historically linked to its surroundings, or;	No	The property at 175 Wynford Drive does not meet this criterion. The property does not have a strong relationship to its surrounding context, is not visually prominent from the surrounding streets or the Don Valley Parkway and is part of an area that does not have a uniform character. As such, the building is not significantly linked to its surroundings.
iii. is a landmark.	No	The property at 175 Wynford Drive does not meet this criterion.



Secondary Sources

Armstrong, Chris

2014 *Making Toronto Modern: Architecture and Design, 1895-1975*. McGill-Queen's University Press, Montreal.

City of Toronto

2018 Aerial Photographs 1947 to 1992. <<https://www.toronto.ca/city-government/accountability-operations-customer-service/access-city-information-or-records/city-of-toronto-archives/whats-online/maps/aerial-photographs/>>.

Google

2018 Google Maps. *Google Maps*. Accessed March 29, 2018 from <https://www.google.ca/maps/@43.7251721,-79.3271798,3a,60y,309h,90t/data=!3m6!1e1!3m4!1s0ckutJzUw6tz31GTcDVP_Q!2e0!7i3328!8i1664>.

LeBlanc, Dave

2009 It's check-out time for Scarborough's storied motel strip, September 10, sec. column.

McBride, Jason

2008 Motel row's last icon checks out, *The Globe and Mail*, March 8.

Nelson, Andrew

2002 The Holiday Inn Sign. *Salon.com*, April 29.

Wood, Andrew

2017 The Rise and Fall of the Great American Motel. *Smithsonian.com*, June 30.



C.H.R. #19: 797 Don Mills Road

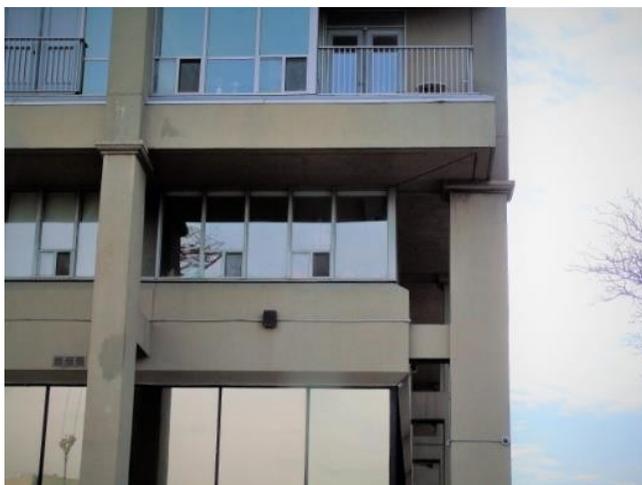
Name North American Tower/Olympia Square (now known as Tribeca)
Built 1965
Designed by Bregman and Hamann Architects



1. West elevation.



2. Southwest corner.



3. Detail showing configuration of balconies and replacement glazing.

Description

The property at 797 Don Mills Road is located near the southeast corner of the intersection of Don Mills Road and Eglinton Avenue East, in the City of Toronto. It contains a building complex with a 16-storey tower and a two-storey building, designed by Bregmann and Hamman architects and constructed in 1964-65 as part of the Olympia Square development.

Design Summary

The tower building at 797 Don Mills Road is constructed of poured-in-place concrete on a 21-foot bay system with a five foot six inch offset cantilever at the corners (The Canadian Architect 1966). The concrete structure was clad in precast concrete units faced with self-cleaning, white-glazed ceramic tile (The Canadian Architect 1966). The building was constructed so that the precast units were utilized as the basic formwork for the poured concrete columns (The Canadian Architect 1966). The window glazing consists of grey tinted sheet glass with matte black aluminum frames which create a stark contrast to the white walls (The Canadian Architect 1966). Two tile clad concrete boxes (not extant) formed the main entrance from Eglinton Avenue East (The Canadian Architect 1966). The entrance was raised from street level on a large plaza. The main level is double height and the glazed walls are set back from the main elevations of the structure. There is an emphasis on the vertical form of the building with pronounced columns stretching upwards at the same time balanced by the strong horizontal banding of windows and spandrels between each column.

The tower initially included an installation artwork by Montreal artist Jordi Bonet. The artwork is said to exhibit symbolic imagery of humankind and the feminine (ABC 1966). It is undetermined if this artwork has been retained.

797 Don Mills Road was converted to residential condominiums in the late-1990s (The Toronto Star 1998). As part of the conversion, several changes were made to the exterior appearance of the building. The pre-cast cladding was removed from the top two floors and these former mechanical spaces were converted to double-level penthouses. The cantilevered corners were opened up to provide balcony spaces. The glazing was replaced to have operable units and French doors with Juliet balconies. The conversion to residential use resulted in 170 residential suites. The commercial function of the ground floor was retained. The conversion has impacted the buildings expression of modernist design principles (refer to Section 5.4 of this report for a discussion of Modernism in Toronto and the Don Mills Crossing C.H.R.A. Study Area).

The site currently has surface parking. The property can be accessed from Rochefort Avenue. A one-way exit leads to northbound Don Mills Road.

Initially proposed to be a single tower with low-rise buildings around a central courtyard, the as-built project differed in distinct ways from the original concept. The tower was designed on a square plan rising 16 storeys with three- and six-storey buildings in a U-shape to the south creating a central reflecting pool and lounge area. Original designs for the site also recommended that the building complex be anchored within a park-like setting. It is undetermined if the central courtyard has this quality today. The property surrounding the complex is primarily asphalt paved. There is modest planting at the edges of the property.



Historical Summary

797 Don Mills Road was developed by Olympia and York Industrial Development Associates in 1965 as the first phase of the Olympia Square development. The first phase of construction was expected to cost \$10,000,000 and the principal occupant for the building was the Canadian head office of the North American Life and Casualty Company (North York Planning Board 1965). The tower was initially known as the North American Tower.

The low-rise buildings were of a height that was considered to be the “more desired type of office accommodation,” while the concept of a high-rise tower in a suburban office development “amazed” real estate experts (The Globe and Mail 1965:B1). An advertisement in the *Globe and Mail* in 1965 described the advantages of the suburban setting: lower rental rates than downtown buildings, maximum natural light, trouble free parking, and proximity to the Don Valley Parkway and Highway 401.

Just five months prior to completion of the 16-storey tower, the development plan was revised to more than double its size. The southern low-rise portion was reduced and a portion of it re-imagined with a 24-storey commercial tower (789 Don Mills Road). The 16-storey tower was completed as planned and the low-rise portion was ultimately built as a two-storey complex which included a restaurant and commercial space. The architects’ vision was that the group of buildings would be so recognizable that the tenants would not require signage to identify their headquarters (The Globe and Mail 1965). With the Don Mills community to the north and Flemingdon Park to the south, Olympia Square was considered a major contribution to the area that would further the original design concept of self-contained unity for both planned communities (Canadian Architect 1966).

The North American Life and Casualty Company began in 1896 and was acquired by Allianz AG of Germany in 1979. The building has also been referred to as the Mony Life Building, as it served as the head office of the Mony Life Insurance Company of Canada for a time. Mony Life started in 1973 and was acquired by Dutch insurance company Nationale-Nederlanden NV in 1988.

The building was converted to residential condominiums in the late-1990s and renamed Tribeca Lofts. The name was inspired by the New York neighbourhood of the same name.

Olympia and York served as the developers and general contractors. Additional consultants on the project included: Farkas Barron Jablonsky (structural); G. Granek and Associates (mechanical); and J. Chisvin and Associates (electrical) (The Canadian Architect 1966:51). The architect for 797 Don Mills Road was Bregman and Hamann Architects (refer to Section 5.6.4 of the report for a biography of the firm). The architect for the residential conversion was not determined in the course of this research.

The property at 797 Don Mills Road was established as part of the Flemingdon Park Master Planned community (refer to Section 4.0 – History and Evolution of the Study Area – in the report for details on the development of Flemingdon Park).

Olympia and York Industrial Development Association

The developers and general contractors of the Olympia Square project were Olympia and York Industrial Development Association. The company was founded in Toronto by Paul Reichmann and his brothers Albert and



Ralph in the early 1950s. In its beginnings the company built and operated warehouses and other commercial buildings in Toronto. The Reichmanns purchased Flemingdon Park in 1958 following the bankruptcy of then owners Webb and Knapp (Canada) and the Rubin brothers (Too Big to Fail 2000:292). The Olympia Square development was their first multi-storey building development. In his book, Walter Stewart (2000:43) states, “After the triumph of Olympia Square... the Reichmanns could pick and choose their projects.” Within Flemingdon Park, the company also developed Ferrand Towers (150 Ferrand Drive), Flemingdon Park Condominiums (5 Vicora Linkway, 15 Vicora Linkway, 60 Pavane Linkway), and Glen Valley (715 Don Mills Road, 725 Don Mills Road, 735 Don Mills Road).

The firm became an international property development company and built major financial office complexes including Canary Wharf in London, the World Financial Center in New York City, and First Canadian Place in Toronto.



4. View northeast of the southwest corner of 797 Don Mills Road nearing completion of the tower prior to construction of the low-rise building, 1965 (C.O.T.A. Fond 22, Series 3, File 86).



5. 1980s view east along Eglinton Avenue East. 797 Don Mills Road is the second tower from the right. The photo was taken prior to the major alterations to the building (C.O.T.A. Fonds 124, File 8, Item 44).



6. Don Mills Rd looking southeast to Eglinton with 797 Don Mills Road in the background, c. 1960s (C.O.T.A. Series 65, File 513, Item 16).



7. Don Mills Rd looking south with 797 Don Mills Road in the background, c. 1960s (C.O.T.A. Series 65, File 513, Item 16).

Immediate Context of the Property

797 Don Mills Road is located near the southeast corner of the intersection of Don Mills Road and Eglinton Avenue East. This property was built as part of a commercial complex which also included 789 Don Mills Road to the south. The surrounding area consists of the Ontario Science Centre to the west and four-storey residential apartment buildings built as part of Flemingdon Park to the south. The areas immediately to the north and east of the complex are vacant properties.



6. Aerial photographs showing 797 Don Mills Road, in 1967 on the left, and 2018 on the right.

Research Summary

Date	Event	Source
July 31, 1959	Flemingdon Park project approved by Municipality of North York.	Toronto Daily Star.
July 29, 1964	First phase of Olympia Square is announced.	Toronto Daily Star.
1965	797 Don Mills Road is constructed.	City of Toronto Aerial Photography- 1964, 1965; Canadian Architect, 1966b.
1966	Property first listed in city directory with McNamara Highway Construction Ltd.	Might's Greater Toronto City Directory, 1966.
1968	Property first located in tax assessment rolls. Owner listed: Ontfed Building Co. Ltd c/o Olympia and York Developments Ltd.	City of North York Tax Assessment Rolls.
c. late-1990s	797 Don Mills Road is converted to a residential condominium.	Toronto Star.

Evaluation

Evaluation of 797 Don Mills Road using Ontario Regulation 9/06

1. The property has design value or physical value because it:

Ontario Heritage Act Criteria	Yes/No	Analysis
i. is a rare, unique, representative or early example of a style, type, expression, material or construction method;	No	The property at 797 Don Mills Road does not meet this criterion. This building, along with 789 Don Mills road (Foresters Building), is an early example in the City of Toronto of a high-rise suburban office complex. Both buildings were originally representative examples of Modernist design with an expression of its interior functions, use of concrete and glass, strict avoidance of historic references, strong grid pattern and double height ground storey recessed back from pilotis which support the structure above. Major alterations to 797 Don Mills associated with its conversion to a residential condominium, however, has diminished the building's integrity, especially in comparison with 789 Don Mills Road.



ii. displays a high degree of craftsmanship or artistic merit, or;	No	The property at 797 Don Mills Road does not meet this criterion. The property was positively recognized at its time of construction by a contemporary architectural journal, <i>Canadian Architect</i> . Major alterations to 797 Don Mills associated with its conversion to a residential condominium, however, has diminished the building's integrity, especially in comparison with 789 Don Mills Road.
iii. demonstrates a high degree of technical or scientific achievement.	No	The property at 797 Don Mills Road is not known to meet this criterion. The property is not known to display or present technical or scientific achievement in greater than normal industry standards in terms of construction methods, use or adaptation of materials, forms, spatial arrangements, or innovations in design or construction techniques.

2. The property has historical value or associative value because it:

Ontario Heritage Act Criteria	Yes/No	Analysis
i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community;	Yes	The property at 797 Don Mills Road meets this criterion as a property which expresses the original planning principles advanced in the Flemingdon Park Master Plan and which was recognized as an innovative approach to modern town planning in the City of Toronto in the post-W.W.II. period. This property expresses its direct associations with the plan through its adherence to the design principles in the design of the building and the property such as separated land use.
ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or;	Yes	The property at 797 Don Mills Road meets this criterion. The property yields information that contributes to an understanding of the planning and design principles of the Flemingdon Park community.
iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.	Yes	The property at 797 Don Mills Road meets this criterion. The property is associated with urban planner Macklin Hancock who was a significant urban planner in the City of Toronto and established the plan for Flemingdon Park.



3. The property has contextual value because it:

<i>Ontario Heritage Act Criteria</i>	Yes/No	Analysis
i. is important in defining, maintaining or supporting the character of an area;	No	The property at 797 Don Mills Road does not meet this criterion. The surrounding area consists of a variety of building types and uses and does not have a uniform character.
ii. is physically, functionally, visually or historically linked to its surroundings, or;	No	The property at 797 Don Mills Road does not meet this criterion. The property was functionally and historically linked to the original concept for Flemingdon Park, whereby the area south of Eglinton Avenue East was to be used for commercial offices. However, the repurposing of this building as a residential tower has removed this functional and historical link.
iii. is a landmark	No	The property at 797 Don Mills Road does not meet this criterion.

Secondary Sources

ABC (Architecture, Baitment, Construction)

1966 Sculpture Murale Controversable au Square Olympia de Toronto. *Architecture, Baitment, Construction* Vol 39(no.3): pp4.

North York Planning Board

1965 Olympia Square Planning Sheet.

The Canadian Architect

1966 Olympia Square, Toronto - Phase 1 Vol 11(no.6).

The Globe and Mail

1965 Plan to Double Size of Suburban Complex, June 4.

The Toronto Star

1998 Artists, designers create an image, June 13.

Too Big to Fail

2000 *Too Big to Fail: Olympia & York : the Story Behind the Headlines*. Beard Books, October.



C.H.R. #21: 7 Rochefort Drive

Name Unnamed
Built 1962
Designed by Irving Grossman (Architect), Macklin Hancock (Urban Planner)



1. South elevation of east building, looking north.



2. Detail showing configuration of units and access stairwell.

Description

7 Rochefort Drive is located at the corner of Rochefort Drive and Don Mills Road, in the City of Toronto. It contains two four-storey apartment buildings designed by architect Irving Grossman and constructed in 1962 as part of urban planner Macklin Hancock's Master Plan for Flemingdon Park.

Design Summary

The buildings at 7 Rochefort Drive are an example of the Flemingdon Park Residential Maisonette building type (refer to Section 5.4 and 5.5 of this report for further details on this property type and for a discussion of Modernism in Toronto and the Don Mills Crossing C.H.R.A. Study Area).

Each building is constructed on a V-shaped plan with the point towards and one side aligned parallel to Rochefort Drive. Each section of the V has the same design which is then reversed, resulting in key features, such as open balconies, on opposite elevations. Two two-level units are stacked to complete the four building storeys (Grossman 1961:54–55). There are eight bays within each section with entry doors at ground level staggered between opposite elevations. The third level repeats this pattern with small projecting balconies or balconettes. The second and fourth storeys have recessed balconies with those on the fourth storey lacking a roof structure. The second and fourth storeys on the elevations with balconettes have ribbon windows that are interrupted by fire walls. The buildings have flat roofs. There are circulation stairs at either end of each building to access upper units and underground parking. Minimal in scale with sloped rooves, these components are not fully integrated with the primary structures.

The primary construction material used is a variegated red and brown brick laid in a common bond pattern. Other materials include concrete for fire wall separations and balconies, wood for second storey balcony railings, and corrugated metal for fourth storey balcony railings. Both the wooden and metal balcony railings are painted brown. The northwest elevation of the third storey of the west building has been clad in a vertical aluminum siding that has also been painted brown. An article in *The Canadian Architect* in 1967 criticized the "rather shabby appearance of the balconies and brickwork" (*The Canadian Architect* 1967:47).

Current rental information for the buildings provide plans which suggest the units have been reorganized as single storey apartments (Briarlane Rental Property Management Inc.).

In terms of its setting, the property has two driveway entrances off Rochefort Drive at the east end of each building which lead to an underground parking lot directly underneath. The east driveway also leads to a surface parking lot which comprises the eastern portion of the property. Most of the length of the property along Rochefort Drive has a slight berm which contains a mix of coniferous and deciduous plantings. To the south of the buildings, an undulating grassed lawn abuts the neighbouring surface parking lot of 10-12 St Dennis Drive. A series of formal pedestrian walkways shaded by several deciduous trees are present.



Historical Summary

The architect for 7 Rochefort Drive was Irving Grossman and the urban planner was Macklin Hancock (refer to Section 5.6.7 and 5.6.8 of the report for biographies of the firms).

The property at 7 Rochefort Drive was established as part of the Flemington Park Master Planned community (refer to Section 4.0 – History and Evolution of the Study Area – in the report for details on the development of Flemington Park).



3. Detail of balconies and brickwork, c. 1967 (The Canadian Architect 1967).

Immediate Context of the Property

7 Rochefort Drive consists of two four-storey maisonette-style apartment buildings on the south side of Rochefort Drive, located to the east of Don Mills Road. The surrounding area consists of two commercial office towers to the north, the Ontario Science Centre to the west and residential townhouses built as part of Flemington Park to the east. Unlike other buildings in Flemington Park that contain units fronting a central courtyard, the two buildings have units that also face the roadway, giving the buildings a different contextual relationship than the inward focused buildings found throughout the rest of Flemington Park.



4. Aerial photographs of 7 Rochefort Drive in 1964 on the left, and 2018 on the right.

Research Summary

Date	Event	Source
July 31, 1959	Flemingdon Park project approved by Municipality of North York.	Toronto Daily Star.
c.1962	7 Rochefort Drive is constructed.	City of Toronto Aerial Photography- 1961, 1962.
1965	Property first listed in city directory as "Apartments".	Might's Greater Toronto City Directory, 1965.

Evaluation

Evaluation of 7 Rochefort Drive using Ontario Regulation 9/06

1. The property has design value or physical value because it:

Ontario Heritage Act Criteria	Yes/No	Analysis
i. is a rare, unique, representative or early example of a style, type, expression, material or construction method;	No	The property at 7 Rochefort Drive does not meet this criterion. While these buildings were a component of the variety of housing types offered within Flemingdon Park, they are not known to be an early example of the maisonette apartment type and are not known to be unique or rare. Additionally, the property layout, including the relationship between buildings and roads and uses of open space, does not express the design and planning principles that characterized the Flemingdon Park development as innovative for its time.
ii. displays a high degree of craftsmanship or artistic merit, or	No	The property at 7 Rochefort Drive is not known to meet this criterion. While the property was recognized at its time of construction by contemporary architectural journals, it was criticized as having a "rather shabby appearance" (The Canadian Architect 1967:47).



iii. demonstrates a high degree of technical or scientific achievement.	No	The property at 7 Rochefort Drive is not known to meet this criterion. The property is not known to display or present technical or scientific achievement in greater than normal industry standards in terms of construction methods, use or adaptation of materials, forms, spatial arrangements, or innovations in design or construction techniques.
---	----	--

2. The property has historical value or associative value because it:

Ontario Heritage Act Criteria	Yes/No	Analysis
i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community;	Yes	The property at 7 Rochefort Drive meets this criterion as a property which expresses the original planning principles advanced in the Flemingdon Park Master Plan and which was recognized as an innovative approach to modern town planning in the City of Toronto in the post-W.W.II. period. This property expresses its direct associations with the plan through its adherence to the design principles in the design of the building and the property such as separated land use and open green space.
ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or;	Yes	The property at 7 Rochefort Drive meets this criterion. The property yields information that contributes to an understanding of the planning and design principles of the Flemingdon Park community.
iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.	Yes	The property at 7 Rochefort Drive meets this criterion. The property is associated with Macklin Hancock, a significant urban planner in the City of Toronto. While the property is also associated with architect Irving Grossman, a significant proponent of modernist designs in the City of Toronto, his apartment designs for Flemingdon Park are not a significant reflection of his work or ideas. In Flemingdon Park, Grossman is best known for his town house designs.



3. The property has contextual value because it:

Ontario Heritage Act Criteria	Yes/No	Analysis
i. is important in defining, maintaining or supporting the character of an area;	Yes	The property at 7 Rochefort meets this criterion. The property is located within the planned Flemingdon Park Residential sector. This area's character is defined by a mix of modernist multi-family residential buildings laid out on a meandering road network. As a property with these characteristics, it is important in supporting the character of the area.
ii. is physically, functionally, visually or historically linked to its surroundings, or;	Yes	The property at 7 Rochefort meets this criterion. As a residential property constructed within an area set aside as a residential sector within the planned Flemingdon Park development, the property including the building and its landscape is physically, functionally, visually and historically linked to its surroundings.
iii. is a landmark.	No	The property at 7 Rochefort Drive does not meet this criterion.

Secondary Sources

Grossman, Irving

1961 Flemingdon Park A Planned Community. *Royal Architectural Institute of Canada Journal* Vol 38(no.10).

The Canadian Architect

1967 Perspective Vol 13(no.9).

Briarlane Rental Property Management Inc.

Accessed March 23, 2018 from <<http://www.briarlane.ca/Toronto/apartment-for-rent/7-and-11-Rochefort-Drive/a74ab>>.



C.H.R. #23: 31 St Dennis Drive

Name Unnamed

Built 1964

Designed by Irving Grossman (Architect), Macklin Hancock (Urban Planner)



1. View west of north elevation.



2. View east of west elevation. Building curves in the distance.



3. Detail showing configuration of windows.

Description

The property at 31 St Dennis Drive is located on the south side of St Dennis Drive, bordered by Deauville Lane to the west and the Don Valley Parkway to the east, in the City of Toronto. It contains a nine-storey apartment building designed by Irving Grossman and constructed in 1964 as part of urban planner Macklin Hancock's Master Plan for Flemingdon Park.

Design Summary

31 St Dennis Drive is a nine-storey Slab Apartment building type constructed on a curvilinear plan (refer to Section 5.4 and 5.5 of this report for further details on this property type and for a discussion of Modernism in Toronto and the Don Mills Crossing C.H.R.A. Study Area). This property follows the same design as nearby, 10-12 St Dennis Drive (Listed on the City of Toronto's Heritage Register), however 31 St Dennis Drive has been altered.

The upper storeys utilize a varied pattern of projecting, three-sided bays. Originally, the projecting bay functioned as balconies. There is no distinctive entrance to the building. The entrance drive does not have design elements which differentiates it from the rest of the building. There is a long, low penthouse at the centre of the building.

The building is constructed of poured-in-place reinforced concrete. The wall space between floor slabs is filled with brown brick on the first storey and yellow brick on the upper storeys. The windows are paired, rectangular units with a large upper pane and bottom sliders. Narrow ribbon windows are set at the top of the wall just beneath the upper floor slab. The former balconies have been enclosed with divided floor to ceiling window units fitted with upper side sliders. A deeper concrete band demarcates the top of the building.

The brick portions of sixth through ninth storeys have been clad in vertical corrugated metal siding. In some areas brick has been painted in keeping with the original colour of the building. Solar panels have been added to the flat roof.

In terms of its setting, the property has grassed lawn with several deciduous trees on the east side. The current landscape has been unaltered from the original, though the southwest portion of the property has been subdivided for an apartment building constructed in 2011. As part of this development the south property line towards Deauville Lane has been divided from the neighbouring building by a wooden privacy fence. The building is accessed via an entrance drive that travels through the structure at ground level. A second driveway from St Dennis Drive provides access to surface parking on the east side of the building, and a third driveway from Deauville Lane provides access surface to parking on the south side of the building. A park to the south of the property can be accessed from the south parking lot. A wooden privacy fence abuts the north elevation.

Historical Summary

The architect for 31 St Dennis Drive was Irving Grossman and the urban planner was Macklin Hancock (refer to Section 5.6.7 and 5.6.8 of the report for biographies of the firms).

The property at 31 St Dennis Drive was established as part of the Flemingdon Park Master Planned community (refer to Section 4.0 – History and Evolution of the Study Area – in the report for details on the development of Flemingdon Park).





4. View east from Deauville Lane of the south side of 31 St Dennis Drive (The Canadian Architect 1967).



5. 10-12 St Dennis Drive, 1962, which has a corresponding design (ERA Architects).

Immediate Context of the Property

The property at 31 St Dennis Drive is located on the south side of St Dennis Drive, bordered by Deauville Lane to the west and the Don Valley Parkway to the east. The surrounding area consists of residential apartments buildings ranging in height from four to seven storeys to the north, west and south. Also to the south are townhouses from the same period of construction. The property is part of the original plan for Flemingdon Park.



5. Aerial photographs showing 31 St Dennis Drive in 1967 on the left, and 2018 on the right.

Research Summary

Date	Event	Source
July 31, 1959	Flemingdon Park project approved by Municipality of North York.	Toronto Daily Star
c.1964	31 St Dennis Drive is constructed.	City of Toronto Aerial Photography- 1963, 1964.
1967	Property first listed in city directory as "The Conquistador Apartments."	Might's Greater Toronto City Directory, 1967.

Evaluation

Evaluation of 31 St Dennis Drive using Ontario Regulation 9/06

1. The property has design value or physical value because it:

Ontario Heritage Act Criteria	Yes/No	Analysis
i. is a rare, unique, representative or early example of a style, type, expression, material or construction method;	No	The property at 31 St Dennis Drive does not meet this criterion. While this building features modernist design elements, the integrity of the design has been impacted due to a variety of alterations since its construction, especially when compared to nearby 10-12 St. Dennis Drive which is of similar design and which is listed on the City of Toronto's Heritage Register. Additionally, the property layout, including the relationship between buildings and roads and uses of open space, does not express the design and planning principles that characterized the Flemingdon Park development as innovative for its time.



ii. displays a high degree of craftsmanship or artistic merit, or;	No	The property at 31 St Dennis Drive is not known to meet this criterion. While the property was positively recognized at its time of construction by contemporary architectural journals, including <i>Canadian Architect</i> , the integrity of the craftsmanship and artistic merit has been impacted by a variety of alterations since its construction, especially when compared to nearby 10-12 St. Dennis Drive which is of similar design and which is listed on the City of Toronto's Heritage Register.
iii. demonstrates a high degree of technical or scientific achievement.	No	The property at 31 St Dennis Drive is not known to meet this criterion. The property is not known to display or present technical or scientific achievement in greater than normal industry standards in terms of construction methods, use or adaptation of materials, forms, spatial arrangements, or innovations in design or construction techniques.

2. The property has historical value or associative value because it:

Ontario Heritage Act Criteria	Yes/No	Analysis
i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community;	Yes	The property at 31 St Dennis Drive meets this criterion as a property which expresses the original planning principles advanced in the Flemingdon Park Master Plan and which was recognized as an innovative approach to modern town planning in the City of Toronto in the post-W.W.II. period. This property expresses its direct associations with the plan through its adherence to the design principles in the design of the building and the property such as separated land use and open green space.
ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or;	Yes	The property at 31 St Dennis Drive meets this criterion. The property yields information that contributes to an understanding of the planning and design principles of the Flemingdon Park community.



iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.	Yes	The property at 31 St Dennis drive meets this criterion. The property is associated with Macklin Hancock, a significant urban planner in the City of Toronto. While the property is associated with architect Irving Grossman, a significant proponent of modernist designs in the City of Toronto, his apartment designs for Flemingdon Park are not a significant reflection of his work or ideas. In Flemingdon Park, Grossman is best known for his town house designs.
---	-----	---

3. The property has contextual value because it:

<i>Ontario Heritage Act Criteria</i>	Yes/No	Analysis
i. is important in defining, maintaining or supporting the character of an area;	Yes	The property at 31 St Dennis Drive meets this criterion. The property is located within the planned Flemingdon Park Residential sector. This area's character is defined by a mix of modernist multi-family residential buildings laid out on a meandering road network. As a property with these characteristics, it is important in supporting the character of the area.
ii. is physically, functionally, visually or historically linked to its surroundings, or;	Yes	The property at 31 St Dennis Drive meets this criterion. As a residential property constructed within an area set aside as a residential sector within the planned Flemingdon Park development, the property including the building and its landscape is physically, functionally, visually and historically linked to its surroundings.
iii. is a landmark.	No	The property at 31 St Dennis Drive does not meet this criterion.

Secondary Sources

The Canadian Architect
1967 Perspective Vol 13(no.9).



C.H.R. #24: 48 Grenoble Drive

Name Unnamed

Built 1962

Designed by Irving Grossman (Architect), Macklin Hancock (Urban Planner)



1. South elevation.



2. Northeast corner of the building.



3. Detail showing configuration of balconies.

Description

The property at 48 Grenoble Drive is located on the northwest corner of Grenoble Drive and Deauville Lane, in the City of Toronto. It contains a nine-storey apartment designed by architect Irving Grossman and constructed in 1962 as part of urban planner Macklin Hancock's Master Plan for Flemingdon Park.

Design Summary

48 Grenoble Drive is a nine-storey Slab Apartment building type constructed on a rectangular plan (refer to Section 5.4 and 5.5 of the report for details on this property type and for a discussion of Modernism in Toronto and the Don Mills Crossing C.H.R.A. Study Area). The building is comprised of 12 bays on its long side. At ground level the structure is recessed from the main elevations with freestanding square pilotis. This arrangement reflects aspects of the International Style which was popular at the time. The upper storeys utilize a varied pattern of projecting three-sided bays. These bays function as balconies with open top privacy walls. The main entrance is distinguished by an awning.

The building is constructed of poured-in-place exposed reinforced concrete. The spandrels between the exposed floor plate and windows are filled with brick. The windows consist of two sets of paired, rectangular units with a large upper pane and bottom sliders on one side in an aluminum frame. The windows extend the full width of the bay. The same window units are utilized at the east side of the building. A concrete band deeper than the floor plate demarcates the top of the building.

The concrete has been painted beige with the exception of the square columns which are painted white. The brick has been painted grey throughout. The east end of the building has been clad in vertical corrugated metal panels from the fifth to the ninth storey. The aluminum window frames, mullions, and muntion bars have been painted beige. A wooden privacy fence has been installed abutting the south elevation.

The building is oriented parallel to Grenoble Drive. In terms of its setting, a curved entrance drive from Grenoble Drive provides access to the main entrance of the building as well as the north side of the building. The site can also be accessed from Deauville Lane where there is a surface parking lot adjacent to the north side of the building. There are several groupings of deciduous trees at both of the southern corners of the property and to the east of the driveway from Grenoble Drive.

Historical Summary

The architect for 48 Grenoble Drive was Irving Grossman and the urban planner was Macklin Hancock (refer Sections 5.6.7. and 5.6.8 of the report for biographies of the firms).

The property at 48 Grenoble Drive was established as part of the Flemingdon Park Master Planned community (refer to Section 4.0 – History and Evolution of the Study Area – in the report for details on the development of Flemingdon Park).



Immediate Context of the Property

48 Grenoble Drive is located on the northwest corner of Grenoble Drive and Deauville Lane. The property is located adjacent to apartment buildings ranging in height from seven to nine storeys to the north and east, and 31 storeys to the south. Grenoble Public School is to the southwest. The size and setback of 48 Grenoble Drive is consistent with the character of the mid-rise buildings found throughout the original Flemingdon Park development.



4. Aerial photograph of 48 Grenoble Drive in 1962 on the left and 2018 on the right.

Research Summary

Date	Event	Source
July 31, 1959	Flemingdon Park project approved by Municipality of North York.	Toronto Daily Star.
c.1962	48 Grenoble Drive is constructed.	City of Toronto Aerial Photography- 1961, 1962.
1963	Property first listed in city directory as "Apartments."	Might's Greater Toronto City Directory, 1963.

Evaluation

Evaluation of 48 Grenoble Drive using Ontario Regulation 9/06

1. The property has design value or physical value because it:

<i>Ontario Heritage Act Criteria</i>	Yes/No	Analysis
i. is a rare, unique, representative or early example of a style, type, expression, material or construction method;	No	The property at 48 Grenoble Drive does not meet this criterion. While this building is a component of the variety of housing types offered within Flemingdon Park and utilizes design elements which were popular at the time of its construction the overall effect of the building is a common type within the City of Toronto. Additionally, the property layout, including the relationship between buildings and roads and uses of open space, does not express the design and planning principles that characterized the Flemingdon Park development as innovative for its time.
ii. displays a high degree of craftsmanship or artistic merit, or;	No	The property at 48 Grenoble Drive is not known to meet this criterion. The quality of execution in the design, composition of elements, assembly of materials or construction methods is not known to be greater than normal industry standards.
iii. demonstrates a high degree of technical or scientific achievement.	No	The property at 48 Grenoble Drive is not known to meet this criterion. The property is not known to display or present technical or scientific achievement in greater than normal industry standards in terms of construction methods, use or adaptation of materials, forms, spatial arrangements, or innovations in design or construction techniques.



2. The property has historical value or associative value because it:

Ontario Heritage Act Criteria	Yes/No	Analysis
i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community;	Yes	The property at 48 Grenoble Drive meets this criterion as a property which expresses the original planning principles advanced in the Flemingdon Park Master Plan and which was recognized as an innovative approach to modern town planning in the City of Toronto in the post-W.W.II. period. This expresses its direct associations with the plan through its adherence to the design principles in the design of the building and the property such as separated land use and open green space. property
ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or;	Yes	The property at 48 Grenoble Drive meets this criterion. The property yields information that contributes to an understanding of the planning and design principles of the Flemingdon Park community.
iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.	Yes	The property at 48 Grenoble Drive meets this criterion. The property is associated with Macklin Hancock, a significant urban planner in the City of Toronto. While the property is associated with architect Irving Grossman, a significant proponent of modernist designs in the City of Toronto, his apartment designs for Flemingdon Park are not a significant reflection of his work or ideas. In Flemingdon Park, Grossman is best known for his town house designs.

3. The property has contextual value because it:

Ontario Heritage Act Criteria	Yes/No	Analysis
i. is important in defining, maintaining or supporting the character of an area;	Yes	The property at 48 Grenoble meets this criterion. The property is located within the planned Flemingdon Park Residential sector. This area's character is defined by a mix of modernist multi-family residential buildings laid out on a meandering road network. As a property with these characteristics, it is important in supporting the character of the area.



ii. is physically, functionally, visually or historically linked to its surroundings, or;	Yes	The property at 48 Grenoble Drive meets this criterion.as a residential property constructed within an area set aside as a residential sector within the planned Flemingdon Park development, the property including the building and its landscape is physically, functionally, visually and historically linked to its surroundings.
iii. is a landmark.	No	The property at 48 Grenoble Drive does not meet this criterion.



C.H.R. #25: 1 Deauville Lane

Name Unnamed

Built 1961

Designed by Irving Grossman (Architect), Macklin Hancock (Urban Planner)



1. West elevation.



2. Northwest corner of the building.



3. Detail showing maisonette unit at ground level.

Description

The property at 1 Deauville Lane is located on the east side of Deauville Lane, south of St Dennis Drive, in the City of Toronto. It contains an eight-storey apartment building designed by architect Irving Grossman and constructed in 1961 as part of urban planner Macklin Hancock's Master Plan for Flemingdon Park (contained within Block H2A).

Design Summary

1 Deauville Lane is an eight-storey Slab Apartment building type with a rectangular plan (refer to Sections 5.4 and 5.5 of the report for details on this property type and for a discussion of Modernism in Toronto and the Don Mills Crossing C.H.R.A. Study Area). The street facing (west) elevation has sixteen bays and the building is three bays deep. Each of the upper floor units feature recessed balconies. The main entrance bay, the first storey, and the second storey are set back from the main elevation and structure is set on pilotis. This open structure is repeated on the north and south ends of the building. These structural elements reflect aspects of the International Style which was popular at the time. The main entrance was originally designed with a cantilevered concrete canopy that included a flat vertical element flipping upward. An elevator mechanical room is aligned above the main entrance bay. A penthouse structure rises above the grouping of bays directly to the north of the main entrance. The penthouse roof has a deep overhang and curves upwards.

1 Deauville Lane was constructed of exposed reinforced concrete with yellow brick spandrels, white coated metal balcony railings, and uncoated aluminum frame windows. When initially built, the ground floor, two-storey maisonette units opened onto the lawn. At some point a continuous wooden fence was installed which separated the units from the lawn. In 2015, the entrance canopy was replaced or covered with a red awning featuring the building address. In 2016, the building was refurbished; the concrete was painted white, the brick was painted grey, and the balcony railings were changed to black glazed panels. The wooden fence was removed and railings were added to the maisonette units to match the balconies. The awning was changed from red to black.

The lower two floors contain two-storey maisonettes type units. An article on the Flemingdon Park development from 1962 describes, "Except for the inclusion of a series of maisonettes on the first two floors, its design follows conventional patterns" (Progressive Architecture 1967:134). The penthouse structure is a recreation lounge which opens to a sundeck for tenant use.

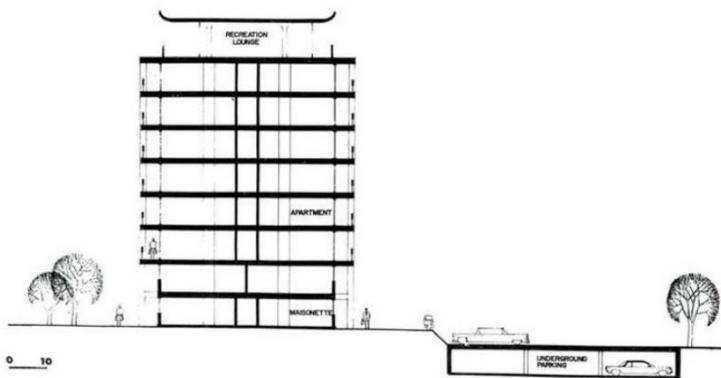
The building is oriented at a slight angle to and set back from Deauville Lane. Landscaping features include a grassed lawn and a line of deciduous trees near the structure. A semi-circular entrance drive with a pedestrian pathway leads from the street, crosses the driveway, to the main entrance. The property has a rear (east) parking lot; it was the only building in Flemingdon Park which required a partial surface lot in addition to the underground component (Grossman 1961:62).



Historical Summary

The architect for 1 Deauville Lane was Irving Grossman and the urban planner was Macklin Hancock (refer to Sections 5.6.7 and 5.6.8 in the report for biographies of the firms). The developer was Webb and Knapp (Canada) Limited. Other consultants included M.S. Yolles and Associates (structural) and Ellard-Willson and Associates Limited (mechanical and electrical). Webin Communities was responsible for development and construction (Grossman 1961:52).

The property at 1 Deauville Lane was established as part of the Flemingdon Park Master Planned community. This building was the first apartment building to be constructed within the development (refer to Section 4.0 – History and Evolution of the Study Area – in the report for details on the development of Flemingdon Park).



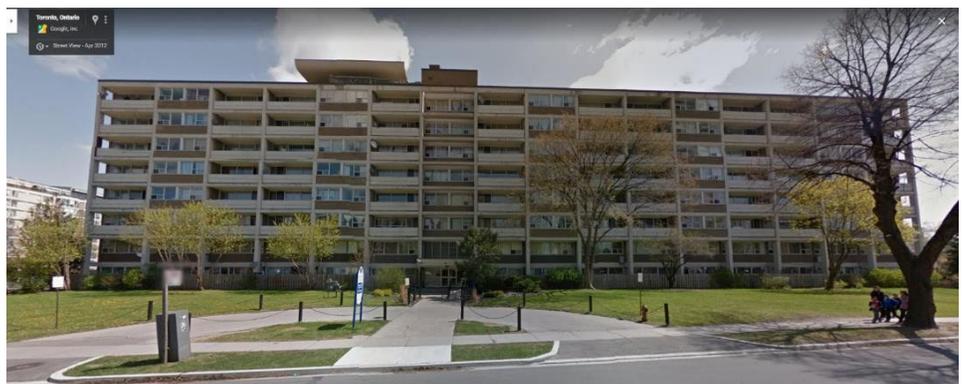
4. East-west section through the building (Grossman 1961:62).



5. Main entrance with concrete canopy and coniferous plantings, 1961 (Grossman 1961:62).



6. Plan for Block H2A, 1962. The plan was later revised at north end of block though the revision did not affect 1 Deauville Lane which is indicated by an arrow (Progressive Architecture 1967:134).



7. Street facing (west) elevation prior to refurbishment and alterations to the canopy, 2012 (1 Deauville Ln).

Immediate Context of the Property

1 Deauville Lane is located on the east side of Deauville Lane, south of St Dennis Drive. The building is located at the intersection of Deauville Lane and Grenoble Drive which provides a terminus for views from the west. 1 Deauville Lane is set within a block which has apartment buildings of various ages ranging in height from seven to nine storeys to the north and west. To the east and south, there are two-storey townhouses from the same period of construction. The property is part of the original plan for Flemingdon Park.



8. Aerial photographs showing 1 Deauville Lane in 1961 on the left, and 2018 on the right.

Research Summary

Date	Event	Source
July 31, 1959	Flemingdon Park project approved by Municipality of North York.	Toronto Daily Star.
c.1961	1 Deauville Lane is constructed.	City of Toronto Aerial Photography- 1961, 1961.
1962	1 Deauville Lane first appears in city directory, as "Apartments."	Might's Greater Toronto City Directory, 1962.
2015	Entrance canopy replaced.	Google Streetview.
2016	Building refurbished including painting.	Google Streetview.

Evaluation

Evaluation of 1 Deauville Lane using Ontario Regulation 9/06

1. The property has design value or physical value because it:

Ontario Heritage Act Criteria	Yes/No	Analysis
i. is a rare, unique, representative or early example of a style, type, expression, material or construction method;	No	The property at 1 Deauville Lane does not meet this criteria. While this building was a component of the variety of housing types offered within Flemingdon Park, it is not known to be an early example of an apartment incorporating maisonette units and is not known to be unique or rare. Additionally, the property layout, including the relationship between buildings and roads and uses of open space, does not express the design and planning principles that characterized the Flemingdon Park development as innovative for its time.
ii. displays a high degree of craftsmanship or artistic merit, or;	No	The property at 1 Deauville Lane is not known to meet this criterion. While the property was recognized at its time of construction by contemporary architectural journals, including the <i>Royal Architectural Institute of Canada Journal</i> and <i>Progressive Architecture</i> , it was stated, "Except for the inclusion of a series of maisonettes on the first two floors, its design follows conventional patterns" (<i>Progressive Architecture</i> 1967:134).
iii. demonstrates a high degree of technical or scientific achievement.	No	The property at 1 Deauville Lane is not known to meet this criterion. The property is not known to display or present technical or scientific achievement in greater than normal industry standards in terms of construction methods, use or adaptation of materials, forms, spatial arrangements, or innovations in design or construction techniques.



2.The property has historical value or associative value because it:

Ontario Heritage Act Criteria	Yes/No	Analysis
i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community;	Yes	The property at 1 Deauville Lane meets this criterion as a property which expresses the original planning principles advanced in the Flemingdon Park Master Plan and which was recognized as an innovative approach to modern town planning in the City of Toronto in the post-W.W.II. period. This property expresses its direct associations with the plan through its adherence to the design principles in the design of the building and property such as separated land use and open green space.
ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or;	Yes	The property at 1 Deauville Lane meets this criterion. The property yields information that contributes to an understanding of the planning and design principles of the Flemingdon Park community.
iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.	Yes	The property at 1 Deauville Lane meets this criterion. The property is associated with Macklin Hancock, a significant urban planner in the City of Toronto. While the property is associated with architect Irving Grossman, a significant proponent of modernist designs in the City of Toronto, his apartment designs for Flemingdon Park are not a significant reflection of his work or ideas. In Flemingdon Park, Grossman is best known for his town house designs.

3.The property has contextual value because it:

Ontario Heritage Act Criteria	Yes/No	Analysis
i. is important in defining, maintaining or supporting the character of an area;	Yes	The property at 1 Deauville Lane meets this criterion. The property is located within the planned Flemingdon Park Residential sector. This area's character is defined by a mix of modernist multi-family residential buildings laid out on a meandering road network. As a property with these characteristics, it is important in supporting the character of the area.



ii. is physically, functionally, visually or historically linked to its surroundings, or;	Yes	The property at 1 Deauville Lane meets this criterion. As a residential property constructed within an area set aside as a residential sector within the planned Flemingdon Park development, the property including its building and landscape is physically, functionally, visually and historically linked to its surroundings.
iii. is a landmark.	No	The property at 1 Deauville Lane does not meet this criterion.

Secondary Sources

1 Deauville Ln

1 Deauville Ln. Accessed March 8, 2018 from

<<https://www.google.ca/maps/place/1+Deauville+Ln,+North+York,+ON+M3C/@43.7169041,-79.3305736,3a,75y,73.61h,94.1t/data=!3m6!1e1!3m4!1sZt5sPs3n8g0vAWGWHsH-HA!2e0!7i13312!8i6656!4m5!3m4!1s0x89d4cda9324a9dc1:0x364d8777f41d200d!8m2!3d43.71691!4d-79.3299637>>.

Grossman, Irving

1961 Flemingdon Park A Planned Community. *Royal Architectural Institute of Canada Journal* Vol 38(no.10).

Progressive Architecture

1967 Urbanizing the Townhouse Vol 12(no.4).



C.H.R. #30: 135 Overlea Boulevard

Name Marc Garneau Collegiate Institute
Built 1972
Designed by Page and Steele (Architect)



1. North and west elevations from northwest corner.



2. West elevation.

Description

The property at 135 Overlea Boulevard is located on the southwest corner of Overlea Boulevard and Don Mills Road on the edge of the Don River valley, in the City of Toronto. It contains a multi-storey school building designed by Page and Steele and constructed in 1972.

Design Summary

The building at 135 Overlea Boulevard consists of three major components. The eastern portion of the building is double height and clad with precast concrete panels. Window and door openings are located near the south end of the east elevation. The western portion of the building is three storeys and is also clad with precast concrete panels. Narrow ribbon windows delineate each storey of the building. The first storey windows are recessed and grouped in sets of five. They exhibit deep angled sills and heads with a smooth concrete finish. The second and third storey windows are continuous and protrude from the building. They are set within narrow concrete bands. The main entrance is located on the north side of the building and is tucked between the eastern and western portions of the structure. A windowless tower protrudes from the west side of the building, presumably providing servicing or vertical circulation to the building. The concrete panels on the east and west portions of the building have an exposed, multi-toned pebble aggregate, which appears as a warm, medium-brown colour from a distance. The building has modest modernist elements (refer to Section 5.4 of this report for a discussion of Modernism in Toronto and the Don Mills Crossing C.H.R.A. Study Area).

The south part of the building was constructed sometime between 1992 and 2002. It is also three storeys and is clad in peach coloured brick with a lighter tone in bands above and below the windows. The windows are single pane square which appear disproportionate to the expanse of the wall.

The building is sited near to the right-of-way at the intersection of Don Mills Road and Overlea Boulevard. An asphalt paved surface parking is present on the west and south sides. The school complex is accessed by a series of entrance drives from Don Mills Road and Overlea Boulevard. Landscaping includes a narrow grassed and treed area at the north and east sides of the building. An athletic (track) field and classroom portables are located on southern part of the property.

Historical Summary

135 Overlea Boulevard was constructed in 1972 by the East York Board of Education (E.Y.B.E.). Originally known as Overlea Secondary School, it served the growing Flemingdon Park neighbourhood located to the east. In 1987, the school was renamed Marc Garneau Collegiate Institute (Brown 1987). At the time of the renaming, the school became Canada's first National Aeronautics and Space Administration resource centre. Focused on math and science, the curriculum included the study of N.A.S.A.-related videotapes and slides of experiments. The school is now part of the Toronto District School Board (T.D.S.B.) which formed in 1998 following the amalgamation of the City of Toronto. The architect for 135 Overlea Boulevard was Page and Steele with the later, south part of the building being designed by Abram, Nowski and McLaughlin Architects and Planners (refer to Sections 5.6.14 and 5.6.1 of the report for biographies for these firms).





1. Exterior view, c.1972-1982 (City of Toronto Archives, Fonds 321 File 4).



2. Views of the interior, c. 1972-1982 (City of Toronto Archives, Fond 321 File 4).

Immediate Context of the Property

135 Overlea Boulevard is located on the southwest corner of Overlea Boulevard and Don Mills Road on the edge of the Don River valley. The property is part of a series of educational institutions in the area, including the Valley Park Middle School immediately to the north. Properties associated with the Chapel Glen Development are located to the east and northeast. The Don River valley is to the west. The building is most prominent when viewed from the south and west.



6. Aerial photographs showing 135 Overlea Boulevard, in 1973 on the left, and 2018 on the right.

Research Summary

Date	Event	Source
1972	135 Overlea Boulevard is constructed.	City of Toronto Aerial Photography- 1961, 1973.
1974	Property first listed in city directory, as Overlea Secondary School.	Might's Greater Toronto City Directory, 1974.
1987	Name changed to Marc Garneau Collegiate Institute.	Toronto Star, 1987.
c.2000	Addition constructed.	City of Toronto Aerial Photography – 1992 and Google Satellite Imagery – 2002.

Evaluation

Evaluation of 135 Overlea Boulevard using Ontario Regulation 9/06

1. The property has design value or physical value because it:

<i>Ontario Heritage Act Criteria</i>	Yes/No	Analysis
i. is a rare, unique, representative or early example of a style, type, expression, material or construction method;	No	The property at 135 Overlea Boulevard does not meet this criterion. While the building exhibits modest modernist elements, the building is not a rare, unique, representative, or early example of the modernist style.
ii. displays a high degree of craftsmanship or artistic merit, or;	No	The property at 135 Overlea Boulevard is not known to meet this criterion. The quality of execution in the design, composition of elements, assembly of materials and construction methods is not known to be greater than normal industry standards.
iii. demonstrates a high degree of technical or scientific achievement.	No	The property at 135 Overlea Boulevard is not known to meet this criterion. The property is not known to display or present technical or scientific achievement in greater than normal industry standards in terms of construction methods, use or adaptation of materials, forms, spatial arrangements, or innovations in design or construction techniques.



2. The property has historical value or associative value because it:

Ontario Heritage Act Criteria	Yes/No	Analysis
i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community;	No	The property at 135 Overlea Boulevard is not known to meet this criterion.
ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or;	No	The property at 135 Overlea Boulevard does not meet this criterion.
iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.	No	The property at 135 Overlea Boulevard does not meet this criterion. Page and Steele designed 135 Overlea Boulevard and are considered a prominent Toronto architecture firm. However, the building is not reflective of their more iconic work.

3. The property has contextual value because it:

Ontario Heritage Act Criteria	Yes/No	Analysis
i. is important in defining, maintaining or supporting the character of an area;	No	The property at 135 Overlea Boulevard does not meet this criterion. The property consists of the Marc Garneau Collegiate Institute, which is located in an area containing a mixture of uses and building typologies that do not create a cohesive character.
ii. is physically, functionally, visually or historically linked to its surroundings, or;	No	The property at 135 Overlea Boulevard does not meet this criterion. The property is located within an area that consists of a mixture of uses and building typologies and is not physically, functionally, visually or historically linked to its surroundings.
iii. is a landmark.	No	The property at 135 Overlea Boulevard does not meet this criterion.

Secondary Sources

Brown, Louise

1987 Metro school to forge NASA space link, The Toronto Star, July 6.



**APPENDIX C: PROPERTIES IDENTIFIED AS KNOWN OR POTENTIAL HERITAGE RESOURCES
AS PART OF PHASE 1 SCREENING**



Parcel ID	Municipal Address	Place Name	Date of Construction
1	75 Barber Greene Road		1973
2	81 Barber Greene Road	Global Television Network (former Barber Green Canada Ltd.)	1953
10	1 Deauville Lane	Flemingdon Park Apartments	1961
11	10 Deauville Lane	Glenyan Manor	c. 1980
12	701 Don Mills Road		1966
13	703 Don Mills Road	Consolidated Communication Centre	1971
14	705 Don Mills Road	Shell Gas Station	1971
15	735 Don Mills Road		c. 1972
16	747 Don Mills Road	Flemingdon Park Ministry	1964
18	770 Don Mills Road	Ontario Science Centre	c. 1969
19	789 Don Mills Road	Foresters House (former Olympia Square)	1967
20	797 Don Mills Road	Tribeca, North American Tower (former Olympia Square, Mony Life)	c. 1965
23	844 Don Mills Road	Celestica (former IBM Head Office and Factory)	1951
24	849 Don Mills Road	St. Andrew Kim Korean Catholic Church	c.1964
25	875 Don Mills Rd	Storage Mart	1973
26	885 Don Mills Road		c. 1969
28	900 Don Mills Road		1953
29	5 Dufresne Court		1968
30	10 Edgecliff Golfway		c. 1973
31	20 Edgecliff Golfway		c. 1973
32	1150 Eglinton Avenue East	Celestica (former IBM Canada Headquarters)	1965
33	1200 Eglinton Avenue East		c. 1970
40	148 Ferrand Drive		1972
41	150 Ferrand Drive		1973
43	250 Ferrand Drive		1977
79	6-8 Garamond Court	Japanese Canadian Cultural Centre (former C.C.H. Canada Building)	c. 1961



Parcel ID	Municipal Address	Place Name	Date of Construction
80	8 Garamond Court		1964
81	10 Gateway Boulevard		1973
82	150 Gateway Boulevard	Flemingdon Park Worship Centre	1974
83	200 Gateway Boulevard		1967
84	55 Gateway Boulevard	Gateway Public School	c. 1969
85	15 Gervais Drive		c. 1968
86	29 Gervais Drive		1965
87	49 Gervais Drive		c. 1964
88	50 Gervais Drive		c. 1971
89	55 Gervais Drive		c. 1966
90	60-74 Gervais Drive		c. 1966
91	19 Green Belt Drive	Janssen-Ortho Pharmaceutical	1956
92	33 Green Belt Drive	Grand & Toy	1955
93	10 Grenoble Drive		1969
94	150 Grenoble Drive	Flemingdon Community Centre and Playground	c. 1972
95	165 Grenoble Drive	Angela James Arena - Building Grounds	1965
96	175 Grenoble Drive	John XXIII Catholic Elementary School	1973
97	45 Grenoble Drive		1967
98	48 Grenoble Drive		1962
100	58 Grenoble Drive		c. 1961
101	9 Grenoble Drive	Grenoble Public School	c. 1962
102	95 Leeward Glenway		c. 1973
103	1075 Leslie Street	Former Inn on the Park	2009
107	1109 Leslie Street	Fire Station 125	c. 1980
109	1123 Leslie Street	Former William Wrigley Jr. Co. Ltd.	1962
110	1129 Leslie Street		c. 1964
113	1133 Leslie Street	Korean Cultural Centre (formerly the Pringle & Booth Art Centre)	1965
114	1135 Leslie Street	Peacock and McQuigge Building	1959
118	130 Overlea Boulevard	Valley Park Middle School	1970
119	135 Overlea Boulevard	Marc Garneau Collegiate Institute	1972
120	60 Pavane Linkway		c. 1971
121	1 Prince Andrew Place		c. 1967
122	23-31 Prince Andrew Place		1964



Parcel ID	Municipal Address	Place Name	Date of Construction
123	26 Prince Andrew Place		1966
124	35 Prince Andrew Place		1966
125	4 Prince Andrew Place		1965
126	44-52 Prince Andrew Place		c. 1967
127	60 Prince Andrew Place		1964
128	64 Prince Andrew Place		1964
129	68 Prince Andrew Pl		1965
130	7-21 Prince Andrew Place		1965
131	8 Prince Andrew Place		1965
154	7 Rochefort Drive	Flemingdon Park Apartments	1964
204	5 Shady Golfway		c. 1973
205	10 St Dennis Drive	Flemingdon Park Apartments	1963
206	18 St Dennis Drive		c. 1962
207	25 St Dennis Drive		1968
208	30 St Dennis Drive		1964
209	31 St Dennis Drive	Flemingdon Park Apartments	1966
210	7 St Dennis Drive		1968
211	10 Sunny Glenway		c. 1973
212	1 Vendome Place	Flemingon Park Townhouses	1961
213	4 Vendome Place	Flemingon Park Townhouses	c. 1961
214	6-8 Vendome Place	Flemingon Park Townhouses	c. 1961
215	12 Vicora Linkway		c. 1975
216	15 Vicora Linkway		c. 1971
217	5 Vicora Linkway		c. 1971
301	32 Windy Golfway		1972
302	100 Wynford Drive	Bell Data Centre	c. 1969
303	123 Wynford Drive	Noor Cultural Centre (former Japanese Canadian Cultural Centre)	c. 1963
305	150 Wynford Drive		1969
306	175 Wynford Drive	Don Valley Hotel and Suites	1969
307	18 Wynford Drive		1975
310	20 Wynford Drive		c. 1965
311	39 Wynford Drive	Brookfield Building (Neilsen Building)	c. 1963
312	40 Wynford Drive		1969
313	49 Wynford Drive		2014
314	50 Wynford Drive	Presbyterian Church of Canada	c. 1967



Parcel ID	Municipal Address	Place Name	Date of Construction
315	70 Wynford Drive	Canada Post, Post Office	1997
316	90 Wynford Drive	Former Texaco Canada Building	c. 1968
317	35 Wynford Heights Cres	Wynford Tower	1972
318	45 Wynford Heights Cres	Wynford South	1968
319	55 Wynford Heights Cres		1968
320	65 Wynford Heights Cres	Wynford North	1971
323	77 Wynford Drive		2014
328	39 Deauville Lane		1964
329	61 Grenoble Drive	Flemingdon Park Townhouses	1968

