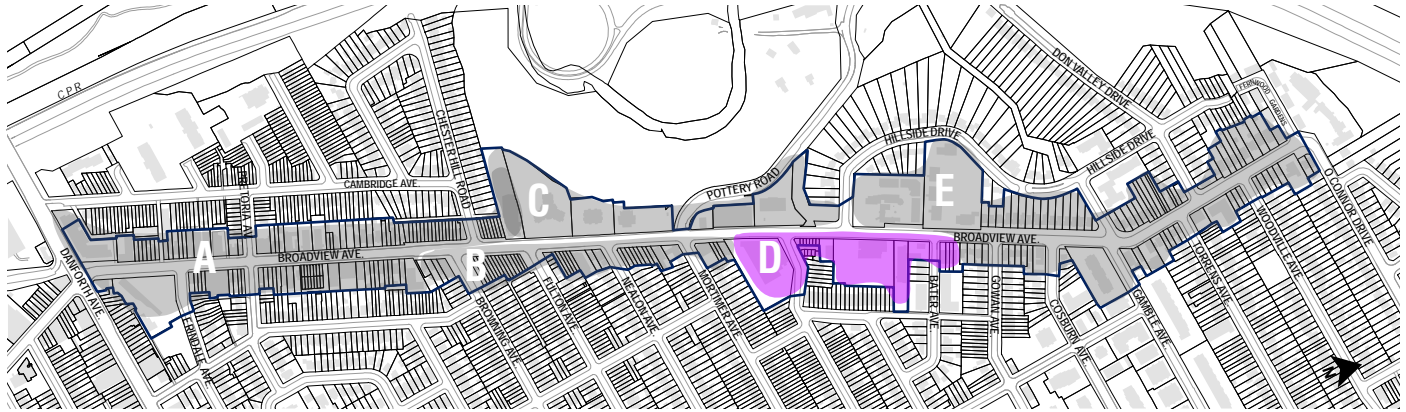


## Character Area D



East of Broadview Avenue, approximately from Mortimer Avenue to Bater Avenue

Character Area D is immediately north of Character Area B on the east side of Broadview Avenue up to Bater Avenue. This area comprises properties from 1015 to 1129 Broadview Avenue. The majority of the lots are generally bigger, wider and deeper, with existing large one-storey developments or 3-4 storey residential buildings. Buildings in this area back onto residential properties.

Due to the existing character, mix of uses, and lot sizes of Character Area D, the potential for intensification exists. Opportunities to add green spaces through on-site parkland dedication are also very favourable. Two sites are identified for on-site parkland dedication if a development application comes forward: 1015 Broadview Avenue and 1099 Broadview Avenue. This will result in two new parks of up to approximately 850 to 950 m<sup>2</sup>. The design and location of these new open spaces within their respective sites will be decided in conjunction with the community and other stakeholders during the development application approval process.

The massing of buildings on these two sites shall also be shaped in a way that provides gradual transition towards these open spaces and the *Neighbourhood* areas at the rear.

### Built Form Guidelines

New development in this Character Area will conform to the Mid-rise Guidelines performance standards, including minimum

setbacks and front and rear angular planes. Some properties may accommodate a slightly higher density due to the width and depth of the sites. However, the additional height can only be achieved provided that open spaces and the *Neighbourhood* areas at the rear are not impacted negatively. Additional guidance is provided further below.

**Maximum Building Height:** The maximum height of the buildings will be 20 metres or 6 storeys. This height should only be achieved if the required setbacks, stepbacks and angular planes are also complied with.

Mechanical penthouses, elevator runs, stair towers or other equipment or servicing may exceed the maximum height limit by up to 5 metres but may not penetrate any angular planes.

**Setback from the Street:** Wider sidewalk zones are needed in this area to complement the existing open feel created by the expansive front yard landscaping on the opposite side of the sidewalk and the Charles Sauriol Parkette. New developments will set back to provide a minimum dimension of 10 metres between the curb edge and the front building face. This distance will allow for a 2.1 metre pedestrian clearway and a deep front yard setback of approximately 8 metres for soft landscaping on the building's side. The specific setback from the property line

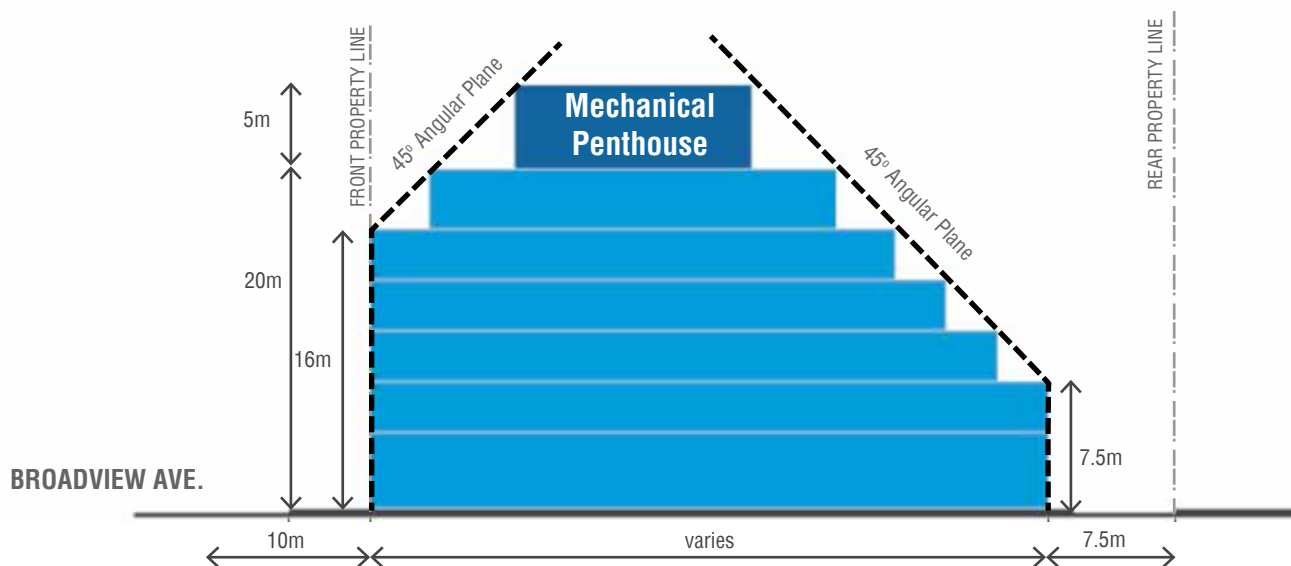
that will be required to achieve the minimum 10 metres varies throughout Broadview and will be determined on a site specific basis.

**Transition to Open Spaces:** The massing on the site should include appropriate transition in addition to a 7.5 metre setback from any open space areas or parks.

If low-rise development is proposed as part of a built form transition between the mid-rise building and open space areas, the low-rise portions of the development should be oriented towards the open space and set back a minimum of 3 metres from the open space. Having frontage on the open space will add safety and visibility onto the space. From there, a 45 degrees

angular plane should be taken above the third floor of the low-rise development (approximately 10.5 metres).

**Height Above 20 metres or 6 storeys:** Sites over 5,000m<sup>2</sup> may support additional height in the range of 7-8 storeys; provided privacy, overlook, shadows, wind conditions and transportation impacts are adequately addressed. Height above 6 storeys would need to step back sufficiently from Broadview Avenue to minimize the visual impact at street level. 3-storey townhouses should also be used to create a gradual transition from open spaces and *Neighbourhoods* towards the higher mid-rise building. This increase in density can only be achieved through an Official Plan Amendment process.



Cross section of a development that conforms to the built form guidelines in Character Area D.

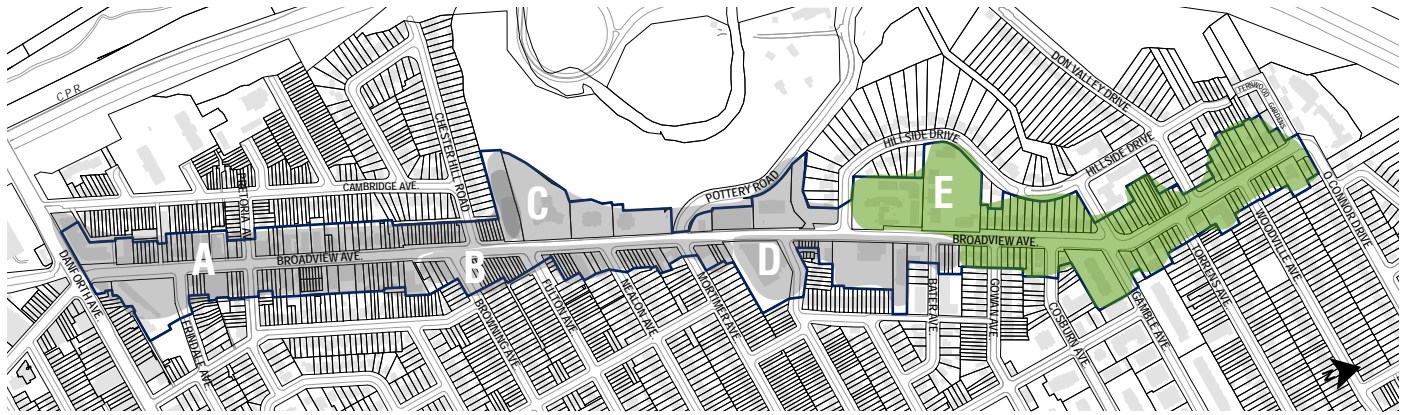


Rear view of new open space showing townhouses transitioning to a mid-rise building



Bird eye view of new open space located at the rear of development

## Character Area E



View of Broadview Avenue to the North from Bater Avenue



View of Broadview Avenue to the South from O'Connor Drive

Character Area E is the area north of Hillside Drive and Bater Avenue up to O'Connor Drive. This area comprises the following properties: 1102 to 1276 Broadview Avenue, 1135 to 1277 Broadview Avenue, 87 Don Valley Drive, 1 Fernwood Gardens, and 2 Gamble Avenue. This area can be characterized as stable residential, with single detached houses being the main built form. This area is a designated *Neighbourhoods* under Toronto's Official Plan. Current zoning only allows residential uses with a maximum height limit of 8.5 metres (approximately 2-3 storeys). A small section within the area, between Gowan Avenue and few lots north Gamble Avenue, is zoned as *Residential Apartment Neighbourhood*. A higher density and height is allowed in this section, but existing lot sizes generally do not support such height and density.

Neither the Avenue and Mid-rise Study nor the Official Plan identify this area as an area for intensification. The majority of the lots are also small lots that cannot accommodate significant growth.

### Built Form Guidelines

As this is an area where major intensification is not anticipated, any new development will respect and reinforce the existing physical character in the form of single-detached house of 2 to 3 storeys in height.

Deep front yard soft landscaping is also recommended to complement the existing context. Section 4.2.2 of this document (Public Realm) speaks to the setbacks and streetscape improvements required to reinforce this existing character.

### 4.3.3 DESIGN EXCELLENCE & SUSTAINABILITY

New development should be compatible with the existing character of the Study Area, as well as achieving design excellence. Design excellence means that buildings will be designed with architectural details and materials that enhance the public realm and fit harmoniously in the existing and planned context. New developments should also achieve a balance of unit types, including larger units for families.

As well as achieving design excellence, new development should be modern, energy efficient and sustainable. All applications will be reviewed for their conformity to the Toronto Green Standards, a two-tiered set of performance measures with supporting guidelines related to sustainable site and building design for new public and private developments. The standards are designed to work with the regular development approvals and inspections process. All new planning applications are required to document compliance with Tier 1 environmental performance measures outlined in the Toronto Green Standards. Applicants who also choose to meet Tier 2, a voluntary higher level of environmental performance, may be eligible for reduction in development charges.

### 4.3.4 WOOD FRAME CONSTRUCTION

On January 1, 2015, the Ontario Building Code was revised to allow wood-frame construction for residential and office buildings up to 6 storeys. This revision is relevant to this Study Area (and other locations in the City that allow buildings up to 6 storeys), because it presents an opportunity for the development industry to build 6 storey buildings with a construction method that was previously limited to low-rise buildings. Wood frame construction is also often less expensive to build than other construction methods and may therefore be of interest to developers.

Consideration for a nominal increase in height (above the 20 metre maximum), will be given to proposed buildings to be constructed with this method, because there is anecdotal evidence that the depth of the structural frame is deeper than other construction methods and may directly influence the overall height of a 6 storey building (up to 20.75 - 21.50 metres). The increase above the 20 metre height limit will only be considered to allow for buildings of wood frame construction. Shadow studies will be required to demonstrate that the additional height does not create negative impacts on surrounding *Neighbourhoods* and public streets.

It is important to reiterate that wood frame buildings above 6 storeys would not be permitted by the Ontario Building Code.

## 4.4 Heritage

Broadview Avenue is rich in history, which is still legible in its built form including the natural topography, street layout and historic buildings. As the area continues to evolve in the future there is an opportunity to enhance its sense of place by strengthening the relationship with the area's heritage. There is opportunity to build greater awareness, commemorate the area's heritage and integrate the area's rich history into the design of new construction and streetscape improvements.

Based on the heritage analysis conducted as part of the Broadview Avenue Planning Study (see Appendix G for a detailed historic analysis of the evolution of the Study Area), urban design guidelines and the addition of individual properties to the City's Heritage Register was determined to be the most appropriate policy framework for heritage conservation in the Study Area. The heritage analysis has also provided a foundation for the Vision

of Broadview and has informed the recommendations for public realm and urban design guidelines contained in this document. The following recommendations are intended to further ensure that new development, as envisioned in this document, will respect the heritage context of the Study Area.

The objectives of these recommendations are to:

- Strengthen the relationship with the area's history and reinforce a sense of place;
- Strengthen the Study Area's relationship with its natural heritage;
- Conserve remaining heritage properties associated with Todmorden Village and Chester Village; and
- Ensure that future development responds to the area's historic context.



Sisters of St. Joseph building at 2 O'Connor Drive, included on the Heritage Register in 2006



Massey Centre for Women at 1102 Broadview Avenue, included on the Heritage Register in 2006

#### 4.4.1 OFFICIAL PLAN HERITAGE POLICIES

Heritage conservation policies within the Official Plan (Section 3.1.5) remain applicable in the Broadview Avenue Planning Study Area, with respect to properties that are included on the Heritage Register and the protection of areas of archaeological potential. As stated in the Official Plan's heritage conservation policies, the City may request a Heritage Impact Assessment for development proposals on any property that is included on, or is adjacent to a property included on the City's Heritage Register. A Heritage Impact Assessment is required for the proposed demolition of a property on the Heritage Register, and/or properties adjacent to a property on the Heritage Register. Archaeological Assessments are required prior to any soil disturbance activity in areas identified as having archaeological potential in the City's Archaeological Management Plan. See Appendix E for a map of Areas with Archaeological Potential in the Study Area.

#### 4.4.2 HERITAGE RECOMMENDATIONS

The further evaluation of remaining buildings associated with the historic Chester and Todmorden Villages for inclusion on the City of Toronto Heritage Register should be initiated by the City Planning Division. See Appendix F for the full list of recommended buildings and an enlarged map identifying these buildings.

Within the context of streetscape and public realm improvement initiatives or through the review of development applications, explore interpretation opportunities of the Study Area's history in collaboration with appropriate City divisions and agencies and in consultation with First Nations and Métis.



# 4.5 Transportation

## 4.5.1 TRANSPORTATION IMPACT

The changes in built form, scale, and intensity of development anticipated by this Study will have a minimal influence on all modes of travel in the area. The land use and transportation relationship as well as the findings are documented in this section. The Study also looked beyond this scope to address a range of short, medium and long-term issues, some of which arose during the course of the Study.

Based on the vision and recommendations for the built form, it is estimated that less than 100 net new automobile trips (A.M. peak hour) could be added to the area as a result of the Study's direction. These numbers are based on approximately 500 additional residential units related to the vision. These less than 100 trips would be spread over a distance of approximately one kilometre, and may gradually be built out over the next 10 to 20 years. This amount of traffic does not create a significant level of change to the Study Area.

The Study considered historical and current trends; automobile traffic on Broadview Avenue has been relatively stable for the past decade. Broadview Avenue is also typical of many main streets in Toronto which experience peak conditions during certain times of the day.

## 4.5.2 TRANSPORTATION IMPROVEMENTS

Transportation strategies that address all modes of mobility and congestion is a key issue that was identified by the community and the public. The City is continually investigating ways to address congestion through curbside management of illegal parking and loading activity, time-based strategies to better organize travel (eg., turn restrictions and parking restrictions), improvements to traffic signal timing to accommodate peak flows and transit vehicle priority, and physical and regulatory changes to improve safety for all road users. These are all tools aimed at improving the efficiency of the existing road network given the right-of-way conditions.



Broadview TTC subway station



Vehicular parking spaces at the rear of existing buildings with access from Broadview



Informal bike parking spaces along Broadview Avenue

It is recommended that a review be undertaken at Broadview and Chester Hill to determine the feasibility of introducing a pedestrian crossing on the north leg of the intersection. This will improve the wait time for pedestrians and improve the access to the TTC bus stop on the northeast corner, but will impact the eastbound flow of traffic to northbound Broadview Avenue.

Various cycling improvements have been identified during the Broadview Avenue Study, including on-street bicycle lanes, sharrows, separated bikeways within the street right-of-way and connections to adjacent streets such as Chester Hill Road. These potential improvements must all be considered within the broad network scope of the Cycling Plan.

Broadview is not scheduled for complete road reconstruction in the near future, but the study team presented a tool box of potential redesign including options for a mix of bus lanes, bike lanes, layby parking, on-street parking options, and sidewalk/ boulevard widening.

This toolbox of options is based on the core principle of the City's on-going work to develop a Complete Streets Guideline, which is to balance the essential needs of all road users, and includes potential directions 1, 2 and 3, ranging in short to long-term opportunities. These directions are general transportation ideas that, with consensus, can be implemented on Broadview when the opportunity is presented.

Additional studies may be required, however, in the case of a redesign. The Municipal Class Environmental Assessment takes effect when municipalities want to plan, design, construct, maintain, rehabilitate, and/or retire a municipal road. The Complete Streets Guidelines will inform any major redesign of Broadview.

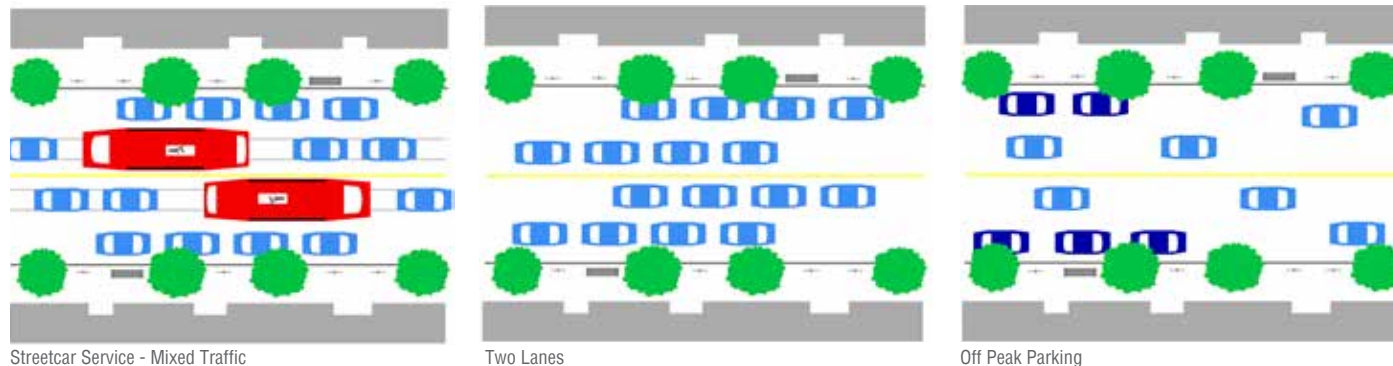
Potential Direction 1 maintains existing right-of-way and traffic configuration but proposes design and public realm improvements including pedestrian lighting and increase bicycling parking, and on-street off-peak parking may be considered.

Potential Direction 2 includes proposed options in direction 1, in addition to traffic configuration and operational changes through the use of signage or road paint while maintaining the existing curb of the sidewalk.

Similarly, Potential Direction 3 includes proposed options in Potential Direction 1, in addition to changes to sidewalk width and traffic configurations requiring major reconstruction of infrastructure.

Broadview Avenue is challenged, like many other streets, by the need to accommodate pedestrians, public realm space, cyclists, transit use and automobiles. The tool box of options is useful as a starting point for future discussions when Broadview Avenue is considered for reconstruction.

### Potential Direction 1



Streetcar Service - Mixed Traffic

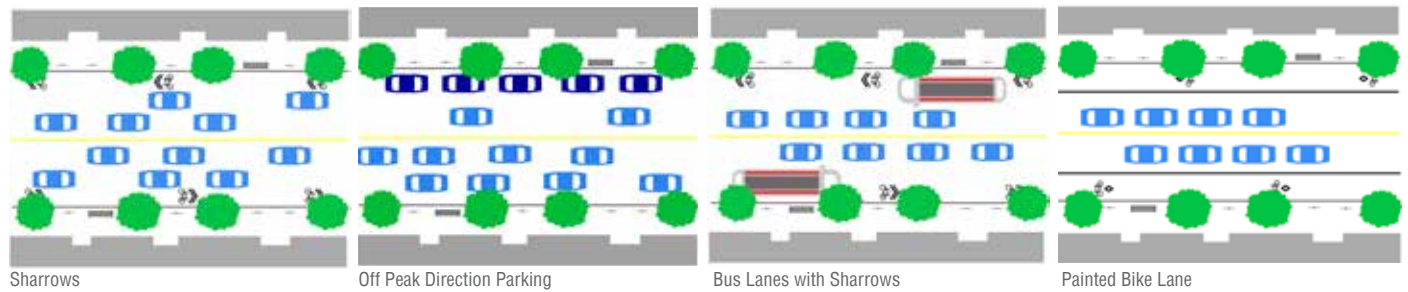
Two Lanes

Off Peak Parking

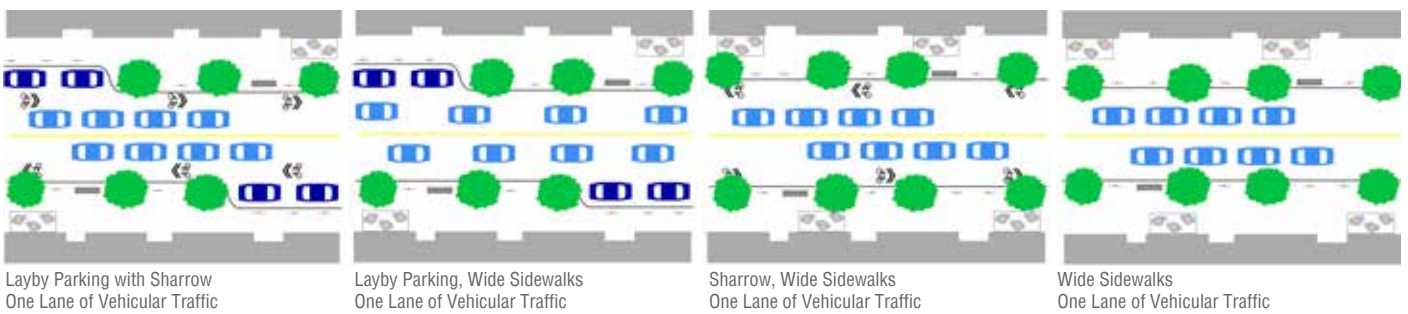


## 4.5.2 TRANSPORTATION IMPROVEMENTS (cont'd)

### Potential Direction 2



### Potential Direction 3



## 4.5.3 TRANSIT

City staff are working jointly with the TTC on a project assessment study to determine a preferred alignment for a subway relief line connecting Downtown Toronto and the Danforth Subway east of the Don River. The transit team has studied a number of corridor connections to Line 2, and has proposed a recommended preferred corridor connecting Pape Station to the Downtown via Queen Street. Broadview Station is an important subway station and streetcar connection, and Broadview Avenue north of Danforth will continue to be an important bus corridor connection to the subway station. This will be a key consideration in any future plans for the redesign of the street.

## 4.5.4 PARKING

There are several types of parking in the Study Area serving the various land uses. In Character Area A (and parts of Character Area B and C) land use is mixed commercial-retail, and the on-street parking along Broadview Avenue in this area provides short term off-peak parking to those visiting its local restaurants, offices, and retail shops. Located immediately outside Character Area A, there is a Green P surface public parking lot containing 93 parking spaces at the corner of Erindale Avenue and Ellerbeck Street. Character Area B mainly consists of single family dwellings, with some properties having front-yard parking. Character Area C is predominantly multi-story residential buildings with parking available on-site to its residents and their visitors. Finally, Character Area D has a mix of residential and retail-commercial use, with some private parking and a few commercial properties providing customer parking on-site.

As redevelopment occurs along Broadview Avenue over time, demands for convenient public parking may increase to accommodate the increasing number of businesses, medical offices and retail spaces to the area. Partnerships with the Toronto Parking Authority (TPA) are encouraged to support integrating public parking in new buildings where needed.

The TPA has conducted studies which indicate that the Green P lot is well utilized. As demand for public parking increases, it is important to TPA that the current public parking supply is maintained, monitored and controlled such that the needs of short-term visitor parking are addressed.

Both on-street and off-street public parking supply and usage impact each other. In conjunction with any future street improvements and/or development applications, opportunities to improve public parking strategically (both on- and off-street) are necessary considerations as options are reviewed.

Existing surface lot owners are encouraged to apply the strategies and measures detailed in the Design Guidelines for "Greening Surface Parking Lots" to improve the design and reduce environmental impacts.

Opportunities for shared parking between various parking users are supported, with the appropriate mechanisms in place to facilitate each user.

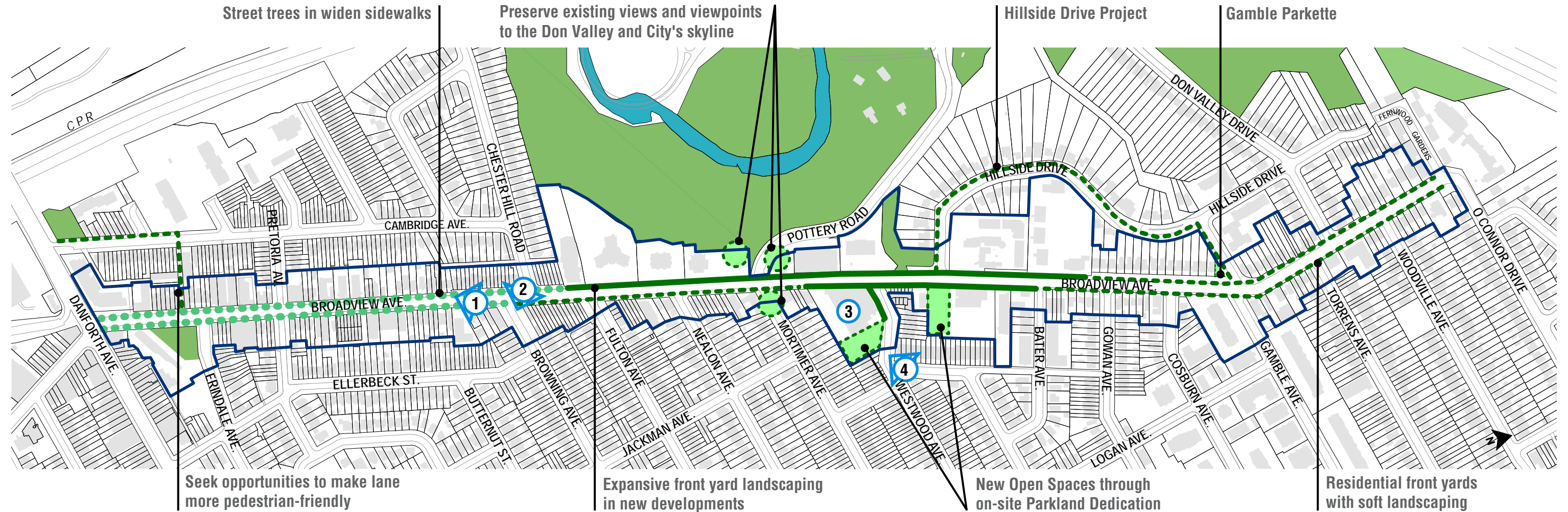
The transportation challenges faced by Broadview Avenue demonstrate the need to better accommodate pedestrians, cyclists, transit use and automobiles in the public realm space. Though there has been growth along Broadview, automobile use has remained stable over the past decade. As people use other modes of transportation, including walking, cycling and public transit, improved infrastructure should be in place to create a safer mobility environment and allow opportunities for a variety of transportation choices for this community.



# Appendices

# Appendix A

## SUMMARY OF PUBLIC REALM RECOMMENDATIONS



Street trees in widen sidewalks



Patios and seating areas on key corners as places to meet and socialize



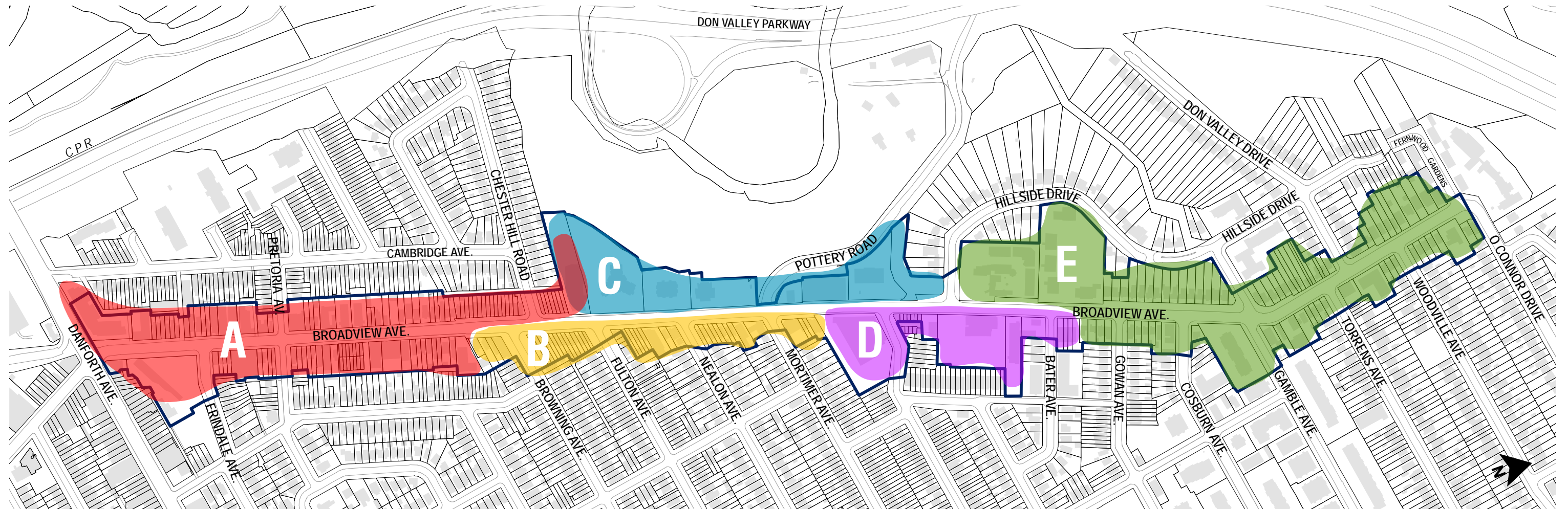
On-site parkland dedication on new development



View of new public park from the rear residential street

# Appendix B

## SUMMARY OF BUILT FORM RECOMMENDATIONS



### Character Area A

6 storey (20m)  
Mid-rise building

### Character Area B

5 storey (17m)  
Modified Mid-rise of  
5-storeys at corners

### Character Area C

6 storey (20m)  
Mid-rise building with  
appropriate setbacks to  
TRCA ravine area

### Character Area D

6 storey (20m)  
Mid-rise building  
Sites over 5,000m<sup>2</sup> may  
support additional density  
in the range of 7- 8 storeys;  
provided conditions specified  
in the Built Form guidelines  
are adequately addressed.

### Character Area E

No changes to existing  
built form character

# Appendix C

## DEMONSTRATION OF THE DESIGN GUIDELINES IN CHARACTER AREA "A"

Below is an illustration demonstrating how the proposed Urban Design Guidelines can guide a new development by complementing the existing character of Broadview Avenue.

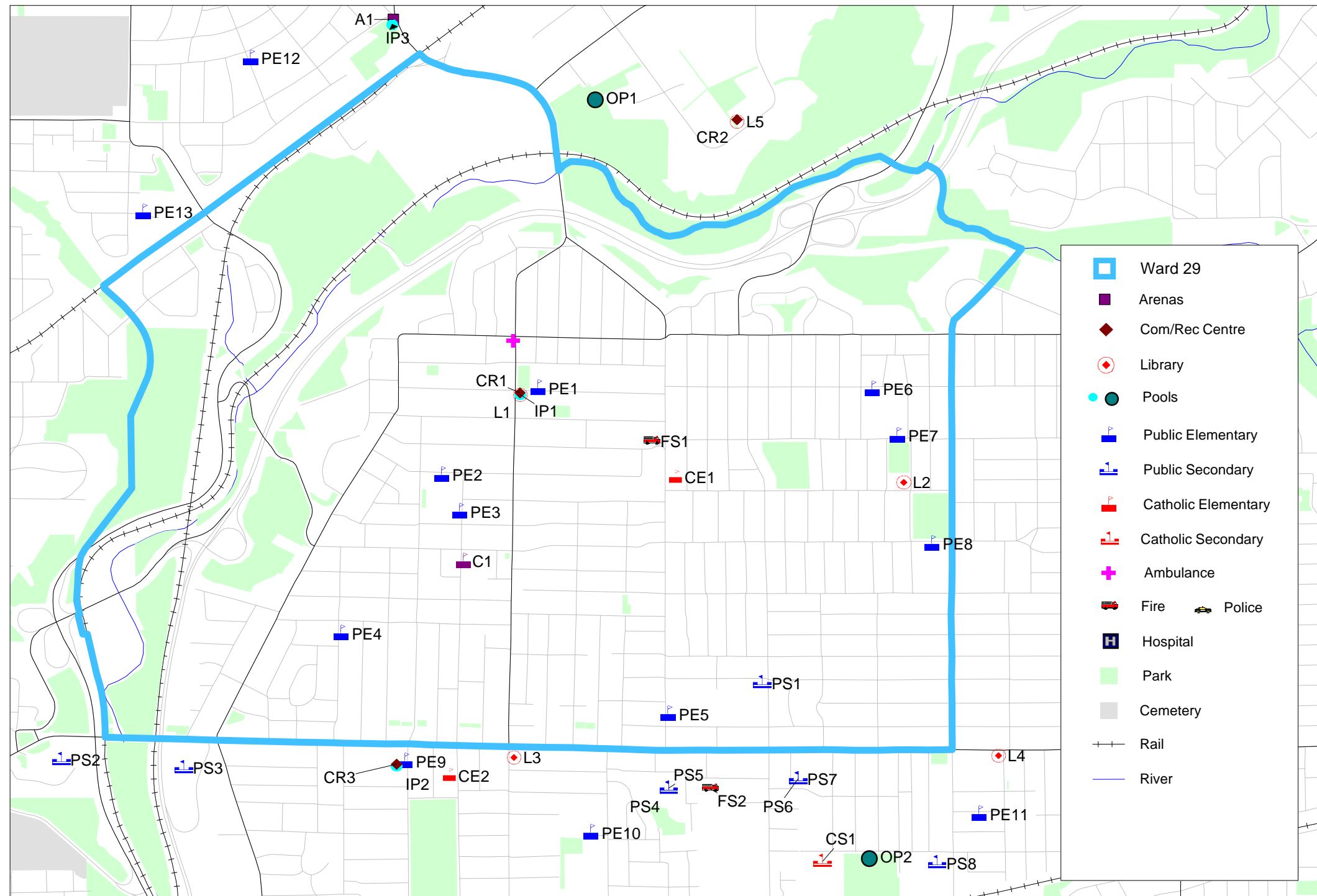
- 1 **Break up** the buildings street wall both horizontally and vertically
- 2 **Transition the scale** of the street wall to transition down (to blend) with neighbouring buildings
- 3 **Vary the height** of the street wall
- 4 Use of **brick materials** fronting onto the street (street wall)
- 5 **Emphasize the ground floor** with retail signage, larger windows, canopies, and awnings
- 6 **Recessed storefront entrances** with bay windows or picture windows



# Appendix D

## COMMUNITY SERVICES AND FACILITIES MAPS

### COMMUNITY SERVICES AND FACILITIES - Ward 29 and Surrounding Areas



Sources: TDSB, TCDSB, City of Toronto

Toronto City Planning Division, Research and Information - July 2015



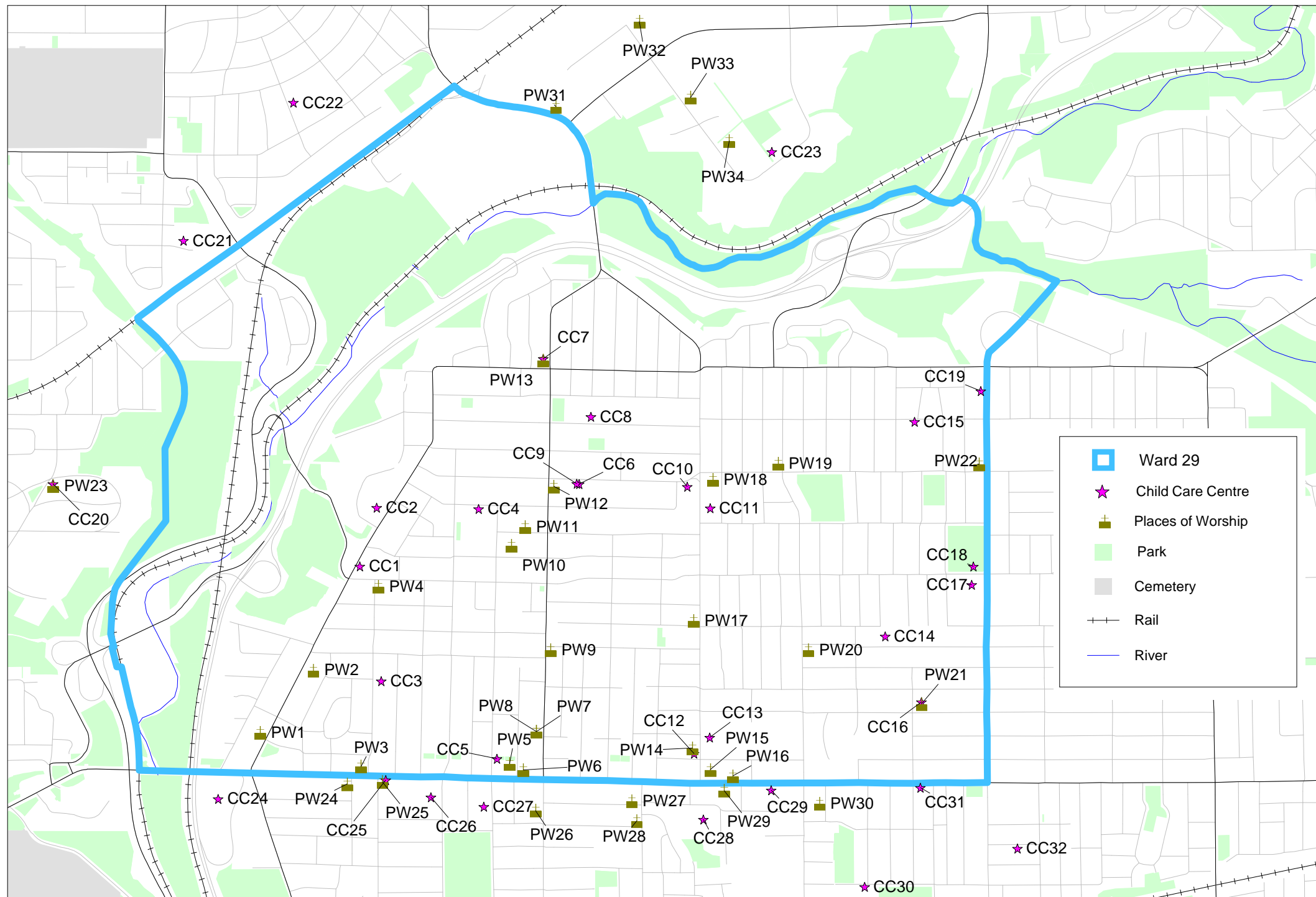
Ward 29 Arenas			
MapID	NAME	ADDRESS	LOCATION
A1	LEASIDE GARDENS ARENA	1073 MILLWOOD AVE	Leaside Gardens Property
Ward 29 Community Centres			
MapID	NAME	ADDRESS	
CR1	EAST YORK CC	1081 PAPE AVE	
CR2	JENNER JEAN-MARIE CC	48 THORNCLIFFE PARK DR	
CR3	FRANKLAND CC	816 LOGAN AV	
Ward 29 Outdoor Pools			
MapID	NAME	ADDRESS	LOCATION
OP1	Leaside Park Outdoor Pool	5 Leaside Park Dr	Leaside Park
OP2	Monarch Park Outdoor Pool	115 Felstead Ave	Monarch Park
Ward 29 Indoor Pools			
MapID	NAME	BUILDING NAME	ADDRESS
IP1	East York Indoor Pool	East York Community Centre	1081 1/5 Pape Ave
IP2	Frankland Indoor Pool	Frankland Community Centre	816 Logan Ave
IP3	Leaside Memorial Indoor Pool	Leaside Memorial Indoor Pool	1073 Millwood Rd
Ward 29 Libraries			
MapID	NAME	ADDRESS	
L1	Todmorden Room	1081 Pape Ave.	
L2	S. Walter Stewart	170 Memorial Park Ave.	
L3	Pape Danforth	701 Pape Ave.	
L4	Danforth Coxwell	1675 Danforth Ave.	
Ward 29 Fire Stations			
MapID	Station	ADDRESS	
FS1	322	256 Cosburn Ave	
FS2	323	153 Chatham Ave	
Ward 29 Ambulance Stations			
MapID	NAME	ADDRESS	
AS1	Station #41	1300 Pape Ave.	

Ward 29 Colleges		
MapID	NAME	ADDRESS
C1	Centennial College	951 Carlaw Ave.
Ward 29 Public Elementary Schools		
MapID	NAME	ADDRESS
PE1	William Burgess ES	100 Torrens Avenue
PE2	Chester ES	115 Gowan Avenue
PE3	Westwood Middle School	994 Carlaw Avenue
PE4	Jackman Avenue Jr PS	79 Jackman Avenue
PE5	Wilkinson Jr PS	53 Donlands Avenue
PE6	Diefenbaker ES	175 Plains Road
PE7	Cosburn MS	520 Cosburn Avenue
PE8	R H McGregor ES	555 Mortimer Avenue
PE9	Frankland Community JS & Community Centre	816 Logan Avenue
PE10	Earl Grey Sr PS	100 Strathcona Avenue
PE11	Earl Haig Jr PS	15 Earl Haig Avenue
PE12	Rolph Road ES	31 Rolph Road
PE13	Bennington Heights ES	76 Bennington Heights Drive
Ward 29 Public Secondary Schools		
MapID	NAME	ADDRESS
PS1	Danforth Collegiate & Technical Institute	840 Greenwood Avenue
PS2	Rosedale Heights SS	711 Bloor Street East
PS3	CALC Secondary	1 Danforth Ave
PS4	Subway Academy I / Eastern HS of Commerce	16 Phin Avenue
PS5	Eastern HS of Commerce / Subway Academy I	16 Phin Avenue
PS6	School of Life Experience (SOLE) / Greenwood SS	24 Mountjoy Avenue
PS7	Greenwood SS / School of Life Experience (SOLE)	24 Mountjoy Avenue
PS8	Monarch Park Collegiate	1 Hanson Street
Ward 29 Catholic Elementary Schools		
MapID	NAME	ADDRESS
CE1	Holy Cross	299A Donlands Ave.
CE2	Holy Name	690 Carlaw Ave.
Ward 29 Catholic Secondary Schools		
MapID	NAME	ADDRESS
CS1	St. Patrick's Secondary	45-49 Felstead Ave



# COMMUNITY SERVICES AND FACILITIES MAPS

## CHILDCARE CENTRES AND PLACES OF WORSHIP - Ward 29 and Surrounding Areas



MapID	NAME	ADDRESS	SCHOOL
CC1	Broad View French Montessori School	1007 BROADVIEW AVE	
CC2	Massey Centre Early Learning Centre	1102 BROADVIEW AVE	
CC3	Jackman Community Day Care	79 JACKMAN AVE	JACKMAN AVENUE
CC4	Chester Jr Ymca	115 GOWAN AVE	CHESTER
CC5	Our Happiness Day Nursery	801 CARLAW AVE	
CC6	Network Preschool - Bethany	123 COSBURN AVE	
CC7	Petite Maison Montessori	126 O CONNOR DR	
CC8	William Burgess Jr Ymca	100 TORRENS AVE	WILLIAM BURGESS
CC9	Child's Nest Infant Day Care Centre	121 COSBURN AVE	
CC10	Debbie Yeung Child Care Centre (Woodgreen)	249 COSBURN AVE	
CC11	Network Childcare Services - Holy Cross	299A DONLANDS AVE	HOLY CROSS
CC12	Metamorphosis Child Care Centre (Network)	40 DONLANDS AVE	
CC13	Dandyon Childcare Centre	53 DONLANDS AVE	WILKINSON
CC14	Le Petit Chaperon Rouge - Queensdale	80 QUEENSDALE AVE	LA MOSAIQUE
CC15	Centennial College East York Day Care Centre (School)	175 PLAINS RD	DIFFENBAKER
CC16	Monarch Park Montessori	201 MONARCH PARK AVE	
CC17	McGregor Jr Ymca	555 MORTIMER AVE	RH MCGREGOR
CC18	Centennial College Early Childhood Education Centre	550 MORTIMER AVE	RH MCGREGOR
CC19	Lily's House Day Care Centre	1032 COXWELL AVE	
CC20	Gradale Academy	159 ROXBOROUGH DR	
CC21	Bennington Heights Child Care Centre	76 BENNINGTON HEIGHTS DR	BENNINGTON HEIGHTS
CC22	Rolph Road Day Care Centre	31 ROLPH RD	ROLPH ROAD
CC23	Thorncliffe Park Day Care Centre	48 THORNCLIFFE PARK DR	
CC24	Pat Schulz Child Care Centre	1 DANFORTH AVE	
CC25	Children's Circle Of St. Barnabas	361 DANFORTH AVE	
CC26	Frankland Day Care Centre	816 LOGAN AVE	FRANKLAND
CC27	Childspace 2	690 CARLAW AVE	HOLY NAME
CC28	Creative Preschool Of East Toronto	16 PHIN AVE	
CC29	Danforth Early Learning & Child Care Centre	1125 DANFORTH AVE	
CC30	Childspace 3	49 FELSTEAD AVE	
CC31	It's Playtime Childcare Centre	1423 DANFORTH AVE	EARL HAIG
CC32	Earl Haig Community Day Care	15 EARL HAIG AVE	EARL HAIG

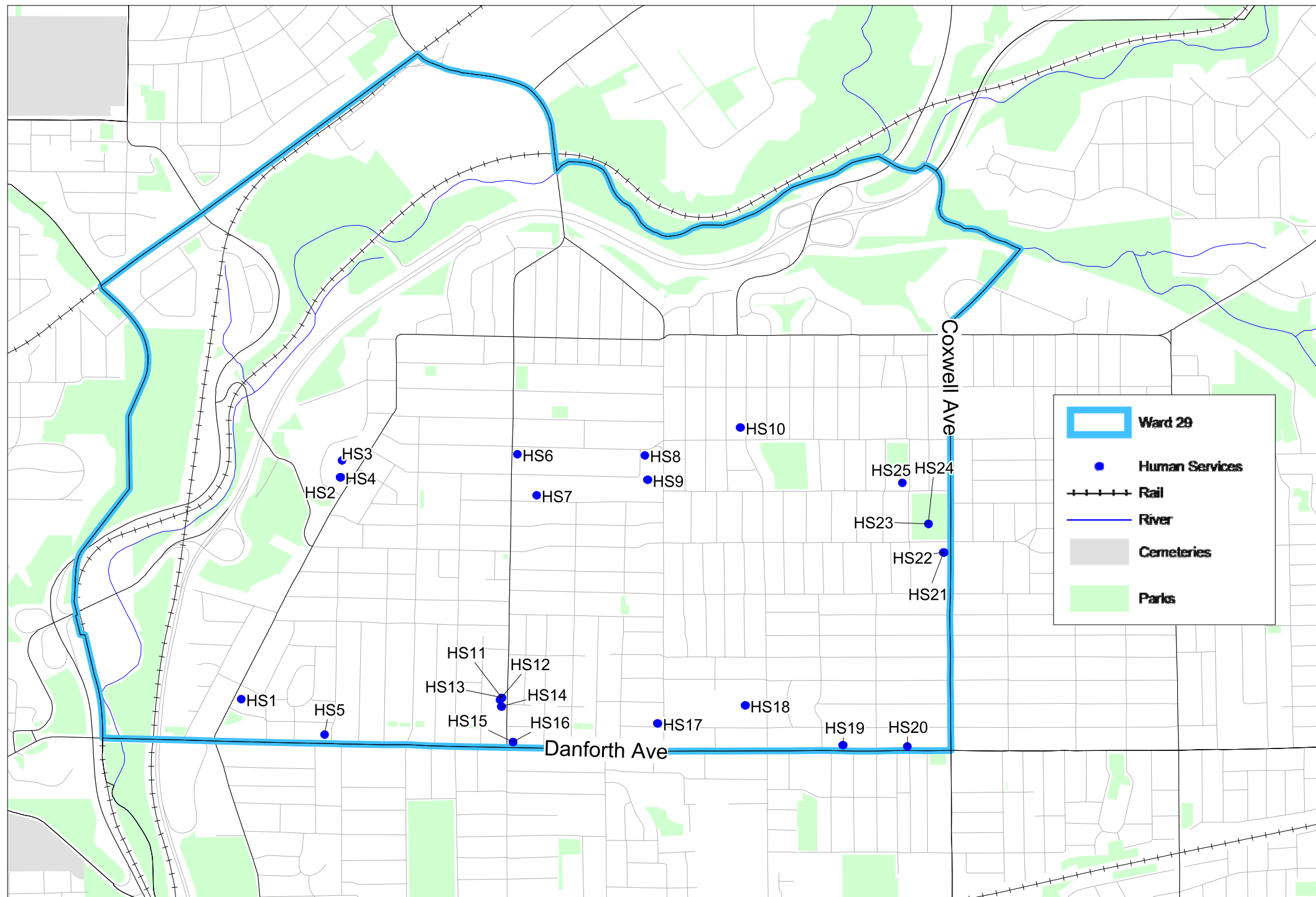
MapID	NAME	ADDRESS	BUILDING NAME
PW1	IGLESIA EVANGELICA HISPANA	804 BROADVIEW AVE	IGLESIA EVANGELICA HISPANA
PW2	ESTONIAN BAPTIST CHURCH	883 BROADVIEW AVE	ESTONIAN BAPTIST CHURCH
PW3	EAST MINISTER UNITED CHURCH	310 DANFORTH AVE	EASTMINSTER CHURCH
PW4	TORONTO JAPANESE SEVENTH DAY	19 MORTIMER AVE	SEVENTH DAY ADVENTIST CHURCH
PW5	ST IRENE CHRYSOVALANTOU GRE	66 GOUGH AVE	ST. IRENE CHRYSOVALANTOU GREEK ORTHODOX
PW6	HOLY NAME CHURCH	606 DANFORTH AVE	HOLY NAME CHURCH
PW7	ETHIOPIAN EVANGELICAL CHURCH	740 PAPE AVE	CALVARY CHURCH
PW8	CALVARY CHURCH TORONTO	740 PAPE AVE	CALVARY CHURCH
PW9	GREEK GOSPEL CHURCH	871 PAPE AVE	PAPE AVE GOSPEL HALL
PW10	SEVENTH DAY ADVENTIST CHURCH	170 WESTWOOD AVE	TORONTO EAST 7TH DAY ADVENTIST CHURCH
PW11	WESTMINSTER PRESBYTERIAN CHURCH	152 FLOYD AVE	WESTMINSTER PRESBYTERIAN CHURCH
PW12	BETHANY BAPTIST CHURCH	1041 PAPE AVE	
PW13	DON MILLS UNITED CHURCH	126 OCONNOR DR	DON MILLS UNITED CHURCH
PW14	METAMORPHOSIS CHURCH	42 DONLANDS AVE	METAMORPHOSIS CHURCH
PW15	ST DAVIDS ANGLICAN CHURCH	49 DONLANDS AVE	ST. DAVIDS ANGLICAN CHURCH
PW16	DANFORTH COMMUNITY CHURCH	1050 DANFORTH AVE	THE DANFORTH GOSPEL TEMPLE
PW17	JEHOVAH'S WITNESSES	172 DONLANDS AVE	KINGDOM HALL
PW18	CHURCH OF THE HOLY CROSS	291 COSBURN AVE	HOLY CROSS CHURCH
PW19	COSBURN UNITED CHURCH	324 COSBURN AVE	COSBURN UNITED CHURCH
PW20	GREENWOOD GOSPEL CHAPEL	949 GREENWOOD AVE	GREENWOOD GOSPEL CHAPEL
PW21	HOLY TRINITY	201 MONARCH PARK AVE	HOLY TRINITY
PW22	ST LUKE'S CHURCH	904 COXWELL AVE	ST LUKE'S CHURCH
PW23	ROSEDALE UNITED CHURCH	159 ROXBOROUGH DR	ROSEDALE UNITED CHURCH
PW24	DANFORTH BAPTIST CHURCH	285 DANFORTH AVE	DANFORTH BAPTIST CHURCH
PW25	ST BARNABAS ANGLICAN CHURCH	359 DANFORTH AVE	ST. BARNABAS ANGLICAN CHURCH
PW26	RIVERDALE PRESBYTERIAN CHURCH	662 PAPE AVE	
PW27	NEW APOSTOLIC CHURCH	152 HAZELWOOD AVE	NEW APOSTOLIC CHURCH
PW28	THE HOLY TRINITY CHRISTIAN MINISTRIES INC	562 JONES AVE	
PW29	JAMIATUL MUSLEMIN OF TORONTO	1015 DANFORTH AVE	MADINA MASJID
PW30	MASJID UT TAZWA	14 LADYSMITH AVE	
PW31	MASONIC TEMPLE LTD	1100 MILLWOOD RD	
PW32	MASJID DARUS SALAAM	4 THORNCLIFFE PARK DR	
PW33	THORNCLIFFEPARK UNITED CHURCH	16 THORNCLIFFE PARK DR	CHAPEL IN THE PARK
PW34	POLYMENAKION CULTURAL CENTRE	30 THORNCLIFFE PARK DR	GREEK COMMUNITY CENTRE

Sources: CDSB, TOSB, City of Toronto - Social Development, Finance & Administration

Toronto City Planning Division Research and Information November 2015

# COMMUNITY SERVICES AND FACILITIES MAPS

## HUMAN SERVICES - Ward 29 and Surrounding Areas



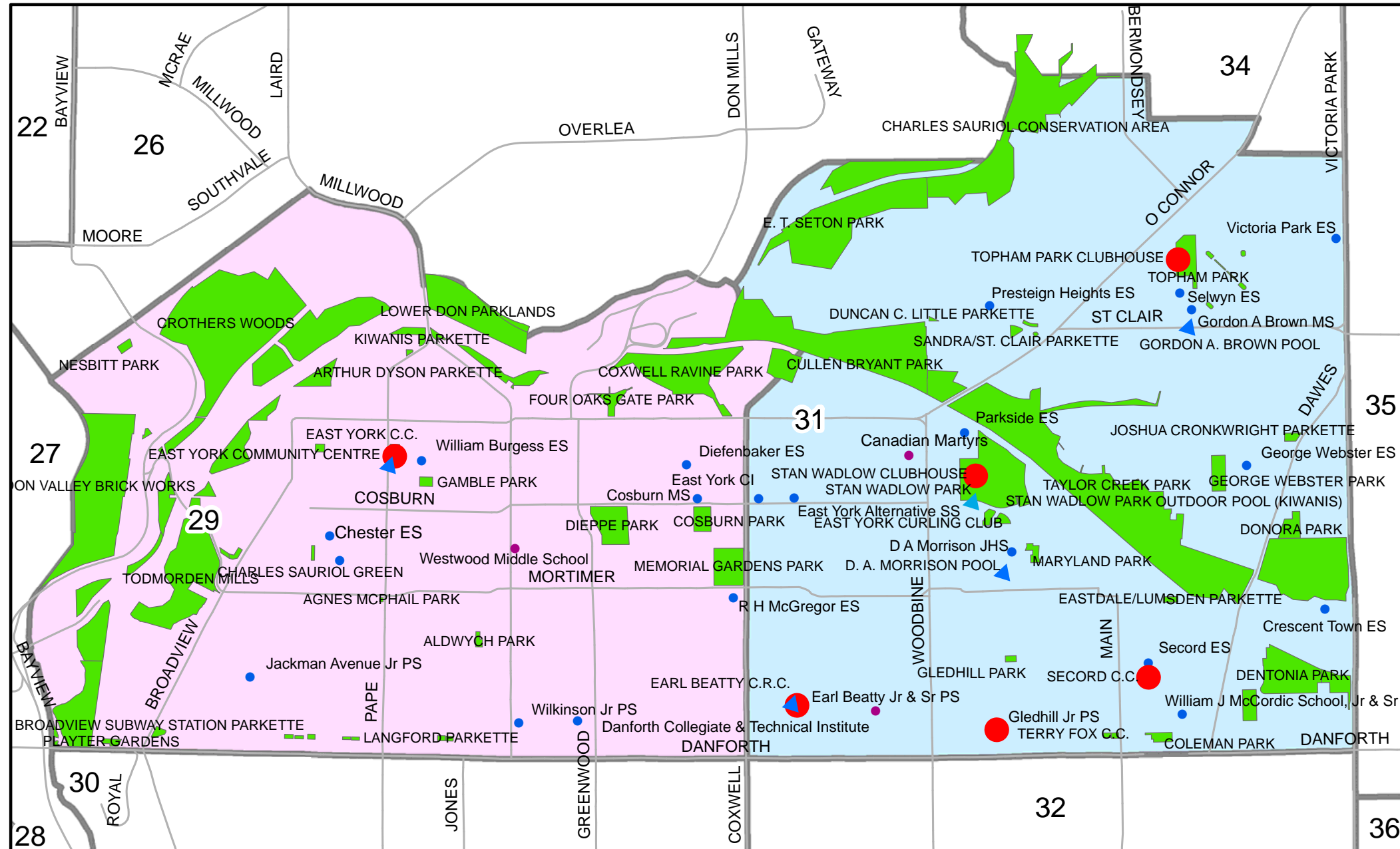
### Ward 29: List of Human Services


MapID	NAME
HS1	Albany Medical Clinic
HS2	Massey Centre
HS3	Salvation Army
HS4	Massey Centre
HS5	Out of the Cold. Overnight Shelter
HS6	Bethany Baptist Church
HS7	L'Arche Toronto
HS8	WoodGreen Community Services
HS9	East York Learning Experience
HS10	East York East Toronto Family Resources Organization
HS11	Out of the Cold. Meal Programs
HS12	Nisbet Lodge
HS13	Pape Food Bank
HS14	Nisbet Lodge
HS15	Credit Canada Debt Solutions
HS16	Co-operative Housing Federation of Toronto
HS17	Greek Orthodox Family Services and Counselling
HS18	Toronto Intergenerational Partnerships
HS19	East York East Toronto Family Resources Organization
HS20	West Scarborough Neighbourhood Community Centre
HS21	Woodgreen Community Services
HS22	Woodgreen Community Services
HS23	Toronto. Municipal Licensing and Standards
HS24	Toronto. Court Services
HS25	Toronto Public Library



COMMUNITY SERVICES AND FACILITIES MAPS

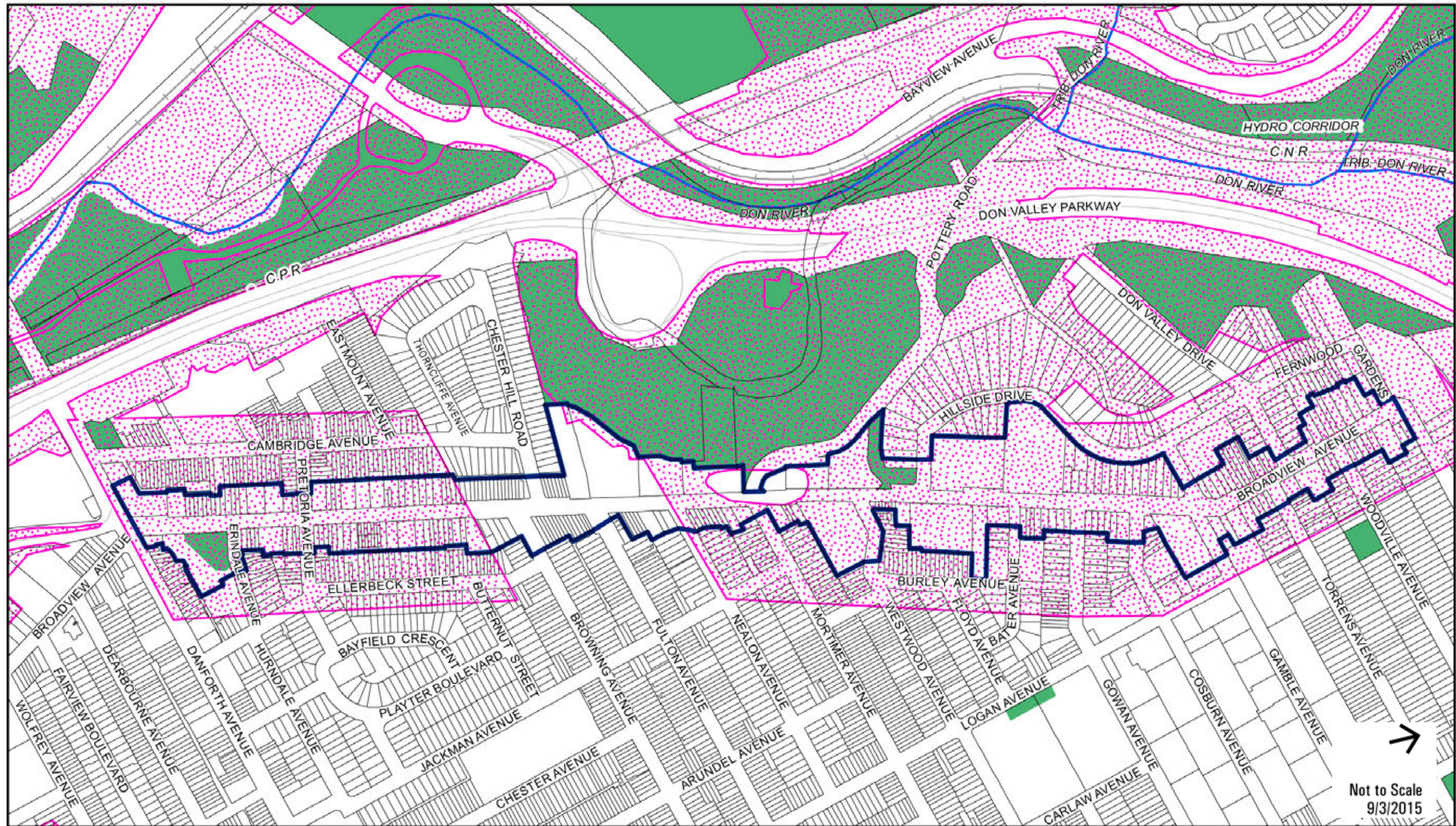
PARKS, FORESTRY AND RECREATION - Ward 29 and Surrounding Areas



Parks, Forestry and Recreation  
 Policy and Strategic Planning, Research  
 September, 2015 

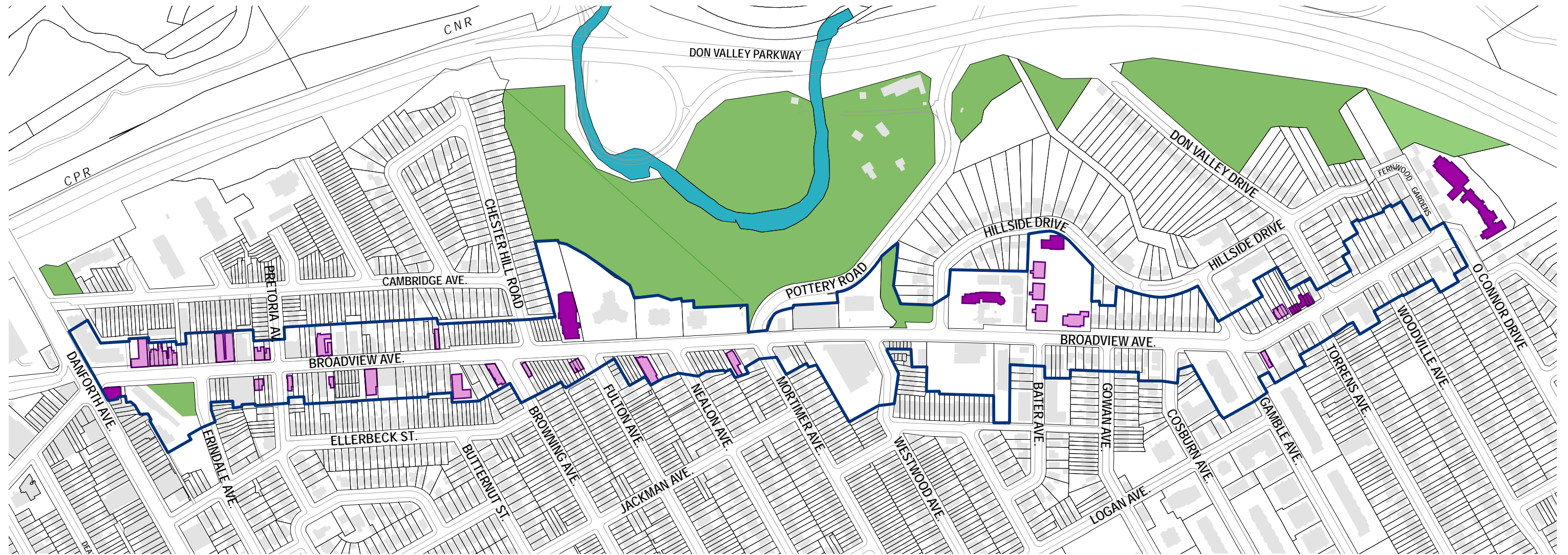
# Appendix E

MAP OF AREAS WITH ARCHAEOLOGICAL POTENTIAL IN THE STUDY AREA



# Appendix F

## HERITAGE INVENTORY FOR THE BROADVIEW AVENUE STUDY AREA



■ Properties Included on the Heritage Register (HR)

■ Properties with Heritage Potential (HP)

## HERITAGE INVENTORY FOR THE BROADVIEW AVENUE STUDY AREA



"Looking North on Broadview Avenue from Danforth Avenue," 1908  
(*City of Toronto Archives, Fonds 1244, Item 7272*)

As part of the Broadview Avenue Study, a heritage built form survey has been undertaken to identify heritage properties as well as the heritage character of the Avenue as part of the general survey and study of the area so that heritage is a factor in the recommendations and principles being established for future development. This portion of the survey has identified individual properties and allocated them to two categories of heritage status and recommendation as indicated below.

The survey is divided into the east and west sides of Broadview Avenue and then by block, progressing numerically from south to north.




Unless otherwise indicated all photographs are by Heritage Preservation Services.





Two Categories:

**HR** - properties included on the Heritage Register or designated under Part IV of the Ontario Heritage Act

**HP - Potential for Inclusion** – these properties have not been previously included but from an initial survey have heritage value which would indicate they merit inclusion

**BROADVIEW AVE – EAST SIDE**

Photo	Status/ Recommen- -dation	Additional Information
<b>90 Danforth Avenue</b> Block 1: 769-775 Broadview Avenue (Danforth – Erindale Ave)		
	<p><b>HR</b></p>	<p>Date: 1918  <i>Included on the Heritage Register, 1976</i>                      Canadian Imperial Bank of Commerce, designed by the architect V. D Horsburgh, the property has cultural heritage value in the design, associative and contextual categories.</p>
<b>811-813 Broadview Avenue</b> Block 2: 791-815 Broadview Avenue (Erindale – Pretoria Ave)		
	<p><b>HP</b></p>	<p>Date: Pre-1890 (Goad's)                      This pair of semis appeared on the Goad's Atlas of 1890. They are located just south of the intersection of Broadview and Pretoria Ave (originally John St) the original intersection of Chester village (also known as Doncaster) Preliminary research and evaluation indicates that the pair of semis have design value as a rare example on Broadview Avenue of the 'Bay'n-Gable' house type. They have both associative and contextual value as they are two of the earliest surviving buildings within the study area and represent the 19<sup>th</sup> century history and building types of Broadview Avenue. Their contextual value is evident in their contribution to maintaining the historic character of the avenue and by being physically, functionally, visually and historically linked to its surroundings.</p>
<b>817 Broadview Avenue</b> Block 3: 817-897 Broadview Ave (Pretoria – Browning Ave)		
	<p><b>HP</b></p>	<p>Date: Prior to 1913 (Goad's)                      Located at the north-east corner of Broadview and Pretoria Avenues (originally John St) the intersection of the 19<sup>th</sup> century Chester Village. Preliminary research and evaluation indicates that this building has design value as an early 20<sup>th</sup> century example of the corner store building type which integrated residential accommodation. It has associative value as it yields information about the centre of the historic village. It has contextual value as the building is over 100 years old and has had a continuous presence contributing and maintaining the character of the area and is also physically, visually and historically linked to its surroundings.</p>

<b>835 Broadview Avenue</b> Block 3: 817-897 Broadview Ave (Pretoria – Browning Ave)		
	<b>HP</b>	Date: c. 1890 While this building lacks sufficient integrity to merit inclusion on the Heritage Register, it contributes to the character of Broadview Avenue as it dates from c 1890, and is set back from the street in a pattern typical for residential dwellings on Broadview Avenue. Its residential scale and form are characteristic of the late 19 <sup>th</sup> century. .
<b>849 Broadview Avenue</b> Block 3: 817-897 Broadview Ave (Pretoria – Browning Ave)		
	<b>HP</b>	Date: c. 1930 Known as the Bennett Apartments, this building has design value as a 3 ½ storey apartment building designed in a Neo-Classical Style. Preliminary research and evaluation indicates that it has associative value as it indicates the impact of the completion of the Bloor Danforth viaduct on the evolving social and built form history of Broadview Avenue. It has contextual value as its form, material, scale and building type contributes to the character of the Avenue where it is physically, visually, and historically linked to its surroundings.
<b>883 Broadview Avenue</b> Block 3: 817-897 Broadview Ave (Pretoria – Browning Ave)		
	<b>HP</b>	Date: c. 1950s Estonian Baptist Church Preliminary research and evaluation indicates this building has design value as an example of a mid-century Modern church, built after the Second World War, and merits further evaluation.
<b>895-897 Broadview Avenue</b> Block 3: 817-897 Broadview Ave (Pretoria – Browning Ave)		
	<b>HP</b>	Date: c. 1930 Located at the south-east corner of Broadview and Browning Avenue, this building combining commercial and residential functions displays design value in its composition and details which have been well-maintained. Preliminary research and evaluation indicates that it has associative value as it is a distinctive building type which was part of the evolution and growth of Broadview Avenue. Its contextual value is evident as it is important in defining and maintaining the character of the area and it is physically, visually and historically linked with its surrounding.



**905 Broadview Avenue** Block 4 905-931 Broadview Avenue (Browning Ave – Fulton Ave)



**HP**

Date: Prior to 1916

Located at the corner of Broadview and Browning avenues, preliminary research and evaluation indicates that this property has potential for inclusion on the Heritage Inventory on the basis that it has associative value as a corner store, identified on Goads Atlas as early as 1916 as a grocery store. Its design value lies in its example as a variation of the corner store type with a chamfered corner creating an entrance which addresses both streets with fine brick and stone details. It has contextual value as contributing to the characteristic pattern of corner stores located on Broadview Avenue which maintain and enhance the character of the street.

**931 Broadview Avenue** Block 4 905-931 Broadview Avenue (Browning Ave – Fulton Ave)



**HP**

Date: c. 1930

Located at the south-east corner of Broadview and Fulton Avenues, this building merits further investigation for inclusion on the inventory. Preliminary research and evaluation indicates that it has potential design value as an innovative type of semi-detached residence which maintains the integrity of its original features. It has contextual value as it contributes to the character of Broadview Avenue which is distinguished by a variety of building types responding to social change over more than 200 years.

**957 Broadview Avenue** Block 5 937-961 Broadview Avenue (Fulton Ave – Nealon Ave)



**HP**

Date: 1921-1923

Designed by the architect George Martel Miller, this building was originally a community centre for Toronto's Finnish community and was known as 'Don Hall' as well as the Toronto Finnish Hall" and the "Finnish Club House." It originally contained a theater for the production of Finnish plays, as well as a library. According to Barbara Myrvold, who compiled this research on this property, the Finnish community continued to use the property until the 1980s. The style of the building is a stripped Classicism typical of Scandinavian work at this period which also foreshadows Art Deco, especially with its stepped parapet and decorative triangular brick pendants. With a dark brick base and lighter upper stories the building possessed an elegant monumental grandeur.

Date: c 2010 – converted to condominiums



City of Toronto Archives Fonds 1266, Item 475

**981-983 Broadview Ave** Block 6 965-985 Broadview Avenue (Nealon – Mortimer Ave)



**HP**

Date: c: 1930

This property merits further evaluation As unique example of a quadriplex on Broadview Avenue, this property merits further evaluation for its potential design value as it has maintained the integrity of its original attributes, for its associative value as contributing to a history of residential accommodation and social evolution on the Avenue and for its contextual value as it maintains the character of the area, is integral to its history and its set-back on a diagonal to the street indicates the impact of the original historic lot ownerships and their particular development.

**1201 Broadview Avenue** Block 12 1201-1217 Broadview Ave (Gamble – Torrens Ave)



**HP**

Date 1914-1916

Preliminary research indicates that it has associative value as according to Goad's Atlas, this property was one of the earliest commercial properties to be developed on the east side of Don Mills Road as part of the Todmorden Village. This portion of Broadview Avenue was then known as Don Mills Road, it was numbered 315 and identified as a drugstore when it first appeared on Goads Atlas in 1916. It has contextual value as it supports and maintains the historic character of the village and is historically linked to its surroundings.



2255. Broadview North of Danforth June 9/23.

Broadview Avenue, looking north from Danforth Avenue, 1923  
*(City of Toronto Archives, Series 71, Item2255)*

**BROADVIEW AVE – WEST SIDE**

Photo	Status / Recommendation	Additional Information
	<p><b>HP</b></p>	<p>Date: c. 1930            Located in the first block north of Danforth Avenue, and originally known as Green Gables, this property has potential for inclusion on the Heritage Inventory. Preliminary research and evaluation indicates that its design value is evident in it being a well-designed example of low-rise multiple residential accommodation with fine details exhibiting both Classical and Spanish influences popular at this time. It has associative value as its building reflects the demands of the increased population following the completion of the Viaduct in 1919. Its contextual value is evident as it supports the historic character of the area as well as providing quality in scale and materials and details.  <i>(Photo Source: Google Maps, 2015)</i></p>

**782-792 Broadview Avenue Block 1 778-828 Broadview Ave (Danforth – Pretoria Ave)**



**HP**

Date: c.1920

This commercial row of 6 properties with apartments above has potential for inclusion on the Heritage Inventory. Preliminary research and evaluation indicates that it has contextual value as it contributes to the character of the area and is physically and historically linked to its surroundings. It has associative value as it reflects the history of the development of the avenue in its built form. The design value is evident in the maintenance of original elements including the bay windows in four units and the brick details at the cornice.



**812-814 Broadview Avenue Block 1 778-828 Broadview Ave (Danforth – Pretoria Ave)**



**HP**

Date: c. 1930

Located in the second block north of Danforth Avenue, and originally known as the Staveley Apartments, this property has potential for inclusion on the Heritage Inventory. Preliminary research and evaluation indicates that its design value is evident as it is a well-designed example of low-rise multiple residential accommodation with details reflecting a combination of the Gothic Revival and Streamlined Modern styles popular at this time. It has associative value as its reflects the demands for re-development on Broadview Avenue to accommodate the increased population following the completion of the Viaduct in 1919. Its contextual value is evident as it supports the historic character of the area as well as providing quality in scale and materials and details.

**822-826 Broadview Avenue Block 1 778-828 Broadview Ave (Danforth – Pretoria Ave)**



**HP**

Circa 1910 Stores with original storefronts

This commercial row of 3 properties with apartments above has potential for inclusion on the Heritage Inventory. Preliminary research and evaluation indicates that it has contextual value as it contributes to the character of the area and is physically and historically linked to its surroundings. It has associative value as it reflects the history of the avenue in their built form. Design value is inherent in its second story fenestration, the brick details at the cornice but especially in the two original storefronts with their leaded glass transom lights at 824 and 826 Broadview Avenue.

**828 Broadview Avenue** Block 1 778-828 Broadview Ave (Danforth – Pretoria Ave)



**HP**

Date: c. 1884

Located at the intersection of the original Chester /Doncaster Village, this may be the original building indicated on Goads Atlas of 1884 which would make this building one of the earliest, if not the earliest building to survive on Broadview Avenue. Set back from the street it was originally built as a wood frame house but by 1916 was identified as a grocery store. The store front with the recessed entrance flanked by two large display windows may date from this time. It has associative and contextual value as it historically linked with the original village which occupied this intersection. Further evaluation is required to determine if it meets the criteria to merit inclusion on the Heritage Register.

**846-850 Broadview Avenue** Block 2 838-940 Broadview Ave (Pretoria Ave – Chester Hill Road )



**HP**

Date: c. 1930

Originally known as the Lenore Apartments, this building is identified as having potential for inclusion on the Heritage Register. Preliminary research and evaluation indicates that its design value includes an original roof garden, a carriage way entry which provided access and parking at the rear of the complex. It has associative value as part of the historic change brought to Broadview Avenue following the completion of the Bloor-Danforth viaduct. It contextual value is evident in its contribution to the historic character and scale of the neighbourhood and in its functional, visual and historic link to its surroundings.

**894 Broadview Avenue** Block 2 838-940 Broadview Ave (Pretoria Ave – Chester Hill Road )



**HP**

Date: c. 1920

Now known as the Richard Johnson Gallery, this building has potential for inclusion on the Heritage Registry as it is a typical example of a commercial building from this period set right at the edge of its lot frontage with residential accommodation above and including original storefront with a recessed entrance. Preliminary research and evaluation indicates that it has associative and contextual value as it is historically, physically and visually linked to its surroundings and contributes to the character of the Avenue.

**958 Broadview Avenue** Block 3 944-1010 Broadview Ave (Chester Hill – Pottery Road)



**HR**

Date: 1890-1  
 Included on the Heritage Register in 2006  
 Formerly Chester School House from 1891-1959, the original building was designed by architects Gordon & Helliwell.  
 Date: post-1960 Addition  
 The property was sold to Estonian House Ltd in 1960 and after that date the four storey addition facing Broadview Avenue was done. The property is now known as Estonian House. The property is significant for its cultural heritage value in the architectural, associative and contextual categories.



Chester School 1905 (Toronto Public Library)

**1102 Broadview Avenue** Block 5 1102 – 1168 Broadview Ave Dr – (Hillside - Gamble Ave)



**HR**

Date: 1919  
 Included on the Heritage Register in 2006  
 Originally the Wilfred Davies residence it now operates as the Massey Centre for Women. Although new buildings have been added to the property, the building retains its integrity and its view from the corner of Broadview Avenue and Hillside Drive remains intact. The property is significant for its cultural heritage value in the architectural, associative and contextual categories.

**1132 Broadview Avenue** Block 5 1102 – 1168 Broadview Ave Dr – (Hillside - Gamble Ave)



**HR**

Date: c. 1888 - Coach House  
 Date: 1967 - Salvation Army Children's Home  
 The Coach House, located at the rear of the property, was part of the original Chester Park estate built by Thomas Taylor and is included on the Heritage Register  
 The brick buildings viewed from Broadview Avenue are part of the Children's Home built by the Salvation Army and are recommended for further evaluation for inclusion on the Heritage Inventory for their design, associative and contextual value.



Chester Park, demolished (East York Historical Society)

**1216-1220 Broadview Avenue Block 6 1206 – 1230 Broadview Ave (Gamble Ave – Don Valley Drive)**



**HP**

Date: Prior to 1913  
These three properties have been identified as having potential for inclusion on the Heritage Register. Preliminary research and evaluation indicates that they have design value as they represent an unusual set of three semi-detached houses with a fine design whose integrity and details such as the verandahs, gables and dormers remain in good repair. They are associated with the original Todmorden village. Contextually they support and maintain the character of this former village area and are visually and historically linked with their surroundings.

**1224-1228 Broadview Avenue Block 6 1206 – 1230 Broadview Ave (Gamble Ave – Don Valley Drive)**



**HR**

Date: c.1900  
Included on the Heritage Register in 2006  
This property which is already included on the Heritage Register was originally owned by the Howarth Family. The original purpose of the building is thought to have been a hotel or a store. As part of the original Todmorden village, the property represents an unusual building design. It meets the criteria by having design, associative and contextual values.

**1230 Broadview Avenue Block 6 1206 – 1230 Broadview Ave (Gamble Ave – Don Valley Drive)**



**HR**

Date: 1905  
Included on the Heritage Register in 2006  
This property which is included on the Heritage Register was built on land owned by the David Cramp family. The building is significant for its association with Todmorden Village and has contextual value as it maintains the character of the original village where is visually and historically linked to its surroundings.

**1232-1234 Broadview Avenue Block 6 1206 – 1230 Broadview Ave (Gamble Ave – Don Valley Drive)**



**HR**

Date: 1907  
Included on the Heritage Register in 2006  
Originally owned by Frederick Cramp, the son of David Cramp, the building is significant for its association with Todmorden Village and has contextual value as it maintains the character of the original village where is visually and historically linked to its surroundings.

**2 O'Connor Drive Block 8 (Fernwood Gardens – O'Connor Drive)**



**HR**

Date: 1885

Addition: 2010

Included on the Heritage Register in 2006,  
Designated Part IV in 2010

HEA 2010

Dating from 1885, the house was built to the designs of the architect D. B. Dick for John Frederick Taylor, the son of the mill owner, George Taylor.

The property was purchased by the Sisters of St. Joseph in 2010 and the extension, designed by the architects Shim Sutcliffe in 2010 was added. The property has significant architectural, associative and contextual value as it relates to the history of Broadview Avenue and the entire complex contributes significantly to maintaining the 19<sup>th</sup> century the character of the area by maintaining and supporting the historic qualities while introducing a contemporary structure which contributes to the design, associative and contextual values of the 21<sup>st</sup> century.



# Appendix G

## HISTORY AND EVOLUTION OF STUDY AREA

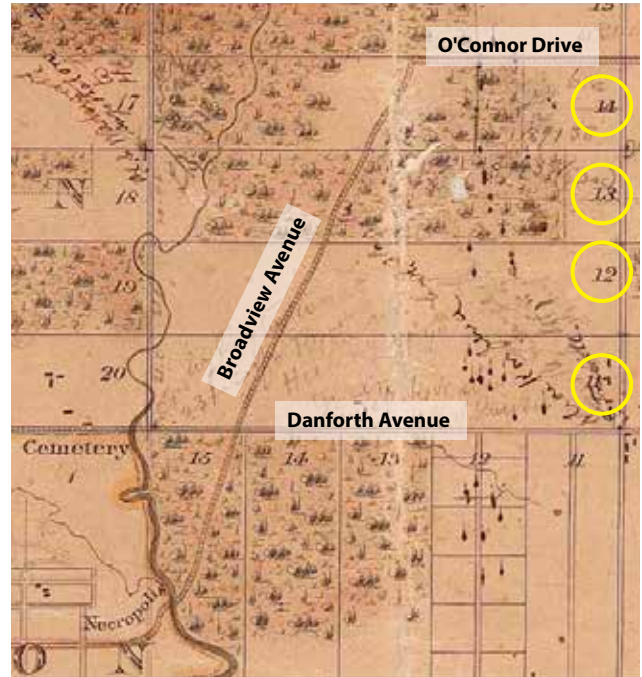
This section provides a summary of the historic evolution of the area for the purposes of describing the existing historic character of the Broadview Planning Study area. The research and analysis presented informs the heritage recommendations contained in this document, as well as the recommendations related to the public realm and urban design guidelines.

The history of the study area is characterized by the evolution of the mid-19<sup>th</sup> century hamlets of Todmorden and Chester<sup>1</sup> along a historic road on the high ground of the Don River Valley. Originally an aboriginal trail, it evolved to become the "Road to the Don Mills" in the late 18<sup>th</sup> century for its access to Toronto's first industrial site and finally came to be known as "Broadview Avenue" in the early 20<sup>th</sup> century.

The study area spans four farm lots – Lot 11, Lot 12, Lot 13 and Lot 14 (see image 1); land that was subdivided under the direction of Lieutenant John Graves Simcoe in the 1790s.

### *Acknowledgements:*

This historic overview relies greatly on primary research conducted by Barbara Myrvold, Senior Services Specialist, Local History, at Toronto Public Library. Barbara has written more than a dozen local histories include *The Danforth in Pictures* (1977), *Historical Walking Tour of the Danforth* (1992) and is presently working on a history of Broadview Avenue.



1851 J.O Browne Map of the Township of York in the County of York, Upper Canada. This map illustrates "Don Mills Road" as the diagonal road running south to today's Danforth Avenue, through what is now Riverdale Park and crossing the Don at the Necropolis. Local landowners built and planed this road in the 1840s as an alternative to Mill Road (Broadview Avenue) from their mills and farms into Toronto. Yellow circles highlight the historic farm lot division demarcations for Lot 11, 12, 13 and 14. Current street names have been added.



Don Valley at Todmorden Mills from north of Broadview Avenue, c1911 (City of Toronto Archives).

<sup>1</sup> Chester Village was sometimes called Doncaster, in reference to the Doncaster post office located within the village.

## Early Aboriginal Use

### *The Don River Valley*

The Don River Valley is an important component to the natural and cultural heritage character of the study area. Prior to being known as "Broadview Avenue", named after the spectacular "broad view" that one has at the top of the ridge overlooking the valley, various sources acknowledge that the east side of the Don River was part of an ancient aboriginal trail<sup>2</sup>. It could have been established as long as 4,000 years ago, contemporary to archaeological artifacts from the Archaic period (pre-3000 BC)<sup>3</sup> found south of the study area at the present Withrow Junior Public School site in 1886. Early settlers recalled that Mississauga first nations encamped along the east side of the Don in what is now Riverdale Park and , near Pottery Road, up until the 1830s<sup>4</sup>.

The aboriginal trail was a pre-cursor to Broadview Avenue. The road's deviation from the prevailing Toronto street grid speaks to the influence of the Don River Valley and its natural topography and its significant role in shaping the development of the area.

Prior to being called the Don, the Anishnaabe first nation called the river Wonscoteonach, meaning "the river coming down from the back burnt country"<sup>5</sup>. The river had once been deep and wide enough to accommodate boat travel all the way to Gerrard Street<sup>6</sup> and abounded with wildlife and trout<sup>7</sup>. The Don River was also an important source of water power to supply Toronto's first industrial community, which gave rise to the early Euro-Canadian settlement of the study area described in the next section.

<sup>2</sup> Don Valley conservation report (Toronto: Ontario Department of Planning and Development, 1950), 13-14.; True Davidson, *The Golden years of East York* (East York, Ont.: Centennial College, 1976), 11.

<sup>3</sup> "Bequeathed to us by the Indians," *Toronto Globe*, 21 March 1922, 13. *Toronto Evening Telegram*, 28 June 1886.

<sup>4</sup> Charles Sauriol, *Pioneers of the Don* (Toronto: Charles Sauriol, 1995), 15.

<sup>5</sup> Henry Scadding, *Toronto of old*, (Toronto: Adam Stevenson & Co., 1873), 233.

<sup>6</sup> Archaeological Services Inc. "Archaeological Resource Management Plan, City of Toronto, Technical Report – Appendix C: Don River Corridor Historical Review". May 2014.

<sup>7</sup> Elizabeth Muir, *Riverdale: East of the Don* (Toronto: Dundurn, 2014), 62.



Don River Valley. In Charles Sauriol's *Pioneers of the Don*.



Don Valley - from Don Mills Road Bridge. 1916 (City of Toronto Archives).



Opportunity to strengthen the study area's historic relationship with the Don Valley.

## Early Euro-Canadian Settlement (1790-1850)

The study area and surrounding lands were subdivided into approximately 200-acre farm lots in the 1790s as land grants for United Empire Loyalists, government officials and other landed settlers in the lands surrounding the Town of York (now Toronto). The study area spans four historic farm lots – Lot 11, Lot 12, Lot 13 and Lot 14, Concession 2 from the Bay. Lieutenant Governor John Graves Simcoe prioritized Lot 13, with the Don River flowing through it, for industrial use from the beginning of the city's history.

### *Todmorden Village*

Lot 13, Concession 2 from the Bay included lands bounded by today's Westwood Avenue, Donlands Avenue, Gowan Avenue and the historic route of the Don River. In 1795, Simcoe wrote to Christopher Robinson, a Loyalist, government official and original grantee of Lot 13, requesting Robinson to relinquish his land for the construction of a mill. To address the lumber shortage as the Town of York was growing, Simcoe stated that, "it is necessary that a mill should be built thereon. It is therefore I directed Skinners to build a mill".

Brothers Isaiah and Aaron Skinner were thus granted Lot 13 and built the first mill on the Don in 1795. In 1798, the Skinner's were permitted to erect a second mill, a grist mill, with the condition that they construct a road from today's Queen Street, on the east side of the river, to the mill site, turning left at Pottery Road. This road was initially called Mill Road, then Don Mills Road and eventually Broadview Avenue.

Thomas Helliwell purchased the Skinner's mills in 1829 and took over their operation with John Eastwood. The Helliwells also built a distillery, a brewery, a malt house, and their home<sup>2</sup>. The Helliwells would eventually own Lots 12, 13 and 14, Concession 2 from the Bay, comprising the study area from approximately Browning Avenue to O'Connor Drive. In 1855, the Helliwells sold their mill property

<sup>1</sup> Wolford Simcoe Papers, Toronto Public Library, III: 365. Quoted in Eleanor Darke, *A Mill shall be built thereon; an early history of the Todmorden Mills*, (Toronto: East York Historical Society, 1995) 27.

<sup>2</sup> Elizabeth Muir, *Riverdale: East of the Don* (Toronto: Dundurn, 2014), 38.



Todmorden Mills Museum site, 2015.



Helliwell house, 2015 with view of 1048 Broadview Avenue and 1050 Broadview Avenue in background.

to the Taylor brothers and subdivided portions of their land into village lots of one to five acres.

Industrial activity along the river would expand throughout the 19th century to include paper mills, distilleries, brick works and breweries – there were at least 22 mills on the Don River<sup>3</sup>. Today, the Todmorden Mill site, serves as a reminder of the study area's early beginnings. As the city grows around it, the Todmorden Mill site still retains a remarkable collection of intact, early 19th century structures from the industrial complex.

Although the industrial site lies outside of the study area, it is closely related to its early settlement. As industry expanded along the river, the adjacent land on the high ground of the Don Valley was populated by workers and development along the "Mill Road" expanded to include residences, hotels and shops. This budding community was called Todmorden Village, named in honour of the Helliwells who had emigrated from Todmorden, England.

In 1851, W.H Smith writes; "...the village of Todmorden. There are but a few houses on the upper bank, but on descending by a steep and circuitous road to the valley below, you reach a paper mill, grist mill and starch factory; with the residences of the owners and work-people employed<sup>4</sup>". Five years later, Todmorden Village had grown slightly, with 20 names listed at Todmorden on "Don Road" in the 1856 Brown's Toronto city directory. Village residents included labourers, carpenters, butchers, a shoe maker, a millwright, a paper maker and a shingle maker, a bricklayer, and a farmer<sup>5</sup>.

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3 Elizabeth Muir, *Riverdale: East of the Don* (Toronto: Dundurn, 2014), 47.

4 W. H. Smith, *Canada past, present and future* (Toronto, 1851), 1: 19-20.

5 1856 Brown's Toronto city directory information taken from Barbara Myrvold's research summarized in "Broadview Avenue – Danforth Avenue to Bater Avenue: An Historical Overview", August 6, 2015.



Buildings associated with the historic Todmorden Village (1216-1220 Broadview Avenue on the left, 1224-1228 Broadview Avenue on the right).

The intersection of Pottery Road and Mill Road (now Broadview Avenue) was once the heart of the historic Todmorden community. Pottery Road was the main path to the mill site from Mill Road. The Todmorden "Meeting House", Todmorden House Hotel, Central Hotel, and Reid's blacksmith shop, are known historic structures that stood near the four corners of this intersection in the 1850s<sup>6</sup>. Pottery Road originally connected to Broadview Avenue slightly north of Westwood Avenue. Pottery Road was re-aligned to its current location in the late 1960s<sup>7</sup>.



Pottery Road, 1900 in Charles Sauriol's *Remembering the Don*: "Smoke stack marks the approximate site of Skinner's Grist mill on the Don. The apple trees on the flats are now replaced with willows. White pine trees no longer grow on the denuded slopes of Hillside Drive" (Dundurn Press, 1981, p51).



Todmorden House c1892 (Toronto Public Library).  
 Todmorden House once stood at the south east corner of Broadview and Westwood avenues.

6 Archaeological Services Inc. "Archaeological Resource Management Plan, City of Toronto, Technical Report – Appendix C: Don River Corridor Historical Review". May 2014.

7 Initial streetscape changes to Pottery Road occurred in the early 1950s, establishing the Charles Sauriol Parkette at the southwest corner of Helliwell Drive and Broadview Avenue. Evolution of major realignment of Pottery Road is visible in aerial photos of the area from 1966, 1967 and 1968 from the City of Toronto Archives.

## Pottery Road Realignment



1950 aerial photograph of Pottery Road and Broadview Avenue intersection. Red arrow indicates the alignment of Pottery Road in the image (City of Toronto Archives).



1953 aerial photograph of Pottery Road and Broadview Avenue intersection. Red arrow indicates the alignment of Pottery Road in the image (City of Toronto Archives).



1966 aerial photograph of Pottery Road and Broadview Avenue intersection. Red arrow indicates the alignment of Pottery Road in the image (City of Toronto Archives).



1968 aerial photograph of Pottery Road and Broadview Avenue intersection. Red arrow indicates the alignment of Pottery Road in the image (City of Toronto Archives).



Location of the historic alignment of Pottery Road was just south of today's Hillside Drive.



Current alignment of Pottery Road was constructed in the 1960s.

## A Tale of Two Villages (1850-1900)

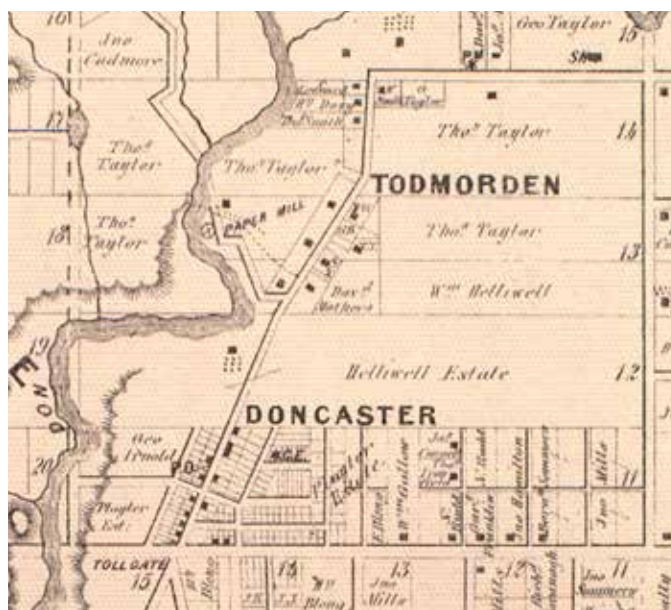
The study area comprises two historic villages: Todmorden and Chester. The Doncaster Postal Office, which opened in 1869, served both communities and was sometimes used interchangeably with the village names<sup>8</sup>. Todmorden expanded from the early industrial complex in the Don Valley to the road on the high ground above.

Chester Village was established in the late 1850s after the Playter family subdivided Lot 11, Concession 2 from the Bay. Today, more original buildings from Chester Village remain along Broadview Avenue than from Todmorden Village.

In 1855, the Playters made a plan subdivision of forty-five acres in the western part of their property in Lot 11. In 1859, the Playters commissioned architect John Tully to prepare a plan of subdivision for all 200 acres of Lot 11. The land was divided into village lots between five to fifteen acres. This plan established the existing street layout of the study area between Danforth and Browning avenues, although some of the original street names have changed. The smaller five acre village lots were aligned along Don Mills Road (now Broadview Avenue). An 1878 map of the area indicates that the majority of development in the subdivision occurred along Broadview Avenue (see image to the right).

In the mid 19th century, the villages of Todmorden and Chester were still small rural settlements outside the city limits. A description of the area in 1885 illustrates a picturesque rural river valley:

*The villages of Doncaster and Todmorden lie within a short distance of each other on the east bank of the Don; the former being about half a mile lower down. The scenery of the Don, in this neighbourhood and for miles further up, is extremely picturesque. The Don winds through a broad valley, the bottom lands immediately adjoining the river, which are usually flooded in the spring time, yielding rich pasturage. The banks, which are thickly wooded, rise abruptly, sometimes from the water, but more often at a considerable distance... The wildness and beauty of the ravines, glens, and stretches of woodland, present attractions for the lover of nature*



1878 Historical Atlas of York, Miles & Co showing historic building footprints.



Buildings constructed in the late 19<sup>th</sup> century in Chester Village and Todmorden Village.



Chester Village buildings

<sup>8</sup> Archaeological Services Inc. "Archaeological Resource Management Plan, City of Toronto, Technical Report – Appendix C: Don River Corridor Historical Review". May 2014.

*not readily surpassed in this part of Canada<sup>9</sup>.*

The 1880s marked a decade of economic prosperity and building development in the environs of the study area. In 1884, the City of Toronto annexed land east of the Don River bounded by Kingston Road (now Queen Street East), Greenwood Road, Danforth Avenue and the river. A few years after, the Don River was straightened in 1888 and a streetcar line opened along Broadview Avenue to downtown<sup>10</sup>. As the City of Toronto expanded east of the Don River and infrastructure improvements were made, enterprising landowners in north of Danforth road subdivided their lands in anticipation of development. In 1887, William P. Helliwell subdivided 120 acres of the eastern part of Lot 12, Concession 2 from the Bay. Churches and the Chester Public School (now Estonian House, constructed 1891) were planned for at this time in anticipation of a growing community.

At this time, residents of Todmorden and Chester unsuccessfully petitioned York Township in 1889 and 1890 to be incorporated in to a single village, Chester. They were seeking access to taxing powers to fund infrastructure improvements and other essential public services. However, each time they were unsuccessful because they failed to meet the minimum population of 750 to qualify for incorporation. Despite the growth occurring east of the Don River, south of Danforth, the population in Chester and Todmorden remained relatively stable between the 1870s and 1890s with city directories indicating approximately 100 people living in Chester and 150 in Todmorden<sup>11</sup>.

## Early 20<sup>th</sup> Century & Annexation (1900-1940)

Todmorden Village remained closely associated with Don River industry in the early 20<sup>th</sup> century. Historical accounts describe how, on pay day, the wives of workers in the Don Valley Brick

<sup>9</sup> History of Toronto, County of York (Toronto: Blackett-Robinson, 1885), 1: 94.  
<sup>10</sup> Barbara Myrvold, The Danforth in Pictures (Toronto: Toronto Public Library, 1979), 3.

<sup>11</sup> Directory information provided by Barbara Myrvold in "Broadview Avenue – Danforth to Bater Avenue: An Historical Overview", August 6 2014. In 1871, Chester (Doncaster) contained about 100 people and Todmorden about 150, according to Nason's directory of York County (James Randle Nason, Nason's East and West Ridings of the County of York, or Townships of Etobicoke, Markham, Scarboro', Vaughan & York Directory (Toronto, 1871), 96.) In 1893, the Toronto city directory provided 81 listings for Chester and 156 listings for Todmorden.



Chester Public School at 958 Broadview Avenue in 1903. The school was constructed in 1890 (Toronto Public Library).



Chester Public School at 958 Broadview Avenue was converted to the Estonian House in the 1960s and has remained a cultural hub for the Estonian Canadian community since. The front addition was added in the 1970s. The property was included on the Heritage Register in 2006.



Construction of Prince Edward Viaduct c1915 (National Archives of Canada PA-070098).



Works would wait at the top of the hill at Broadview Avenue and Pottery Road to intercept husbands before they spent their wage at the Todmorden Hotel, owned by Robert Davies in the early 20th century and located at Broadview and Pottery Road.

At the beginning of the 20th century, Todmorden and Chester villages were still regarded as suburbs on the outskirts of the city limits. Chester (Doncaster) Village was annexed by the City of Toronto in 1909. The southern half of the Helliwell Estate (Lot 12, Concession 2 from the Bay) was annexed in 1912.

The opening of the Prince Edward Viaduct in 1918 finally unlocked the study area for growth as landowners subdivided and sold their lands. The 1924 fire insurance plan for the area illustrates the extent of growth that occurred in comparison to the 1913 fire insurance plan. Ongoing growth in the 1920s resulted in the introduction of apartment buildings in the study area.

By 1924, Todmorden Village became a part of East York when it incorporated as a separate township.

Growth continued into the inter-war period, with the introduction of residential properties in Lot 14, the northern section of the study area, in the inter-war period.



Buildings constructed in Chester Village c1920.



1920s apartment building adjacent to a 1950s apartment building. Variances in architectural treatment, yet similar in form, massing, materials and scale.



The Finnish Club House at 957 Broadview Avenue was designed by George Martel Miller in 1921 and became a vibrant hub for the Finnish community in the study area (Toronto Public Library).



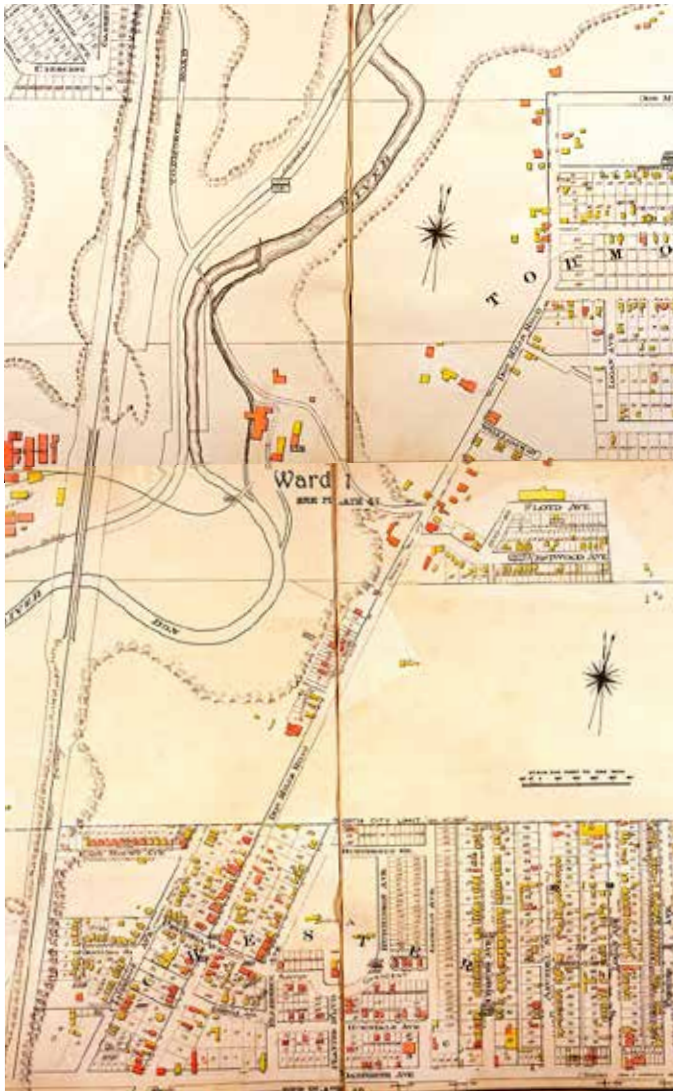
957 Broadview Avenue was converted into condominiums in 2010.



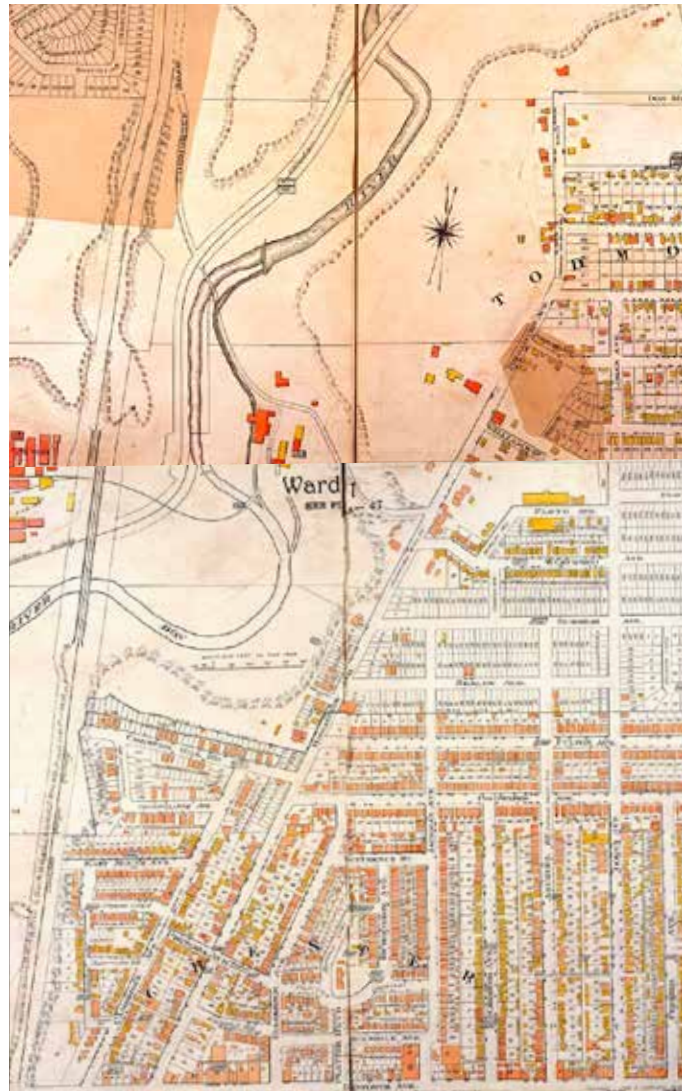
Broadview Avenue north of Gamble Avenue, 1930 (Todmorden Mills Heritage Museum and Arts Centre).



Broadview Avenue north of Gamble Avenue, 2015.



1913 Goads Fire Insurance Plan



1924 Goads Fire Insurance Plan

## 1940 - Present

In the 1940s, Toronto entrepreneur Rand Freeland purchased what was left of the original mill property, granted to the Skinners in the 1790s. The \$500 that Freeland paid for the property indicates the decline of the mill industry after the Great Depression and World War I and II. The area had become the location of a municipal dump and garbage was used to fill in the quarries of the nearby brickworks. In *Tales of the Don*, local conservationist Charles Sauriol describes the state of the area at the time;

*...threats against the natural beauty of the Valley were multiplying on every side. Pocket sewage disposal plants were so overloaded that raw effluent was being dumped into the Don River and Taylor Creek. There was a threat of factory development where Todmorden Mills now stands. Wooded slopes and wetlands disappeared under heaps of garbage when they were used as municipal dumps. Trees were felled to provide space for service lines spanning the Valley<sup>12</sup>.*

In response to these environmental threats, Charles Sauriol and Rand Freeland co-founded the Don Valley Conservation Authority (DVCA) to protect the Don Valley from further degradation. Freeland converted the Skinner property into his "Fantasy Farm" where he often hosted DVCA events and celebrations. The DVCA was successful in that many of its recommendations and objectives, including the protection of the floodplains from further misuse and the redirection of raw effluent to a central point in Lake Ontario were implemented<sup>13</sup>.

Sauriol and Freeland were trailblazers, with the DVCA pre-dating the Toronto and Region Conservation Authority (TRCA), which was established in 1954 after the devastation of Hurricane Hazel made the value of Toronto's ravines and the importance of protecting flood plains an obvious necessity.

In 1954, the TRCA declared that the Todmorden Mills site formed part of the flood plain. This put a stop to redevelopment plans of the site for new industrial and residential development, and conserved the four original mill buildings<sup>14</sup>. The Todmorden Mills

<sup>12</sup> Sauriol, Charles *Tales of the Don* (Toronto: Natural heritage/Natural History Inc., 1984), 23.

<sup>13</sup> Ibid, 23-27.

<sup>14</sup> Ibid.



"Stop: Don't Cut Trees", Don Valley Conservation Association, 1947 (with unidentified DVCA member). Charles Sauriol's cottage, located at the Forks of the Don, is seen in the background (City of Toronto Archives)..



Parkette at Hillside Drive is named after local conservationist, Charles Sauriol.

Museum opened in 1967. The prominent role Charles Sauriol had in conserving the Don Valley is recognized in the Study Area through the naming of Charles Sauriol Parkette at Hillside Drive.

Several historic buildings were demolished in the 1950s and 1960s. Todmorden Village in particular suffered major losses with many of its original buildings demolished during this period. Because original lot sizes in Todmorden Village tended to be larger than village lots in Chester Village, many of the replacement buildings were out of scale to the original historic buildings.

The realignment of Pottery Road was another major change that further altered the historic pattern of development in Todmorden Village. Pottery Road went through a slight re-alignment between 1950-1953, resulting in the Charles Sauriol Parkette on the southwest corner of Hillside Drive and Broadview Avenue. Major realignment of Pottery Road between 1966 to 1968 altered the road to its current location today.

Other significant changes in the study area in the post-war period included the introduction of the high-rise apartments in the 1960s and 1970s.

Changes in Chester Village evolved in a manner that was more consistent with the historic pattern of evolution of this portion of the study area. Mid-rise apartment buildings built in this period evolved from their 1920s equivalents with variances in architectural treatment, yet similar in form and massing.



Todmorden Hotel in 1955. Originally constructed in the 1850s. Demolished in 1965 (Toronto Public Library).



Sobeys replaced the historic Todmorden Hotel.



The Bater's General Store in 1966. Once stood on the east side of Broadview Avenue, north of Todmorden House Hotel (East York Historical Society).



Bater's General Store site at 1129 Broadview Avenue, 2015



William Taylor House in 1952. Also known as Bellehaven, this house once stood on Broadview Avenue on the original alignment of Pottery Road. It was demolished c1960 (Toronto Public Library).



The Minto Sky building at 1048 Broadview Ave and high-rise apartment at 1050 Broadview Ave was constructed on the former site of Bellehaven, William Taylor House.



Chester Park, built in 1888 at 1132 Broadview Avenue. In 1940, the Salvation Army acquired the property and it was used as an orphanage until it was demolished in 1967 and replaced by the Broadview Village complex (East York Historical Society).



The Chester Park coach house remains in situ on the Salvation Army Broadview Village complex.

**Broadview Avenue Planning Study  
Urban Design Guidelines**

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Danforth Avenue to O'Connor Drive