

Map E: Public Realm Map

7.3 Streetscape

A well-designed and carefully maintained public realm helps to create enjoyable experiences and a sense of place. Recently completed transformative public realm and streetscape improvements on Roncesvalles Avenue have helped create a desirable and successful retail main street. Open bed planters with integrated benches, interlock paving, a raised cycle track and widened boulevards were installed to enhance the streetscape and to encourage walking and cycling in the neighbourhood. Businesses thrive and the street has become a source of pride for the community.

Public realm and streetscape investments should continue and expand to include the northern and southern ends of Roncesvalles Avenue as well as Dundas Street West, to help improve pedestrian comfort, character, and attractiveness of the street as a place to live, work, and play.

GUIDELINES

- a. Refer to the Streetscape Manual for information regarding the streetscape design in the Study Area where no guidelines are provided.
- b. For the Enhanced Setback Area as shown on Map D, provide a 6.0 metre curb to building face setback, including an edge zone, tree planting zone, pedestrian clearway, and an animation zone. Refer to Section Diagram J for details.
- c. Continue the streetscape design for Roncesvalles Avenue as per the City of Toronto Streetscape Manual.
- d. Provide street trees along street frontage as shown on the Map F.



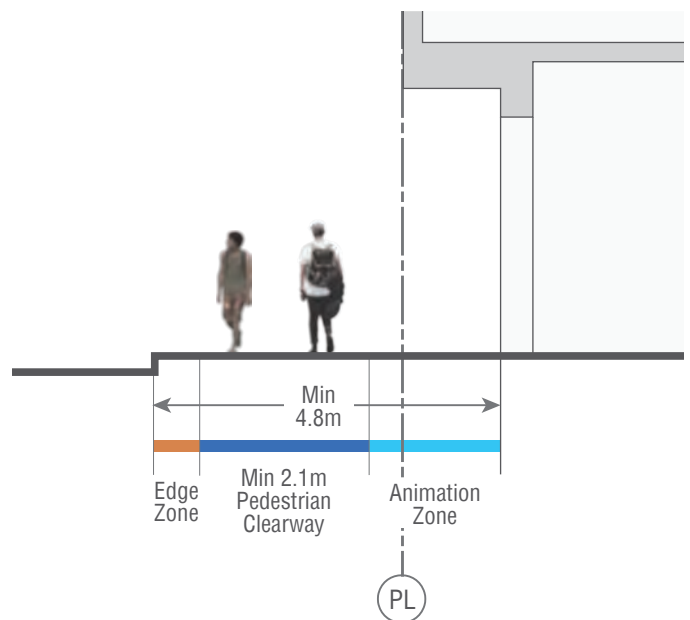
Certain portions of Dundas Street West has street trees, however, new tree planting standards may improve the health and growing conditions.



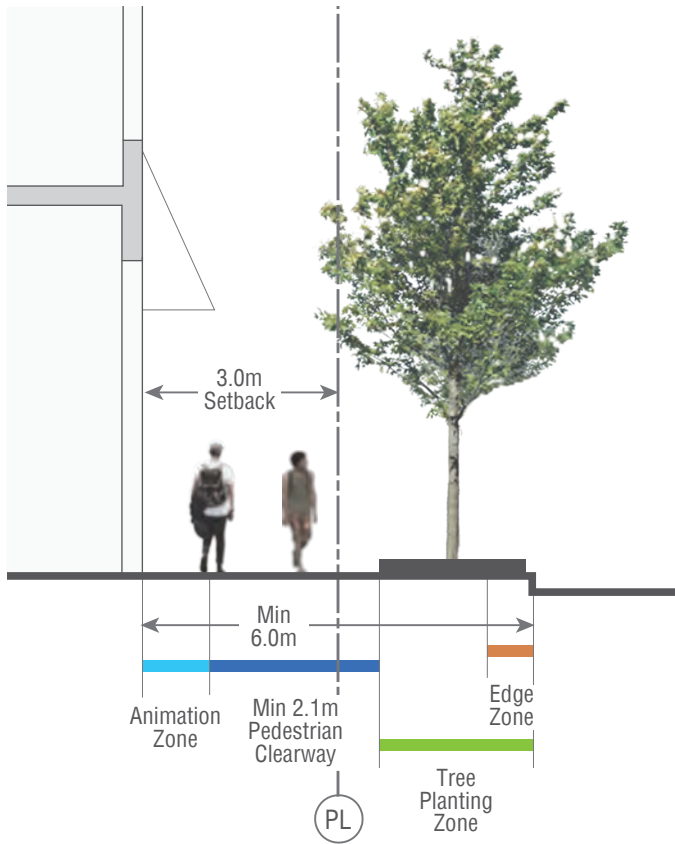
Well-designed open planting beds with integrated seating help to create a pedestrian-friendly environment and improve the overall experience of the public realm.



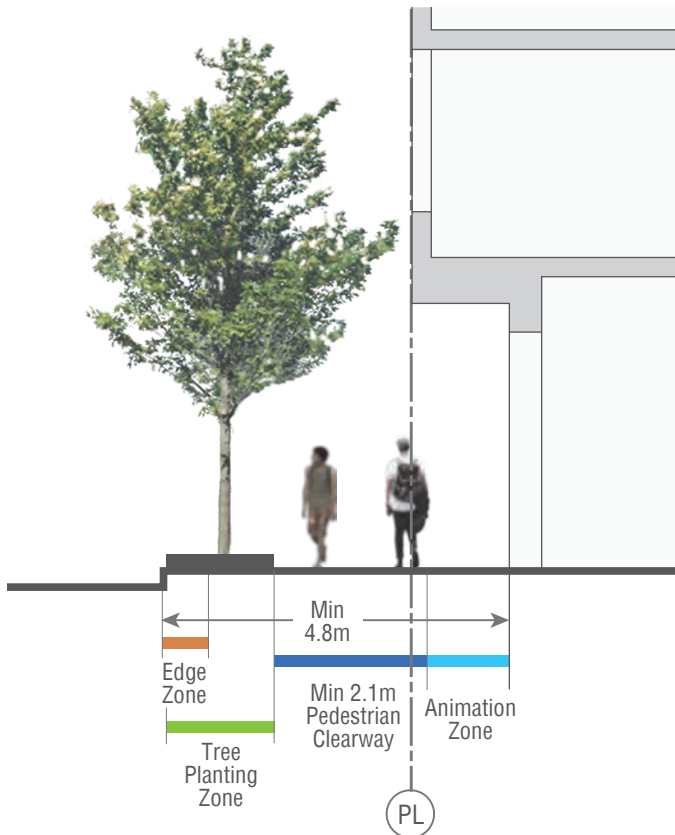
Narrow sidewalks and various encroachments create a challenging pedestrian environment.



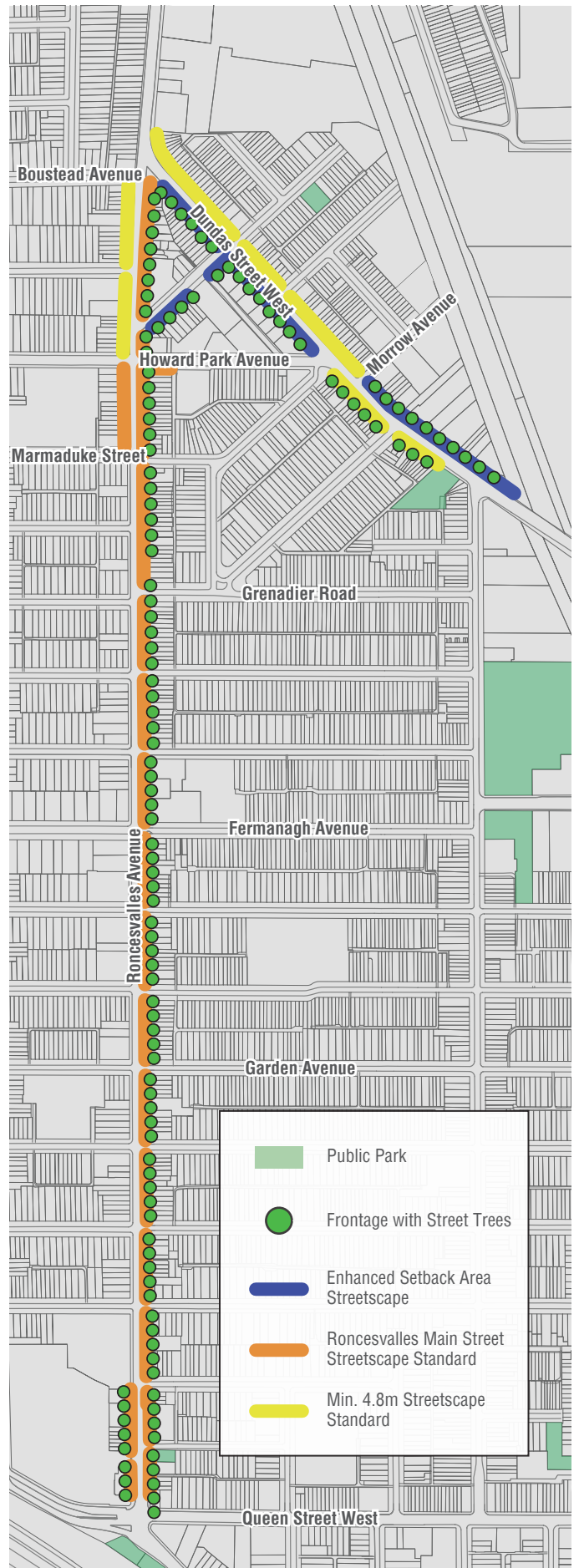
Section Diagram H: Typical streetscape section for portions of the street without street trees. Refer to the Streetscape Manual.



Section Diagram I: Enhanced Setback Area Streetscape Section. See Map D, E and F for Enhanced Setback Area locations.



Section Diagram J: Typical streetscape section for portions of the street with street trees. Refer to the Streetscape Manual.



Map F: Streetscape Plan

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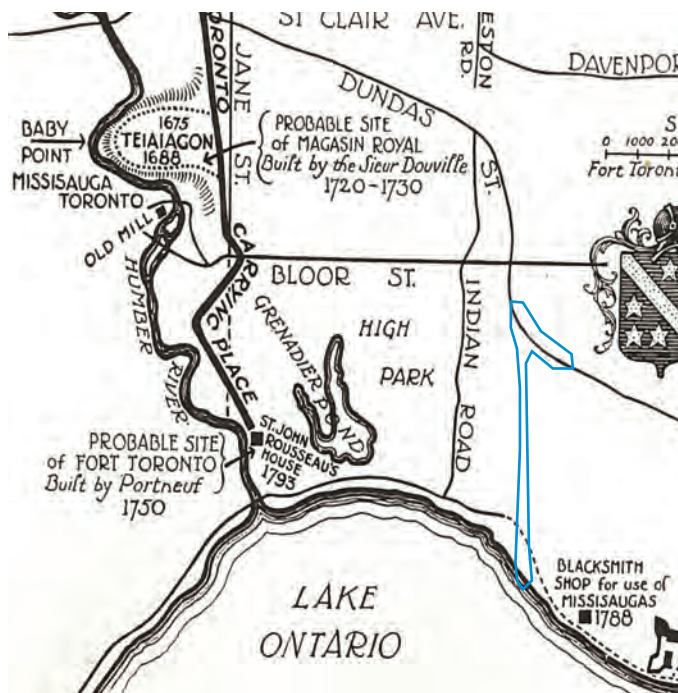
Appendix

Appendix A

History and Evolution of Dundas-Roncesvalles Study Area

While most of the buildings in the Dundas Roncesvalles Study Area were constructed approximately 100 years ago, the surrounding area has a rich history dating back more than 13,000 years. Elements of that history are still prevalent in the unusual street pattern which is part of the unique character of the Dundas Roncesvalles neighbourhood.

Located just north of the Humber Bay and to the east of the Humber River, the study area is set within the ancient Toronto Carrying Place – a system of Indigenous People's trails which combined land and water travel on the Humber, Don and Rouge rivers creating routes between the Lower and Upper Great Lakes. Two of the streets in the study area, known as Indian Road and Dundas Street West were originally part of this system of trails. Indian Road, running parallel to Roncesvalles Avenue to the west, provided a link between the east-west shoreline trails that would later form part of Front Street. The Indigenous Peoples living in this area were primarily nomadic creating temporary camps. There is evidence of their settlement at sites such as the Baby Point, just west of Jane Street as early as 6,000-2,000 B.C. E.



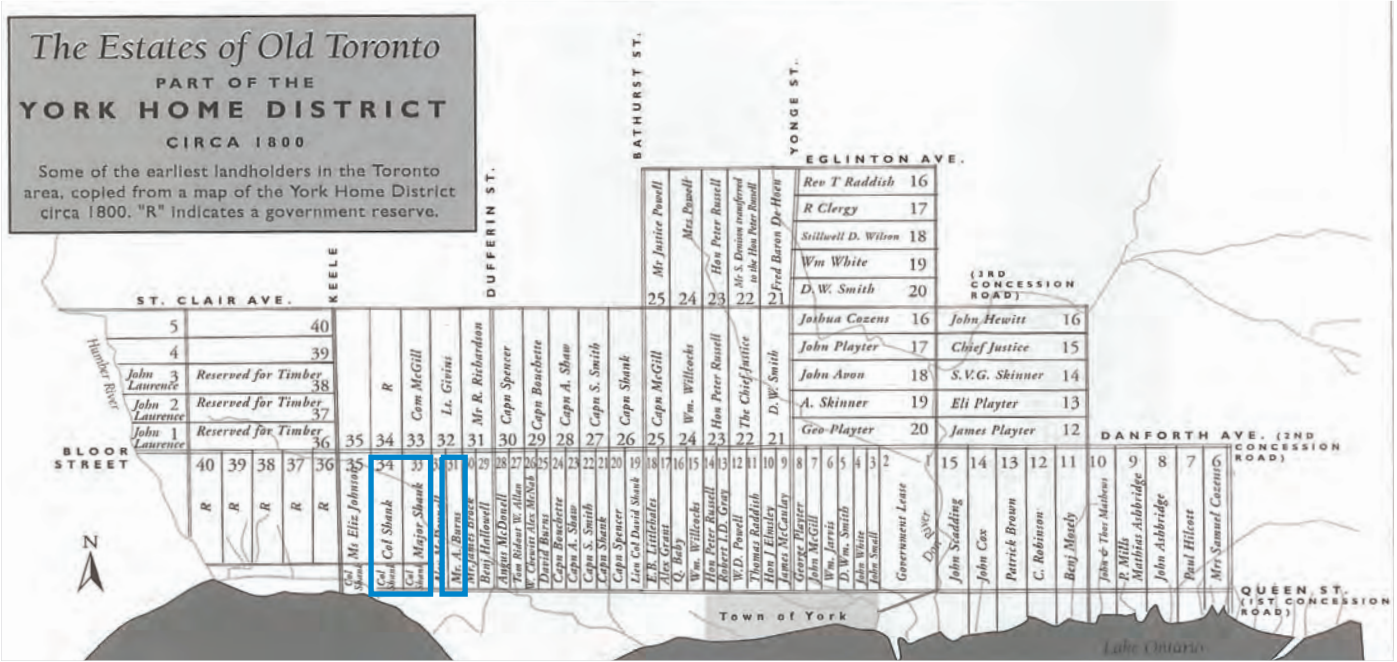
Map showing the Toronto Carrying Place trails and the Humber River, the village of Teiaiaagon at Baby Point and the French Forts which were constructed to the east and west of the Dundas-Roncesvalles Study Area (Arthur).



1912 view of the junction of Roncesvalles Avenue and Dundas Street West with the Merchant Bank of Canada (top) and a 2018 view of the junction with the Peace Garden (bottom).

French traders arrived in the region over 400 years ago and travelled with the assistance of local guides. By the late 17th century, Five Nations Iroquois had established settlements along the rivers. French missionaries and the explorer Rene-Robert Cavellier de la Salle, recorded the existence of Seneca village of Teiaiaagon in 1680 at Baby Point. Teiaiaagon was set on a high peninsula, a vantage point surveying the river and also the place where the river could most easily be crossed. Within a decade the Seneca had left the village, and it was taken over by the Mississaugas, an Anishnaubeg people who were now occupying the region. In 1720, the French had constructed a fort and trading post north of the mouth of the Humber River to the west of the study area. To the east of the study area, they built Fort Toronto, also known as Fort Rouille in 1750, one in a sequence of forts along the north shore of Lake Ontario to protect their trading interests from the British and located on the site of the current Canadian National Exhibition grounds. The French burnt down the fort following their defeat by the British in 1759.

Following the end of the war and the French retreat from this region, the British constructed two forts to the east along the lakeshore; the latter one survives as Fort York which acquired renewed importance to protect their trade and territory from the Americans during and after the War of Independence (1775-1783). The British began negotiations with the Mississaugas for the acquisition of land, with the first negotiation resulting in the signing of the Toronto Purchase in 1787.



Map copied from a c 1800 map showing the landholders in the Toronto area. The map indicates the 100 acre park lot where O'Hara built his West Lodge estate (right) and the adjacent Lot 33 and 34, each 200 acre lots stretching from Queen Street to Bloor Street. (left) Lot 34 would be bisected with Roncesvalles below Dundas Street West which is here indicated as an Indigenous People's trail/newly constructed highway (Lundell)

With the establishment of the Town of York as the Capital of Upper Canada in 1793, Lieutenant Governor John Graves Simcoe directed the building of roads including Dundas Street which was intended to link Kingston in the east with London in the west. Simcoe had the land surrounding the Town of York surveyed creating a series of townships of which York Township was one, imposing a rectangular grid across the land with a series of concession roads including the east-west routes of Queen, Bloor, St. Clair etc. and the north-south roads, Yonge, Bathurst, Dufferin, Keele, etc. In contrast, Dundas Street, like Indian Road and Davenport Road, followed an existing aboriginal trail which was determined by landscape, shorelines, high grounds for vantage points, the avoidance of swamps and the most practical locations to cross rivers.

The town of York was surveyed, creating a downtown core bound by George, Adelaide (then known as Duke), Front and Parliament (now Berkeley) streets with King Street as the 'main street.' To the west of George as far as Dufferin Street was the Garrison Reserve surrounding Fort York. North of Queen Street and stretching up to Bloor (the second concession) a series of 100-acre "park lots" and 200-acre farm lots were surveyed. To promote settlement and security the lots were granted to those loyal to the government including military who had fought in the War of Independence, British immigrants and United Empire Loyalists.

The Dundas Roncesvalles neighbourhood was originally part of Lot 34. In 1797 this lot, along with Lot 19 and 33 were granted to Lieutenant Colonel David Shank, a Queen's Ranger who had fought with the British in the American War of Independence. In 1840, Lots 33 and 34, were purchased by Colonel Walter O'Hara (1789-1874). O'Hara was born in Dublin and after studying law, fought with the British under the Duke of Wellington, in the Napoleonic Wars between 1808 and 1815 distinguishing himself for his part in all the battles fought in Spain, two of which occurred at Roncesvalles, a small town in the Pyrenees, and Sorauren, a town south-west of Roncesvalles and closer to Pamplona, the town famous for its running of the bulls.



Portrait of LtCol O'Hara.



J. O. Browne, Map of the Township of York in the County of York Upper Canada, 1851: showing the subdivision (detail) showing the numbered 100 acre park-lots and 200 acre farm lots stretching between Queen and Bloor Streets. Lot 34 is marked with the study area boundary. Dundas Street West is shown heading north from the intersection with Queen at the "Lunatic Asylum" and then heading on a curving diagonal route where it crosses Bloor Street. (Ng)

With his wife, Marian Murray, Walter immigrated to Canada in 1826 where he took up his appointment as Assistant Adjutant of the Militia of Upper Canada. Henry Scadding recorded that "his contemporaries will always think of him as a chivalrous, high-spirited, warm-hearted gentleman."¹ In 1831, the O'Hara's settled on Park Lot 31, at the north-east corner of Lansdowne and Queen Street West, where they built "West Lodge." Named for their family's home in Ireland and described as "an oasis in a grand forest"² it would be the home to their five daughters and three sons.

In 1856, O'Hara subdivided Lots 33 and 34³ which included a total of 420 acres creating both Sorauren and Roncesvalles Avenue named for the battles O'Hara had won in Spain. With the Grand Trunk railway cutting across Lot 31, he subdivided the northern half. In 1868 he subdivided Lots 33 and 34 again creating 76 lots ranging in size between two and 14 acres. At this time Roland and Alhambra Streets were created. Roland refers to the 'Song of Roland' which celebrated a medieval French hero who died in a Spanish war. 'Alhambra' (Red Castle) again references Spain, but in this case, the magnificent 9th-14th century Islamic fortress-palace renowned for its architecture and gardens.

O'Hara died in 1874, but his personal history is incorporated into Dundas-Roncesvalles neighbourhood connecting it with Wellington and the Napoleonic wars fought 200 years ago and giving the colour of northern Spain to the neighbourhood's

main street and side streets with the names Roncesvalles, Sorauren and Alhambra. His family and their Irish roots are recalled in street names such as Fermanagh, the Irish county in which he was born, Marion, his wife, Constance and Geoffrey and at one time Ruth (now Fern) and Walter (now Grenadier) for his children. To the east of Lansdowne Avenue, O'Hara Avenue, O'Hara Place and West Lodge Avenue indicate the original location of his West Lodge estate. The O'Hara Garden was created in his honour at the north-west corner of Queen Street and O'Hara Avenue.

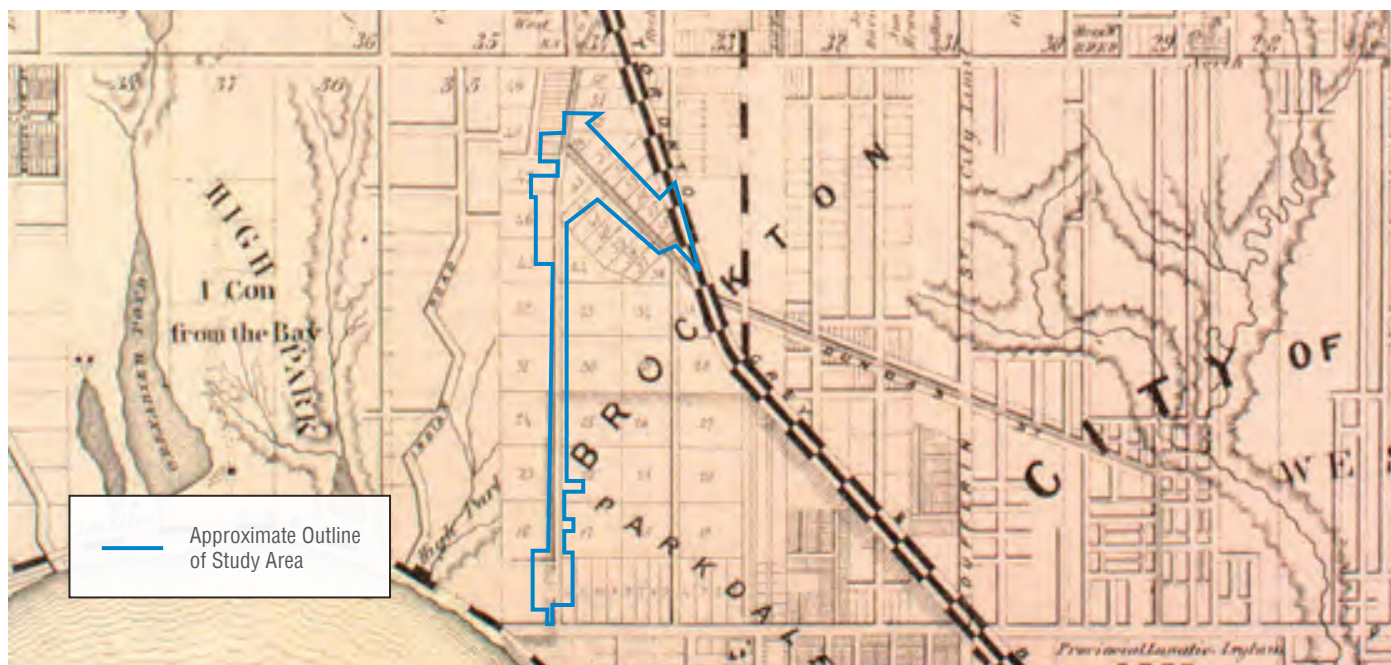


West Lodge, 1831, the estate of Walter and Marion O'Hara, originally located north-east of Queen Street West and Lansdowne Avenue, watercolour painted by Robert O'Hara (MTRL - JRR528 Cab)

¹ Lundell, p. 108.

² Ibid., p. 109.

³ Park Lot 32 had been granted to another Queen's Ranger, Alexander McDonnell who is commemorated in MacDonnell Avenue, east of Sorauren.



Miles + Co. Illustrated Historical Atlas of the County of York, 1878: showing the subdivision of Lots 35, 34 and 33 with the north-south axial routes of Indian Road, Roncesvalles Avenue, and Sorauren Avenue (also known as Poplar Grove). Note the large lots facing Roncesvalles and Sorauren Avenues and the smaller lots facing Dundas Street West and Queen Street indicating their early importance as commercial routes. Alhambra Street is shown running north of Lot 47 to Bloor Street. The southern half of the neighbourhood is identified as Parkdale and the northern half is Brockton and Roncesvalles Avenue marks the western boundary. (Ng)

Lot 35, to the west of Lot 34, is characterized by the ancient indigenous trail, now known as Indian Road, which like Sorauren and Roncesvalles avenues bi-sects the lot with a meandering north-south route. The lot was originally granted to Elizabeth Johnson in 1798 but was purchased in 1848 by the architect John George Howard who had owned Lot 37 where he had built his home Colborne Lodge in 1836. Howard subdivided the 160-acre Lot 35 and built the house known as Sunnyside with a view overlooking Lake Ontario. He sold the house and property to George H. Cheney in 1853. Sunnyside villa was subsequently operated as the Sacred Heart Orphanage by the Sisters of St. Joseph and in the 1920s was converted to St. Joseph's Hospital. In 1945 the villa was demolished and a new hospital building constructed, which has been succeeded by several new additions to the property.

The southern half of the original Lot 35, known as Sunnyside, was annexed to the Toronto in 1888. Before World War I a board walk was a popular destination and afterwards an amusement park and recreational area with the Pavilion Restaurant and the Sunnyside Pavilion opened in 1922 became a popular destination. The amusement park was demolished with the creation of the Gardiner Expressway in the 1950s.

In 1874 John Howard and his wife Jemima gave their 165-acre estate, High Park, including Colborne Lodge, to the City to be operated as a park, but the Howard's would retain their own house and continue living their until their deaths. Howard

died in 1890. The city added land on both sides of the park, including Lot 36, to the east increasing the total size of the park to 400 acres. High Park and the waterfront park south of Lakeshore Boulevard which contains the Sunnyside Pavilion continue to provide significant amenities adjacent to the Roncesvalles study area.

Roncesvalles Avenue was the dividing line between the Villages of Parkdale and Brockton on the east side and the area known as Sunnyside on the west. Parkdale, which was located south of Wright Avenue emerged in the 1870s, was partly developed by the Toronto House Building Association and was characterized by large residential estates with grand homes on the south side of Queen Street with a view of or proximity to the lake in contrast to the smaller lots and on the north side of Queen Street by more modest residences. Parkdale was called the "floral suburb" with by-laws to support tree-planting and others to prevent the establishment of industry within its borders. It was incorporated as a village in 1878, acquired town status in 1886 and was amalgamated with the City of Toronto in 1889. When it acquired town status its borders were extended to the west side of Roncesvalles Avenue.⁴ Prior to amalgamation Parkdale established many public services including the Parkdale waterworks.

⁴Laycock and Myrvold, p. 14



Horse-drawn street car at the Junction of King and Queen Streets, south of Roncesvalles Avenue, 1887. (L+M, p. 26)

Brockton was established in 1850, when Susannah Lucy Brock, widow of James Brock (1773-1828) and cousin of Sir Isaac Brock subdivided Lot 30, creating the north south axis of Brock Avenue which stretched from Queen to Bloor and was crossed by Dundas Street. The proximity to Dundas Street was a significant asset as development of the lot and along the street progressed more quickly than that along Queen Street. The area around the Dundas Street corridor acquired the name Brockton although it was not incorporated as a village until 1881 and was amalgamated with Toronto shortly after in 1884.

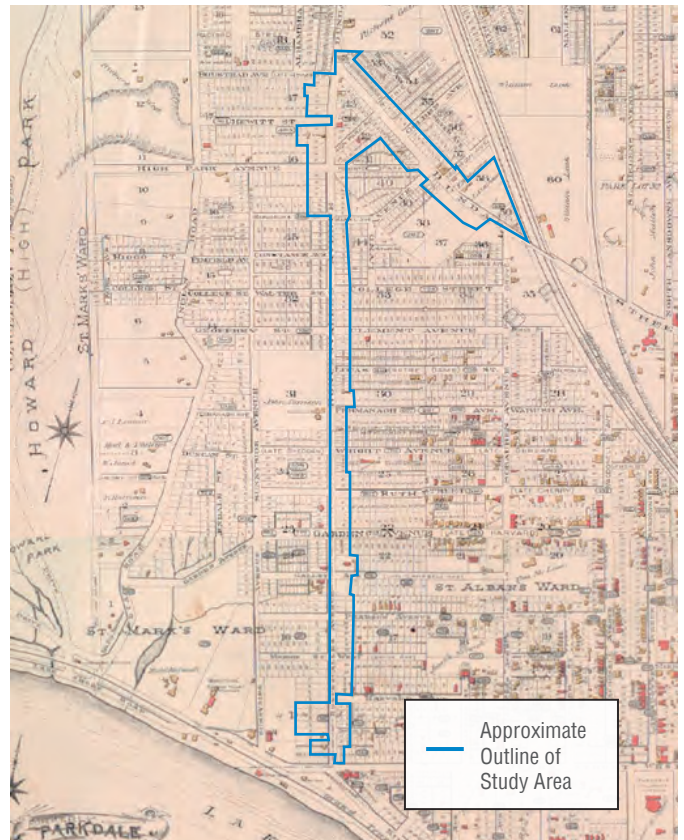
Transportation was key to the development of the Dundas-Roncesvalles neighbourhood. As noted above, Dundas Street/ Hwy 5 had a significant impact on the land adjacent to it as indicated by the smaller sizes of lots facing this thoroughfare. The introduction of railways from the 1850s was also influential. In the 1870s the Parkdale station was established near Dufferin and Queen Streets, and in 1878, the Great Western Railway introduced a suburban line along the lake shore with stops at High Park. Roncesvalles Avenue had been subject to improvement in the 1870s but sidewalks were not yet provided. A new impetus for growth and development of Roncesvalles occurred when King Street was extended to meet the southern end of Roncesvalles Avenue in 1882. The Toronto Street Railway which had horse-drawn street cars was extended to Roncesvalles Avenue in 1887. Following amalgamation, in 1891, the King Street car was extended to Roncesvalles Avenue. In 1907 street car tracks were laid on Roncesvalles Avenue at the same time that paving of the street was undertaken. In

⁵The Globe, April 11, 1907, p 14, reports the paving and laying of track on Roncesvalles and on July 18, 1908, p A20, The Globe reported the beginning of the street car service.

July, 1908 the streetcar service extending from Queen Street to Howard Park Avenue was inaugurated.

Goads Fire Insurance Atlases, dating from 1884 to 1924, provide a clear indication of the evolution of the Dundas-Roncesvalles Study Area with their detailed description of property lots and building footprints. The 1884 Goads indicates a mix of the large 14-acre lots of the 1856 O'Hara Plan 287 subdivision of Lot 34. These lots indicate a few frame and brick buildings owned by John Davison (Lot 31) Jason Symes (Lot 30), James Wright (Lot 25). Finer-grained subdivisions with smaller lots are shown around the junction of Roncesvalles and Dundas Street West as well as those at the south end of Roncesvalles near Queen Street. In 1884 almost all lots remain undeveloped.

By 1890, Goads indicates the large 14 acre lots have been subdivided and both sides of the street have lots facing Roncesvalles Avenue. The lots are narrower in some stretches on the east side, however, both sides of the street have lots facing Roncesvalles Avenue. The John Davison estate remains. Apart from the intersection of Roncesvalles and Galley Avenue there has been almost no development. Goads of 1903 presents



Goads 1890 – By 1890 the lots on either side of Roncesvalles Avenue had been significantly subdivided into smaller lots with only a small number of buildings. Howard Park Avenue has been created and connects with High Park Avenue forming an axis between Dundas and Parkside Drive note the "Formerly Parkdale" label indicating the recent amalgamation. The waterworks can be seen as a red brick building at the base of Sunnyside Avenue. (Ng)

a similar picture, except there has been a significant change to the street pattern and that is the creation of Howard Park Avenue (initially also known as High Park Avenue) by 1899 which links Dundas West with the park and the creation of High Park Boulevard, a wider street.

High Park Boulevard was intended to be a planned community with large estate homes by the developer Joseph Phillips who also constructed the York Savings & Loan Company (YS&L Co.) building at the north-east corner of Roncesvalles and Fermanagh Avenue opposite High Park Blvd. This contributed to the unusual current character of Roncesvalles which has predominantly commercial buildings on the east side and on the west side, south of Marmaduke, primarily residential buildings. However when Phillips ran into trouble which resulted in a jail term, Robert Home Smith took over the development and converted the YS&L Co. building into luxury apartments, providing a precedent for this kind of development on Roncesvalles.⁶

In 1913, Goads indicates a massive transformation following the opening of streetcar service in 1908, approximately 75% of the lots facing Roncesvalles Avenue have been developed. The buildings are primarily commercial with residential above on the east side of the street, built right up to their lot line and residential on the west side, set back from the street. The neighbourhood included several landmark public buildings indicating the growth of the area as a cohesive community. These included a public school (on Fern Avenue) and places of worship such as the High Park Presbyterian, c. 1910, burnt down in 1927 and rebuilt in 1928, the public library and the Revue Cinema.

Dundas Street West presents a similar pattern with commercial buildings primarily on the north-east side of the street and residential properties on the south-west. The south-west side also features the Toronto Railway Co, Car Shed buildings. Another feature of the development is the incorporation of laneways in most of the blocks.

By 1924 the construction was almost complete along Roncesvalles and Dundas Street and the character which remains today was set. South of Howard Park, the east side of Roncesvalles is predominantly characterized by two-three storey buildings with shops at the ground floor and residential accommodation above.



Historic view (top) and 2018 view (bottom) of Roncesvalles Avenue looking north with High Park Boulevard on the left and, on the right, the York Savings & Loan Co. headquarters building, subsequently converted to an apartment block (BlogTO-top and HPS-bottom)

9. Goads 1913 showing the near complete development of lots facing Roncesvalles Avenue and Dundas Street West (CTA)



— Approximate Outline of Study Area

⁶Jack Gibney

As discussed above, this pattern is interrupted in places to include apartment blocks, bank buildings, places of worship, (the St. Vincent de Paul Catholic Church, completed in 1924), and a 1930s department store (the former Kresge's). The commercial with residential buildings are of three types – rows of units, corner stores or house-form buildings with retail added at grade. The commercial uses include shops, medical offices, law offices and banks.

On the west side of Roncesvalles Avenue north of Marmaduke Street, the development reflected that of the east side as it is primarily characterized by commercial blocks with retail uses at grade and residential above, as well as including the local community landmark, the Revue Cinema. South of Marmaduke the development was primarily residential. House-form buildings facing the side streets and sometimes including medical or educational uses, with entrances facing Roncesvalles. Other residential types on this part of the avenue included low-rise apartment blocks.

Post-World War II development has included the five-storey Sunnyside Medical building at Harvard. The west side near St. Joseph's and Queen has similarly been redeveloped to include a small strip mall and an 11-storey seniors home as well as a hotel adjacent to the former Greyhound bus terminus now overtaken by an expanded facility for TTC streetcars.

The area has been characterized by a pleasant commercial main street with residential apartments above surrounded by tree-lined residential streets. The creation of the Gardiner Expressway in the 1950s cut off Roncesvalles from its traditional recreational waterfront. By the 1970s, the area was recognized and promoted for the charm of its 100-year old houses and tree-lined streets. Since the 1980s the restoration of the Sunnyside pavilion and swimming pool, the creation of the boardwalk and the pedestrian bridge over the Gardiner Expressway and Lakeshore Boulevard have reconnected Roncesvalles with these historic waterfront amenities.

The population in Roncesvalles had been predominantly, but not exclusively, Anglo-Saxon until after the Second World War when European immigrants from Lithuania, Germany and Ukraine moved into the area. The largest new group was represented by Polish community who had immigrated and settled in Toronto as early as the 1890s living primarily near



High Park Public Library, photographed in 1916, left and in 2018, right (TRL and HPS)

Queen and Bathurst and the Junction. In 1937 the Polish National Catholic Church opened in a converted theatre at 1032-4 Queen Street West. By the 1950s the children and grandchildren of these families began moving to the High Park – Roncesvalles area where a new purpose-built church, St. Casimir's, opened in 1954, becoming the largest Polish church in the City. Polish-language businesses, Copernicus Lodge, a retirement home, a credit union with a bronze statue of Pope John Paul II, and the HQ of the Canadian Polish Congress followed. The area acquired a distinctly East European and especially Polish character which continues to be celebrated annually with the Polish Festival, one of the largest in North America.

A lifetime, local resident and author, Andrew J. Borowski described Roncesvalles Avenue of the 1960s and 1970s as "very working class and very hard-working," saying that the "neighbourhood really began to show its roots with the opening of Stella's Delicatessen and restaurants with Polish fare like the Sir Nicholas Tavern."⁷ By the mid-1970s Roncesvalles was reported to be lined with Polish shops, delicatessens and restaurants.⁸ Reflecting on the experience of immigrants, Mr. Borowski said that Roncesvalles "was this little crack in the wall where all these people can flee the horrors of Eastern Europe

⁷ Warzecha.

⁸ Dalby.

and put themselves back together while nobody's looking."⁹ One of these people was Maria Granowska, Poland's first woman master baker, who in 1965 left her bakery-café in Lodz, Poland and pretending to be on holiday, immigrated to Canada, opening Granowska's café on Roncesvalles in 1972.¹⁰ Others came from European refugee camps, sponsored by Toronto community groups.¹¹ By 1981, Roncesvalles was described as Toronto's Little Poland in a Toronto Star article featuring the range of businesses clustered on the avenue.

In the 1980s a report indicated a "shift in the tone of the street,"¹² as non-Polish cafes and restaurants including an Italian, Mauritian and one German restaurant, opened on both Roncesvalles and Dundas Street West. The Polish community began to move out as a larger church, St. Maximilian Kolbe was constructed in Mississauga. In 1986, another report "The rebirth of Roncesvalles Avenue,"¹³ indicated young professionals were buying and converting boarding houses back to single-family dwellings and new businesses including bicycle shops, children's bookstores and gourmet cafes were being added to the predominantly East European businesses on the street. Seventy businesses in the area from Grenadier Road to Hewitt Avenue formed a BIA calling it Roncesvalles Village. The BIA hired an architect to help them preserve their historic storefronts, which included reconstruction as well as side-walk repair and redesign with planters and benches. One local praised the neighbourhood people for being "real... It's very neighbourhood here. You rub shoulders with people from all walks of life."¹⁴

A further transition in the neighbourhood was noted in the early 2000s with the building of the High Park Condo Lofts and Anne Francis' article in 2004 on the shift in the type of businesses on Roncesvalles Avenue reflecting more gentrification.¹⁵ By 2009, with the revitalization of Roncesvalles streetcar stops, sidewalks and streetscape, the street was characterized as a "mix of Polish delis and hipster cafes."¹⁶ In 2012, the addition of Chef Geoff Hopgood's Foodliner "resto" along with other new restaurants and cafes was interpreted as confirmation of the street as a fashionable foodie destination.¹⁷

In 2013, the architectural critic John Bentley Mays described the "comfortable, attractively eclectic Roncesvalles neighbourhood."¹⁸ Throughout the years reports reflect a consistent "village feel" with the eclectic mix of people, working class, immigrant and professionals and an example of "urban design at its best."¹⁹ "People care about this community; it's truly remarkable."²⁰



Devine and Sons Meats and M. A Smith Toys, 1919 (CTA)



1928 photograph of the "Kids Safety Club" showing the west side of Roncesvalles at Fern Avenue with a typical corner store with residential accommodation above and accessed from the side-street. Beyond is a typical residential side streets, this one leading to the Fern Street Public School. (CTA)



1919 Photograph of Roncesvalles Avenue looking south from Howard Park to Marmaduke Street and showing both sides of the street lined with commercial buildings with residential accommodation above. (CTA)

⁹ Dalby.

¹⁰ Mejia. Granowska's closed in 2011.

¹¹ Carey, this article describes the sponsorship of a family of eight Polish refugees living in a European camp who arrived in Toronto in 1961.

¹² Wine.

¹³ Henton.

¹⁴ Ibid.

¹⁵ Francis.

¹⁶ Gray.

¹⁷ Nuttall-Smith

¹⁸ Bentley Mays

¹⁹ Gorrie.

²⁰ Ibid.

The identity, longevity and strength of the local community to have long range vision and commitment was indicated in June 2016, when the Dundas Roncesvalles Peace Garden (DRPG) was officially opened. Located at the intersection of Dundas Street West and Roncesvalles Avenue, the Peace Garden was initiated by a group of volunteers known as the Dundas Roncesvalles Peace Garden Group, including the Mississaugas of the New Credit First Nation and the Roncesvalles BIA (both of whom funded the project) as well as various community groups and individuals.

The project had multiple goals: welcoming people to Roncesvalles Village, providing a community meeting place and transforming a barren concrete triangle into a green space featuring native species of plants and trees which was designed in collaboration with the DRPG group by PLANT Architect. It also commemorated the significant history of the location, acknowledging that the peace garden is located on treaty lands of the Mississaugas of the New Credit First Nation and the traditional lands of the Mississauga, Anishnaabeg, Hadensosaunee and Wendat Indigenous Peoples. Dundas Street West has historic importance originating as an Indigenous People's trail and by the 1790s under construction by the British as an important highway linking the Town of York with the town of London, playing an important part during the 1813 Battle of York. The location of the peace garden at the junction of Dundas Street West with Roncesvalles Avenue, commemorates the 19th century development of Park Lot 34 by Lt. Col. O'Hara which gave rise to the growth and establishment of Roncesvalles Village. The DRPG includes the Peace Path, "the first permanent, joint community arts project between a Toronto Community and the Mississaugas of the New Credit First Nation."²¹ This event brought the history of the Dundas-Roncesvalles study area full-circle connecting the twenty-first century neighbourhood back to the earliest human occupation of the place.



1936 Photograph of the Revue Cinema (CTA)



Edgewater Hotel and the Gray Coach Lines Bus Terminal, 1957 photographed by James Salmon, 1957 (CTA)



"Peace Garden opening, 11 June 2016 –Band Councillor Cathie Jamieson of the Mississaugas of the New Credit First Nation and Dundas Roncesvalles Peace Garden Chair Len McAuley of the Roncesvalles Village BIA unveil the plaque jointly funded by them. The DRPG is declared officially open. June 11, 2016" <https://www.facebook.com/DundasRoncesvallesPeaceGarden/photos/a.1084405818237226.1073741826.666886016.655877/1212225582121915/?type=3&theater>

²¹ DRPG "Our Story" April 3, 2018, Facebook https://www.facebook.com/pg/DundasRoncesvallesPeaceGarden/about/?ref=page_internal

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Photographs – All photographs from the City of Toronto Archives (CTA) or Heritage Preservation Services (HPS), unless otherwise indicated.

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Appendix B

Building Typology and Heritage Inventory

The Dundas-Roncesvalles Avenue Study included research on the history and evolution of the Study Area to understand the origins of its current urban form, the layout and design of streets and open spaces and the character of its building fabric all of which contribute to the unique character of the Dundas-Roncesvalles neighbourhood. Part of this research included an evaluation of all properties within the Study Area to determine which properties had potential to be included on the City of Toronto Heritage Register. The following schedule includes properties proposed for listing as well as those properties in the Study Area which are already on the City's Register.

Building Types within the Study Area

The Study Area includes several consistently represented and frequent building types. The most common type combines commercial use with residential accommodation above and has three variations – commercial block with residential above, corner store with residential above and house-form building with integrated commercial use at grade. The others, including landmark community buildings, low-rise apartment blocks and institutional buildings are less frequent but contribute to the overall character which is typically defined by low-rise, brick clad buildings constructed between 1908 and 1924. Other types include the house-form building, either as a single dwelling or semi-detached which is less typical of the study area and includes one church rectory. Please note that the type refers to the original designed use of the building.

1. Landmark Community Building

The first building type, landmark buildings, typically serve a communal public function and include places of worship, such as St. Vincent de Paul Roman Catholic Church, 265 Roncesvalles Avenue, places of entertainment such as the Revue Cinema, 400 Roncesvalles Avenue, places for work, such as the former bedding factory converted to lofts known as the Feather Factory Lofts, 2154 Dundas Street West, and institutional buildings including banks, such as the former Merchants Bank of Canada, 2201 Dundas Street West, now converted for use as a Starbucks. All of these properties are already listed on the Heritage Inventory. Other landmark buildings in the neighbourhood include libraries and schools but these are outside the Study Area. The final listed building



Example of a Landmark Community Building at 265 Roncesvalles Avenue.



Example of a Commercial Block with Residential Accommodation Above at 99, 101, 103, 105 Roncesvalles Avenue.

is a unique representation of an early department store in the Study Area is the former Kresge's store, now an RBC bank at 179 Roncesvalles Avenue.

2. Commercial Block with Residential Accommodation Above

The type that is most prominent on Roncesvalles Avenue and is consistently present on Dundas Street West is the commercial block building comprising 1-6 units with commercial space at the ground floor and one or two floors of residential accommodation above. Most of these buildings were constructed between 1908 and 1924. Common features include brick cladding, recessed entrances, bay windows at the upper levels and decorative roof lines.

3. Commercial Block - Single-Storey

This is a very rare type in the Study Area and is similar to the commercial block with its recessed entrance, well-detailed roofline and brick cladding.

4. Commercial Corner Store with Residential Accommodation Above

This type is similar to the commercial block but is located at an intersection of a main commercial street and residential side street, and frequently features a chamfered corner with its entrance set on a diagonal to address both streets with shop windows facing both streets. Residential accommodation is included in the upper stories.

5. House-form Building with Commercial Uses Integrated at Grade

This building type is typically two-and-a-half storeys with a gable or hipped roof with dormers, a storefront integrated at grade and is usually located at the corner of a commercial main street and a side residential street.

6. Low-rise Apartment Block

This type is typically three-and-a-half to four stories in height, brick clad, typically with a grand central entrance and sometimes featuring decorative stone elements.

7. Company Headquarters

One of the earliest buildings on Roncesvalles Avenue, 150 Fermanagh Avenue, was originally constructed as the five-storey headquarters building for the York Savings & Loan Co. Within a few years of its completion in 1906, it was converted into an apartment building.

8. House-form - Semi-detached

Rows of semi-detached houses in groups of 2-8 were constructed on both Dundas Street West and Roncesvalles Avenue. They are considered to be atypical as the sections of street in the Study Area where they appear are primarily commercial or multi-residential.

9. House-form – Single dwelling

This type was constructed on both Dundas Street West and Roncesvalles Avenue. It is considered to be atypical as the sections of street in the study area where they appear are primarily commercial or multi-residential. The type also includes the rectory for St. Vincent de Paul church.



Example of a Single-Storey Commercial Block at 231 Roncesvalles Avenue.



Example of a Commercial Corner Store with Residential Accommodation Above at 97 Roncesvalles Avenue.



Example of a Low-rise Apartment Block at 467, 469 Roncesvalles Avenue.



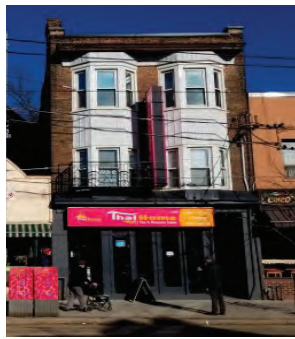
Example of a House-form Building with Commercial Uses Integrated at Grade at 177 Roncesvalles Avenue.

Roncesvalles Avenue - East Side

Photograph of Property	Street No.	Date	Building Type	Heritage Status/ Recommendation
Block 1: Queen St. West to Grafton Ave. (No. 1736 Queen St. W-15)				
	5-9	Post-1924	Commercial Block with Residential Accommodation	Heritage Potential
Block 2: Grafton Ave. to Harvard Ave. (No. 27-45)				
Block 3: Harvard Ave. to Marion St. (No. 47-151)				
	59	Post-1924	Low-rise Apartment Block	Heritage Potential
Block 4: Marion St. to Pearson Ave. (No. 65-95)				
	65, 69	1913-24	Commercial Block with Residential Accommodation	Heritage Potential
	77, 79, 81, 83	1913-24	Commercial Block with Residential Accommodation	Heritage Potential
	93	1903-1913	Commercial Block with Residential Accommodation	Heritage Potential

Block 5: Pearson Ave. to Galley Ave. (No. 97-125)				
	97	1903-13	Corner Store with Residential Accommodation Above	Heritage Potential
	99, 101, 103, 105	1913-24	Commercial Block with Residential Accommodation Above	Heritage Potential
 	117, 119, 121, 123 (top), 125 (below)	1903-1913	Commercial Block with Residential Accommodation including a Corner Store	Heritage Potential
Block 6: Galley Ave. to Garden Ave. (No. 127-147)				
	127	1913-1924	Landmark - former cinema converted to a convenience store with residential accommodation above	Heritage Potential

Block 6: Galley Ave. to Garden Ave. (No. 127-147)



133

1913-24

Commercial Block
with Residential
Accommodation
Above

Heritage Potential



147

1903-13

Corner Store
with Residential
Accommodation
Above

Heritage Potential

Block 7: Garden Ave. to Fern Ave. (No. 149-175)



151, 153,
155

1903-1913

Commercial Block
with Residential
Accommodation
Above

Heritage Potential

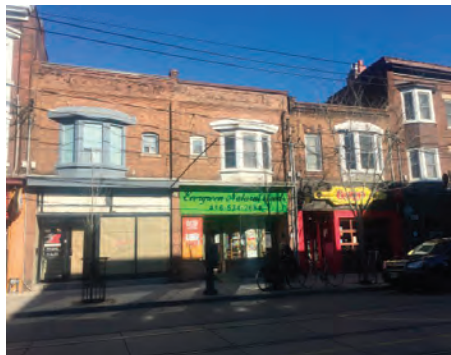


157

1913-1924

Commercial Block
with Residential
Accommodation
Above

Heritage Potential





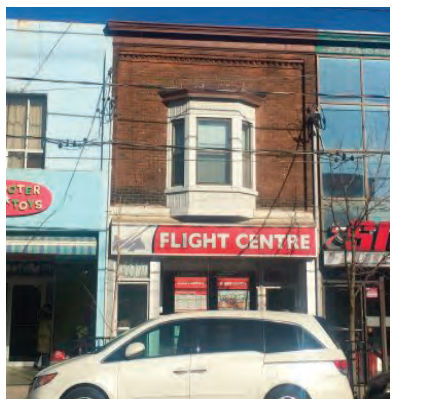


159, 163

1913-1924

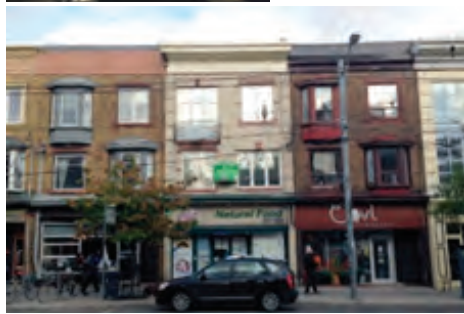
Commercial Block
with Residential
Accommodation
Above

Heritage Potential

	165, 167	1903-13	Commercial Block with Residential Accommodation Above	Heritage Potential
	169, 171, 173	1913-24	Commercial Block with Residential Accommodation Above	Heritage Potential
Block 8: Fern Ave. to Wright Ave. (No. 177-209)				
	177	1903-1913	House-form Building with Commercial Uses Integrated at Grade	Heritage Potential
	179	1936	Former Department Store (S.S. Krege's) now with Institutional Use as a Bank	Listed
	185	1903-13	Commercial Block with Residential Accommodation Above	Heritage Potential

Block 8: Fern Ave. to Wright Ave. (No. 177-209)				
	189, 191	1903-13	Commercial Block with Residential Accommodation Above	Heritage Potential
	193, 195	1913-24	Commercial Block with Residential Accommodation Above	Heritage Potential
	197	1903-1913	Commercial Block with Residential Accommodation Above	Heritage Potential
	203	1903-13	Commercial Block with Residential Accommodation Above	Heritage Potential
	209	1903-13	Institutional - Bank Building	Heritage Potential

Block 9: Wright Ave. to Fermanagh Ave. (No. 211-235)

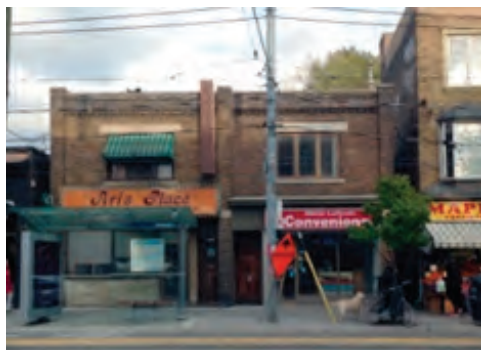


211,
213 (top
photo),
217, 221
(bottom
photo)

1913-24

Commercial Block
with Residential
Accommodation
Above

Heritage Potential



227, 229

1913-24

Commercial Block
with Residential
Accommodation
Above

Heritage Potential



231

1903-13

Single-Storey
Commercial Block

Heritage Potential

Block 10: Fermanagh Ave. to Westminster Ave. (No. 150 Fermanagh Ave.-265 Roncesvalles Ave.)



150 Fer-
managh

1903-13

Company
Headquarters
Converted to
an Apartment
Building

Heritage Potential

Block 10: Fermanagh Ave. to Westminster Ave. (No. 150 Fermanagh Ave.-265 Roncesvalles Ave.)



263	Post-1924	Church Rectory	Heritage Potential
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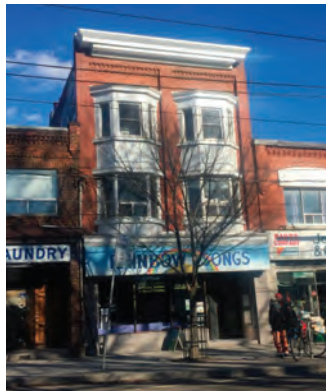


265	1915-24	Landmark Community Building - Place of Worship - St. Vincent de Paul Catholic Church	Listed
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Block 11: Westminster Ave. to Geoffrey St. (No. 275-299)








273	1903-1913	Corner Store with Residential Accommodation Above	Heritage Potential
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277	1903-13	Commercial Block with Residential Accommodation Above	Heritage Potential
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279, 281, 283	1913-24	Commercial Block with Residential Accommodation Above	Heritage Potential
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	285	1903-13	Commercial Building with Residential Accommodation Above	Heritage Potential
	289, 291, 293	1903-13	Commercial Building with Residential Accommodation Above	Heritage Potential
	295, 297, 299	1903-13	Commercial Building with Residential Accommodation Above Including a Corner Store	Heritage Potential
Block 12: Geoffrey St. to Grenadier Rd. (No. 301-327)				
	301	1903-1913	House-form Building with Commercial Uses Integrated at Grade	Heritage Potential
	303, 305, 307	1903-13	Commercial Block with Residential Accommodation Above	Heritage Potential


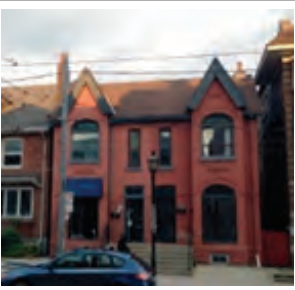
Block 12: Geoffrey St. to Grenadier Rd. (No. 301-327)				
	309, 311, 313	1903-13	Commercial Block with Residential Accommodation Above	Heritage Potential
	315	1903-13	Commercial Building with Residential Accommodation Above	Heritage Potential
	317	1903-13	Commercial Building with Residential Accommodation Above	Heritage Potential
	319	1903-13	Commercial Block with Residential Accommodation Above	Heritage Potential
	321, 323, 325 (top photo), 327 (bottom photo)	1903-13	Commercial Block with Residential Accommodation Above Including a Corner Store	Heritage Potential

Block 13: Grenadier Rd. to Neepawa Ave. (No. 329-383)				
	333	1903-13 Goad's	Commercial Block with Residential Accommodation Above	Heritage Potential
	335	1903-13 Goad's	Commercial Building with Residential Accommodation Above	Heritage Potential
	359, 361, 363, 365 (top photo), 367, 369, 371 (bottom photo)	1903-13 Goad's	Commercial Building with Residential Accommodation Above	Heritage Potential
	373	1903-13 Goad's	Commercial Block with Residential Accommodation Above	Heritage Potential

Block 13: Grenadier Rd. to Neepawa Ave. (No. 329-383)					
		379	1913-23 Goad's	Commercial Block with Residential Accommodation Above	Heritage Potential
		383	1903-13 Goad's	Commercial Building with Residential Accommodation Above	Heritage Potential
Block 14: Neepawa Ave. to Howard Park Ave. (No. 385-421)					
		385	1903-13 Goad's	Corner Store with Residential Accommodation Above	Heritage Potential
		389, 391	Post-1924 Goad's	Commercial Block with Residential Accommodation Above	Heritage Potential
		393, 395, 397, 399	1903-13 Goad's	Commercial Block with Residential Accommodation Above	Heritage Potential

	<p>401, 403, 405, 407</p>	<p>1903-13 Goad's</p>	<p>Commercial Block with Residential Accommodation Above</p>	<p>Heritage Potential</p>
	<p>409, 411</p>	<p>Post-1924 Goad's</p>	<p>Commercial Building with Residential Accommodation Above</p>	<p>Heritage Potential</p>
	<p>413-415</p>	<p>Post-1924 Goad's</p>	<p>Commercial Building with Residential Accommodation Above</p>	<p>Heritage Potential</p>
	<p>421</p>	<p>1914 THR</p>	<p>Landmark Community Building</p>	<p>Listed and Designated</p>
<p>Block 15: Howard Park Ave. to Ritchie Ave. (No. 429-431)</p>				
	<p>431</p>	<p>1903-13 Goad's</p>	<p>Corner Store with Residential Accommodation Above</p>	<p>Heritage Potential</p>

Block 13: Grenadier Rd. to Neepawa Ave. (No. 329-383)


	467, 469	Post-1924 Goad's	Low-rise Apartment Block	Heritage Potential
	475, 477	1884-90 Goad's	House-form - Semi-detach - Victorian	Heritage Potential

Roncesvalles Avenue - West Side



Block 1: The Queensway to Harvard Ave. (No. 10-40)






	10 The Queen- sway	1930s-1940s	Bus Terminal	Heritage Potential
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Block 2: Marmaduke St. to Howard Park Ave. (No. 382-408)

	384, 386, 388, 390 (top photo), 392, 394, 396 (bottom photo)	Post-1924 Goad's; Planning Board Atlas	Corner Store with Residential Accommodation Above	Heritage Potential
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	400	1912 THR	Revue Cinema	Listed and Designated
	402, 404	1903-13 Goad's	Commercial Block with Residential Accommodation Above	Heritage Potential
	406	1903-13 Goad's	Commercial Building with Residential Accommodation Above	Heritage Potential
	408	1903-13 Goad's	Corner Store with Residential Accommodation Above	Heritage Potential
Block 3: Howard Park Ave. to Hewitt Ave. (No. 410 Roncesvalles Ave.-9 Hewitt Ave.)				
	410	1903-13 Goad's	Corner Store with Residential Accommodation Above	Heritage Potential

Block 3: Howard Park Ave. to Hewitt Ave. (No. 410 Roncesvalles Ave.-9 Hewitt Ave.)				
	412, 414	1903-13 Goad's	Commercial Block with Residential Accommodation Above	Heritage Potential
	9 Hewitt	Post-1924 Goad's; Planning Board Atlas	Landmark Community Building	Heritage Potential
Block 4: Hewitt Ave. to Boustead Ave. (No. 452-484)				
	476, 478, 480, 482	1903-13 Goad's	Commercial Block with Residential Accommodation Above	Heritage Potential
	484	1903-13 Goad's	Commercial Corner Store with Residential Accommodation Above	Heritage Potential
Dundas Street West - North Side				
Block 1: CP Rail Corridor to Morrow Ave. (No. 1974-2050)				
Block 2: Morrow Ave. to Golden Ave. (No. 2060-2112)				
	2088-2094	1913-1924 Goad's	Commercial Block with Residential Accommodation Above	Heritage Potential

	2100-2102	1913-1924 Goad's	Commercial Block with Residential Accommodation Above	Heritage Potential
Block 3: Golden Ave. to Ritchie Ave. (No. 2130-2152)				
Block 4: Ritchie Ave. to Study Area Boundary (No. 2154-2226)				
	2154	1911	Factory Converted to Residential Lofts	Listed and Designated
	2160	Post-1924 Goad's	Commercial Block with Residential Accommodation Above	Heritage Potential
	2168, 2170	1913-24 Goad's	Commercial Block with Residential Accommodation Above	Heritage Potential
	2172, 2174	1903-13 Goad's	Commercial Block with Residential Accommodation Above	Heritage Potential


Block 4: Ritchie Ave. to Study Area Boundary (No. 2154-2226)				
	2176, 2182	1913-24 Goad's	Commercial Building with Residential Accommodation Above	Heritage Potential
	2184, 2186	1913-24 Goad's	Corner Store with Residential Accommodation Above	Heritage Potential
	2210, 2214, 2218, 2222, 2224	1903-13 Goad's	Corner Store with Residential Accommodation Above	Heritage Potential
Dundas Street West - South Side				
Block 1: Sorauren Ave. to Parkway Ave. (No. 1975-2017)				
	1997, 1999, 2001, 2003, 2005, 2007, 2009	1903-13	Commercial Block with Residential Accommodation Above	Heritage Potential
	2013, 2015, 2017	1913-24 Goad's	Commercial Block with Residential Accommodation Above	Heritage Potential

Block 2: Parkway Ave. to Lynd Ave./Howard Park Ave. (No. 2027-2067)

	<p>2063, 2065, 2067</p>	<p>1903-13 Goad's</p>	<p>Commercial Block with Residential Accommodation Above</p>	<p>Heritage Potential</p>
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Block 3: Howard Park Ave. to Ritchie Ave. (No. 2 Howard Park Ave.-2145 Dundas St. W)

Block 4: Ritchie Ave. to Roncesvalles Ave. (No. 2157-2201)

	<p>2201</p>	<p>1911 THR</p>	<p>Landmark Community Building - Bank</p>	<p>Listed and Designated</p>
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