

PH4.1 Attachment 5 - Part 1



Cultural Heritage Resource Assessment

Don Mills Crossing



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EXECUTIVE SUMMARY

Archaeological Services Inc. (A.S.I.) was contracted by the City of Toronto to conduct a Cultural Heritage Resource Assessment (C.H.R.A.) to ensure that properties of cultural heritage value or interest are appropriately identified, understood and conserved as part of an up-to-date planning framework for the Don Mills and Eglinton area. This C.H.R.A. is intended to identify and evaluate potential cultural heritage resources within the C.H.R.A. Study Area. The results of the C.H.R.A. will inform and guide the development of the Don Mills Crossing Secondary Plan that will provide for a new connected network of streets, parks, open spaces and natural areas around which a complete community will develop. The C.H.R.A. will also identify potential heritage properties to be reviewed by City Planning Division to take forward for inclusion on the City of Toronto's Heritage Register.

The Study Area is located to the northeast of downtown Toronto between the Canadian National Railway (C.N.R.) line to the east, Leslie Street to the west, Barber Greene Road and Green Belt Drive to the north, and the C.N.R. line to the south. The Study Area includes two named neighbourhoods, the south portion of Don Mills and the entirety of Flemingdon Park and is centred on the intersection of Don Mills Road and Eglinton Avenue East. The Study Area for this C.H.R.A. generally sits between the east and west branches of the Don River and comprises valley lands, tablelands, residential, industrial and institutional properties as well as some commercial properties. The industrial properties primarily incorporate office and light industrial functions. Institutional properties include cultural centres, churches, and schools.

This C.H.R.A. is a result of a one-year project conducted in three phases. Phase 1 included background research to establish a thematic history, determine character areas and screen properties to identify and prioritize known and potential cultural heritage resources to be evaluated further in Phase 2. Phase 2 involved evaluating thirty prioritized properties of potential cultural heritage value and drafting proposed Statements of Significance for those properties recommended for inclusion on the City of Toronto's Heritage Register. At the end of each of Phases 1 and 2 a Technical Memo was submitted to report on the findings. The reporting phase, Phase 3, consisted of the preparation of the final C.H.R.A. report presenting research, analysis and findings compiled as part of Phases 1 and 2.

The results of the background historical research, review of secondary source material and field survey work revealed a Study Area which was intensively redeveloped from agricultural lands in the middle of the twentieth century. The main period of development for the area began in 1951 and continued through the 1970s. Construction in the area slowed dramatically after 1980. There are no extant buildings from the pre-1951 periods. However, the Study Area is strongly characterized by natural landscape features that influenced its development in the mid-twentieth century and also retains known and potential archaeological resources.



Following the Phase 1 screening, 30 properties were recommended to advance to the next phase of heritage evaluation. The evaluation of these 30 properties has determined that 19 properties meet the provincial criteria under Ontario Regulation 9/06 (O. Reg. 9/06) of the *Ontario Heritage Act*. Most of the identified properties are located within the planned communities of Don Mills and Flemingdon Park and have design, historical and/or contextual values. These properties retain buildings and landscape features that are: early or representative examples of the International Style and of modernist design principles; early examples of the use or application of construction methods or materials engineered in the mid-twentieth century; associated with significant architects, builders, or designers; and valued for their craftsmanship or artistic merit.

The results of this assessment determined that 19 properties of cultural heritage value or interest are recommended for consideration for inclusion on the City of Toronto's Heritage Register. An additional eight properties were considered to have limited cultural heritage value as they met one of the criteria outlined in O. Reg. 9/06. These eight properties, however, have not been recommended for inclusion on the Heritage Register by A.S.I. at this time based on available information. The recommendations made in the C.H.R.A. will provide a basis for the City Planning Division to review and evaluate and will contribute to the City's final list of potential heritage resources recommended for inclusion on the Heritage Register.

In completing the C.H.R.A. and identifying heritage resources this assessment assists the City Planning Division to meet the requirements of the Provincial Policy Statement by encouraging a sense of place through the promotion of well-designed built form and cultural planning, and the conservation of features that help to define the area's character.

Based on the results of the assessment, the following conclusions have been reached:

1. The Don Mills Crossing Cultural Heritage Resource Assessment was developed in accordance with the City of Toronto's Official Plan policies, and in support of the Don Mills Crossing Secondary Plan study.
2. The C.H.R.A. has identified heritage resources developed between 1950-1970 and reflecting application of Modernist design principles. It has also recognized that many of these properties together establish and contribute to the area's distinct character and setting as a planned mid-twentieth-century mixed use area that applied Garden City planning principles and emphasized integration of residential, institutional and industrial buildings into landscaped settings that were both aesthetically pleasing and functional.
3. The City Planning Division will use this C.H.R.A. as a basis for analysis to inform a list of potential heritage resources recommended for inclusion on the Heritage Register. This information is summarized in Table 6: Summary of Evaluation Results.



4. The C.H.R.A. describes the context of the Don Mills and Eglinton area, providing a foundation for the Don Mills Crossing Secondary Plan cultural heritage policies, informing views and vistas, built form, public realm design and commemoration.
5. The C.H.R.A. provides a resource for the design of the public realm within the Cultural Heritage Resource Assessment Study Area outside the Don Mills Secondary Plan Area. Improvements to the public realm within the broader C.H.R.A. Study Area should respond to the cultural heritage value, heritage attributes and character of the natural and cultural heritage as described in this C.H.R.A.
6. The C.H.R.A. provides the background information for the City Planning Division to further evaluate and identify potential Cultural Heritage Landscapes in the Don Mills and Eglinton area and surrounding neighbourhoods and valley lands in accordance with the Provincial Policy Statement.

Properties Recommended for Inclusion on the City of Toronto's Heritage Register

81 Barber Greene Road
789 Don Mills Road
849 Don Mills Road
1200 Eglinton Avenue East
15 Gervais Drive
33 Green Belt Drive
61 Grenoble Drive
95 Leeward Glenway
1123 Leslie Street
1135 Leslie Street
44-52 Prince Andrew Place
18-22 St. Dennis Drive
4 Vendome Place
6-8 Vendome Place
20 Wynford Drive
39 Wynford Drive
50 Wynford Drive
90 Wynford Drive
100 Wynford Drive



1.0 INTRODUCTION

Archaeological Services Inc. (A.S.I.) was contracted by the City of Toronto to conduct a Cultural Heritage Resource Assessment (C.H.R.A.) to ensure that properties of cultural heritage value or interest are appropriately identified, understood and conserved as part of an up-to-date planning framework for the Don Mills and Eglinton area. This C.H.R.A. is intended to identify and evaluate potential cultural heritage resources within the C.H.R.A. Study Area. The results of the C.H.R.A. will inform and guide the development of the Don Mills Crossing Secondary Plan that will provide for a new connected network of streets, parks, open spaces and natural areas around which a complete community will develop. The C.H.R.A. will also identify potential heritage properties to be reviewed by City Planning Division to take forward for inclusion on the City of Toronto's Heritage Register.

Don Mills Crossing builds on the work of Eglinton Connects and is examining ways to improve connections to the surrounding area, lay out a network of open spaces and identify community services necessary to support the anticipated growth at the intersection of Don Mills Road and Eglinton Avenue East. This growth will result from the transit infrastructure being constructed as part of the Eglinton Crosstown Light Rail Transit (L.R.T.).

This C.H.R.A. was a one-year project conducted in three phases. At the end of each of Phases 1 and 2 a Technical Memo was submitted to report on the findings. Phase 3 consisted of a compilation of the two technical memos resulting in this C.H.R.A. report.

The purpose of Technical Memo #1 was to report on the Phase 1 findings of the C.H.R.A. and to establish the basis for determination of properties that was the focus of Phase 2. Technical Memo #1 presented the results of key Phase 1 (Analysis and Evaluation of Potential Heritage Properties and Recommendation) tasks including:

- Background document review;
- Primary and secondary source research;
- Development of a thematic framework;
- Refinement of archaeological potential;
- Study area survey;
- Mapping and analysis of sub-area characteristics; and
- Screening of properties to identify known and potential cultural heritage resources to be evaluated further in Phase 2.

The purpose of Technical Memo #2 was to report on and advance the Phase 2 (Detailed Evaluation of Identified Properties) findings of the C.H.R.A. Phase 2 focused on heritage evaluation of prioritized properties identified as part of Phase 1. Technical Memo #2 presented the results of key Phase 2 tasks including:

- Research on the evolution of Modernism in Toronto as well as key styles and architects found in the Don Mills Crossing C.H.R.A. Study Area;
- Heritage evaluation of thirty properties based on the application of criteria listed under Ontario Regulation 9/06 of the *Ontario Heritage Act*;
- Completion of research summary and evaluation sheets including Statement of Significance for properties which are recommended for inclusion on the City of Toronto's Heritage Register;
- Completion of research summary and evaluation sheets for properties which are not recommended for inclusion of the City's Heritage Register; and,
- Inclusion of primary reference documents.

The reporting phase, Phase 3, consisted of the preparation of the final C.H.R.A. report presenting research, analysis and findings compiled as part of Phases 1 and 2. The Don Mills Crossing C.H.R.A report provides the following:

- Introduction to the project (Section 1.0);
- A description of the study process, including a summary of public and stakeholder engagement (Section 2.0);
- A description of planning initiatives and studies (Section 3.0);
- A summary of the history and evolution of the study area (Section 4.0);
- A discussion of Modernism in Toronto, including a discussion of property types and architects represented in the properties evaluated as part of the Don Mills Crossing C.H.R.A. (Section 5.0);
- A description of cultural heritage landscape characteristics and the surrounding context (Section 6.0);
- A summary of archaeological potential (Section 7.0);
- An analysis of character areas (Section 8.0);
- An identification of potential cultural heritage resources (Section 9.0); and,
- A summary of results and recommendations (Section 10.0).

1.1 Location and Study Area Description

The Study Area is located to the northeast of downtown Toronto. The Study Area includes two named neighbourhoods, the south portion of Don Mills and the entirety of Flemingdon Park and is centred on the intersection of Don Mills Road and Eglinton Avenue East (Figure 1). The Study Area generally sits between the east and west branches of the Don River and is comprised of valley lands, tablelands, residential, industrial and institutional properties as well as some commercial properties. The industrial properties primarily incorporate office and light industrial functions. Institutional properties include cultural centres, churches, and schools. In accordance with the Request for Proposal (R.F.P.), the Study Area is organized into three zones.



Area A has been the subject of prior review² while Areas B and C have not been previously studied. Areas A, B and C were all given the same detailed level of screening as part of this C.H.R.A. during Phase 1.



Figure 1: Study area boundary for the Don Mills Crossing C.H.R.A. showings areas A, B and C. (Source A.S.I., 2018).

² Prior review of Area A was included in: Cultural Heritage Resource Assessment Report (Unterman McPhail Associates February 2010); and Eglinton Connects, Volume 1 Appendix A: Heritage Analysis: Streetscape Character Areas and Heritage Resource Inventory (ERA Architects October 2013 and 2016).

2.0 STUDY PROCESS

This section presents the consultant study team and provides details on the range of background documents and spatial data that was reviewed as part of the Don Mills Crossing C.H.R.A. This section also includes a list of potential heritage properties that were identified in the background materials and provides a summary of the public and stakeholder engagement program that was undertaken as part of this study.

2.1 Study Team

Project Manager and Lead Cultural Heritage Specialist

Rebecca Sciarra, MA, CAHP.

Principal Heritage Specialist, Partner

Research and Survey Lead

Annie Veilleux, MA, CAHP

Senior Heritage Specialist, Manager, Cultural Heritage Division

Project Administrator:

Carol Bella, Hon. BA

Archaeologist, Executive Assistant - Operations Division

Survey Specialist:

James Neilson, MES (Planning)

Cultural Heritage Specialist

Technical Lead:

Kristina Martens, BA, Dip. Heritage Conservation

Cultural Heritage Specialist

Cultural Heritage Technician:

Laura Wickett, Hon. BA, Dip. Heritage Conservation

Cultural Heritage Technician

Field Review:

Rebecca Sciarra, Annie Veilleux, James Neilson, Kristina Martens



Field Assistants:

Adam Long, MSc
Archaeologist, Field Director

Andrew Sparling, Hon. BA
Field Archaeologist

Report Preparation:

Kristina Martens, James Neilson, Laura Wickett

Hannah Brouwers, Hon. BA
Archaeologist, Laboratory Coordinator

Graphics Preparation:

Jonas Fernandez, MSc
Staff Archaeologist and Geomatics Specialist

Report Reviewers:

Rebecca Sciarra, Annie Veilleux

2.2 Background Document Review

Portions of the Study Area have been the subject of previous studies, in particular the Eglinton Avenue East corridor as part of planning and design for the Eglinton Crosstown L.R.T. line and anticipated growth of the area. The following documents were reviewed as part of this C.H.R.A.:

- Eglinton Connects (City of Toronto Planning Study, 2016)
- Eglinton Connects, Volume 1 Appendix A: Heritage Analysis: Streetscape Character Areas and Heritage Resource Inventory (E.R.A. Architects October 2013 and 2016)
- Cultural Heritage Resource Evaluation Report, Ontario Science Centre, 770 Don Mills Road (Unterman McPhail Associates August 2013)
- Cultural Heritage Resource Assessment Report: Built Heritage Resources and Cultural Heritage Landscapes, Preliminary Planning for a Transit Assessment Study, Eglinton Crosstown Light Rail Transit (L.R.T.) Martin Grove Road to Kennedy T.T.C. Station Lester B. Pearson International Airport Extension, City of Toronto, City of Mississauga, Ontario (Unterman McPhail Associates February 2010)
- 844 Don Mills Road and 1150 Eglinton Avenue East (Wynford Green) background files, 2006-2017:
 - Staff Report, Intention to Designate under Part IV, Section 29 of the *Ontario Heritage Act* – 844 Don Mills Road and 1150 Eglinton Avenue East (City of Toronto September 7, 2016)



- Letter regarding PB17.11 Intention to Designate under Part IV, Section 29 of the *Ontario Heritage Act* – 844 Don Mills Road and 1150 Eglinton Avenue East (Ward 26) (North York Community Preservation Panel September 14, 2016)
- Design Review Panel Celestica Staff Presentation V2 (City of Toronto October 12, 2017)k
- Design Review Panel Minutes Meeting 67, Wynford Green Master Plan – 844 Don Mills (Design Review Panel October 12, 2017)
- Wynford Green Presentation (Design Review Panel March 2, 2016)
- Wynford Green Presentation (Design Review Panel October 12, 2017)
- Heritage Impact Statement for Wynford Green, 1150 Eglinton Avenue East / 844 Don Mills Road, Toronto (Goldsmith Borgal & Company Ltd. Architects October 13, 2016)
- North York Modern Inventory – Inclusion of Eight Properties on the City of Toronto Inventory of Heritage Properties (Ward 26 – Don Valley West) (City of Toronto February 14, 2006)
- Wynford Green Master Plan
- Stage 1 Archaeological Assessment for the Proposed Wynford Green Development (former Celestica/I.B.M. Lands), City of Toronto. (A.M. Archaeological Associates August 29, 2016)
- Don Mills Crossing:
 - Don Mills Crossing Profile (Phase 1) (City of Toronto December 2016)
 - Don Mills Crossing Natural Heritage Existing Conditions Report (T.R.C.A. December 2016)
 - Don Mills Crossing Public Realm Plan: A Framework for a New Secondary Plan (Phase 2) (City of Toronto October 2017)
 - Don Mills Crossing – Phase 2 Report (City of Toronto October 27, 2017)
 - Don Mills Crossing Consultation Summary (City of Toronto September 27, 2017)
 - Don Mills and Eglinton Study – ‘Don Mills Crossing’ Minutes Meeting 2 (Design Review Panel March 2, 2017)
 - Don Mills Crossing Proposals Report and Draft Secondary Plan (June 2018)
- Development Applications in the Study Area
- Development History: Don Mills and Eglinton (Corinna Prior for City of Toronto 2016)
- Archaeological assessments received from the City of Toronto (6) and an additional 15 received from the Ministry of Tourism Culture and Sport or on file at A.S.I.

2.3 Spatial Data Received and Assessed

The following data sets were received from the City of Toronto:

- Study area
- Built form data including:



- Year built
- Gross Floor Area
- Number of residential units
- Heights in storeys
- Lot area
- Width of lot frontages
- Toronto Region Conservation Authority (T.R.C.A.) Mapping
- LiDAR data³

The following data sets were accessed via the City of Toronto Open Data website:

- Land use data
- Georeferenced ortho imagery
- Road line data, including water line and water body data
- Property parcel data
- Address data
- Building footprints
- Land cover
- Heritage Register data

2.4 Potential Heritage Properties Identified in Background Materials

A total of eight properties within the Don Mills Crossing C.H.R.A. Study Area are listed on the City of Toronto Heritage Register (Table 1).

Table 1: Properties listed on the City of Toronto Heritage Register

Parcel I.D.	Municipal Address	Heritage Status at January 18, 2019
18	770 Don Mills Rd	Listed
23	844 Don Mills Rd	Listed; intention to designate
32	1150 Eglinton Ave E	Listed; intention to designate
79	6-8 Garamond Crt	Listed
84	55 Gateway Blvd	Listed
91	19 Green Belt Dr	Listed
205	10 St Dennis Dr	Listed
303	123 Wynford Dr	Listed

³ LiDAR data is on file at A.S.I., received under the terms of an existing data sharing agreement with the City of Toronto.

Background reports and sources which made recommendations for potential heritage properties include:

- North York's Modernist Architecture (North York 1997, reprinted 2009)
- North York's Modernist Architecture Revisited (E.R.A. 2010)
- Cultural Heritage Resource Assessment Report: Built Heritage Resources and Cultural Heritage Landscapes, Preliminary Planning for a Transit Assessment Study, Eglinton Crosstown Light Rail Transit (L.R.T.) Martin Grove Road to Kennedy T.T.C. Station Lester B. Pearson International Airport Extension, City of Toronto, City of Mississauga, Ontario (Unterman McPhail Associates February 2010)
- Eglinton Connects, Volume 1 Appendix A: Heritage Analysis: Streetscape Character Areas and Heritage Resource Inventory (E.R.A. Architects October 2013 and 2016)

Each of the reports had different purposes and thus focused on differing study areas. The 1997 North York's Modernist Architecture inventory as well as the 2010 version reviewed the whole of North York and thus covered the entirety of the Study Area. The 2010 C.H.R.A. reviewed resources adjacent to Eglinton Avenue East through the Study Area. Eglinton Connects had a focus area at the intersection of Don Mills Road and Eglinton Avenue East which incorporated the northeast, southeast and southwest corners though the Streetscape Character Areas identified properties beyond this focus area. The properties identified as potential heritage properties in previous reports are collated (Table 2) and mapped (Figure 2).

Table 2: Potential Heritage Properties identified in previous reports

Parcel Id	Municipal Address	North York Modern Inventory (1997, 2010)	C.H.R.A. (Unterman McPhail, 2010)	Eglinton Connects (E.R.A. 2013)
2	81 Barber Greene Rd	Yes	No	No
10	1 Deauville Lane	No	No	Yes
15	735 Don Mills Rd	No	No	Yes
16	747 Don Mills Rd	No	No	Yes
18	770 Don Mills Rd	Yes	Yes	Yes
19	789 Don Mills Rd	Yes	No	No
20	797 Don Mills Rd	Yes	No	No
23	844 Don Mills Rd	Yes	Yes	No
24	849 Don Mills Rd	No	No	Yes
29	5 Dufresne Crt	No	No	Yes
30	10 Edgecliff Golfway	No	No	Yes
31	20 Edgecliff Golfway	No	No	Yes
32	1150 Eglinton Ave E	Yes	Yes	Yes
33	1200 Eglinton Ave E	No	No	Yes

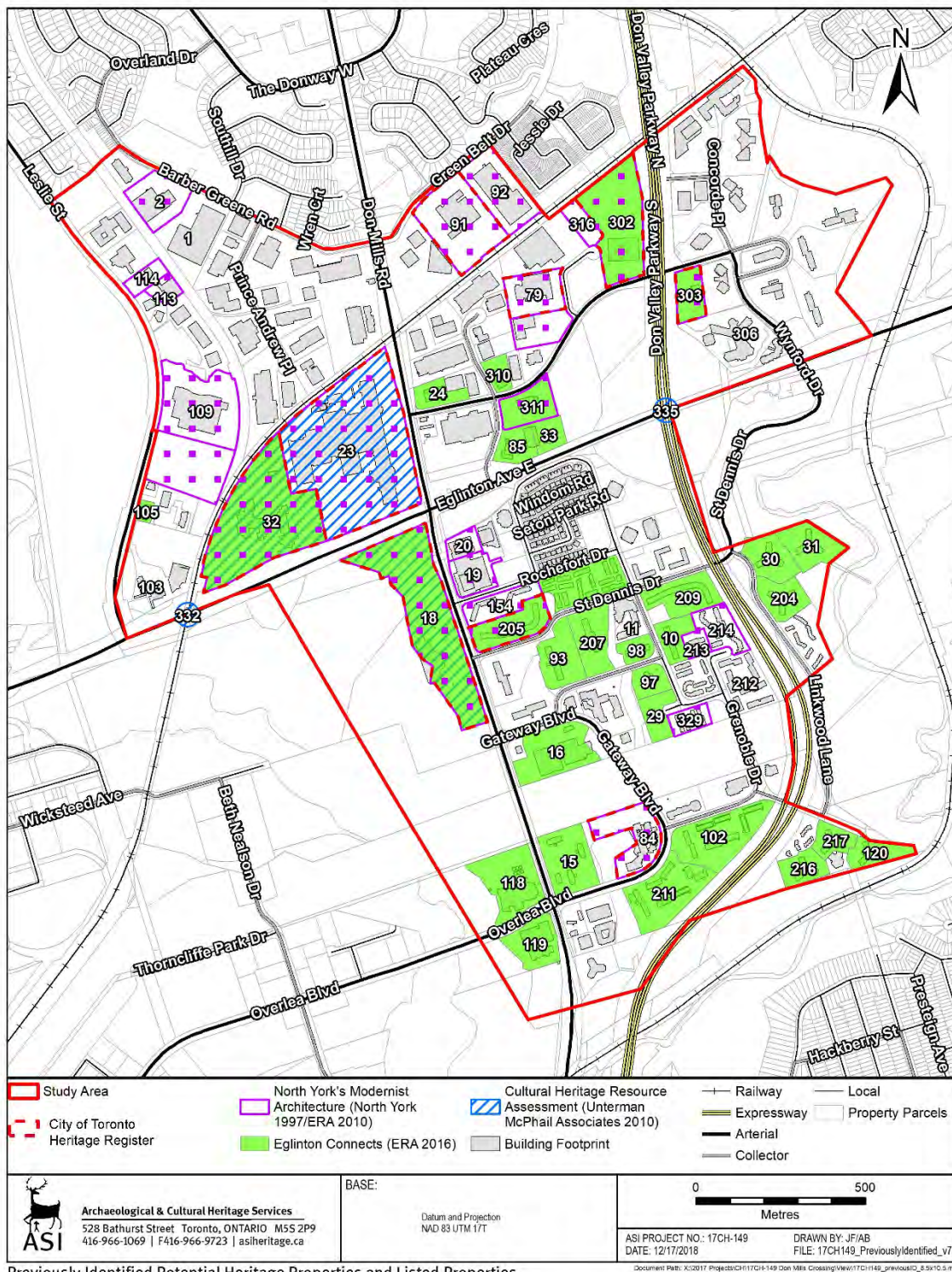
Parcel Id	Municipal Address	North York Modern Inventory (1997, 2010)	C.H.R.A. (Unterman McPhail, 2010)	Eglinton Connects (E.R.A. 2013)
79	6-8 Garamond Crt	Yes	No	No
84	55 Gateway Blvd	Yes	No	No
85	15 Gervais Dr	No	No	Yes
91	19 Green Belt Dr	Yes	No	No
92	33 Green Belt Dr	Yes	No	No
93	10 Grenoble Dr	No	No	Yes
97	45 Grenoble Dr	No	No	Yes
98	48 Grenoble Dr	No	No	Yes
103	1075 Leslie St	No	No	No
102	95 Leeward Glenway	No	No	Yes
105	1101 Leslie St	No	No	Yes
108	1121 Leslie St	Yes ⁷	No	No
109	1123 Leslie St	Yes	No	No
113	1133 Leslie St	Yes	No	No
114	1135 Leslie St	Yes	No	No
118	130 Overlea Blvd	No	No	Yes
119	135 Overlea Blvd	No	No	Yes
120	60 Pavane Linkway	No	No	Yes
204	5 Shady Golfway	No	No	Yes
205	10 St Dennis Dr	Yes	No	Yes
207	25 St Dennis Dr	No	No	Yes
209	31 St Dennis Dr	No	No	Yes
211	10 Sunny Glenway	No	No	Yes
213	4 Vendome Pl	Yes	No	No
214	6-8 Vendome Pl	Yes	No	No
216	15 Vicora Linkway	No	No	Yes
217	5 Vicora Linkway	No	No	Yes
302	100 Wynford Dr	Yes	No	Yes
303	123 Wynford Dr	Yes	No	Yes
310	20 Wynford Dr	No	No	Yes
311	39 Wynford Dr	Yes	No	Yes
315	70 Wynford Dr ⁸	Yes	No	No
316	90 Wynford Dr	Yes	No	No

⁷ The building at 1121 Leslie St has been demolished since the publishing of the North York Modern Inventory.

⁸ The building of interest at 70 Wynford Drive has been demolished since the publishing of the North York Modern Inventory. A new building was constructed in 1997.

Parcel Id	Municipal Address	North York Modern Inventory (1997, 2010)	C.H.R.A. (Unterman McPhail, 2010)	Eglinton Connects (E.R.A. 2013)
329	61 Grenoble St	No	No	No
332	Eglinton Avenue under CPR (Structure I.D. 124)	No	Yes	No
335	Don Valley Parkway at Eglinton Avenue East	No	Yes (C.H.L.)	No

Discussion with the City of Toronto also confirmed that bridge crossings within the Study Area should be reviewed. Accordingly, crossing locations were reviewed as part of this study.



Previously Identified Potential Heritage Properties and Listed Properties

Figure 2: Previously identified potential heritage properties. (Source: A.S.I. 2018).

2.5 Public and Stakeholder Engagement

2.5.1 February 26, 2018: North York Community Preservation Panel

Toronto City Planning staff from Heritage Preservation Services and Strategic Initiatives, together with A.S.I., presented the Don Mills Crossing C.H.R.A. to the North York Community Preservation Panel (N.Y.C.P.P.) on February 26, 2018.

The N.Y.C.P.P. members confirmed the importance of undertaking the heritage study and identification of cultural heritage resources in the Study Area as part of a larger city planning study. They commented on the Phase 1 work that discussed the history and evolution of the Study Area, the identified historical themes and character areas, particularly in the southern Don Mills industrial and Wynford Drive area, Flemington Park residential area, and the crucial role that IBM's headquarters building played in the early development of the area.

The N.Y.C.P.P. expressed the importance and significance of the natural topography to the area. Following the survey and concession roads, railways had been the first significant intervention in the landscape followed by Hurricane Hazel and Zoning By-laws whose changes had had an impact on tree cover in the area. Panel members reiterated that one of the primary characteristics of the Study Area was the Don River and ravine system combined with the planned relationship between landscaped open space and built form. In this regard, they expressed the importance of integrating identification of Cultural Heritage Landscapes into existing and future planning processes.

The N.Y.C.P.P. members recommended that A.S.I. indicate in their final text the important influence of the earliest industrial buildings on those built after. They asked A.S.I. to discuss their approach and methodology in identifying the potential heritage properties located in the southeast section of the Study Area. The members also commented on some specific properties and sites and their potential identification for inclusion on the City of Toronto's Heritage Register.

In addition to the session with the N.Y.C.P.P., other public meetings which included discussions of heritage were held to receive feedback and review at various points in the Don Mills Crossing study. The feedback received at those meetings has been summarized below.

2.5.2 October 13, 2016: Don Mills Crossing Study Launch & Public Meeting

Don Mills Crossing's first public consultation meeting took place on Thursday October 13, 2016, at the Ontario Science Centre at 770 Don Mills Road. The format was an open house with a presentation.



The development history and architecture of the Study Area was a point of interest for those in attendance as Don Mills and Eglinton contains an interesting collection of corporate and institutional buildings. Some participants expressed a desire for this employment and industrial character to continue through the retention of some of these uses, interesting buildings reflective of the architectural period in which the area was developed, or both.

2.5.3 June 27 & 28, 2017: Don Mills Crossing Study Emerging Public Realm Plan Meeting and Open House

Don Mills Crossing's Meeting and Open House on the Emerging Public Realm Plan took place over two consecutive days in two different locations within the C.H.R.A. Study Area. The first event was held on Tuesday June 27, 2017 at the Japanese Canadian Cultural Centre at 6 Garamond Court. The second event took place on Wednesday June 28 at the Dennis R. Timbrell Resource Centre at 29 St. Dennis Drive. The format was an open house with presentation.

Some participants commented on the importance of retaining the Parkin Building at 1150 Eglinton Avenue East to reuse for multiple programming uses, acting as a community hub with public and private events, similar to the Wychwood Barns or Swansea Town Hall Community Centre. Retaining the landscape setting of this building was identified as important. Other participants commented on the historic significance of 844 Don Mills Road, the potential for reuse, and maintaining the view lines to this building from Don Mills Road.

2.5.4 September 27, 2017: Don Mills Crossing Study and Celestica Lands Development Application Community Meeting, Open House, and Breakout Discussions

On Wednesday, September 27, 2017, the City of Toronto Planning Division hosted a community meeting to present updates and receive the community's feedback on the Celestica Lands development application and Don Mills Crossing Planning Study. The format of the meeting was an Open House followed by presentations and breakout discussions on four key themes: Public Realm and Connections, Parks, Open Spaces, and Community Facilities, Land Use and Building Types, and Transportation. Heritage matters were included under Land Use and Building Types.

The Celestica lands development application which has since been approved, proposes a mix of housing options, new office buildings, and retained heritage features of the 844 Don Mills Road and 1150 Eglinton Avenue East. Generally, the community supported the proposed mix of uses, and the retention of the unique design above the heritage building at 1150 Eglinton Avenue East. However, participants expressed concerns about the proposed heights of the towers above the heritage building at 1150 Eglinton Avenue East. Participants noted that the towers competed with the heritage features of the existing building and affected views along Eglinton Avenue.



Participants also expressed the need to consider options for retaining the heritage features at 844 Don Mills Road and the opportunity for a new school at the southwest corner of Eglinton and Don Mills, currently zoned institutional).

2.5.5 April 19, 2018: Don Mills Crossing Study Open House on Proposed Policy Directions and Mobility Plan Preferred Solution

On Thursday, April 19, 2018, City Planning staff hosted an Open House at the Ontario Science Centre. The purpose of the meeting was to present Don Mills Crossing's proposed Secondary Plan policy directions and Mobility Plan Preferred Solution for review and feedback. The format of the meeting was an Open House with panels on the proposed policy directions.

Participants expressed interest in the thematic heritage areas and how they could be considered as the area evolves, with some thematic heritage areas potentially requiring further study. Participants questioned the Parkin building would relate to the density proposed for that site (through the redevelopment of the Celestica Lands). Participants also suggested prioritizing the adaptive reuse of heritage properties, where possible.

3.0 PLANNING INITIATIVES AND STUDIES

3.1 Planning Policy

The conservation of cultural heritage resources is an integral component of good planning, contributing to a sense of place, economic prosperity, and healthy and equitable communities. Heritage conservation in Ontario is required under the *Planning Act* and *Provincial Policy Statement* and is enabled through the *Ontario Heritage Act*. The City of Toronto's Official Plan implements provincial planning policy and provides policies to guide decision making within the city.

Good planning within the provincial and municipal policy framework has at its foundation an understanding and appreciation for places of historic significance, and ensures they are conserved alongside the pursuit of other provincial interests. Heritage resources may include buildings, structures, monuments, and geographic areas that have cultural heritage value or interest to a community, including an Aboriginal community.

The *Planning Act, R.S.O. 1990* establishes the foundation for land use planning in Ontario, describing how land can be controlled and by whom. Section 2 of the *Planning Act* identifies heritage conservation as a matter of provincial interest and directs that municipalities shall have regard to the conservation of features of significant architectural, historical, archaeological or scientific interest. Heritage conservation may also contribute to other matters



of provincial interest, such as the promotion of built form that is well-designed, and that encourages a sense of place.

The *Planning Act* requires that all decisions affecting land use planning matters shall conform to the *Growth Plan for the Greater Golden Horse Shoe* (2017) and shall be consistent with the *Provincial Policy Statement*, both of which position heritage as a key component in supporting key provincial principles and interests.

The *Provincial Policy Statement* (2014) provides policy direction on land use planning in Ontario and is to be used by municipalities in the development of their official plans and to guide and inform decisions on planning matters, which must be consistent with the *Provincial Policy Statement*. The *Provincial Policy Statement* articulates how and why heritage conservation is a component of good planning, explicitly requiring the conservation of cultural heritage and archaeological resources, alongside the pursuit of other provincial interests. The *Provincial Policy Statement* does so by linking heritage conservation to key policy directives, including building strong healthy communities, the wise use and management of resources, and protecting health and safety.

Section 1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development states that long-term economic prosperity is supported by, among other considerations, the promotion of well-designed built form and cultural planning, and the conservation of features that help define character. Section 2.6 Cultural Heritage and Archaeology subsequently directs that "significant built heritage resources and significant cultural heritage landscapes shall be conserved". Through the definition of conserved, built heritage resources, cultural heritage landscape and protected heritage property the *Provincial Policy Statement* identifies the *Ontario Heritage Act* as the primary legislation through which heritage conservation will be implemented.

The *Growth Plan for the Greater Golden Horseshoe* (2017) builds on the *Provincial Policy Statement* to establish a land use planning framework that supports complete communities, a thriving economy, a clean and healthy environment and social equity. Section 1.2.1 Guiding Principles states that policies in the plan seek to, among other principles, "conserve and promote cultural heritage resources to support the social, economic, and cultural well-being of all communities, including First Nations and Metis communities". Cultural heritage resources are understood as being irreplaceable, and are significant features that provide people with a sense of place. Section 4.2.7 Cultural Heritage Resources directs that cultural heritage resources will be conserved in order to foster a sense of place and benefit communities, particularly in strategic growth areas.

The *Ontario Heritage Act* is the key provincial legislation for the conservation of cultural heritage resources in Ontario. It regulates, among other things, how municipal councils can identify and protect heritage resources, including archaeology, within municipal boundaries. This is largely achieved through listing on the City's Heritage Register, designation of individual



properties under Part IV of the *Ontario Heritage Act*, or designation of districts under Part V of the *Ontario Heritage Act*.

The *Ontario Heritage Act* requires that the owners of properties on the heritage register receive consent from council prior to undertaking any alteration that may affect their property's heritage attributes. It stipulates timelines for the submission of applications and a decision by Council, as well as the process for appealing decisions of council, either to the Conservation Review Board or the Local Planning Appeal Tribunal.

The City of Toronto's *Official Plan* (2015) contains a number of policies related to properties on the City's Heritage Register and properties adjacent to them, as well as the protection of areas of archaeological potential. Stressing the role that heritage conservation plays in city-building, Section 3.1.5 of the *Official Plan* states that, "Cultural heritage is an important component of sustainable development and place making. The preservation of our cultural heritage is essential to the character of this urban and liveable City that can contribute to other social, cultural, economic and environmental goals of the City."

Policy 3.1.5.14 directs that potential and existing properties of cultural heritage value or interest, including cultural heritage landscapes and Heritage Conservation Districts, will be identified and included in area planning studies and plans with recommendations for further study, evaluation and conservation. The pro-active listing of properties is intended to give greater clarity to property owners with regards to the City's interest and the application of *Official Plan* policies.

Policy 3.1.5.4 states that heritage resources on the City's Heritage Register will be conserved and further, Policy 3.1.5.6 encourages the adaptive re-use of heritage properties. Additionally, Policy 3.1.5.26 states that, when new construction on, or adjacent to, a property on the Heritage Register does occur, it will be designed to conserve the cultural heritage values, attributes and character of that property and will mitigate visual and physical impacts on it. Further, Policy 3.1.5.27 discourages the retention of façades alone and encourages conservation of whole or substantial portions of buildings.

The conservation of heritage resources can be achieved alongside other provincial interests, and is, as established by the *Provincial Policy Statement* and implemented through the *Planning Act*, *Ontario Heritage Act*, *Growth Plan for the Greater Golden Horse Shoe* and *Official Plan*, a component of good planning. Heritage conservation is a key consideration in the provincial planning framework, and the City of Toronto has a responsibility to ensure that heritage resources are conserved.

3.2 Don Mills Crossing Study

Heritage is not limited to its landmarks, views and landscapes, rather, residents also value the contribution that heritage brings to their local neighbourhoods. It is these everyday historic places where lives are played out. Understanding local character means that, as places change, they can still hold onto what makes them distinct and, for this reason, it is necessary to ensure that development integrates with the surrounding context and adds value.

Properties currently listed on the City of Toronto Heritage Register will be conserved in accordance with relevant legislation, including the Official Plan's heritage conservation policies, the *Ontario Heritage Act*, and the *Provincial Policy Statement*, and also with regard to the *Standard and Guidelines for the Conservation of Historic Places in Canada*.

This Cultural Heritage Resource Assessment informs the Don Mills Crossing Study, an initiative led by the City of Toronto that examines ways to focus and shape anticipated growth around the intersection of Don Mills Road and Eglinton Avenue East. The Study is anchored by the transit infrastructure being constructed as part of the Crosstown L.R.T., and includes consideration for investment in employment lands, public realm and built form direction, new affordable housing and community services and facilities, and connections to the area's natural heritage.

Don Mills Crossing is a three-phase study. Launched in 2016, it addressed City Council's direction originating from the adoption of Eglinton Connects in May 2014 and a settlement of an Ontario Municipal Board appeal of O.P.A. 231 for the Celestica Lands located in Study Area A.

Phase 1 was completed in January 2017 and resulted in the Don Mills Crossing Profile Report, which was adopted by City Council. In November 2017, City Council adopted the Don Mills Crossing Public Realm Plan Report which marked the conclusion of Phase 2 and was the framework upon which the draft Secondary Plan was prepared.

The study is now in its third phase. A Proposals Report and Draft Secondary Plan was adopted by City Council at its meeting in June 2018. The Draft Secondary Plan advances a vision of Don Mills and Eglinton as a distinct and complete community that celebrates the natural heritage of the Don River Valley system and builds on the area's tradition of cultural and technological innovation. The final Secondary Plan is anticipated to be complete in the first half of 2019.

4.0 HISTORY AND EVOLUTION OF THE STUDY AREA

4.1 Physiography

The Study Area is situated on the tablelands of the Don River, within the Don River watershed, which follows a west and east branch from its headwaters on the Oak Ridges Moraine and drains into Lake Ontario in downtown Toronto at the Keating Channel, an area of approximately



360 square kilometres (Toronto and Region Conservation Authority n.d.). These branches intersect the old Lake Iroquois beach and transect the Peel Plain and South Slope physiographic regions, their confluence approximately at the intersection of Don Mills Road and the Don Valley Parkway (Chapman and Putnam 1984:103–104). The once-lower water levels that immediately followed the draining of glacial Lake Iroquois, and the resulting lower erosional base levels, created the deeply entrenched valley of the lower Don. This entrenchment is on the order of 30 metres below the surrounding upland in places, including along the Study Area. The higher base levels that have resulted from the re-filling of the Lake Ontario basin have caused the river to meander, widening the floodplain in the lower reaches to a maximum of around 750 metres.

4.2 Indigenous Land Use and Settlement (13,000 B.P. – Present)

Southern Ontario has been occupied by human populations since the retreat of the Laurentide glacier approximately 13,000 years before present (B.P.) (Ferris 2013). Populations at this time would have been highly mobile, inhabiting a boreal-parkland similar to the modern sub-arctic. By approximately 10,000 B.P., the environment had progressively warmed (Edwards and Fritz 1988) and populations now occupied less extensive territories (Ellis and Deller 1990).

Between approximately 10,000-5,500 B.P., the Great Lakes basins experienced low-water levels, and many sites which would have been located on those former shorelines are now submerged. This period produces the earliest evidence of heavy wood working tools, an indication of greater investment of labour in felling trees for fuel, to build shelter, and watercraft production. These activities suggest prolonged seasonal residency at occupation sites. Polished stone and native copper implements were being produced by approximately 8,000 B.P.; the latter was acquired from the north shore of Lake Superior, evidence of extensive exchange networks throughout the Great Lakes region. The earliest evidence for cemeteries dates to approximately 4,500-3,000 B.P. and is indicative of increased social organization, investment of labour into social infrastructure, and the establishment of socially prescribed territories (Ellis et al. 1990, 2009; Brown 1995:13).

Between 3,000-2,500 B.P., populations continued to practice residential mobility and to harvest seasonally available resources, including spawning fish. Exchange and interaction networks broaden at this time (Spence et al. 1990:136, 138) and by approximately 2,000 B.P., evidence exists for macro-band camps, focusing on the seasonal harvesting of resources (Spence et al. 1990:155, 164). It is also during this period that maize was first introduced into southern Ontario, though it would have only supplemented people's diet (Birch and Williamson 2013:13–15). Bands likely retreated to interior camps during the winter. It is generally understood that these populations were Algonquian-speakers during these millennia of settlement and land use.

From approximately 1,000 B.P. until approximately 300 B.P., lifeways became more similar to that described in early historical documents. During the Early Iroquoian phase (A.D. 1000-1300),



the communal site is replaced by the village focused on horticulture. Seasonal disintegration of the community for the exploitation of a wider territory and more varied resource base was still practiced (Williamson 1990:317). By the second quarter of the first millennium B.P., during the Middle Iroquoian phase (A.D. 1300-1450), this episodic community disintegration was no longer practiced and populations now communally occupied sites throughout the year (Dodd et al. 1990:343). In the Late Iroquoian phase (A.D. 1450-1649) this process continued with the coalescence of these small villages into larger communities (Birch and Williamson 2013). Through this process, the socio-political organization of the First Nations, as described historically by the French and English explorers who first visited southern Ontario, was developed. By A.D. 1600, the communities within Simcoe County had formed the Confederation of Nations encountered by the first European explorers and missionaries. In the 1640s, the traditional enmity between the Haudenosaunee⁹ and the Huron-Wendat (and their Algonkian allies such as the Nipissing and Odawa) led to the dispersal of the Huron-Wendat.

After the dispersal of the Huron-Wendat from southern Ontario, the Haudenosaunee established a series of settlements at strategic locations along the trade routes inland from the north shore of Lake Ontario, including Teiaiagon, near the mouth of the Humber River; and Ganestiquiagon, near the mouth of the Rouge River. Their locations near the mouths of the Humber and Rouge Rivers, two branches of the Toronto Carrying Place, strategically linked these settlements with the upper Great Lakes through Lake Simcoe. The west branch of the Carrying Place followed the Humber River valley northward over the drainage divide, skirting the west end of the Oak Ridges Moraine, to the East Branch of the Holland River. Another trail followed the Don River watershed.

When the Senecas established Teiaiagon at the mouth of the Humber, they were in command of the traffic across the peninsula to Lake Simcoe and the Georgian Bay. Later, Mississauga and earliest European presence along the north shore, was therefore also largely defined by the area's strategic importance for accessing and controlling long established economic networks. Prior to the arrival of the Seneca, these economic networks would have been used by indigenous groups for thousands of years. While the trail played an important part during the fur trade, people would also travel the trail in order to exploit the resources available to them across south-central Ontario, including the various spawning runs, such as the salmon coming up from Lake Ontario or herring or lake trout in Lake Simcoe.

Due, in large part, to increased military pressure from the French upon their homelands south of Lake Ontario, the Haudenosaunee abandoned their north shore frontier settlements by the late 1680s, although they did not relinquish their interest in the resources of the area, as they continued to claim the north shore as part of their traditional hunting territory. The territory

⁹ The Haudenosaunee are also known as the New York Iroquois or Five Nations Iroquois and after 1722 Six Nations Iroquois. They were a confederation of five distinct but related Iroquoian-speaking groups - the Seneca, Onondaga, Cayuga, Oneida, and Mohawk. Each lived in individual territories in what is now known as the Finger Lakes district of Upper New York. In 1722 the Tuscarora joined the confederacy.



was immediately occupied or re-occupied by Anishinaabek groups, including the Mississauga, Ojibwa (or Chippewa) and Odawa, who, in the early seventeenth century, occupied the vast area extending from the east shore of Georgian Bay, and the north shore of Lake Huron, to the northeast shore of Lake Superior and into the upper peninsula of Michigan. Individual bands were politically autonomous and numbered several hundred people. Nevertheless, they shared common cultural traditions and relations with one another and the land. These groups were highly mobile, with a subsistence economy based on hunting, fishing, gathering of wild plants, and garden farming. Their movement southward also brought them into conflict with the Haudenosaunee.

Peace was achieved between the Haudenosaunee and the Anishinaabek Nations in August of 1701 when representatives of more than twenty Anishinaabek Nations assembled in Montreal to participate in peace negotiations (Johnston 2004:10). During these negotiations, captives were exchanged and the Iroquois and Anishinaabek agreed to live together in peace. Peace between these nations was confirmed again at council held at Lake Superior when the Iroquois delivered a wampum belt to the Anishinaabek Nations.

In 1763, following the fall of Quebec, New France was transferred to British control at the Treaty of Paris. The British government began to pursue major land purchases to the north of Lake Ontario in the early nineteenth century, the Crown acknowledged the Mississaugas as the owners of the lands between Georgian Bay and Lake Simcoe and entered into negotiations for additional tracts of land as the need arose to facilitate European settlement. On September 23, 1787 the Crown purchased Toronto from the Mississaugas for a sum of £1,700 in cash and goods, however the boundaries of this purchase were not clearly understood and had to be established by a subsequent treaty in 1805 (Benn 2008) and was not settled until 2010 (A.S.I. 2016).

The eighteenth century saw the ethnogenesis in Ontario of the Métis, when Métis people began to identify as a separate group, rather than as extensions of their typically maternal First Nations and paternal European ancestry (Métis National Council n.d.). Living in both Euro-Canadian and Indigenous societies, the Métis acted as agents and subagents in the fur trade but also as surveyors and interpreters. Métis populations were predominantly located north and west of Lake Superior, however, communities were located throughout Ontario (MNC n.d.; Stone and Chaput 1978:607,608). During the early nineteenth century, many Métis families moved towards locales around southern Lake Huron and Georgian Bay, including Kincardine, Owen Sound, Penetanguishene, and Parry Sound (MNC n.d.). By the mid-twentieth century, Indigenous communities, including the Métis, began to advance their rights within Ontario and across Canada, and in 1982, the Métis were federally recognized as one of the distinct Indigenous peoples in Canada. Recent decisions by the Supreme Court of Canada (Supreme Court of Canada 2003, 2016) have reaffirmed that Métis people have full rights as one of the Indigenous people of Canada under subsection 91(24) of the *Constitution Act*, 1867.



On September 25, 1787 lands in York Township were purchased from the Mississaugas by the Toronto Purchase Act (A.S.I. 2006).

4.3 Township Survey and Agricultural Settlement (1791-1940s)

Historically, the Study Area is located in the Former York Township, County of York in part of Lot 7-10, Concession 3 From the Bay (F.T.B.) (south of Eglinton Avenue), and part of Lots 1-4, Concession 3 East of Yonge (E.Y.S.) (north of Eglinton Avenue). The lots in the area were originally granted to Phillip De Grassi, John Ross, John P. Corey, George Taylor, Sarah Johnston, W. Hill, Anne Powell and Kings College.

Augustus Jones undertook the first township survey for York in 1791 beginning in what is now downtown Toronto, with the base line of Concession 1 F.T.B., corresponding to present day Queen Street, established (Winearls 1991:591; Firth 1962:11). Town lots were laid out to the south of Queen Street and 100-acre park lots were established to the north. Beyond the park lots to the north, east and west were 200-acre township (farm) lots with lots north of Bloor and east of Yonge Street being laid out in an east-west direction. At Eglinton Avenue, which formed the north boundary of the third concession from the bay, a secondary baseline was established with Yonge Street at its centre and lots laid out to the east and west.

In its first 30 years, the Township of York was a rolling and well wooded countryside. The centre of the township grew at the village of Eglinton was present day Yonge Street and Eglinton Avenue, known as Eglinton Village which is west of the Study Area. Eglinton Avenue was opened eastwards only as far as the West Don River and did not cross the valley as it does today. Growth from the town of York occurred northward along Yonge Street and at Eglinton Avenue was settled on both sides. Other villages in the township and their years of incorporation included Yorkville (1884) and North Toronto (Eglinton and Davisville combined, 1889). Settlement also occurred in the Don River Valley to the southwest of the Study Area at Todmorden Mill, built in the 1790s.

The Don Valley played an important role in the evolution of the Study Area. The valley's width and steep banks (Figure 3) made it difficult to provide road access to the Study Area, and for most of its history, the Study Area functioned as an isolated peninsula of land with no connections to the east or west. In the nineteenth century, access to the area was solely via Don Mills Road (originally called the Don Independent Road) which was a metalled road connecting with modern-day East York in the south and Lawrence Avenue in the north. The road first appears on the 1851 Browne Map (Figure 4). According to the 1851 map, Don Mills Road was historically surveyed, from where it crossed what is now Taylor Creek, running north to south of what is now York Mills Road, through the centre of Concession 3 F.T.B. and Concession 3 EYS. The map also illustrates the road allowance for what would become Eglinton Avenue and shows Don Mills Road open as Independence Road. For the most part the lands in the north half of the Study Area were cleared while the southern and northeast portions

remained wooded. The map illustrates that the Study Area is located north of the two branches of the Don River, however Wilket Creek is not shown. A number of mills are illustrated along the length of both branches of the Don River as well as patches of settlement along what is Lawrence Avenue.



Figure 3: The steep banks of the Don Valley ravine at Eglinton, 1956 (Source: C.O.T.A., Series 65, File 127, Item 6).

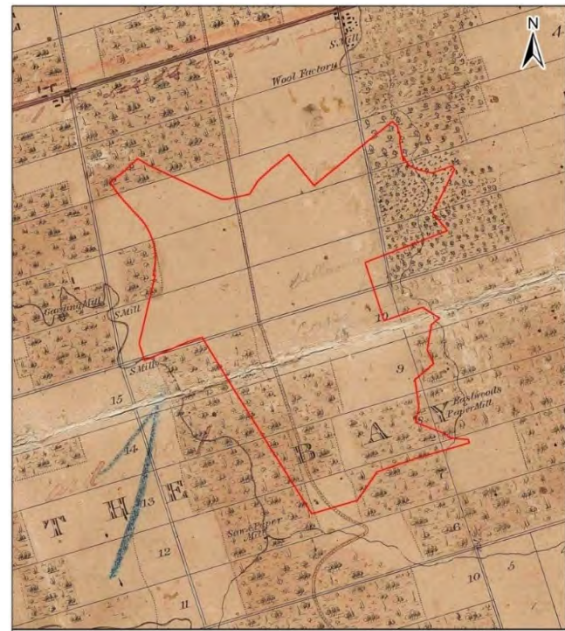


Figure 4: 1851 Browne Map of Toronto (Study Area outlined in red) (Source: J.D. Browne FSA 1851).

The 1860 Tremaine Map (Figure 5) shows that the multiple lots within the Study Area were owned by a small number of individuals. Owners of multiple lots include John Taylor & Bros., William Graham, and Francis Johnston. A number of mills are illustrated along both branches of the Don River, and a single residence is depicted within the Study Area, in Mrs. Dallimore's property on Lot 1, Concession 3 E.Y.S. While the 1860 map depicts a number of road allowances, including what is now Eglinton Avenue and Leslie Street, later maps (such as the 1909 N.T.S. Map; Figure 6) confirm that these had not yet crossed the Don Valley by the early twentieth century.



Figure 5: 1860 Tremaine Map of York County (Study Area outlined in red) (Source: University of Toronto)

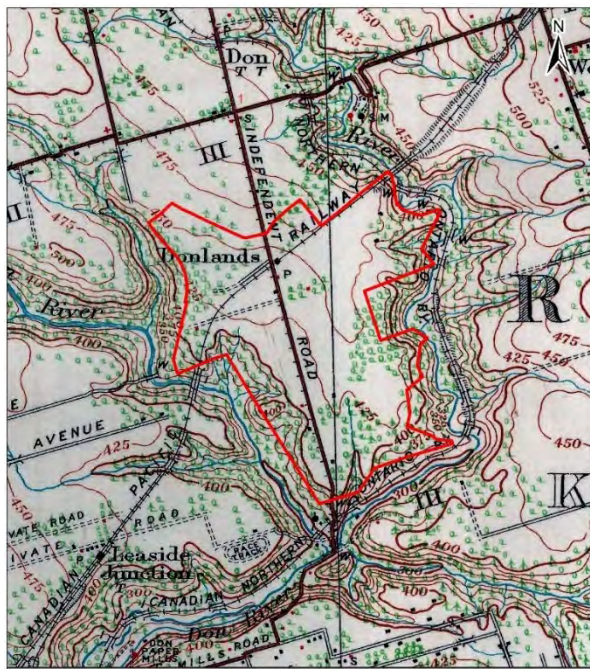


Figure 6: 1909 National Topographic Survey Map (Study Area outlined in red) (Source: Department of Militia and Defence)

The 1909 N.T.S. map shows the “Independent Road” through the Study Area as well as the discontinuous nature of Eglinton Avenue and Leslie Street at this time. Both roads extend to, and then terminate at the edge of the steep slope leading down into the Don River valley,

clearly illustrating the impact topography had on the development of the Study Area. A wooden bridge crossing the river is illustrated at the eastern terminus of Eglinton Avenue. Much of the periphery of the Study Area is wooded and the Canadian Pacific Railway (C.P.R.) line, which was constructed in the 1880s, is shown crossing the Study Area in its current alignment with a small station named Donlands on the east side of “Independent Road.” The map also illustrates a brick post office near the station, as well as a handful of disparate wooden and brick residences throughout the Study Area.

A Canadian National (C.N.) Railway spur was constructed off the C.P.R. line in the mid-1910s. Also known as the Leslie Spur, the line connected Oriole (at York Mills Road) on the C.N.R. line with Donlands on the C.P.R. line, allowing for freight interchange. It also provided access to the Leaside locomotive shop at Leaside and was used to serve local industries in the area.

By the mid-late 1800s, proximity to the Don River served to organize land ownership patterns with a number of landowners buying contiguous lots along the Don River. The Taylors were one such landowner, owning contiguous lots on the Don from Yorkville to Eglinton. In the 1900s, land ownership in the Study Area was consolidated into two main owners: E.P. Taylor, a wealthy Toronto businessman known for establishing Canadian Breweries Limited, the world’s largest brewing company; and Robert John Fleming, a former mayor of Toronto. Taylor owned the lands that would eventually become the Don Mills development, while Fleming’s lands became Flemingdon Park.

In 1922, the Township of North York was created from the rural portion of the Township of York with a population of under 6,000 (Figure 7). Increased automobile use in the early twentieth century necessitated improvements to local roads and crossings (Figure 8). Before the Second World War ended a post-war reconstruction, plan was put together for the city and this represented the first overall approach to urban planning since Governor Simcoe envisioned plans for York in 1793. The Municipality of Metropolitan Toronto was incorporated in 1953 which introduced a system of municipal government which was composed of the City of Toronto as well as the surrounding towns, villages and townships including North York. While North York had already been experiencing growth at its spine along Yonge Street, the area between the forks of the Don River remained agricultural.



Figure 7: View of York Mills Township in the Don Valley c. 1936 (Source: C.O.T.A. Fonds 1568, File 1568, Item 372).



Figure 8: Don Mills Road c. 1925 (Source: C.O.T.A. Fonds 1568, Item 37).

4.4 Suburban Development (1940s-1969)

From 1941 to 1961, the City of Toronto's population doubled, and a large stock of mid-century housing and infrastructure was constructed to meet the demand. While the city grew northward and the land between Yonge Street and the Don Valley filled in with residential subdivisions in the early 1940s, the Study Area was an isolated swath of rural land. The Study Area was late to develop in comparison to areas in similar proximities to the downtown core due to the difficulty in accessing the tablelands between the two branches of the Don Valley. As a result of the immense growth and the need for regional infrastructure and planning initiatives, Metropolitan Toronto was incorporated in 1953. One of Metro Toronto's main priorities was the construction and connection of major arterial roads throughout the city. As part of this exercise, Eglinton Avenue was extended across the Don Valley in both directions in 1956, providing the Study Area with a critical east-west connection (Figure 9).



Figure 9: The Eglinton Avenue extension across the Don Valley, 1956 (Source: C.O.T.A. Series 65, File 119, Item 4).

4.4.1 International Business Machines (I.B.M.) Canada (1951; 1967)

The growth of Toronto in the early-1900s prompted the creation of the Toronto Industrial Commission in 1928. The Commission's objectives were "to secure new industries for, and aid industries in, the City of Toronto and surrounding territory" (Toronto Industrial Commission 1948). When I.B.M. chose to expand its production capabilities in Canada, the Toronto Industrial Commission helped select a site on a property adjacent to Don Mills Road and the C.P.R. and C.N. junction that would eventually become the northwest corner of Don Mills Road and Eglinton Avenue East (Globe and Mail 1949). The project was the first significant development in the Study Area. Built on a 24-acre site, the site now consists of two buildings built by Clare G. MacLean in 1951 and John B. Parkin and Associates in 1967. While the MacLean building sits prominently along Don Mills Road, the Parkin building is set back and is integrated into the existing topography. The MacLean building (Figure 10). in particular provided the catalyst for the industrial character of the surrounding area.

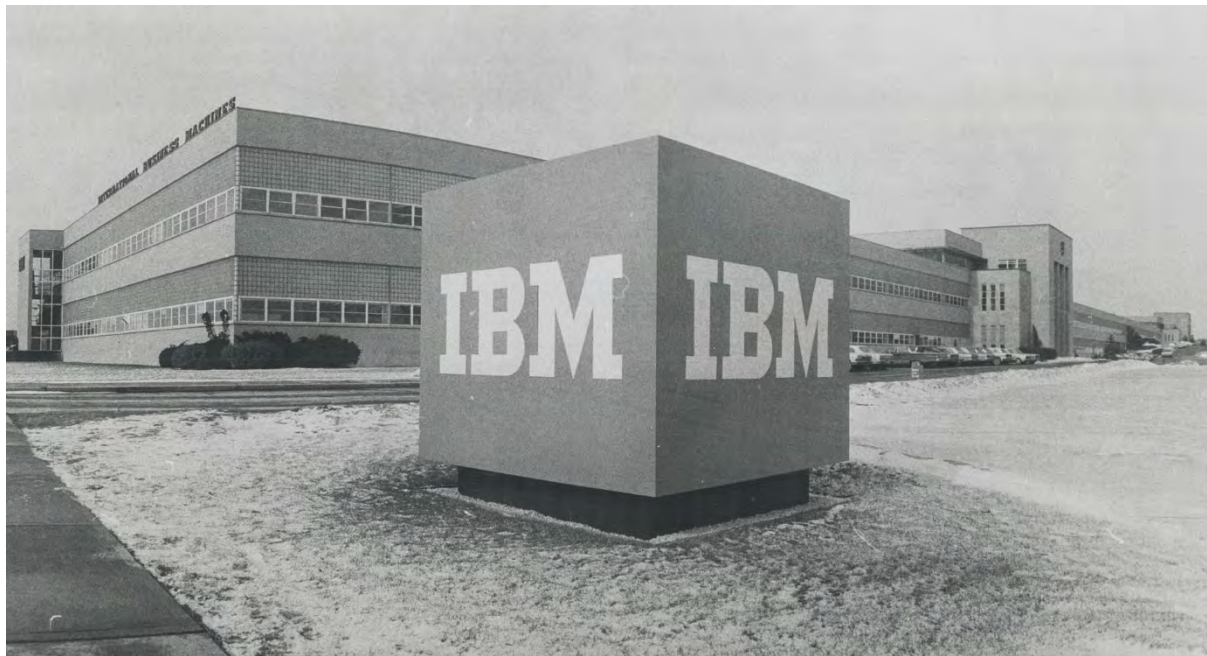


Figure 10: I.B.M. Headquarters (architect Clare G. MacLean), 1968 (Source: T.P.L tsipa_0110091f).

4.4.2 Don Mills (1952-1965)

The Don Mills “new town” development (see Figure 32) started in 1952 and is commemorated with a plaque as a significant suburban development by the Ontario Heritage Trust. Developed on land assembled by E.P. Taylor, the area was originally intended as the location of a new brewery and housing for its workers. Over time, the vision of a community set around a brewery faded. In its place, Taylor decided to create a fully planned self-sustaining neighbourhood with space for manufacturing and housing. The plans for the area were developed by Macklin Hancock, a Harvard University planning student with connections to E.P. Taylor. Hancock was heavily influenced by renowned Modernist thinkers like German architect Walter Gropius and British planner William Holford, both of whom were promoters of modernist city building (Armstrong 2014). Gropius was the founder of the Bauhaus school and a pioneer of modernist approaches to planning and architecture. He became an important figure in the education of planners, architects and landscape architects that are known to have practiced within Toronto, and in some cases, the Don Mills Crossing C.H.R.A Study Area specifically, such as Hancock, John Cresswell Parkin, and J. Austin Floyd (Waldron 1988; E.R.A. 2010; Afflum 2014).

As part of the proposed Don Mills development, Hancock devised a set of planning principles inspired by Ebenezer Howard’s “Garden City” to guide the project including: open green spaces; the spatial separation of land uses; differing housing types separated by type; a hierarchy of roads that would culminate in residential neighbourhoods designed around cul-de-sacs, which

would prevent through traffic; and an emphasis on internal walkways that would allow pedestrians to access various parts of the community without the use of a car (Armstrong 2014).

The concept of the “Garden City” was integral to the development, and the ravines and valleys of the Don River provided Don Mills with a natural greenbelt, which contributed to Holford’s assessment of Don Mills as “probably the most attractive natural town site that I have ever seen” (Shim 2002:32). However, unlike the public greenbelt proposed within Howard’s original “Garden City” concept, the Don Mills greenbelt slowly eroded over time due to the increase in land values in the area making the land too valuable to preserve (Shim 2002). Many developments within these greenspaces integrated the landscape into the design, whether embedding buildings within the topography or situating buildings in ways that maximized the greenspace around them.

The separation of land uses is a particularly important contributor to the setting of the C.H.R.A. Study Area. The industrial uses associated with Don Mills were planned for the periphery of the community, and as such, industrial lands were set aside to the north and south of Don Mills. Having already attracted I.B.M., the southern lands were heavily influenced by the C.P.R. and C.N. railway junction. The intention was to attract quiet non-polluting manufacturers, particularly in the areas of electronics and pharmaceuticals (now often referred to as clean industry). In addition, the properties were subject to design controls, such as an adherence to modernist design principles. While the modernist stylings of the residential architecture were not viewed favourably by the general public, modernist industrial buildings were celebrated for their beauty and functionality and influenced industrial building design throughout Canada and the United States (Armstrong 2014). The area would become home to buildings designed by renowned architects such as John B. Parkin and Associates, Gordon S. Adamson and Associates, and Crang and Boake. In particular, the Ortho Pharmaceutical Building and Imperial Oil Ontario Regional Headquarters were both awarded Silver Medals from the Massey Medal for Architecture competition.

Leslie Street was extended from Lawrence Avenue to Eglinton Avenue East in 1958. The road was constructed along the edge of the Don Valley and allowed for lots along the edge of the parallel railway spur to be opened up for industrial and commercial development and was considered the third industrial zone of the Don Mills development. The first building along the extension was constructed the following year in 1959 and prominent buildings along Leslie Street included the Inn on the Park and the Sony Music Canada Ltd. Building.



Figure 11: Aerial view of Don Mills, 1968 (Source: T.P.L. tspa_0106262f).

4.4.3 Flemington Park (1959-1964)

In 1955, developer Robert McClintock purchased lands owned by the Fleming Estate east of Don Mills Road and Eglinton Avenue East. A total of 350 acres were sold in 1958 to Toronto Industrial Leaseholds (T.I.L.), which acquired an additional 250 acres the following year. T.I.L. was affiliated with developers Webb and Knapp Canada and together they established Webin Community Consultants.

Flemington Park was conceived in 1959 as a modern town of 14,000 people, containing rental buildings, commercial districts, transit and community facilities (see Figure 34). The development was promoted as “a residential all-rental housing development of exceptional architectural charm and variety” targeting an affluent, urbane market (White 2015:130). The neighbourhood was designed by Macklin Hancock (who also designed Don Mills), with residential architecture by Irving Grossman. The ambitious plan included dozens of buildings, land designated for industrial use and a portion on the east side of the Don Valley Parkway and north of Eglinton Avenue East that was intended to become the new headquarters for the Canadian Broadcasting Corporation (C.B.C.). The Industrial area was designed following standards that aligned with those previously established by the Don Mills development, and a number of prominent architects were engaged to design properties located within this area,

especially along Wynford Drive. Although Don Mills and Flemingdon Park developed as individual planned communities separated by a rail line, today the industrial area between Barber Greene Road/Green Belt Drive and Eglinton Avenue East read as one coherent corporate campus. A review of historical aerial photography confirms that industrial buildings in both areas were located on large lots and set back from the right-of-way. Long entrance drives lead to parking areas to the side and backs of buildings. This landscape design would have ensured that no parking area would obstruct the views of the buildings and landscaped lawns as one traveled past or into these properties. This sense of arrival may have been lost due to the addition of additional parking lots.

Flemingdon Park was constructed in the Modernist style: open green spaces; a reliance on pedestrian walkways; a rejection of traditional housing forms; separation of land uses; and favouring meandering roads rather than a street grid (Sewell 2009:102). Meandering roads accommodated both automobiles and pedestrians and provided an aesthetic quality to the neighbourhood that was accessible to both groups. In the Flemingdon Park plan, the residential area to the south of what was slated to be the Office Campus on the south side of Eglinton Avenue, is referred to as the “Flemingdon Park Garden City” (Webb & Knapp (Canada) Limited 1961). The housing that was constructed offered the greenery of Don Mills, but no private space (Figure 13). Common open spaces were located in courtyards, while units in apartment buildings shared long corridors and units in townhouses shared winding walkways. The intention was to allow residents to walk a distance of up to 1500 feet along paths encircling a tree-lined square and a sunken garden without encountering any vehicular traffic, which was routed within communal underground parking areas beneath buildings. Like Don Mills, a hierarchy of roads were created. Beyond the internal circulation patterns, the Flemingdon Park Provision Planning and Technical Report (Project Planning Associates Limited 1959) noted the site’s central location, highlighting the importance of new connections created by the Eglinton Avenue East extension and the new Don Valley Parkway roadways as a means of ensuring that residents could reach their places of work downtown or in Scarborough, Leaside or Don Mills.

By 1961, Toronto had a surplus of rental apartments and prospective tenants were unenthusiastic about Flemingdon Park. Similar to Don Mills, the modernist residential buildings were unpopular and the townhouses that were constructed were viewed with suspicion or rejected outright due to their association with slums (Armstrong 2014:300). Webb and Knapp continued developing until 1964 and 1400 units surrounded by large open spaces were left vacant for a year. By this time, the residential development was limited to an L-shaped swath of land bordered by Rochefort Drive in the north, the Don Valley Parkway in the east with St Dennis Drive, Deauville Lane and Grenoble Drive making up the southern boundary (Figure 12). Despite the challenges faced, the project was used as the basis for new development at Jane and Finch (Sewell 2015).





Figure 12: 1965 Aerial photo (Study Area outlined in red) (Source: City of Toronto Archives).



Figure 13: Flemingdon Park, 1966 (Source: T.P.L. tspa_0106395f).

4.4.4 The Don Valley Parkway (1961-1964)

The city's growth and the prevalence of the automobile prompted the city to contemplate new expressways throughout the City. As part of this endeavour, a portion of the Don Valley was proposed for a new expressway to service emerging development and bring people from the developing suburbs to the downtown core. The original alignment followed the lower Don Valley to Don Mills Road. When the Don Mills development was proposed in the early-1950s, developer E.P. Taylor protested the plan. As a compromise, the highway would divert south of the proposed development along an existing C.N. rail corridor within the Don Valley. However, a decade later, when the Flemingdon Park plan was proposed, the route was again revised and moved entirely into the Don Valley (Figure 14). The section of the Don Valley Parkway adjacent to the Study Area was completed in 1961, with the remainder of the expressway completed in 1964.



Figure 14: The Don Valley Parkway, 1965 (Source: T.P.L. tspa_0115119f).

4.4.5 Second Phase of Development at Flemingdon Park (1964-1970)

In 1964, Grossman and Hancock's contracts were terminated after a group of four developers calling themselves "Central Park Estates" purchased the rental buildings at Flemingdon Park and announced intentions to develop the remaining land. The original layout designed by Grossman and Hancock suffered from deficiencies. For example, the location of the shopping centre near Don Mills Road was difficult for pedestrians to access and residents preferred to drive to nearby Don Mills Plaza, which incidentally also provided a greater choice of retail outlets. By 1967, many first-floor storefronts were empty, and the second floor of Flemingdon Park Mall was closed off altogether (Armstrong 2014:300).

Additionally, public amenities in the area did not meet expectations. From a planning and design perspective, the location of the Grenoble Public School was considered too far from the centre of the residential area, townhouses lacked private space and neighbourhood playgrounds were considered too small. The area also appears to have been a low priority for the municipality as public outdoor spaces, including playgrounds and ravines, were poorly maintained. In addition, establishing community facilities in Flemingdon Park was costly due to an inflated cost of land in the area related to the quick succession of different developer-owners. The golf course, which was originally open to Flemingdon Park residents, was sold and the greens fees raised making it unaffordable for residents. The first church in the area did not arrive until the mid-1970s and the Y.M.C.A. showed no interest in establishing a branch in the area. Furthermore, the municipality again did not make Flemingdon Park a priority when approached to help create these public facilities (Armstrong 2014:300-301).

By 1966, all the row housing was purchased by the Ontario Housing Corporation as rent-controlled public housing. The buildings were heavily run down and required significant maintenance and repairs. In addition, a large development called Chapel Glen was constructed in the southern part of the Study Area in the early 1970s. Chapel Glen was the first development to incorporate the concept of condominium ownership in Ontario and was built in a similar style to the existing Flemingdon Park community, which oriented buildings towards central courtyards with pedestrian connections. However, unlike the buildings constructed as part of Flemingdon Park, the most significant element of this project involved the inclusion of high-rise buildings.

4.4.6 Science Centre (1966-1969)

In 1969, the Ontario Government opened the Ontario Science Centre on Don Mills Road, 400 metres to the south of the I.B.M. complex. Designed by Raymond Moriyama, construction started on the project in 1966 with the intention of opening in time to celebrate Canada's centennial. Using a Brutalist design, the Ontario Science Centre consisted of three connected buildings set into the ravine of the Don Valley and was one of the first museums in North America to incorporate a hands-on learning approach.

4.5 Post-1970 Development (1970-present)

Since 1970, the Study Area has seen limited development. The most concentrated development has occurred in the area east of the Don Valley Parkway, which was originally slated for the C.B.C. headquarters (see Figure 34, Radio & Television City), where approximately a dozen high-rise residential buildings and low- to mid-rise commercial buildings have been constructed. Additionally, two identical towers were constructed in the 1970s along Ferrand Drive, contributing to the original Flemingdon Park vision of situating commercial offices on parcels of land nearest to Eglinton Avenue. However, not all developments have adhered to this plan as a



large residential townhouse development bounded by Ferrand Drive was constructed on land that was originally intended for office use (see Figure 34, Office Campus).

Within the Flemingdon Park industrial estate and along Leslie Street, a number of properties have been demolished and replaced. Buildings that have been removed include the Oxford University Press Building at 70 Wynford Drive and the Sony Music Canada Building at 1121 Leslie Street. The most recently constructed development replaced the Bata Shoes Head Office and the Shell Oil Building on Wynford Drive. In their place, the Aga Khan Museum and Ismaili Centre were constructed in 2014.

Most recently, the Study Area has been subject to a number of large-scale proposals and public infrastructure projects. The I.B.M. properties at the corner of Don Mills Road and Eglinton Avenue East are proposed for a large-scale mixed-use redevelopment. Currently, the Eglinton Crosstown L.R.T. is under construction with three stops proposed within the Study Area along Eglinton Avenue East. This will provide unprecedented public transit access to the area.

5.0 MODERNISM IN TORONTO

This section provides a brief overview of the emergence of Modernism in Europe and its architectural expressions that were used in the design of properties developed in North York and Toronto in the ca. 1950s-1970s, as well as a brief description of mid-twentieth century architecture and styles, building materials and architects associated with this period. The section identifies some of the movement's early and influential thinkers and practitioners and the emergence of Modernism as an architectural style (Sections 5.1 to 5.4). It includes a discussion of variations in how Modernism was applied in new and infill developments respectively in the former City of North York and in Toronto's historical downtown core in the ca. 1950s-1970s period and presents a summary of the materials and construction methods utilized in the post-Second World War period as they relate to the properties within the Study Area. Subsequently, the Study Area is categorized in relation to building and landscape typologies that historically developed in the Don Mills Crossing Study C.H.R.A. Study Area (Section 5.5). This section provides the local historical, architectural, social, and environmental context for the specific built form and landscape typologies that emerged within the Study Area and which are the subject of heritage evaluations presented in Appendix A and B. The last section of this chapter provides brief biographical sketches for architects and designers that were instrumental in shaping and designing building and landscapes within the Don Mills Crossing C.H.R.A. Study Area (Section 5.6).

This chapter demonstrates that the Don Mills Crossing C.H.R.A. Study Area reflects a rich and unique development pattern that emerged in the post-war period and which was strongly influenced by Modernism. As a result, the Study Area consists of an assemblage of interconnected properties and areas, many of which were designed by prominent modernist architects of the day. These properties integrate architectural and landscape features



characteristic of Modernism, including its corollary construction methods, material choices and built forms and building and landscape types. Many of the properties individually exemplify an integration between buildings and landscape areas within individual property parcels, and together assemblages of properties demonstrate that that discrete areas were cohesively planned to use a coordinated approach that directed the layout and character of elements such as: road networks; open spaces; transitions between land uses and building to lot coverage ratios.

5.1 The Emergence of Modernism

Modernist architecture began by challenging traditional modes of design and building. Enabled by late-nineteenth-century advancements in building technology and engineering, architects were able to develop a new form of architectural expression. The use of cast iron, plate glass and reinforced concrete enabled structures to be stronger, lighter and taller than was previously possible with traditional building materials. Several publications and schools of thought through the late-nineteenth and early-twentieth century pushed designers away from the traditional historical references seen in styles of the Victorian and Edwardian periods and the highly decorative Beaux-Arts style. Eugene Viollet-le-Duc's 1872 *Entretiens sur L'Architecture* was an influential publication, where he spoke of using the knowledge of the time, without influences of traditions from the past, to begin a new type of architecture.

The Bauhaus school, organized in 1919 initially under the direction of Walter Gropius and then later Ludwig Mies van der Rohe, encouraged a purely functional modernist style. Then, in 1923 Le Corbusier published *Towards an Architecture* which advocated for a modern architecture based on pure function and pure form, rather than references to the past. The ideas and works of the Bauhaus school, Gropius, Mies van der Rohe and Le Corbusier signaled the introduction of "Modernism" as a cohesive movement in a European context. The term "Modernism" referred to the broad design approach from which other specific styles (e.g. International, Brutalism, etc.) were derived and classified (Blumenson 1990:205). Some principles of Modernism included functionalism, open space planning, use of a curtain wall, experimentation with new materials and forms and a strict avoidance of historicism. The modernist works completed before the Second World War can be considered examples of "Early Modernism".

Generally, Canadian architecture had been influenced by European and American trends (Crossman 2015). While Early Modernism was taking hold in Europe, predominant styles applied in Canada through the early part of the twentieth century continued to use historical references such as the neo-Gothic styles applied to the reconstructed Parliament Buildings in Ottawa (1916-1927) (Figure 15) and Hart House in Toronto (1911-1919) (Figure 16) (Crossman 2015). Residential design also followed this approach with revival styles applied vigorously throughout Ontario, although the American influences of the bungalow form and Prairie Style proved to be popular from 1910 to 1930. In the post-First World War period new styles such as



Art Deco and Art Moderne emerged in a Canadian context. These styles exhibited increasingly simplified, geometric forms.

In 1932, Henry-Russell Hitchcock and Philip Johnson mounted the exhibition “*The International Style: Architecture Since 1922*” at the New York City Museum of Modern Art which attempted to codify the works of European architects like Le Corbusier, Mies van der Rohe and Walter Gropius. Prior to the exhibit their work was known simply as “modern” but the name of the exhibit was later adopted for the style (Maitland et al. 1992:178). Proponents of the International Style highlighted the importance of designing exterior appearances and internal layouts determined by the structure’s function. Materials like steel and concrete were emphasized and celebrated rather than concealed within the structure of the building as they had been in previous periods. As suggested by the name, buildings did not express elements or materials specific to their region, rather the buildings could easily be from any place.



Figure 15: Central Block, Parliament Hill, 1928 (Library and Archives Canada MIKAN No. 5026524).



Figure 16: Hart House, 1928 (City of Toronto Archives Fond 16, Series 17, Item 5870).

5.2 Materials and Construction Methods

The scarcity of building materials following the Second World War led to new techniques in construction and an increase in the use of prefabricated materials. During this period, architects, builders, and engineers were using concrete materials in new and unusual ways as they sought economical methods to produce more interestingly-designed buildings (Canadian Builder 1964:58). Prefabricated concrete, steel and glazing units were produced at a greater quantity than one-off components. Architects and designers would then select from available components for their designs rather than creating fully customized pieces. For concrete, pre-casting was economical and offered opportunities for a material consistency that was not

possible in on-site casting. Architects also utilized prefabricated materials in new ways as in the Gestetner building at 849 Don Mills Road where precast concrete beams called double “T” beams, which were commonly used in roof construction were modified for use as wall panels (Canadian Builder 1964:58).

The mid-1960s also saw advances in steelmaking technology, which “permitted the production of better grades with higher strengths, improved weldability, impact properties and corrosion resistance” at a lower price per unit (Canadian Builder 1964:88). Advances in brick technology were slower in Canada compared to advances in the U.S. and overseas with equipment, masonry products, laying techniques and prefabrication lagging behind (Canadian Builder 1964:90). However, unlike brick, advances in glass technology saw the creation of stronger and more flexible forms of glass that could be used in complicated perforated shapes and in thin gauges, and the development of photochromic glass that darkens when exposed to sunlight (Canadian Builder 1964:95). This innovation allowed architects to address the issue of sun control and cooling. The use of copper, bronze, stainless steel and metal coating were all well used materials for interiors and exteriors at this time, while plastic was becoming recognized as a viable option due to the growth of products such as acrylic, polyurethane and polyethylene (Canadian Builder 1964:96).

5.3 Landscape Design and Site Layout

Modernist approaches to landscape architecture, architecture, and town planning became closely linked as urbanization intensified in the twentieth century. In the early 1920s, Le Corbusier began to address the interrelationship between built form and open space in dense urban settings. He recognized that landscapes were afforded new opportunities if architecture embraced an “entirely new way of building” (Refer to Le Corbusier 1926 in Ulrich Conrads 1971:99), one that includes the use of piloti to “free the ground” (Tunnard 1950:251). Le Corbusier’s *Five Points towards a new architecture* authored in 1926 addressed ‘the supports’ as one key principle, recommending use of piloti sometimes rising 3, 4, 6 metres to elevate the ground floor, “thereby remov[ing the rooms] from the dampness of the soil [and] the building plot is left to garden which consequently passes under the houses” (Refer to Le Corbusier 1926 in Ulrich Conrads 1971:99). By 1929, Le Corbusier extended these ideas for broader application in his *A Contemporary City*. He identified ‘supports’, soaring building heights and horizontal built forms as important features and forms that could address the prevalence of increased density occurring at the expense of open spaces (Refer to Le Corbusier 1929 in LeGates and Stout 1996). Le Corbusier saw an elegant solution to this problem, components of which were applied in the planning and landscape design of the Don Mills Crossing C.H.R.A. Study Area. Le Corbusier’s ideal plan for the modern city envisioned skyscrapers enclosed by a great open space, “occupied by gardens, parks and avenues” (Refer to Le Corbusier 1929 in LeGates and Stout 1996:321), creating aesthetically pleasing functional spaces integrating parking facilities with lawns, groves, natural light, and tree canopy (Refer to Le Corbusier 1929 in LeGates and Stout 1996:324). Components of the Don Mills Crossing C.H.R.A. Study Area are emblematic of



these ideas, with its mid-rise built forms and some rising on piloti, towers in the park, and corporate headquarters and industrial buildings set in attractive landscapes with expansive green spaces and tree canopy.

As Modernist architecture challenged traditional modes of design and building and conventional historical architectural styles, new directions in landscape architecture during the first half of the twentieth century pursued similar objectives. The discipline began to focus on techniques for introducing and increasing open spaces and attractively landscaped areas amidst dense urban and sub-urban developments. In 1939, influential American Modernist landscape architects Eckbo, Kiley and Rose stated: “Contemporary landscape design is finding its standards in relation to the new needs of urban society. The approach has shifted, as in building, from the grand manner of axes and facades to specific needs and specific forms to express those needs” (Eckbo, Kiley and Rose 1939:82). Thus, instead of being based in historical styles, modern landscape expression became based on a rational approach to functional principles and structural simplicity (Constant 2012:11). The classical axis exemplified by Beaux Arts neo-classicism was no longer an organizing principle. Rather, asymmetry and irregular, biomorphic forms were commonly used. Defining characteristics of modernist landscape architecture relevant to the Don Mills Crossing C.H.R.A. Study Area included: rejection of historical styles, introduction of multiple focal points and abandonment of a strong organizing axis creating symmetrical spaces; and concern for human function and use (Trieb 1993; Tunnard cited in Jacques and Woudstra 2009; Afflum 2014).

In the Toronto context, a Modernist approach to landscape architecture was exemplified by the works of Grubb, Floyd and Stennson (1954-1955), J. Austin Floyd in his own private practice (1956 – late 1970s), and Sasaki, Strong and Associates (early 1960s – 1965). These firms and their post-war works were typified by: sweeping curves and bold geometric forms; use of new paving materials such as terrazzo or pebbled concrete; zig-zag or saw-tooth pathways and edges; and creation of areas and features to respond to the natural and human functions of the space (i.e. changes in grade may introduce steps or dense tree clusters becomes a place of passive retreat) (Affum 2014). While J. Austin Floyd is not known to have designed extant properties within the Don Mills Crossing C.H.R.A. Study Area, he is regarded as a prolific practitioner of modernist landscape architecture in the post-war period in Toronto particularly. During this time, he published widely in trade journals and lectured at the University of Toronto and some of his works have been cited as influential contributions to the practice of modernist landscape architecture in Ontario (Williams 2018; Afflum 2014). He also served as the landscape architect on the Massey Award winning Ontario Association of Architects building at Park Road in Toronto 1954, a collaboration with the prominent modernist architecture firm, John C. Parkin (Figure 17). One of his most celebrated works, Inn on the Park, located within the Don Mills Crossing C.H.R.A. Study Area was an iconic work designed in collaboration with prominent modernist architect Peter Dickinson in the early 1960s (Figure 18). As such, some of his writings and key design principles have been used to provide context and references for



understanding the types of landscapes that emerged in parts of the Don Mills Crossing C.H.R.A. Study Area.

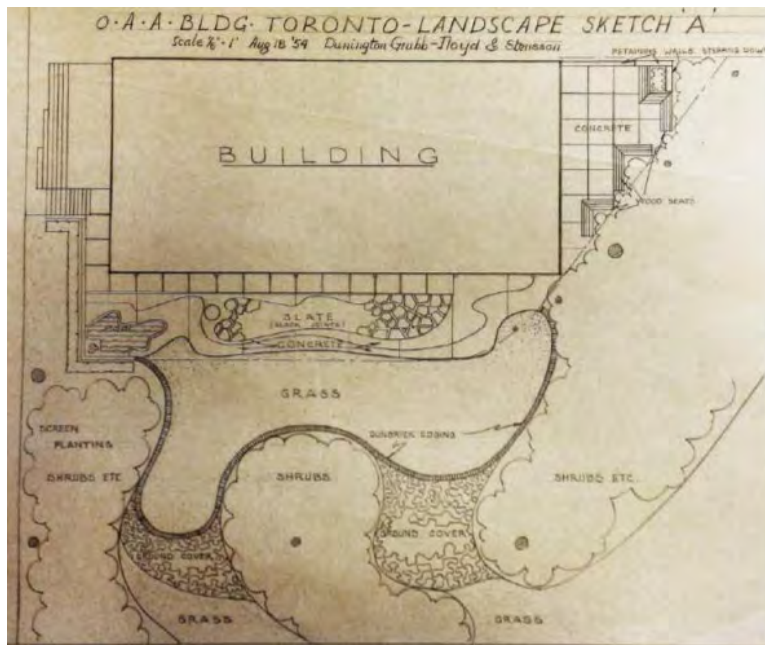


Figure 17: Study of landscape plan for the Ontario Association of Architects (O.A.A) by Grubb, Floyd, and Stennson (1954) (Source: Dunington Grubb and Stennson Collection CCLAA, Guelph).



Figure 18: The Inn on the Park (aerial view of Courtyard) Designed by J. Austin Floyd in 1963 (Source: BlogTO).

Like many of his contemporaries, Floyd's work emphasized an integrated functional and visual relationship between buildings and the 'out of doors', celebrating the opportunities created by "open planning in modern architecture [which gives] a new freedom to the sense of space" (Floyd 1950:258). Floyd's writings on "The Industrial Landscape" in 1953 also echoed

aspirations put forward by Ebenezer Howard in the early twentieth century in his *Garden Cities of To-morrow* and twenty years later by Le Corbusier's in his writings about *The Contemporary City*. Both texts emphasized the integral need for open space and greenery in intensifying urban areas. By 1953, Floyd addressed how innovatively planned areas like Flemingdon Park and Don Mills, inspired by the ideas of both Howard and Le Corbusier, created new opportunities for industrial land uses in particular. Floyd noted that a shift towards developing industrial properties on the fringes of built-up areas of the city would allow for developments that could accommodate industrial functions while surrounded by fresh air and pleasant settings (Floyd 1953: 204). He noted that these large tracts of land could address key concerns of the modernist movement relating to providing intensifying urban areas with adequate open space, clean air, light, and aesthetically pleasing surroundings:

The uses to which the land may be put, if determined in advance and designed accordingly, will provide a favourable setting for the buildings, an attractive approach, adequate parking facilities and loading areas, as well as provision for the comfort and enjoyment of those employed within the factory (Floyd 1953:204).

Key design elements recommended to achieve these objectives included: broad expanses of lawn framing horizontal buildings and which would be well suited to the function of habitual lawn maintenance and cutting (i.e. avoid complex planting beds); deciduous and coniferous hedges to emphasize horizontal planes of buildings; strategically located deciduous trees to offer shade to outdoor spaces and to maximize shadow patterns during summer months; building approaches that are convenient yet gracious and emphasizing building entrances; driveways to offer adequate space for snow removal; clearly seen and conveniently located parking areas and ideally made “good looking” through tree plantings; use of durable concrete surfaces; expansive loading and servicing areas; and designed outdoor eating areas and passive areas for employees during non-working periods (Floyd 1953:204-205).

Floyd's contributions to the landscape design of the Don Mills Crossing C.H.R.A. Study Area, particularly its industrial and corporate headquarter areas, are neither directly evidenced nor documented. However, assessment of the Study Area's development in the 1950s and 1960s evidences application of landscape design approaches that align with Floyd's writings and broader works and his view that industrial properties should be both beautiful and pleasant for employees while serving their functional needs. The Don Mills and Flemingdon Park master plans both recommended application of design principles and aesthetic standards within areas proposed for industrial land uses. Both plans called for specific architectural, aesthetic and design controls, reminiscent of Floyd's call for combining utility of function with pleasant and gracious open spaces and amenities. Many of the industrial properties and corporate headquarters developed within the Study Area are illustrative of site planning approaches and landscape architecture associated with the modernist movement (Figure 19 to Figure 23).





Figure 19: View of 33 Green Belt Drive, 1958, showing expansive lawns, hedged borders, treed areas close to buildings, and conveniently located parking areas. (Source: Canadian Architectural Archives, Libraries & Cultural Resources, University of Calgary, Image No. 55203-6).



Figure 20: View of western elevation of 20 Wynford Drive showing a formal and conveniently located and gracious main entrance, framed by terraced plantings and curvilinear retaining walls and which also function as passive space for building visitors or employees. The entrance flows outward from the building's piloti and expansive lawns surround the building (Source: City of Toronto Archives, Fonds 217, Series 249, File 356, Item 51).

WEDNESDAY, JUNE 16, 1965

TORONTO DAILY STAR

Don Mills innovation

New medical centre most un-medical

By RICHARD BROWN
Star staff writer

Canada's newest medical centre doesn't look like a medical building. It doesn't smell like one or even sound like one.

It's so un-medical that a two-day stay for minor surgery—apart from the operation—might hit you something like a weekend at a resort.

The centre, called One Medical Place, is a three-storey building in Don Mills, set almost in the geographical middle of Metro.

Along with doctors' offices, One Medical Place has beds for 20 patients and one doctor says it may even represent a new trend in medicine towards a sort of "motel hospital."

Suppose you need a cartilage removed from your knee. Your physician refers you to a specialist at One

Medical Place and the specialist has you visit the centre for the necessary pre-operation tests and then sets a time for your operation—let's say 10 a.m. on a Tuesday.

FREE PARKING

You skip dinner Monday (so you'll be ready for the operation) and Tuesday morning you get in your car and drive to the medical centre for 9 o'clock.

You park your car free in the big, paved parking lot, register, then climb into bed. You are given a sedative and then you can lie quietly reading as you await your operation.

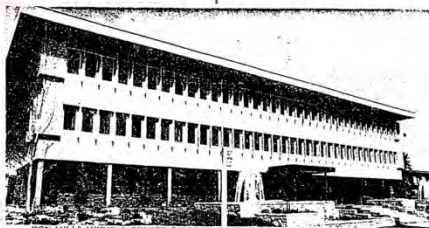
When it's over, you may spend a night or two at the centre. Then you can hobble to your car (crutches can be bought in the building) and drive home.

But the most important

part of the setup is the building.

Everything is designed to put a patient at ease—to make him feel as one doctor put it, "this is a human place."

The lawns are golf-green neat and spotted with rock gardens. On either side of the front entrance are artificial pools fed by fountains and drained by waterfalls.



DON MILLS MEDICAL CENTRE REPRESENTS TREND TOWARDS A "MOTEL HOSPITAL."
It doesn't even smell or sound like a hospital—it's more like a weekend at a resort.

Figure 21: Excerpt and highlight from 1965 Toronto Daily Star article about 'Don Mills Innovation' and its unconventional approach to building and landscape design exemplified at 20 Wynford Drive. (Source: Toronto Daily Star, June 16th, 1965).



Figure 22: Image of 39 Wynford Drive from 1963 showing oblique view of northern elevation and portion of western elevation showing integration of building and entrance approaches with the natural fall of the site as it slopes to the south (Source: Canadian Architect 1963: 61).

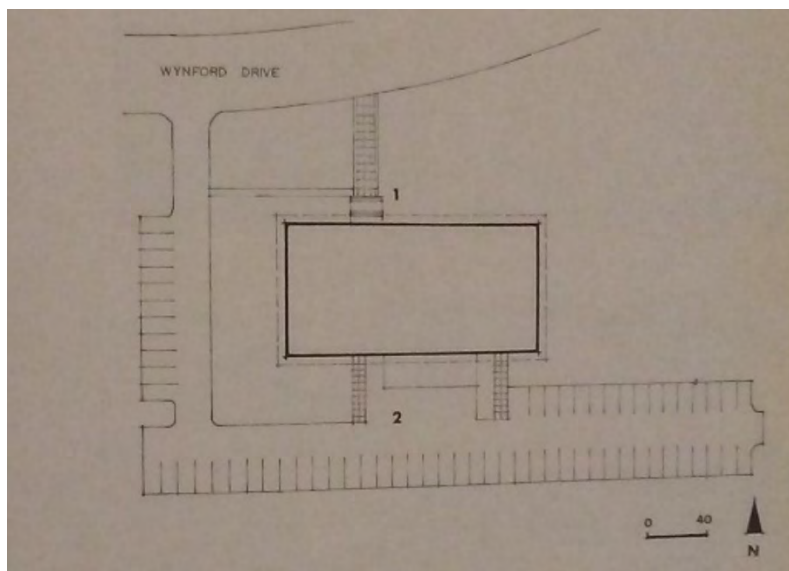


Figure 23: Plan of 39 Wynford Drive showing clearly seen and conveniently located parking areas (Source: Canadian Architect 1963: 61).

These types of properties signaled the introduction of a new and integrated type of built form and landscape type that could subsist alongside residential land uses:

“For many years, the walls of factories, stark, grimy and dull, have straddled city landscapes with an effusion of smoke and noise and being, in some cases a necessary evil. The new trend towards the industrialization of areas that once were rural, in which, by careful planning of the surroundings, have been provided a maximum of functional use and aesthetic enjoyment, may well render additional – and this time, welcome – benefit to the neighbourhoods which they will serve” (Floyd 1953: 205).

5.4 Development of Modernism in Toronto After the Second World War

Early Modernism, as seen in Europe and the United States, had little initial impact on Toronto. The beginning of this movement coincided with the Depression, which was followed by the Second World War. These events limited new commercial and residential construction projects and therefore, Early Modernism did not leave a substantial imprint on Toronto during this period. Following the Second World War, Toronto architects began adopting modernist trends already well-established in Europe and the US, and it was not uncommon for modernist styles to overlap with each other in Toronto architecture.

The International Style became popular in the 1940s in Canada, although the Second World War delayed its widespread adoption. By the 1950s, the International Style became a prevalent architectural style in Toronto (McHugh and Bozickovic 2017). The introduction of the International Style in Toronto was led by John B. Parkin Associates Architects (Kalman 1994:797). The firm’s partner-in-charge of design, John C. Parkin, who studied at Harvard with Gropius and attended lectures by Alvar Aalto, was greatly influenced by the European modernist movement. The first building the firm designed in the International Style was the Ontario Architectural Association offices at 50 Park Road, completed in 1954 (Figure 24). The style expressed volume rather than mass through the repeating use of square or rectangular forms. Ornament was also rejected with designers preferring hard, angular edges, severely plain surfaces and large expanses of glass on a structural system of steel or reinforced concrete (Maitland et al. 1992:178). Due to the rigorous simplification, the style relied on harmonious proportions and beautifully finished materials (Maitland et al. 1992:178). The Toronto-Dominion Centre by Mies van der Rohe (1964) (Figure 25) is designed in the International Style.



Figure 24: Ontario Association of Architects Headquarters Building exhibiting the International Style, 1954 (Source: Canadian Architectural Archives, Libraries and Cultural Resources, University of Calgary, Image No. 54809-3).



Figure 25: Base of the Toronto-Dominion Centre exhibiting the International Style, c. 1990 (Source: City of Toronto Archives Series 1465, File 770, Item 11)

Following World War Two, and in reaction to the International Style, a later Modernism developed which exhibited a transition away from the grid, rigidity and machine aesthetic of Early Modernism towards a more humanistic, organic sensibility.¹⁰ This transition was influenced by architects including Frank Lloyd Wright, Alvar Aalto and Louis Kahn. Instead of an emphasis on glass and steel surfaces, this style re-introduced the use of earth-toned bricks and wood. Whereas Early Modernism sought to break with past architectural styles, these buildings included some references to traditional architecture. The use of a landscaped setting was also more important to the property's design within this context of a later expression of Modernism. Examples of these principles in Toronto's modernist architecture can be seen in University of Toronto's New College (1962, Fairfield and Dubois); University of Toronto's Massey College (1963, Ron Thom); and the I.B.M. Headquarters Building which is located within the Study Area at 1150 Eglinton Avenue East (1966-7 and 1970-71, John B. Parkin Associates).

Several modernist styles emerged in the post-war period including Brutalism. The Brutalist style originated in Britain in the early 1950s as a reaction to the International Style. The style rejected the light airiness of the glass and steel of the International Style (Blumenson 1990:237). Proponents of Brutalism felt modern architects had failed to realize the true potential of a machine aesthetic and sought to push this concept further. Machine-produced materials were employed in their 'as-found' condition. For example, concrete would retain the texture of its board form. Brutalist buildings make use of weightier monolithic masonry forms

¹⁰ This branch of Modernism has sometimes been referred to as Post-War Modernism within the Toronto context. See "Intention to Designate under Part IV, Section 29 of the *Ontario Heritage Act* – 1132 Broadview Avenue": <https://www.toronto.ca/legdocs/mmis/2018/pb/bgrd/backgroundfile-113510.pdf>.

and bold, sculptural forms arranged in complex plans. Exposed concrete as a load-bearing element is a distinguishing feature although; other materials are utilized in an equally frank manner. While often windowless, where windows are inserted, they are placed irregularly and set in various geometric shapes.

Within the Don Mills Crossing C.H.R.A. Study Area the Ontario Science Centre, 770 Don Mills Road (1967, Raymond Moriyama) (Figure 26) is an example of Brutalism. Several buildings in the Don Mills Crossing C.H.R.A. Study Area exhibit restrained Brutalist sensibilities (e.g. 100 Wynford Drive). This style is prevalent throughout other areas of Toronto and is exhibited in projects such as: The John P. Robarts Research Library, 130 St. George Street (1973, Mathers and Haldenby, Figure 27); former Rochdale College, 341 Bloor Street (1968, Tampold and Wells) and Tartu College, 310 Bloor Street (1970, Tampold and Wells).



Figure 26: Ontario Science Centre, exhibiting the Brutalist style, 1969 (Source: Toronto Public Library, Baldwin Collection tspa_0110356f).



Figure 27: Robarts Library, University of Toronto exhibiting the Brutalist Style, c. 1990 (Source: City of Toronto Archives Fonds 200, Series 1465, File 212, Item 2).

5.4.1 Modernism in North York and the Don Mills Crossing C.H.R.A. Study Area

Modernist developments in the City of North York in the late 1940s and early 1950s developed differently than those in Toronto's downtown core. In the downtown core, modernist architecture was inserted as selective infill or as comprehensive redevelopment of whole city blocks. The impact of these buildings relied on a contrast in scale, materials and expression of the new buildings against the traditional urban fabric (N.Y.M.A 2009:13). In North York, which was largely rural through the first half of the twentieth century, designed landscapes became an essential part of the planning ideas and settings for individual buildings (N.Y.M.A 2009:13). Residential designs for communities fully incorporated modernist ideals that came out of English town planner, Ebenezer Howard's concept for the Garden City such as functional planning, separating land uses and introducing rational transportation planning creating distinctives scales and land uses. Developments of large park-like settings for complexes such as Sunnybrook Hospital (1940) and York University (1963) were initiated in North York. As well,

individual buildings in North York were sited in park landscapes along curved roads such as Janssen-Ortho Pharmaceuticals (1955) (Figure 28) and the Headquarters of the Bata Shoe Organization building (1965) (Figure 29). Park landscapes were also incorporated into properties with residential towers reflecting the ideas of Le Corbusier's Towers-in-the-Park. With the landscape incorporated fully into designs, North York developed as a fundamentally different place from the downtown core of Toronto (N.Y.M.A 2009:9).



Figure 28: Janssen-Ortho Pharmaceutical Company Offices and Plant exhibiting International Style and landscape, 1956 (Source: Canadian Architectural Archives, Library and Cultural Resources, University of Calgary, Image No. 56353-5).



Figure 29: Headquarters of the Bata Shoe Organization exhibiting International Style and landscape, 2013 (Source: Bata Brands SA, Wikimedia Commons).

Industrial buildings were locating and relocating to areas primarily outside of the former boundaries of the City of Toronto such as North York, the City of York and City of Etobicoke in this period. Commercial buildings were dispersed across what would become the Greater Toronto Area. These Modernist industrial buildings featured steel or concrete structures with glass or brick infill and artificial lighting, and open floor spaces that allowed for more flexible placement of materials and machinery. Modernist industrial buildings in North York and other areas were recognized for their architectural significance. In particular, John B. Parkin Associates Architects won numerous Massey Medals for Architecture for their industrial building designs. The Massey Medals for Architecture recognized excellence in Canadian architecture, awarding Gold and Silver medals. Entrants of merit earned mention as finalists. The award program's inaugural year was 1950 and was then held every three years from 1952 through 1970. Award-winning designs were located throughout the present-day City of Toronto, with a concentration of awards located within the Don Mills development and the Flemingdon Park Industrial area.

Both the Don Mills and Flemingdon Park communities were developed and constructed using modernist design principles. Flemingdon Park was recognized early on by planning and architecture industries as an innovative type of residential architecture that introduced new typologies into Toronto's post World War Two residential landscapes. The *Canadian Architect Yearbook 1964*¹¹ article "Twelve Significant Buildings 1963-64" described the Flemingdon Park development as, "a pioneer work in Canadian housing" (Canadian Architect 1964:56). A 1961 article published by the *Royal Architectural Institute of Canada* titled "Housing" by Henry Fliess, by then an already established and award winning architect, focused on multi-unit housing developments and stated, "Of the [six] projects illustrated in this issue "Flemingdon Park has been the greatest opportunity and the greatest achievement." (Fliess 1961:40). However, by the end of the 1960s, criticism surrounded the cohesion of the plan such as Howard Jones' 1967 article "Flemingdon Park Revisited" in *Canadian Architect* (Jones 1967:41–60). Furthermore, while the Don Mills development was financially successful, the Flemingdon Park development was not. The housing market continued to show a preference for the Georgian revivals, bungalows and split-level houses that were filling the rest of Toronto's suburbs (Armstrong 2014:300).

5.5 Property Types

The following section provides a description of building and landscape types that were assessed as part of Technical Memo #2. Several property types are represented within the Study Area, categorized as:

- Clean Industry and Headquarters
 - Don Mills Area
 - Wynford Drive Area
- Flemingdon Park Residential Buildings
 - Town House
 - Maisonette
 - Slab Apartment

The Study Area also includes a commercial property (hotel), an institutional property (school), and high-rise residential towers. Summary descriptions of these three building types are also provided below. The building and landscape types discussed below have been derived, and their characteristics distinguished, from review and analysis of primary and secondary source

¹¹ *Canadian Architect* is a magazine for architects and related professionals practicing in Canada. Canada's only monthly design publication, *Canadian Architect* has been in continuous publication since 1955. This national review of design and practice documents significant architecture and design from across the country and features articles on current practice, building technology, and social issues affecting architecture. Canadian Architect is the journal of record of the Royal Architectural Institute of Canada.

materials that were published between 1953 and 2015 and which established, and later discussed, the visions and plans for the Don Mills and Flemingdon Park communities.

5.5.1 Clean Industry and Headquarters

Don Mills Area

The Don Mills development was initially comprised of two industrial zones: a north zone and a south zone. The industrial zones lay at the edges of the development, aligning with Ebenezer Howard's Garden City ideas and plans that recommended industrial land uses to be situated in the outermost ring of a town plan comprised of a concentric pattern. The north zone was located at the far end of the development north of the Canadian National Railway line and Bond Avenue while the south area was located at the southern end of the development along Barber Greene Road and Green Belt Drive (Figure 30). Following the initial success of the development, a third industrial zone was established with the extension of Leslie Street southward from Lawrence Avenue to Eglinton Avenue East along the east side of Leslie Street (Figure 31).

In order to set a high level of design, standards were mandated for industrial complexes. These included: a requirement for architect-designed buildings; open space standards which dictated setbacks of 150 feet from roadways and 50 percent land coverage; existing trees were to be retained; and plantings were to screen housing and industrial areas from railway properties (Hancock and Lee 1954:7). Companies located in the south industrial area and found to have upheld, reflect or express an adherence to the 'character defining' design standards during the course of this research included: Barber Greene Canada Ltd. (1953, 1957, extant, now Global Television Network); Philco Corporation of Canada Ltd. (c.1955, extant but highly modified); Perfect Circle Co. Ltd. (c.1953, extant but highly modified); Grand & Toy (1955, extant); Dominion Rubber Hose Co. Ltd. (c.1955, demolished); Ortho Pharmaceutical Canada Ltd. (1955, extant, Listed); Dominion Envelope Co. Ltd. (c.1955, demolished); Parker Co. Ltd (c.1955, demolished). The original uses of these properties tended towards clean industry which incorporated office functions alongside light manufacturing or warehouse functions.

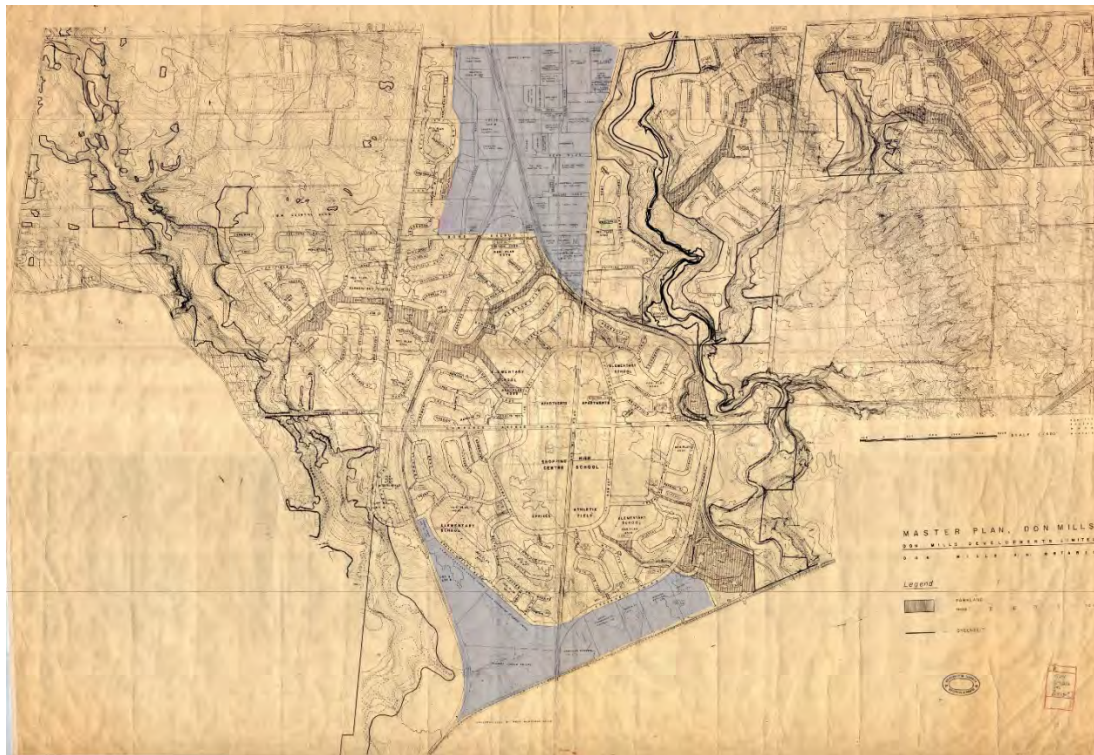


Figure 30: Don Mills Master Plan, 1953 highlighting north and south industrial zones in blue (Source: University of Toronto, G_3524_T67_2D6_G45_4[1953]_R).



Figure 31: North York Planning Board, Planning Information Sheet showing plans for Leslie Street as the third industrial zone of Don Mills (Source: City of Toronto Archives Fonds 220, Series 40, File 39).

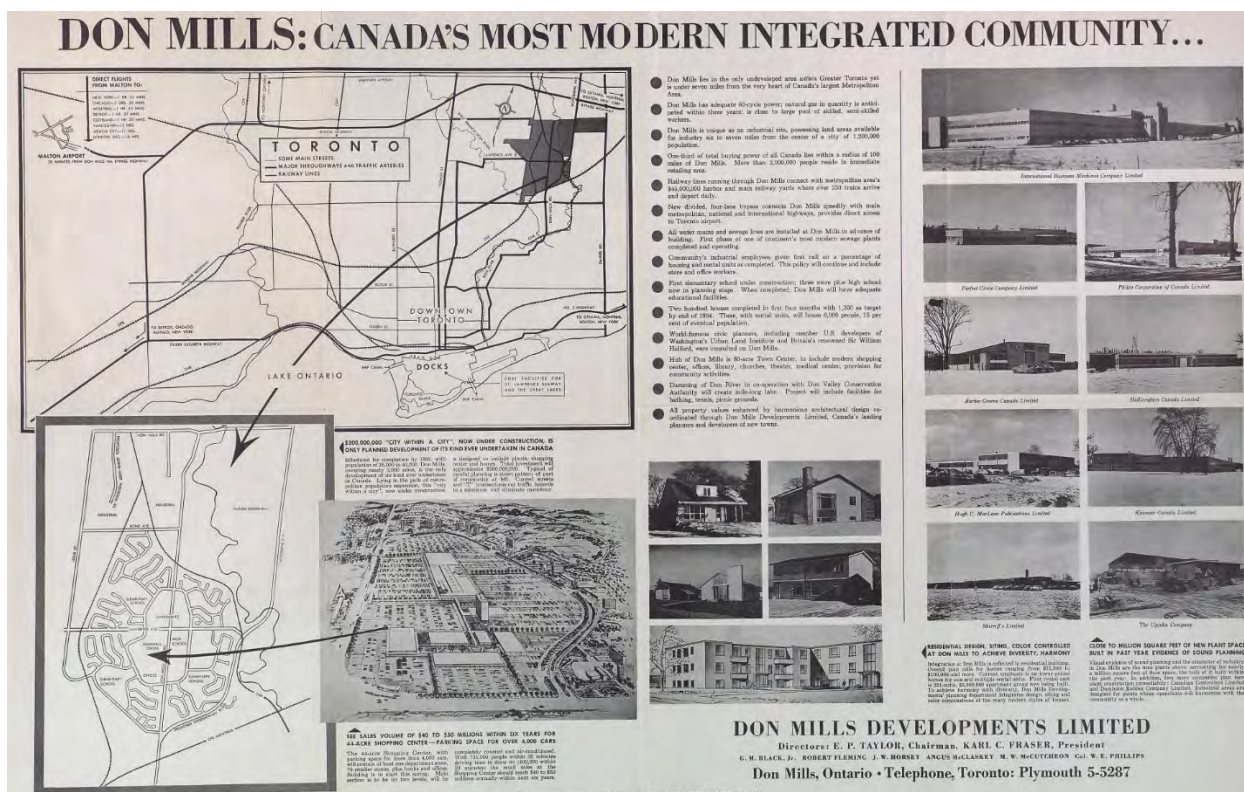


Figure 32: Don Mills Developments Limited advertising spread (Source: TPL Call No. 1954. Don Mills).

Wynford Drive Area

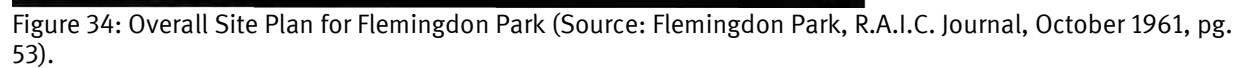
Flemington Park was conceived in 1959 as a modern town of 14,000 people, containing rental buildings, commercial districts, and transit and community facilities. The development was promoted as “a residential all-rental housing development of exceptional architectural charm and variety” targeting an affluent, urbane market (White 2015). The neighbourhood was designed by Macklin Hancock (who also designed Don Mills), with residential architecture by Irving Grossman. The ambitious plan designated land for separated light industrial, commercial and residential use and a portion on the east side of the Don Valley Parkway that was intended to become the new headquarters for the Canadian Broadcasting Corporation (C.B.C.).

The Flemington Park Industrial area was developed as part of the Flemington Park community on lands designated for industrial buildings within the 100-acre area bounded by Don Mills Road, the C.P.R. line, the Don Valley Parkway and Eglinton Avenue East (Figure 33 to Figure 34). The master plan for Flemington Park mandated standards registered against the title of properties to restrict uses as well as conditions for nuisances, soil stripping, fences, signs, excavations, projections, grading, maintenance, land defacement and landscaping. The conditions were meant to ensure “beauty, dignity and harmony” in the area (Webb & Knapp (Canada) Limited 1961). The Industrial area was designed with paved and curbed interior roads; sidewalks, street lighting and landscaping; complete storm and sanitary services; and C.P.R.

FLEMINGDON PARK

Map showing various blocks and lots, including Block A (1.64 Acres), Block B (1.77 Acres), Block C (1.97 Acres), Block D (1.64 Acres), Block E (1.64 Acres), Block F (1.64 Acres), Block G (1.64 Acres), Block H (1.64 Acres), and Block I (1.64 Acres). The map also shows streets such as Eglinton Avenue, Gerrard Street, and Bayview Avenue.

Figure 33: Excerpt from Flemingdon Park Master Plan showing proposed Industrial area, including Wynford Drive and proposed property owners, road layouts, and lot patterns. (Source: Knapp and Webb 1961).



The original, and ongoing, uses of the properties tended towards corporate headquarters for established companies that dominated the petroleum industry as well as emerging new companies in the high tech and media sectors, although several properties have similar clean industry functions to those in the Don Mills area. The earliest buildings were constructed in 1962 and were built in a modernist style. During the seven years following the 1962 construction of Wynford Drive, ten properties were developed along Wynford Drive. This set of buildings formed a scenic drive of corporate headquarters between Don Mills Road and the Don Valley Parkway. Seven of the properties are extant:

1. Former A.C. Nielsen Building, 39 Wynford Drive (1963);
2. Gestetner Building, 849 Don Mills Road (1964);
3. Presbyterian Church in Canada Head Office, 50 Wynford Drive (1966);
4. Shell Canada, 75 Wynford Drive (1966);
5. Texaco Canada, 90 Wynford Drive (1968); and,
6. Bell Canada at 100 Wynford Drive (1969).

Four buildings have been demolished:

1. Imperial Oil, 825 Don Mills Road (1962);
2. Bata International headquarters, 59 Wynford Drive (1965);
3. Oxford University Press, 70 Wynford Drive (1963); and,
4. Shell Canada at 75 Wynford Drive (1966).



Figure 35: Intersection of Don Mills Road and Eglinton Avenue East in bottom right corner, view east of the Flemingdon Park Industrial area (Source: Kirkup 1969).

5.5.2 Flemingdon Park Residential Area

The Master Plan for Flemingdon Park presented an innovative urban land use planning approach that sought to address social and economic issues facing North American cities in the post-war period. The plan proposed a community characterized by higher densities combined with a liveable pedestrian experience, whereby cars and people were separated, and a range of open spaces were available to residents. These were the essence of the plan for Flemingdon Park which was described in 1964 as “most certainly a pioneer work in Canadian housing...[it] has achieved world fame” (Canadian Architect 1964). Designed by architect Irving Grossman to an urban plan by Macklin Hancock, Flemingdon Park was constructed in the modernist style: open green spaces; a reliance on pedestrian walkways; a rejection of traditional housing forms; separation of land uses; and favouring meandering roads rather than a street grid (Sewell 2009). The housing that was constructed offered the greenery of the Don Mills development, but no private space. Common open spaces were located in courtyards, while units in apartment buildings shared long corridors and units in town houses shared winding walkways. The intention was to allow residents to walk a distance of up to 1500 feet along paths encircling a tree-lined square and a sunken garden without encountering any vehicular traffic, which would be routed within communal underground parking areas beneath buildings. Like Don Mills, a hierarchy of roads were created. Beyond the internal circulation patterns, the

Flemingdon Park Provision Planning and Technical Report (Project Planning Associates Limited 1959) noted the site's central location within Metropolitan Toronto, highlighting the importance of new connections created by the Eglinton Avenue East extension and the new Don Valley Parkway roadways as a means of ensuring that residents could reach their places of work downtown or in Scarborough, Leaside or Don Mills. Residential construction took place in phases with several housing types planned (Figure 36). Types relevant to the Don Mills Crossing C.H.R.A. are the Town House (Garden Apartment), Maisonette and Slab Apartment.



Figure 36: Flemingdon Park Master Plan, 1959 showing early plans for mix of housing types (Source: Project Planning Associates 1959 Plate II)

Town House

A town house is a suburban form of the earlier urban row house. Both the row house and town house are a type of residential structure with at least one side wall in common with a neighbouring building. Typically, units are unified by an identical architectural treatment including plans, elevations and fenestration. Row houses typically were set near and parallel to the street with party walls running the length leaving no undeveloped space between units.

The row house was reintroduced as one of several multiple housing types tested in post-Second World War Toronto. The suitability of the row house for all income groups was promoted by architects Henry Fliess and James Murray, the Central Mortgage and Housing Corporation, and journals such as *Canadian Architect* (Waldron 1998:86). This commonly suburban form of the rowhouse became known as a town house. When Fliess and Murray developed South Hills Village, a series of town houses constructed in 1957 in Don Mills, the updated version of the form was virtually new to Canada. This complex included an exterior garbage enclosure, a mix of public and private gardens and split-level floor plans. South Hills Village was a test case for public reaction to the type and it was well received, garnering recognition as a Massey Medal winner in 1958.

Other contemporaneous town house developments in Metropolitan Toronto included Greenbelt Heights Village (Don Mills, designed by Belcourt and Blair, 1956), Oakdale Manor (Jane Street and Finch Avenue West, designed by Klein and Sears, 1962), Yorkwoods Village (Jane Street and Finch Avenue West, designed by Klein and Sears, 1962) and Don Valley Woods (Don Valley Parkway and York Mills Road, designed by Klein and Sears, 1964). Several of these projects were recognized with Massey Medals such as Oakdale Manor in 1964 and Don Valley Woods in 1967 (Figure 37).



Figure 37: Don Valley Woods, photo undated (Source: E.R.A. Architects 1967).

The master plan for Flemingdon Park sought to develop a community characterized by high density residential complexes. Irving Grossman was hired as the architect for the project. Grossman had previously worked with Fliess and Murray on the Don Mills development designing detached residential housing. This exposure to Fliess and Murray's ideologies combined with his education in Britain led him to examine earlier types of housing from the Georgian square to recent modern housing forms and styles in the development of his version of the modernist row house (Waldron 1998:92). The term "garden house" was applied by Grossman to his house type to associate the house-to-garden relationship rather than house-to-house connotation of the nineteenth-century term "row house" (Grossman 1961:60).

Grossman criticized modern neighbourhood planning for setting buildings too far apart on streets that were too wide and thus lacked the “outdoor rooms” created by earlier arrangements of building setbacks and spacing (Progressive Architecture 1967:134)¹². At Flemingdon Park, he methodically established these “outdoor rooms” by laying out the distances between buildings based on an early plan to ensure the public spaces felt like outdoor rooms. Generally, public spaces were located in the centre of the block and surrounded by buildings which looked inward, turning their rear yards towards the public street network. This building type was promoted to create the visual cohesion that was seen to be lacking in suburban developments, a cohesion that was necessary for communities to form (Waldron 1998:87). Of the different building types developed at Flemingdon Park, *Progressive Architecture* called the town houses “the most significant part of Grossman’s scheme” (Progressive Architecture 1967).

The town houses designed by Grossman for the Flemingdon Park development have a rear split-level form, blank end walls, and overhanging eaves at the front and rear. There are variations between individual buildings in their roof slope, use of bay windows, recessed or flush entrances, and brick colour. The buildings are variously clad in red, brown and grey brick reflecting Grossman’s affection for a “planned accidentalism” (derived from Le Corbusier) which was intended to provide the “expression of visual delight that was lacking in the planned suburban developments” (Waldron 1998:84). The first storeys are raised above street level and underground garages are often accessed from several entrances. Buildings are organized with front façades facing inwards to the centre of the site and a central courtyard. The whole complex is elevated over the underground garage which is a half-storey below grade. The rears of the buildings back onto the surrounding vehicular streets. A variation of the town house increased the building height from two-storeys to three- and four-storey tiered garden houses where units are stacked or interlocked into each other and referred to in plans as tiered garden houses (also called terrace apartments (Figure 38). The interiors are comprised of an entry hall, kitchen/dining room, living room, three bedrooms, and one bathroom (Grossman 1961:60). Unlike maisonettes, tiered gardens houses did not have a common central corridor.

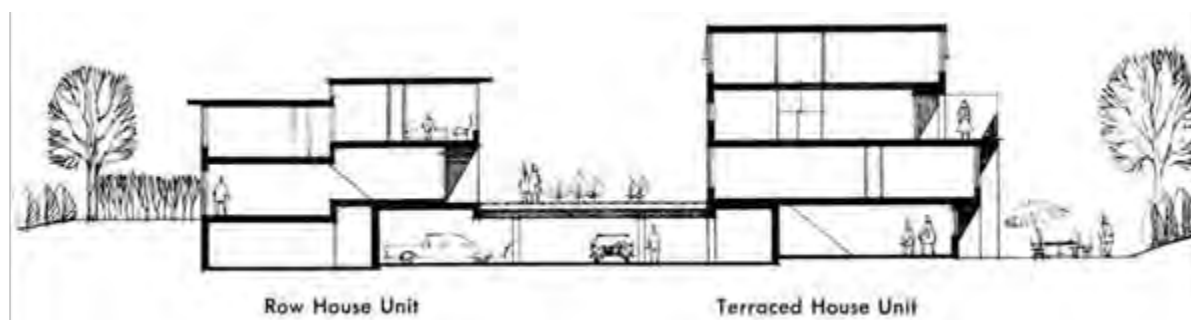


Figure 38: Section through street at R-1 Unit, left and T-2/T-1 Unit, right (Source: Grossman 1961:64).

¹² A 1967 Progressive Architecture magazine article is written by Irving Grossman in the first person speaking of his work at Flemingdon Park. An introduction to the article is given by an unknown author.

Maisonette

The maisonette apartment was one of several experimental housing types that emerged in post-war Toronto in reaction to the sprawl of suburbia. Maisonette apartments were constructed in a variety of forms in the late 1950s and early 1960s to resolve the problems of suburban architecture. Like the row house (town house) type, maisonettes increased density while providing modern living environments found in single family dwellings. In Flemingdon Park, Irving Grossman designed stacked maisonettes (also called double maisonettes) which were four-storey buildings containing two-storey units stacked one on top of the other.¹³ Access to the upper units was by a common central corridor and lower units could be accessed from the common corridor or directly from the courtyard or rear yard (Webb & Knapp (Canada) Limited 1961). This variation of the type was repeated in the Chapel Glen development but with three two-level units stacked to complete the six storey buildings. Another form of the maisonette type can be found outside the Don Mills Crossing C.H.R.A. Study Area on Victoria Park Avenue near Lawrence Avenue in Toronto, where architect Henry Fleiss designed a series of maisonette apartments which connect two town houses with a common central corridor (Clintwood Co-Operative Housing, built 1955 and 1961). This organization achieved the cost-effectiveness of the maisonette type while providing all units with a relationship to the ground. While there were advantages to the maisonette such as providing more living units within less area, where land costs were lower, modernists considered the town house preferable to any form of maisonette as the town house provided more access to light (R.A.I.C. 1961:46).

Slab Apartment

Alongside the town house and maisonette type buildings in Flemingdon Park, Irving Grossman designed slab apartment type buildings. Four buildings were constructed in total at 1 Deauville Lane, 48 Grenoble Drive, 10-12 St Dennis Drive, and 31 St Dennis Drive. While there is variation in the detailing of the buildings there are several common design elements. The buildings are all constructed of poured-in-place concrete. At ground level the elevations are recessed behind the pilotis (Figure 39). This arrangement reflects aspects of the International Style which was popular at the time. The horizontal and vertical concrete structural elements are expressed on the façade. The areas between the exposed floor plates incorporate glazing and brick.

¹³ No plans or section drawings were available to illustrate the Maisonette.

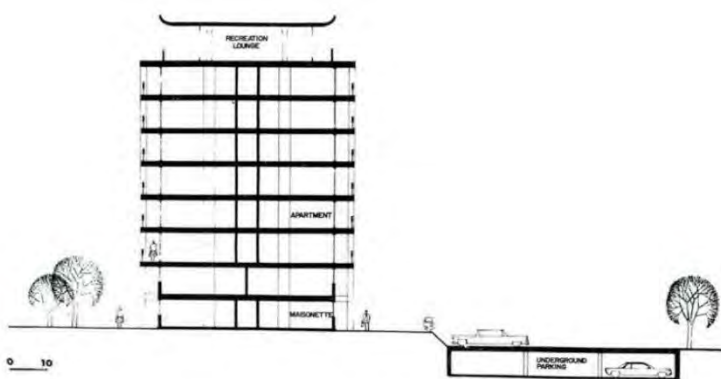


Figure 39: East-west section through 1 Deauville Lane showing general construction details (Source: Grossman 1961:62).

High Rise Residential Tower

Over 1000 high-rise residential towers were built in the Greater Toronto Area during the 1950s, 1960s and 1970s. Most of them are located in Toronto's inner suburbs of North York, Etobicoke and Scarborough (E.R.A. 2015). They provided high-density housing, with a typical 20-storey building containing 200 units, and underground parking. Configurations included rectangular slabs, square point towers, and Y-shaped and cruciform towers. The majority of the towers built during this time were constructed of reinforced concrete, with brick or solid masonry exterior walls. A typical façade contained rows of repeating windows and balconies for each unit, with little ornamentation. Towers were often set back from the sidewalk, leaving room for parking, lawns, trees and other landscaping. Towers were often built in clusters to form neighbourhoods, with some containing a mix of high-rise towers and lower building types. There are many high-rise residential towers incorporated into the Flemingdon Park plan area including 45 Grenoble Drive.

5.5.3 Other Property Types

Family Hotel

The construction of freeways across North America in the 1950s saw the typology of roadside motels evolve into the family hotel typology, pioneered by the Holiday Inn Hotel chain (established in 1952). In Toronto, multi-storey hotels began to be built along freeways and blended the affordability and roadside convenience of a motel with the amenities of higher-end hotels located within city centres. Family hotels built between the 1950s and the 1970s exhibited a variety of designs. They were typically larger than motels, with multiple storeys and parking lots. In the Study Area, 175 Wynford Drive is an example.

School

Schools built in Toronto from the 1950s to the 1970s were usually located within residential areas. Schools built during this time often exhibited modernist design characteristics. The buildings were typically one to four storeys and tended to have a horizontal rather than a vertical emphasis. Concrete construction was common, with concrete or brick cladding. Their properties were designed with parking lots and schoolyards for outdoor play and athletic use. In the Study Area, 135 Overlea Boulevard is an example.

5.6 Architects, Builders and Designers Associated with Properties within the Study Area

Table 3 identifies architects, builders and designers associated with the 30 properties evaluated as part of Phase 2 of the Don Mills Crossing C.H.R.A. Short biographies follow the table, including one for Macklin Hancock who contributed to the overall layout and planning of much of the Study Area.

Table 3: Architects, Builders and Designers associated with the 30 properties evaluated as part of Phase 2 of the Don Mills Crossing C.H.R.A.

C.H.R.	Address	Building Name	Associated Architect, Builder or Designer
1	1123 Leslie Street	Former William Wrigley Jr. Company	Gordon S. Adamson and Associates, Architects
2	44-52 Prince Andrew Place	Former Science Research Associates Ltd.	Levine and Lawrence Architects
3	1133 Leslie Street	Pringle and Booth Art Centre (now known as the Korean Cultural Centre)	S.D.F Reszetsnik, Architect
4	1135 Leslie Street	Peacock & McQuigge Building (now known as the Crestview Group of Companies Offices)	Gordon S. Adamson and Associates
5	81 Barber Greene Road	Barber Greene Canada Ltd. (now known as Global Television Network)	John Arthur Layng, Architect, 1953; John B. Parkin Associates Architects, 1957 addition; Raymond Moriyama, Architect, Interior alterations
6	33 Green Belt Drive	Former Grand & Toy Building	John B. Parkin Associates Architects
7	885 Don Mills Road	Unnamed	Bregman and Hamann Architects
8	50 Gervais Drive	Consolidated Computer Ltd (now known as the Canada Christian College)	Bregman and Hamann Architects
9	100 Wynford Drive	Bell Data Centre	Webb Zerafa Menkes
10	90 Wynford Drive	Former Imperial Oil Building/Texaco Canada Ltd	John B. Parkin Associates Architects
11	29 Gervais Drive	Former SCM (Canada) Ltd.	Ogus and Fisher, Architects
12	849 Don Mills Road	Gestetner Ltd. (now known as the St. Andrew Kim Korean Catholic Church)	Crang and Boake, Architects
13	20 Wynford Drive	One Medical Place	Ogus and Fisher, Architects

C.H.R.	Address	Building Name	Associated Architect, Builder or Designer
14	50 Wynford Drive	Presbyterian Church in Canada Head Offices	Somerville, McMurrich and Oxley, Architects
15	175 Wynford Drive	Toronto Don Valley Hotel & Suites	Raymond Moriyama, Architect
16	39 Wynford Drive	A.C. Nielsen Co. Building (now known as the Brookfield Building)	Webb and Menkes, Architects
17	15 Gervais Drive	Former Ontario Federation of Labour Building	Sirlin and Kelman Architects
18	1200 Eglinton Avenue East	Former Computer Sciences Canada	Raymond Moriyama, Architect
19	797 Don Mills Road	North American Tower /Olympia Square (now known as Tribeca)	Bregman and Hamann Architects
20	789 Don Mills Road	Foresters House, Olympia Square	Bregman and Hamann Architects with Craig, Zeidler and Strong
21	7 Rochefort Drive	Flemingdon Park Apartments	Irving Grossman, Architect
22	18-20 St Dennis Drive	Flemingdon Park Townhouses	Irving Grossman, Architect
23	31 St Dennis Drive	Flemingdon Park Apartments	Irving Grossman, Architect
24	48 Grenoble Drive	Flemingdon Park Apartments	Irving Grossman, Architect
25	1 Deauville Lane	Flemingdon Park Apartments	Irving Grossman, Architect
26	4 Vendome Place	Flemingdon Park Townhouses	Irving Grossman, Architect
27	6-8 Vendome Place	Flemingdon Park Townhouses	Irving Grossman, Architect
28	61 Grenoble Drive	Flemingdon Park Apartments	Irving Grossman, Architect
29	95 Leeward Glenway	Chapel Glen	Boigon and Heinonen, in association with Raymond Mandel
30	135 Overlea Boulevard	Marc Garneau Collegiate Institute	Page and Steele, Architect; Abram, Nowski and McLaughlin Architects and Planners, c. 2000 addition

5.6.1 Abram, Nowski and McLaughlin Architects and Planners

Designed: C.H.R. 30

In operation from 1970 until 1974, Abram, Nowski and McLaughlin Architects and Planners was a Toronto-based architecture firm led by G. S. Abram, J. J. Nowski, and S. G. McLaughlin (Architecture Canada 1970). The firm began with the partnership of Craig and Madill Architects in 1910. The early history of the firm produced important City of Toronto landmarks such as Varsity Stadium (demolished in 2002) and the C.N.E. Bandshell. Since that time the name of the firm has changed as partners were added, departed or retired. Among its later works, the firm designed the Don Mills Library along with over 75 schools. Abram and Nowski's partnership would become the predecessor to the current firm known as Kingsland + Architects Inc., while S.G. McLaughlin would become the City of Toronto planning commissioner from 1978 to 1986.

5.6.2 *Gordon S. Adamson and Associates*

Designed: C.H.R. 1, C.H.R. 4

Gordon S. Adamson worked with prominent Toronto architects F. Hilton Wilkes and Sproatt & Rolph prior to establishing his own firm in 1934. Adamson's first major work was the Modern Classicism tower known as the Dominion Public Building in London, Ontario. Adamson soon became an early adopter of Modernism in Canada and his firms Adamson & Morgan and Gordon S. Adamson and Associates were influential in the development of Canadian Modernism. Important modernist achievements by the firm include Massey Medal awards for the Savoy Plaza Apartments at 130 Forest Hill Road in Toronto and the Kipling Collegiate Institute along with critical acclaim for the E.J. Pratt Library at the University of Toronto. Adamson was elected to the Royal Canadian Academy of the Arts in 1950 and was President of the Ontario Association of Architects in 1953. Despite retiring in 1971, Adamson's firm continues to use his name to this day with Adamson Associates Architects maintaining a prominent position in Toronto architecture. The firm has also become internationally important, with projects including the Canary Wharf Estates in London and the redevelopment of the World Trade Center site in New York City.

5.6.3 *Boigon and Heinonen, Architects*

Designed: C.H.R. 29

Irving Boigon and Stanley Heinonen were the founders of this firm. Boigon practiced alone at times (designing projects such as Northview Heights Collegiate Institute in North York as well as residential properties), while Heinonen spent time with Gordon S. Adamson and Associates. Boigon and Heinonen started in 1965, and the firm designed Phase 1 of Chapel Glen as well as Adanac Apartments (housing for senior citizens) in Scarborough, Sunset Manor Home for the Aged in Collingwood, the Meteorological Headquarters Building in Toronto, and Jane Junior High School and Centennial Library in North York, as well as additional work in other provinces. In the 1960s, the firm was commissioned to design the Robert J. Smith Apartments for Metropolitan Toronto (Etobicoke, 1966) which represented a shift in thinking about seniors' housing that moved away from isolating design and instead incorporated communal dining rooms and recreation areas. This attitude towards design and seniors' care would be adopted nationwide (G&M 2007).

5.6.4 *Bregman and Hamann Architects*

Designed: C.H.R. 7, C.H.R. 8, C.H.R. 19, C.H.R. 20

Bregman and Hamann Architects was founded in 1953 by Sidney Bregman and George Hamann. The firm is one of the most prolific architecture firms in Toronto, having designed or collaborated on numerous iconic buildings in the city including First Canadian Place, the Canada Trust Towers, the TD Centre, the C.B.C. Broadcast Centre, the Eaton Centre, Mount Sinai Hospital, and the Metro Toronto Convention Centre South Building. In 1967, Bregman and Hamann proposed a project at Yonge Street and Eglinton Avenue—the Yonge-Eglinton Centre—that repeated the design of Olympia Square, though the newer design was comprised of four towers (one 30-storey, two 22-storey, and one 18-storey) with a two-level complex, central court and underground garage.

Today the company is known as B+H Architects and has extended its reach beyond the city with projects throughout Canada and in Asia. The company has won numerous awards for its work including the R.A.I.C. Innovation in Architecture Award, a Governor General's Medal in Architecture and Award of Merit and two Landmark Winners of the Ontario Association of Architects Awards.

5.6.5 *Craig, Zeidler and Strong, Architects*

Designed: C.H.R. 20

The firm of Craig, Seidler and Strong started as William Blackwell Architect in 1880. By 1951, when Eberhard Zeidler joined the Peterborough firm, the firm was known as Blackwell & Craig, led by William Blackwell Jr. and his partner James Craig. In the 1950s, the firm was responsible for the design of numerous buildings in Peterborough including Grace Church, St. Giles Church and the Memorial Centre. Later in 1961, Zeidler and Craig partnered with William A. Strong to form Craig, Zeidler and Strong. The firm is most well-known for its work at Ontario Place (1967), McMaster Health Sciences Centre (1970) and for its partnership with Bregman and Hamann Architects on the Eaton Centre in Toronto. The firm existed until 1975 when Zeidler formed the Zeidler Partnership, which designed prominent buildings such as Canada Place for Expo '86 in Vancouver and the Toronto Centre of the Arts. Zeidler was recognized as a leader in the architecture field, receiving an Order of Canada for his work in 1984. The Zeidler firm is now an international practice with offices in Canada, Berlin and Beijing.

5.6.6 Crang and Boake, Architects

Designed: C.H.R. 12

Crang and Boake began in Toronto in 1952 under the partnership of James Crang and George Boake. This partnership designed numerous important buildings in the City of Toronto including the Metro Toronto Convention Centre North Building, the Hudson Bay Centre, and the Holt Renfrew Centre (Gadd 2017). Furthermore, the firm extended its reach beyond the city, designing the Rideau Centre in Ottawa and the Royal Bank of Canada Centre in London England. The firm has had numerous overseas offices throughout its history, including in Beijing, London and Abu Dhabi and continues today.

5.6.7 Irving Grossman, Architect

Designed: C.H.R. 21, C.H.R. 22, C.H.R. 23, C.H.R. 24, C.H.R. 25, C.H.R. 26, C.H.R. 27, C.H.R. 28

Irving Grossman established his private practice rooted in the modernist movement in Toronto in 1954. He designed numerous private residential homes, apartment buildings, and synagogues throughout the city (N.Y.M.A 2009). He is best known for his work on the large-scale master planned projects at Flemington Park (where his ambitious plans were only partially realized) and at Edgeley Village (Hill 1995). Other important work by Grossman include the Beth David B'nai Israel Beth Am Synagogue, early phases of the St. Lawrence neighbourhood, and the Administration Building at Expo '67 in Montreal for which he was awarded a Massey Medal in 1967 (Hill 1995). Grossman was also the first recipient of the Toronto Society of Architects Fellowship Award (Hill 1995).

5.6.8 Macklin Hancock, Urban Planner and Landscape Architect

Urban Planner

Macklin Hancock was a Canadian urban planner. When he was still in graduate school, E.P. Taylor, who happened to be in the process of developing a large area of land in North York which would become Don Mills, offered Hancock an opportunity to design the entire new town (Rynnimeri 1997). As part of the proposed development, Hancock devised a set of planning principles inspired by Ebenezer Howard's Garden City to guide the project including: the spatial separation of land uses; differing housing types separated by type; a hierarchy of roads that would culminate in residential neighbourhoods designed around cul-de-sacs, which would prevent through traffic; and an emphasis on internal walkways that would allow pedestrians to access various parts of the community without the use of a car (Armstrong 2014:177). As the first planned community in Canada, Hancock's designs for Don Mills became a prototype for Canada's suburbs, making it one of the most significant post-war developments in Canada and an important development in the history of modernist urban planning. Don Mills was Hancock's



first major project and led to his international recognition as a landscape architect and urban planner. The principles applied in Don Mills were carried forward into the designs for Flemingdon Park. While Don Mills was his most famous piece of work, as president of Project Planning Associates Ltd. (now Planning Partnership Ltd.), Hancock played a role in several other significant developments including Ontario Place, Expo '67 in Montreal, the University of Guelph master plan, and overseas projects in Berlin, St. Petersburg, and London. Hancock was an early practitioner of an integrated design approach, with his firm Project Planning Associates Ltd. bringing together a multi-disciplinary team of landscape architects, urban designers, and planners to work together collaboratively on projects for the first time (University of Guelph).

During his career, Macklin Hancock served as President of the Ontario Association of Landscape Architects and Canadian Institute of Planners. He was awarded the Centennial Medal for Distinguished Service to Canada in 1967 and the Order of Ontario in 2003 (University of Guelph).

5.6.9 John Arthur Layng, Architect

Designed: C.H.R. 5

John Layng was an architect based in Toronto who worked for prominent Toronto architects Mackenzie Waters and John B. Parkin. Layng was “a strong proponent of a modern, garden city style of planning” and designed the subdivision at Wrentham Estates along with York Mills Plaza (Rynnimeri 1997: 66). This work impressed E.P. Taylor and Layng was hired to do the preliminary planning for the Don Mills site including designing early street layouts and plans of subdivision, which were later altered when Layng was replaced by Macklin Hancock (Rynnimeri 1997). Along with Wrentham Estates and York Mills Plaza (Sewell 1993), Layng designed Canadian artist R. York Wilson’s home and studio on Alcina Avenue (Leblanc 2009), and Bloordale United Church (The Globe and Mail 1959).

5.6.10 Levine and Lawrence Architects

Designed: C.H.R. 2

A.M. Levine and R.L. Lawrence were the founders of Levine and Lawrence Architects. They were retained as architects for a Canadian construction consortium called Associates Internationale Designers Constructors. This consortium also retained the architecture firm Webb Zerafa Menkes (Toronto Star 1965). Additional information about the firm was unable to be located during the course of this study.



5.6.11 Raymond Mandel

Designed: C.H.R. 29

Raymond Mandel worked briefly with Henry Fliess, had a partnership with Don Bolton and George Buchan for a time, and then became a solo practitioner in 1962. Mandel's first solo commission was the Royal York Gardens apartments (1137-1141 Royal York Court, Toronto, 1967). He is best known for designing Old Mill Towers apartments (39 Old Mill Terrace, Toronto, 1967) which overlook the Humber River and inspired the designs of the high-rise elements at Chapel Glen.

5.6.12 Raymond Moriyama, Architect

Designed: C.H.R. 5, C.H.R. 15, C.H.R. 18

Raymond Moriyama established his architectural practice in 1958. In 1970, Moriyama formed Moriyama and Teshima Architects with Ted Teshima. The firm would go on to design award-winning civic buildings in Toronto such as the Toronto Reference Library (1977) and the Scarborough Civic Centre (1973). Other notable buildings designed by Moriyama & Teshima include the Canadian War Museum in Ottawa (2005) the Embassy of Canada in Tokyo (1991) and the National Museum of Saudi Arabia (1999). Moriyama is an important figure in the field of architecture and has been awarded the Order of Canada, the Governor General's Awards for Architecture, the Governor General's Award in Visual and Media Arts, the Gold Medal from the Royal Architectural Institute of Canada, the Confederation of Canada Medal and a Lifetime Achievement Award from the Arts Foundation of Greater Toronto.

5.6.13 Ogus and Fisher, Architect

Designed: C.H.R. 11, C.H.R. 13

Ogus and Fisher were an Oshawa-based architecture firm formed by Michael Ogus and John Fisher. The firm is most well-known for designing the office tower at 2 Bloor Street West. Additional information about the firm was unable to be located during the course of this study.

5.6.14 Page and Steele, Architect

Designed: C.H.R. 30

Page and Steele was a Toronto-based architecture firm created in 1926 by Forsey Pemberton, B. Page, and W. Harland Steele. The firm employed Peter Dickinson as its head designer in the 1950s. Dickinson was a British-Canadian architect who designed over 150 buildings and left an indelible architectural legacy, receiving five Massey Medals (Chodikoff 2010). Many of the



firm's most iconic pieces of work derive from Dickinson's leadership, such as the O'Keefe Centre (now known as the Sony Centre for the Performing Arts), the Canadian National Exhibition's Queen Elizabeth Building, and the Toronto Teacher's College. After Dickinson left the firm, Page and Steele continued to be involved in notable projects such as the I.M. Pei building at Commerce Court, the Atrium on Bay, and a diverse portfolio of recent structures including residential apartments, condominiums, commercial office and retail. Today the firm is part of I.B.I. Group Architects.

5.6.15 John B. Parkin Associates Architects

Designed: C.H.R. 5, C.H.R. 6, C.H.R. 10

John B. Parkin Associates Architects were an architecture firm started by John Burnett Parkin, his brother Edmund T. Parkin and John C. Parkin (no relation) in the 1940s. The firm was one of the most prolific modernist architecture firms in the City of Toronto, designing prominent buildings such as Terminal One at Pearson Airport, the Yorkdale Mall's Simpson's store and several buildings in Don Mills. The firm won fourteen Massey Medals, the Queen's Jubilee Medal, the Ontario Association of Architects Landmark Award and the Royal Architectural Institute of Canada Gold Award (N.Y.M.A 2009). In 1969, the firm merged with Smith Carter Searle to form Smith Parkin Associates. Soon after the merger, John B. Parkin sold his interest in the company and moved to Los Angeles, where he formed Parkin Architects, Engineers & Planners. John C. Parkin continued to practice in Canada under various firm names before establishing Parkin Architects Ltd. in 1986, which continues to operate today.

5.6.16 S.D.F. Resznetnik, Architect

Designed: C.H.R. 3

Along with the Korean Cultural Centre, significant designs prepared by S.D.F. Resznetnik include the Padulo Building at 1 St. Clair Avenue West in Toronto, the Bank of Montreal Building in Winnipeg, and an artistic obelisk for the City of Windsor's waterfront. Additional information about the firm was unable to be located during the course of this study.

5.6.17 Sirlin and Kelman Architects

Designed: C.H.R. 17

Sirlin and Kelman was a Toronto-based architecture firm which operated from 1965-1972. The partners were Morley Sirlin and Harold Kelman. Sirlin was an early architect for Olympia & York development firm. He is now a partner in Sirlin, Giller & Malek Architects. Kelman is the principal of Kelman Associates Architects, established in 1992. Additional information about Sirlin and Kelman was unable to be located during the course of this study.



5.6.18 Somerville, McMurrich and Oxley, Architects

Designed: C.H.R. 14

Somerville, McMurrich and Oxley was a prolific Toronto-based architecture firm. The partnership involved William Lyon Somerville (an elected member of the Associate of the Royal Canadian Academy of the Arts and a Fellow of the Royal Architectural Institute of Canada), Norman Hay McMurrich (a president of the Royal Architectural Institute of Canada), and Loren Oxley (a Fellow of the Royal Architectural Institute of Canada). As the senior member of the partnership, Somerville was a prolific architect throughout Southern Ontario known for designing the plan for McMaster University and the Queen Elizabeth Way along with the restorations of Fort Henry, Fort George and Fort Erie. When the partnership began in 1953, the trio took on significant projects such as the University of Toronto's Medical Sciences Building and Gerald Larkin Building along with the master plan for the Queen Street Mental Health Centre.

5.6.19 Webb Zerafa Menkes, Architects

Designed: C.H.R. 9, C.H.R. 16

Webb Zerafa Menkes was a Toronto-based architecture firm formed in 1961 by Peter John Webb, Boris Ernest Zerafa, Rene Menkes. The three men were former associates of acclaimed modernist architect, Peter Dickinson. Their most prominent Toronto designs or collaborations include the C.N. Tower, Scotia Plaza, and 1 Yonge Street (Toronto Star headquarters). The firm was awarded a Massey Medal in 1964 for the Lothian Mews on Bloor Street West and in 1970 for the Saidye Bronfman Cultural Centre in Montreal (N.Y.M.A 2009). The firm continues to operate as Webb Zerafa Menkes Housden (W.Z.M.H.) Partnership.

6.0 CULTURAL HERITAGE LANDSCAPE CHARACTERISTICS AND SURROUNDING CONTEXT

This section briefly addresses potential cultural heritage landscape¹⁴ characteristics within the Study Area. Cultural heritage landscape elements which either traverse the entirety of the Study Area or which straddle or permeate the boundaries of the Study Area are also discussed. This type of spatial focus was utilized to efficiently highlight those cultural heritage landscape elements that are:

- Historically influential within the Study Area;
- Experienced or valued by many people; and/or
- Contribute to and connect with other valued systems that relate to ecological, recreational, or social processes.

¹⁴ For purposes of this preliminary analysis, a cultural heritage landscape is defined in accordance with the City of Toronto's Official Plan and the 2014 Provincial Policy Statement.



The Study Area is physically situated on tablelands of the Don River. This unique swath of land was formed and shaped by its location north of the forks of the Don River, a historically and physiographically important location where the east and west branches of the Don River converge with a small river tributary – Taylor Creek, and form the Lower Don which discharges into Lake Ontario. In 1958, lands within the Study Area were described as the “largest undeveloped tract in Metropolitan Toronto” (Prior 2016:9). In part, this tract of land stood untouched by development in the 1950s due to its geography, cut off from intensive change on account of limited road access between two immense valley systems.

In the 1950s, a key area developed at the northern edge of the Study Area. The Don Mills community and its unique approach to area planning and development permeates the Study Area and influenced its land use development patterns and approach to building design. One of the core planning principles of the development was the spatial separation of land uses, with industrial uses planned for the periphery of the community. In order for industries to establish themselves near residential housing, they had to adhere to strict guidelines regarding neatness and cleanliness. Industry was subject to the same design controls as all other properties with the Don Mills development, such as the adherence to modernist design principles. As a result, the northern edge of the Study Area is characterized by a series of low-rise modernist industrial buildings on relatively large properties. Plantings were used to screen housing and industrial areas from railway properties (Hancock and Lee 1954:7)

As detailed in Section 4.0 above, review of residential urban development patterns between 1914 and 1956 show that development during this period was fast-paced in nearby areas, with the east and west branches of the Don River functioning as a powerful barrier to development in the space between these two sections of the river (Figure 41). The valley systems of the Don River established a buffer around the Study Area, sustaining its agricultural land use patterns longer than in areas located to the north and south (Figure 41). Extension of Eglinton Avenue across the Don River valley in 1956 and then construction of portions of the Don Valley Parkway (D.V.P.) between 1961 and 1963 made the relatively flat tablelands between the two branches of the Don River finally accessible (Figure 42). Metro Toronto oversaw planning, design, and construction of the Eglinton Avenue extension and the D.V.P., with the latter demonstrating application of traditional parkway design to a purpose-built commuter highway (Bonnell 2011). Analysis of route alignment planning for the D.V.P. acknowledges interconnections between the Study Area’s patterns of development and its transportation networks and how they combined to negotiate and modify the environmental characteristics of this unique physical landscape formed by the contours of the Don River watershed.

Already reaping Metro’s investment in the 1955-56 extension of Eglinton Avenue over the east and west Don valleys, E.P. Taylor’s Don Mills Development Company used future road construction to promote the convenience of their holdings. “Don Mills is easy to reach from any direction,” a September 15, 1955 ad in the Toronto Daily Star read, “and it will be even easier to



get to when new roads are finished.... The proposed D.V.P. will cut in half the present driving time of 25 minutes to downtown Toronto” (Bonnell 2014).

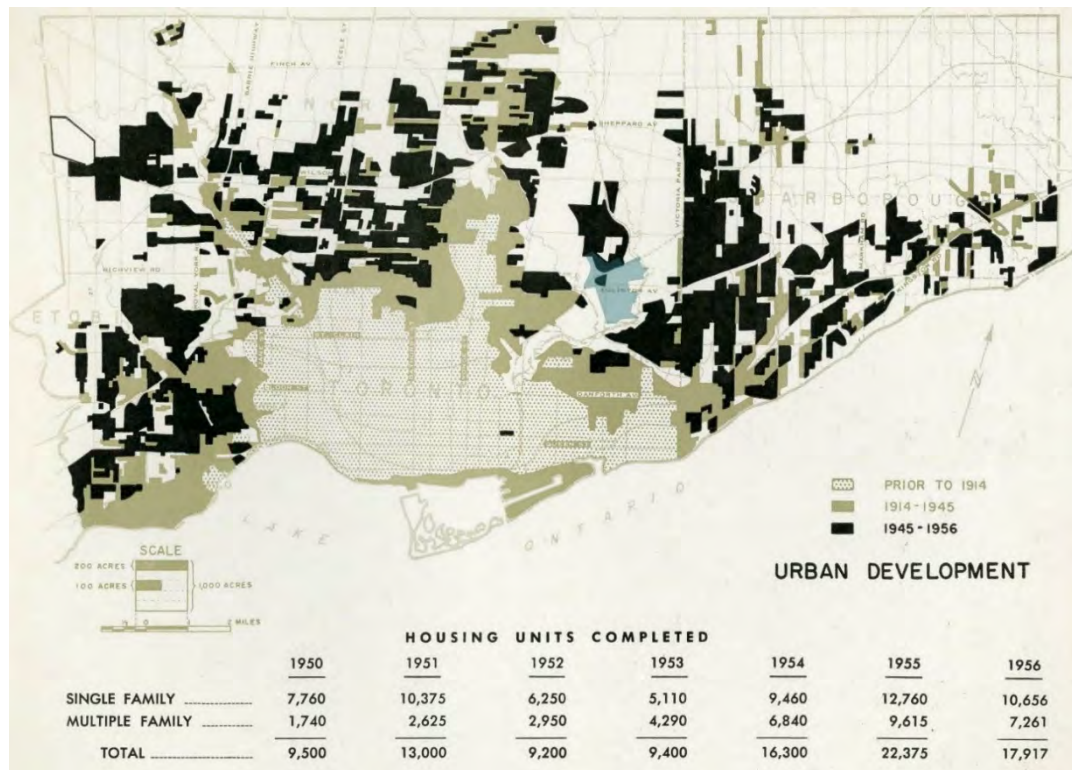


Figure 40: Patterns of urban development in Toronto showing post-war development concentrated to the north and south of the Don Mills Crossing C.H.R.A. Study Area, as shown in blue. (Source: Metropolitan Toronto, 1957).

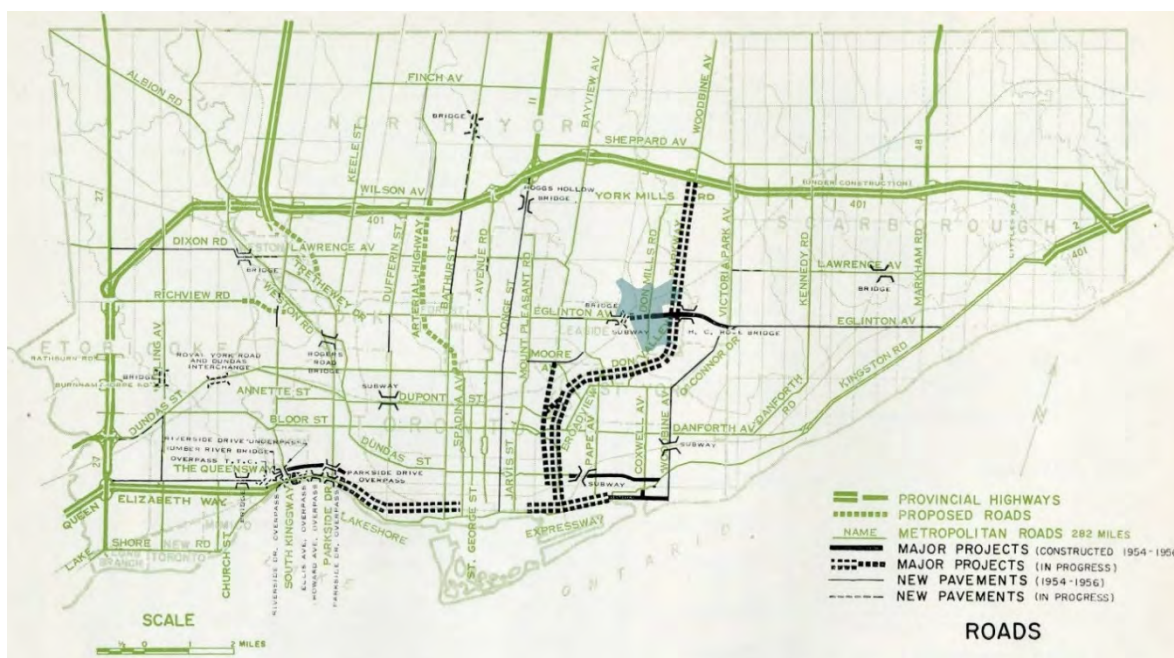


Figure 41: Illustration showing Don Mills Crossing C.H.R.A. Study Area in blue, in relation to completed and in progress “major” projects design, planned and constructed by Metro Toronto. (Source: Metropolitan Toronto, 1957).

These dramatic changes to the area’s transportation networks in the mid-twentieth century caused land uses to rapidly change from agricultural to a mixed but segmented combination of residential, commercial and industrial. Nonetheless, the Study Area retains physical, visual, and functional relationships to the Don River watershed. In this sense, there has been landscape continuity amid patterns of significant and monumental changes to the Study Area’s land uses, planning approaches, and built form (Figure 42). Physically, this continuity is situated at the edges and periphery of the Study Area and in the form of a network of open spaces, valley lands, trails, creeks, parks, and passive and active recreational spaces. E.T Seton Park permeates the western edges of the Study Area in the southern portion of the Study Area. To the north, the former Canadian National Railway spur line functions as a segment of the Don Mills Trail system, providing a connection to a network of parks and trails located to the north (Duncan Park and Bond Park), west (Talwood Park), and east (Duncan Park Trail). The eastern boundary of the Study Area is characterized by adjacent lands that function as publicly accessible conservation lands with trail systems (Charles Sauriol Conservation Area) and passive and active recreational spaces (Linkwood Lane Park and Flemingdon Golf Club). The West Don Trail is also situated adjacent to the southwestern quadrant of the Study Area. Similarly, on the west side of the Study Area, adjacent lands, located on the west side of Leslie Street are comprised of continuous passive, active and naturalized recreational spaces and connections, including Wilket Creek Park, Edwards Gardens, and segments of the West Don River Trail.



Figure 42: Illustration showing networks of natural, recreational, passive, and active open spaces, valley land, and parks defining the edges of the Don Mills Crossing C.H.R.A. Study Area, (shown in blue) as extant or proposed in 1957. (Source: Metropolitan Toronto, 1957).

Across North York, and seen within the Study Area, as the land uses shifted from agricultural to residential, commercial and industrial, designed landscapes became an essential part of the planning ideas and settings for individual buildings (N.Y.M.A. 2009:13). The way that buildings were sited and organized gave North York a form distinctive from the developments within downtown Toronto which depended on infill in the city grid on small lots or through comprehensive developments of whole city blocks (N.Y.M.A. 2009:13). Modernist building constructed in the downtown relied on a contrast in scale and material from the pre-Second World War properties. North York's modernist developments placed importance on the landscape setting (N.Y.M.A. 2009:9). The Ontario Science Centre is the most significant building to incorporate landscape as the journey from the formal, geometric landscape on the tableland to the natural forest at the base of the ravine (N.Y.M.A. 2009:15). The building was designed to frame selective views out to this changing landscape.

Both the Don Mills and Flemingdon Park developments set out standards to ensure “beauty, dignity and harmony” in the area (Webb & Knapp (Canada) Limited 1961). Most evident of these standards are the prominent architects engaged in the design of the properties, substantial open spaces and setbacks, and the intentional landscaping schemes. Flemingdon Park north of Eglinton Avenue East sits adjacent to the Don Mills south industrial zone. In this area the original, and ongoing, uses of the properties tend towards corporate headquarters though several properties have similar clean industry functions to the Don Mills type. The

earliest buildings were constructed in 1962 along with the construction of Wynford Drive and were built in a modernist style. Ten properties developed through the following seven years forming a scenic drive of corporate headquarters between Don Mills Road and the Don Valley Parkway. Between Don Mills Road and the Don Valley Parkway, Wynford Drive has an S-curved shape and gently rises and falls in topography revealing views of buildings. The visual experience along Wynford Drive is defined by these features, giving it a scenic quality that maintains the character of the area. Many of the properties in the area have similarities in massing, setbacks, and modernist architecture.

The Don Mills Crossing C.H.R.A. Study Area and assessment of its potentially culturally significant features requires understanding of the natural systems and contemporaneous land use and infrastructure planning developments that transpired in the 1950s in the City of Toronto. These systems and developments influenced changes in the Study Area in the post-war period. The edges of the Study Area are strongly defined by relatively distinct topographic changes that generally correspond with the alignment of the east and west branches of the Don River (Figure 43). These areas of relief are anchored by continuous tree canopy and vegetative cover, open spaces and trail networks. Concurrently, the Study Area is highly structured by the two primary transportation routes that influenced its mid-twentieth-century development patterns: Eglinton Avenue and the Don Valley Parkway. These corridors significantly influenced the shape of the Study Area and also have the potential to be valued for their engineering accomplishments and scenic design and layout.

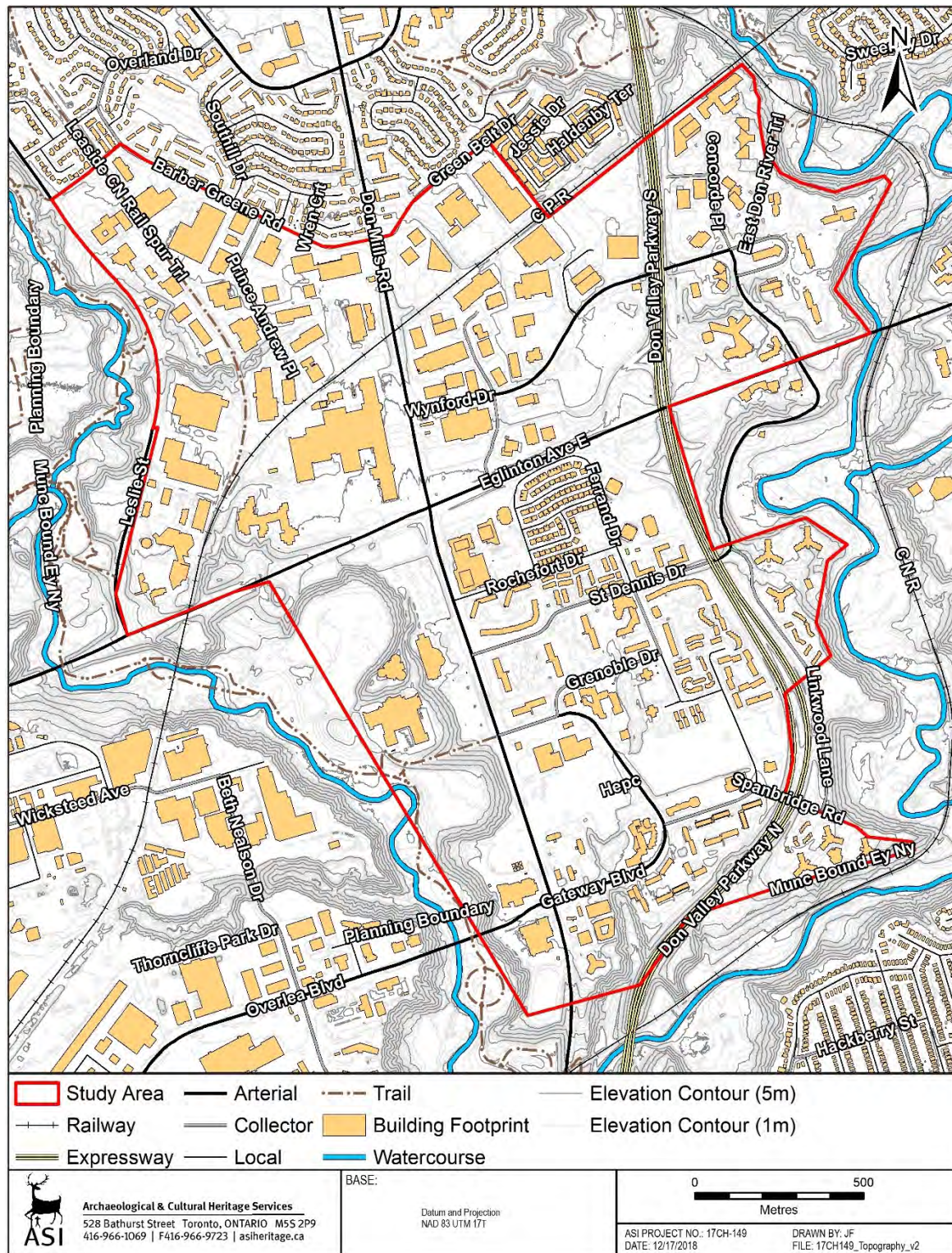


Figure 43: Don Mills Crossing C.H.R.A. Study Area showing areas of topographic change and notable relief situated at the edges of the Study Area and following the alignment of the east and west branches of the Don River. (Source: A.S.I. 2018).

7.0 ARCHAEOLOGICAL POTENTIAL

In order to refine the areas of archaeological potential within the Don Mills Crossing Cultural Heritage Resource Assessment Study Area, the current City of Toronto archaeological potential layer was reviewed against topography, previous archaeological assessments within the Study Area, and current conditions.

Topographic data was provided by the City in the form of high-resolution LiDAR data in which slope in degrees was calculated. As per the *Standards and Guidelines for Consultant Archaeologists*, any steeply-sloping areas (>20-degree slope) were removed from the potential layer (M.T.C. 2011). Previous Archaeological Assessment reports within the Study Area were accessed through Ontario's Past Portal (<https://www.pastport.mtc.gov.on.ca>) as well as a special request to the Data Coordinator in the Archaeology Programs Unit at the Ministry of Tourism, Culture and Sport. These assessment reports were reviewed and any areas that were recommended for clearance were removed from the archaeological potential layer. Lastly, modern orthoimagery was analyzed in respect to the areas of archaeological potential. Where relevant, any portions of the City of Toronto archaeological potential layer which are currently occupied by a modern building (built in the last 20 years) were removed from the potential layer.

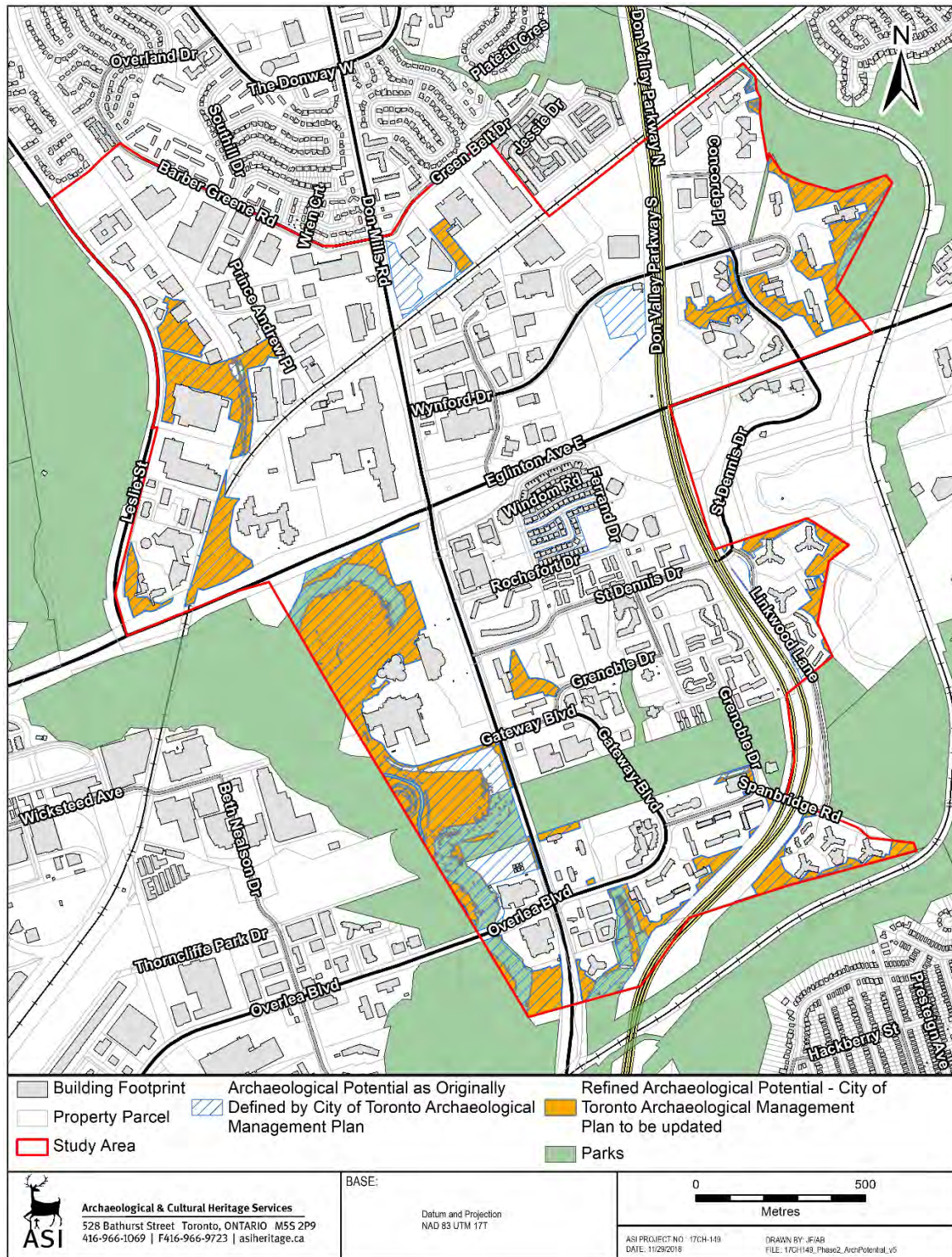


Figure 44: Refinement of Archaeological Potential. (Source: A.S.I. 2018).

8.0 CHARACTER AREAS

This section describes sub-sections of the Study Area with a focus on ‘character’. The entire Study Area did not develop uniformly and different areas developing at different times, for different reasons, and as a result of unique physical, historical, environmental, or contextual factors. Accordingly, Section 8.1 provides an organizational and analytical framework for understanding similarities within a character area as well as differences between those character areas and how those convergences and divergences relate to the area’s history, environment, context and architectural qualities.

The following aspects were considered when characterizing an area and defining its approximate geographical extents. It should be noted that the key features/characteristics listed below do not represent an exhaustive study of character.

- Homogeneity or heterogeneity of an area
- Presence of unique/special civic design intentions
- Design of open space and the public realm
- Presence of land cover, topography, or known ecological systems unique to the Study Area and its environs
- Block and lot characteristics, and historic ownership patterns
- Building form, massing and scale
- Dominant building typologies
- Building setbacks
- Building heights and streetwalls
- Building-to-building relationships
- Characteristic floor plate size
- Architectural character
- Original building use and alterations
- Contribution or relationship to the function of the public realm¹⁵
- Character of building entrances

8.1 Character Area Analysis

The Study Area has been divided into five general character areas for organizational and analytical purposes (Figure 45). These areas are approximately delineated to organize groupings of properties that share a similar character on account of their development patterns, historical associations, existing built form, design or planning intent and influences, and/or setting for example. In addition, three of the character areas have been further divided into sub-areas

¹⁵ For the purposes of this C.H.R.A., the *public realm* refers to the network of public places that make up a community: streets and trails, parks, open spaces and public buildings (Don Mills Crossing Public Realm Report).

based on identifiable similarities between properties (Figure 46). These character areas and sub-areas have been identified as:

1. I.B.M. Properties
2. Don Mills Related Industry
 - a. Don Mills Related Industry
 - b. Prince Andrew Place
 - c. East Side of Leslie Street Corridor
3. Flemingdon Park North of Eglinton Avenue East
 - a. Flemingdon Park Industrial Estate
 - b. Radio & Television City Area
4. Flemingdon Park South of Eglinton Avenue East
 - a. 1970s Commercial Towers
 - b. Chapel Glen Development
 - c. East of the D.V.P. / Overlooking the Don River
 - d. Ferrand Drive Townhouses
 - e. Flemingdon Park as Planned
 - f. Flemingdon Park Education and Recreational Corridor
 - g. Towers-in-the-Park
5. Ontario Science Centre and Ravine Connections

The following sections identify the general location and boundaries of each character area and sub-area as well as key features or characteristics for each.

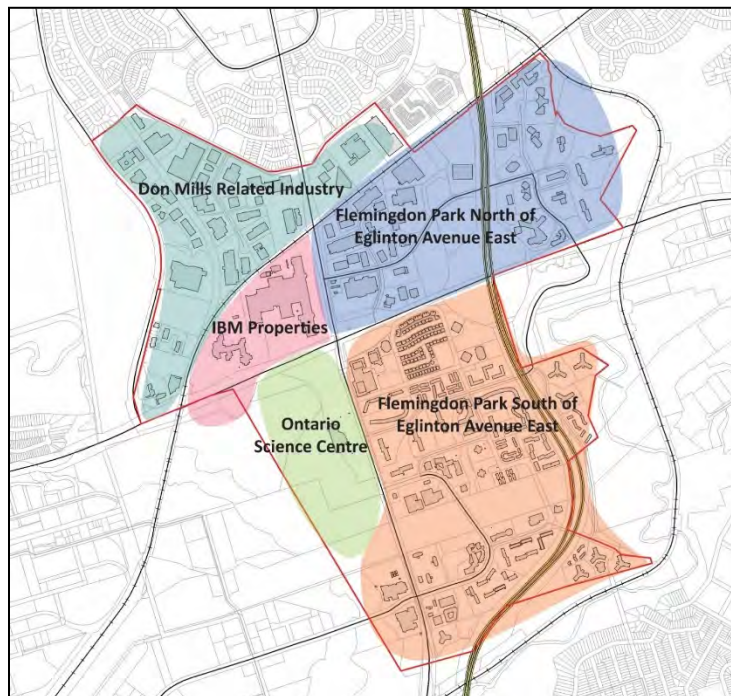


Figure 45: Identified character areas within the Study Area.

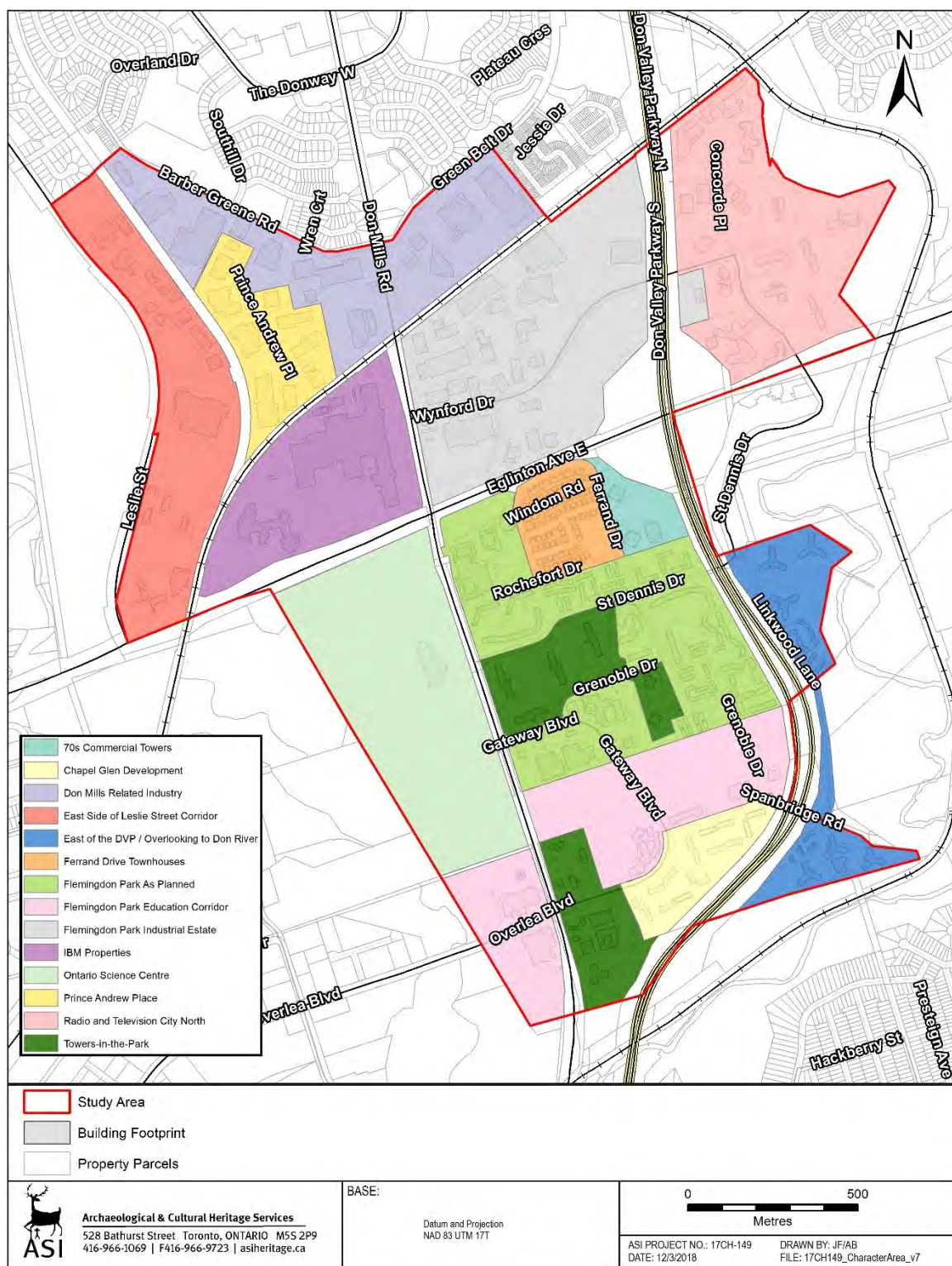


Figure 46: Identified character areas and sub-areas within the Study Area. (Source: A.S.I. 2018).

8.1.1 I.B.M. Properties

Location: The I.B.M. Properties character area is bounded to the north and west by the C.P.R. line, Don Mills Road to the west and Eglinton Avenue East to the south.

Background: The I.B.M. properties were the first manufacturing and office building complex developed in the Study Area. Built on a 24-acre site, the complex was located on Don Mills Road along the C.P.R. and C.N. rail corridor and consisted of two buildings built by Clare G. MacLean in 1951 and John B. Parkin and Associates in 1967. Don Mills Road was the only route through the area at the time of construction and the complex was completed prior to the construction of Don Mills to the north.

Key Features/Characteristics:

- Character stems from their common use by I.B.M. (Canada) for their headquarters, offices and manufacturing plant.
- The site consists of two buildings with contrasting relationships with the landscape:
 - The large-scale office and plant building (844 Don Mills Road, 1951), designed by David Sheppard and Powell. The building dominates the character area, facing onto Don Mills Road and acting as the public face of the complex, and
 - The national headquarters building (1150 Eglinton Avenue East, 1966-67) designed by John B Parkin Associates. The building is set amongst a treed and grassed area responding to the landscape and edges of the West Don River.
- The expansive grassed lawn between the east side of 844 Don Mills Road and the street has evolved into asphalt paved parking lots.
- The character area is lined on all side with trees.
- All components are very low in height (approximately 3 storeys maximum).
- Edges of the area are defined by established circulation and transportation routes: rail line, Eglinton Avenue and Don Mills Road.
- Southern edge of area reflects incremental but striking change in topography and grade, related to the area's siting on the tablelands of the West Don River.
- Southwest quadrant of the area is dominated by tree cover and natural heritage features and systems that connect to parts of the Study Area located to the north and south and which are physically and visually connected to the West Don River and ravine system to the west.
 - The area to the west of the national headquarters building has been identified by the T.R.C.A. in a number of ways:
 - The area is of ecological significance;
 - Staked top of bank or dripline;
 - A portion of this area has been identified as:
 - A Significant Wildlife Habitat;
 - A Candidate Significance Wildlife Habitat;

- Potential natural cover; and,
- Some archaeological potential identified within this character area.



Figures 47 and 48: Views of the I.B.M. Properties character area (Source: A.S.I. 2018).

8.1.2 Don Mills Related Industry

The Don Mills Related Industry character area is generally bounded by Leslie Street to the west, the C.P.R. line to the south, and Barber Greene Road and Green Belt Drive to the north. This area is comprised of the south industrial zone of the Don Mills “New Town” development; the Leslie Street extension, known as the third industrial zone of the Don Mills “New Town” development; and the properties along Prince Andrew Street which was added to the plan in 1964. This area is characterized by the low-rise, industrial nature of the properties’ original uses and their connection to the Don Mills “New Town” development. The character area includes the following sub-areas:

Don Mills Related Industry

Location: The Don Mills Related Industry sub-area is comprised of the properties on the south side of Barber Green Road and Green Belt Drive between Cora Urbel Way to the west and the east property line of 33 Green Belt Drive to the east. The area also includes one property which fronts onto Don Mills Road.

Background: The Don Mills Related Industry area was constructed as part of the Don Mills “New Town” development. The earliest buildings in this area were constructed in 1953 and all existing buildings were constructed before 1985. While some buildings have been replaced over time, the original buildings were designed in a modernist style according to regulations set out in the Don Mills master plan.

Key Features/Characteristics:

- Buildings are generally one to three storeys and set back between 25m and 50m from the street;
- The buildings were often originally set within expansive lawns potentially incorporating remnant trees from the agricultural period (such as in the case of the Ortho Pharmaceutical Company Building). Over time these lawns have diminished as the buildings were added to and parking requirements for the facilities increased. Original trees may have been removed or replaced over time as well;
- Several buildings from the original development have been demolished at the east and west ends of the street;
- Some buildings were designed to be oriented away from the street (street facing façade is not the front); and,
- Some archaeological potential identified within this sub-area.

Prince Andrew Place

Location: Located between the C.P.R. line and Barber Green Road and includes all properties that front onto Prince Andrew Place.

Background: Prince Andrew Place was created in 1964 and allowed for the creation of additional industrial lots on previously inaccessible land adjacent to the existing rail corridors. The buildings were constructed between 1964 and 1967 and all original buildings remain. The rail corridor to the west was abandoned in 1999 and a recreational trail was created in 2011 (Don Mills Trail).

Key Features/Characteristics:

- Buildings are all one storey office/warehouse spaces;
- Set back from the street with a grassed and treed front lawn;
- Buildings on the west side of Prince Andrew Place bordered by the rail corridor to the west;
- Sides and rears of properties are generally asphalt paved parking lots;
- Cohesive appearance across all the buildings;
- Floor plates and properties are considerably smaller than other office/warehouse buildings in the area; and,
- Some archaeological potential identified within this sub-area.

East Side of Leslie Street Corridor

Location: East side of Leslie Street, bordered by Eglinton Avenue East to the south, the rail corridor to the east and the rear of houses on Brookwood Court.

Background: The East Side of Leslie Street Corridor sub-area consists of properties on the east side of Leslie Street which are bounded by Leslie Street to the west and the railway corridor to the east. Leslie Street was extended from Lawrence Avenue East to Eglinton Avenue East along the edge of the Don Valley Ravine in 1958, soon after Eglinton Avenue East was extended across the Don Valley. This area was considered the third industrial zone of the Don Mills “New Town” development. The earliest buildings were constructed in 1959. The adjacent railway was likely a contributing reason for the industrial development along Leslie Street. The railway was abandoned in 1999 and the trail was created in 2011 (Don Mills Trail). A number of original buildings have been demolished (in part or full) including significant buildings such as the Inn on the Park and the Sony Music Canada Ltd. Building.

Key Features/Characteristics:

- Large, spread out properties containing low-rise commercial/light industrial buildings to the east;
- Properties are bounded by Leslie Street to the west and often interface with the rail corridor to the east;
- No common aesthetic or architectural styles amongst the buildings but three residential buildings ranging in height from 13-19 storeys, built between 2005 and 2007 are stylistically identical;
- Buildings contain significant setbacks from the street with landscaping and lawns fronting Leslie Street; and,
- Some archaeological potential identified within this sub-area.



Figures 49 and 50: Views of the Don Mills Related Industry sub-area (Source: A.S.I. 2019).



Figures 51 and 52: Views of the Don Mills Related Industry sub-area (Source: A.S.I. 2019).



Figures 53 and 54: Views of the Prince Andrew Place sub-area (L) and the East Side of Leslie St Corridor sub-area (R) (Source: A.S.I. 2018).

8.1.3 Flemingdon Park North of Eglinton Avenue East

The Flemingdon Park North of Eglinton Avenue East character area is generally bounded by Don Mills Road to the west, the C.P.R. line to the north, the Don Valley to the east, and Eglinton Avenue East to the south. This area is comprised of two components of the Master Plan for Flemingdon Park: the Flemingdon Park Industrial Estate and the Radio and Television City North. The area is characterized by low- to high-rise commercial, cultural and residential buildings set within landscape properties. The character area includes the following sub-areas:

Flemingdon Park Industrial Estate

Location: Bordered by Don Mills Road to the west, Eglinton Avenue East to the south, the railway line to the north and the Don Valley Parkway to the east (and includes a

single property on the east side of the D.V.P.). Primarily centred on Wynford Drive, Gervais Drive and Garamond Court.

Background: The Flemingdon Park Industrial Estate sub-area was constructed as part of Flemingdon Park within land designated for industrial buildings. The earliest buildings were constructed in 1962 and were built in a modernist style. The area contains a grouping of cultural institutions such as the Japanese Canadian Cultural Centre, the Noor Cultural Centre and the Aga Khan Museum and Ismaili Centre. A number of significant original buildings have been demolished within the area including the Imperial Oil Building, the Bata Shoes Headquarters and the Oxford Press Building.

Key Features/Characteristics:

- Constructed as part of Flemingdon Park;
- Characterized by low-rise buildings set back significantly from Eglinton Avenue, Wynford Drive, Gervais Drive and Garamond Crescent, with landscaped lawns, boulevards and large parking lots;
- The buildings were often originally set within expansive lawns which over time have diminished as the buildings were added to and parking requirements for the facilities increased;
- The scenic qualities of Wynford Drive with its S-curved shape and gentle changes in topography. Wynford Drive reveals views of an assemblage of architect-designed modernist corporate headquarters with consistent landscaped, treed and grassed lawns, setbacks, massing, and composition located between Don Mills Road and the Don Valley Parkway;
- The spaces between buildings due to the large lot sizes provide views from Eglinton Avenue to buildings as far away as the north side of Wynford Drive. A number of buildings within the area are visible from the Don Valley Parkway including the Aga Khan Museum; and,
- Consists of light industrial uses and commercial offices.

Radio and Television City North

Location: The Don Valley Parkway to the west, the rail corridor to the north, Eglinton Avenue East to the south and the Don River Valley to the east.

Background: The Radio & Television City North sub-area consists of land east of the Don Valley Parkway that was originally set aside as part of the Flemingdon Park development as lands to be used for a new radio and television complex for the Canadian Broadcast Corporation. C.B.C. opted not to move to the site in 1967. When C.B.C. backed out of the area, a first wave of residential and commercial construction started the following year and continued until 1972. A second wave



of construction occurred between 1988 and 1992 and a third wave occurred between 2008 and 2010.

Key Features/Characteristics:

- Low- to mid-rise offices on the west side of Concorde Place, mid-to-high-rise residential buildings on the east side of Concorde Place;
- Mix of mid- to high-rise residential south of Wynford Drive along with a low-rise commercial plaza and a low-rise hotel;
- Buildings primarily built in pairs and contain generous setbacks from the street ranging from 10-50m;
- Boulevards and lawns are landscaped and feature a significant amount of vegetation and decorative fencing;
- Commercial offices primarily comprised of glass. No common style/aesthetic between residential buildings;
- Parking facilities for the commercial buildings are primarily at street level, while residential buildings contain below-grade parking; and,
- Some archaeological potential identified within this sub-area.



Figures 55 and 56: View of the Flemington Park Industrial Estate sub-area (L) and the Radio & Television City North sub-area (R) (Source: A.S.I. 2018).

8.1.4 Flemington Park South of Eglinton Avenue East

The Flemington Park South of Eglinton Avenue East character area is generally bounded by Eglinton Avenue East to the north, the Don Valley Parkway to the east and south, and Don Mills Road to the west. This area is comprised of three components of the Master Plan for Flemington Park: The Office Campus and the North and South Residential Sections. The area is

characterized by low- to high-rise commercial, institutional and residential buildings set within landscape properties. The character area includes the following sub-areas:

1970s Commercial Towers

Location: Located in the southwest corner of the intersection of Eglinton Avenue East and the Don Valley Parkway, it is bounded by the D.V.P. to the north and east, Rochefort Drive to the south, Ferrand Drive to the west.

Background: The 1970s Commercial Towers sub-area consists of two towers (150 and 250 Ferrand Drive) designed by Bregman and Hamann Architects and built between 1973 and 1977. The buildings are situated in an area originally intended for commercial development within the 1959 Flemingdon Park master plan.

Key Features/Characteristics:

- Two towers set diagonally and near to the street;
- The majority of the area is surface parking and there is a large multi-level parking garage structure; and,
- A narrow, raised planting bed with trees line Ferrand Drive.

Chapel Glen Development

Location: Located at the southern end of the Don Mills C.H.R.A. Study Area on the east side of Don Mills Road, it is bounded by Grenoble Drive and Gateway Boulevard to the north, and the D.V.P. to the south and east. The Greenbelt Greenway forms the west boundary.

Background: The Chapel Glen Development sub-area is a series of twelve identical 6-storey residential buildings and two 22-storey buildings built in the early 1970s. The development was the first to incorporate the condominium concept in Ontario under the Home Ownership Made Easy (H.O.M.E.) program. The project was intended for families earning between \$6,000-8,000/year, and units ranged in cost from \$12,000 to \$15,000. This sub-area is a portion of the larger Chapel Glen Development which included buildings along Don Mills Road and on the east side of the D.V.P.

Key Features/Characteristics:

- The buildings are situated around central courtyards with parking primarily located in the south and concealed from public view;
- Trees and landscaping have been implemented between the buildings and the roadway. A large area of vegetation creates a separation between the buildings and the D.V.P; and,
- Some archaeological potential identified within this sub-area.



East of the D.V.P. / Overlooking the Don River

Location: Located on the east side of the Don Valley Parkway on two points of lands overlooking the Don Valley, connected by Linkwood Lane and accessed by Spanbridge Road and St. Dennis Drive.

Background: The East of the D.V.P. / Overlooking the Don River sub-area consists of two sets of three identical towers and three-storey townhouses. The properties were constructed as part of the Chapel Glen Development. The development was the first to incorporate the condominium concept in Ontario under the Home Ownership Made Easy (H.O.M.E.) program. The project was intended for families earning between \$6,000-8,000/year, and units ranged in cost from \$12,000 to \$15,000. This sub-area is a portion of the larger Chapel Glen Development which included buildings south of Gateway Boulevard and Grenoble Drive and along Don Mills Road.

Key Features/Characteristics:

- Two sets of three identical 18-storey towers with Y-shaped footprints built between 1971 and 1975;
- Three-storey townhouses with staggered layouts (units are stepped back/forward from adjacent units) similar to Flemingdon Park's original townhouses;
- Unlike Flemingdon Park, townhouses face the street and instead of underground parking, parking is at street-level;
- Accessed via bridges that span the D.V.P.;
- Incorporates landscaping and trees between the townhouses and the roadway.
- Provides views of the Don Valley;
- Can be viewed prominently from the Don Valley Parkway; and,
- Some archaeological potential identified within this sub-area.

Ferrand Drive Townhouses

Location: Located on the south side of Eglinton Avenue East between Don Mills Road and the D.V.P., this site is bounded by Ferrand Drive to the north, east and west and Rochefort Drive to the south. The area contains Wilket Creek Road, Seton Park Road and Windom Road.

Background: The Ferrand Drive Townhouses sub-area consists of approximately 100 two-three storey duplex and triplex houses built between 1992 and 2002. The houses were built within an area that was originally designed for commercial development, though no commercial buildings were ever built within this portion of the commercial area.



Key Features/Characteristics:

- Consistent building styles, setbacks and landscaped boulevards;
- The built form consists of two- to three-storey brick structures that are semi-detached or in rows of three or four units; and,
- Ferrand Drive Park is located on the southeast corner of the area. It is well-treed with a playground and walking paths.

Flemingdon Park as Planned

Location: Bordered by Don Mills Road to the west, Eglinton Avenue East and Rochefort Drive to the north, Ferrand Drive and the Don Valley Parkway to the east and the hydro corridor to the south.

Background: The Flemingdon Park as Planned sub-area consists of the original Flemingdon Park buildings designed by Irving Grossman in the early 1960s as part of the Flemingdon Park master plan. The buildings were constructed in a modernist style between 1960 and 1964. The office component constructed in the mid-1960s was designed by Bregman and Hammann. The sub-area also includes the Flemingdon Park Shopping Centre and the Grenoble Public School which were both built as part of the original Flemingdon Park development.

Key Features/Characteristics:

- Consists of a mix of low-rise (2 storeys) townhouses, low-rise apartments (4 storeys) and mid-rise apartments (9 storeys);
- Modernist architectural style designed by Irving Grossman, built between 1960 and 1964 with a consistent aesthetic throughout;
- Townhouses consist of irregular building plans and each unit tends to be staggered. The townhouses primarily face away from the street and contain a centralized courtyard with communal underground parking, built to limit the views of cars and increase public space;
- Office campus consists of two modernist towers. Two buildings on the east side of the block were demolished in the 1990s and in 2011, and a Church of Latter-Day Saints church was constructed in 1994. This block now contains two large parking lots;
- Grenoble Public School is a low-rise modernist school built as part of the Flemingdon Park development; and,
- Flemingdon Park Shopping Centre has been heavily renovated and contains an expansive parking lot.

Flemingdon Park Education and Recreational Corridor

Location: Consisting of five schools, two located on the west side of Don Mills Road, one located on Gateway Boulevard and two on Grenoble Drive. The area also contains the hydro corridor which is now used for recreational purposes.

Background: The Flemingdon Park Education and Recreational Corridor sub-area consists of a series of schools and recreational facilities built between 1969 and 1975. The schools and recreational facilities were not built as part of the original Flemingdon Park plan, but rather as a response to the increased demand for schools in the area. The area also consists of the Angela James Arena, the Flemingdon Park Community Centre and a hydro corridor used for recreation and sports, with pathways leading from the street.

Key Features/Characteristics:

- Low-rise schools ranging from 1-4 storeys;
- Brutalist or Modernist designs;
- Schools have a consistent setback from the street and incorporate landscaped boulevards;
- Angela James Arena built in the late-1960s; and,
- Some archaeological potential identified within this sub-area.

Towers-In-The-Park

Location: Comprised of two areas – A) Bounded by Don Mills Road to the west, St. Dennis Dr. to the north, Gateway Blvd and Grenoble Dr. to the south. B) Located at the northwest corner of Don Mills Road and Gateway Boulevard.

Background: The Towers-in-the-Park sub-area consists of two groups of residential buildings built between 1967-1969 and 1971-1975 respectively. The “tower-in-the-park” concept was influenced by the ideas of Le Corbusier and focused on combining Modernism and Garden City concepts. This concept was particularly popular in Toronto, New York City and other major North American cities. In Toronto, Tower-in-the-Park developments were ubiquitous throughout the suburbs in the 1960s and 70s and recently efforts have been taken under the City’s Tower Renewal program to modernize these buildings. The area also consists of a series of unrelated buildings to the south of Gateway Boulevard along Don Mills Road.

Key Features/Characteristics:

A)

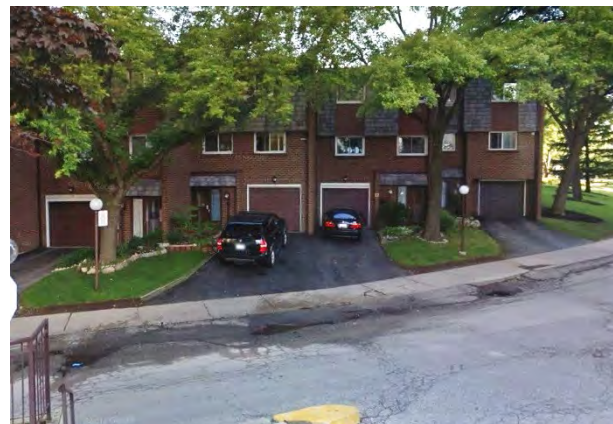
- Four identical 17-storey apartment buildings within a landscaped “tower-in-the-park” setting;
- Buildings contain underground and surface parking along with driveways to a front entrance; and,



- Some archaeological potential identified within this sub-area.
- B)
- Three identical 26-storey apartments within a landscaped “tower-in-the-park” setting that have largely been paved over for parking;
 - Extensive planting of trees along Don Mills Road and Gateway Boulevard. The remnants of a small ravine system with dense vegetation are located to the east;
 - Playground located along Don Mills Road; and,
 - Some archaeological potential identified within this sub-area.



Figures 57 and 58: Views of the 1970 Commercial Towers sub-area (L) and the Chapel Glen Development sub-area (R) (Source: A.S.I. 2018).



Figures 59 and 60: Views of the East of the D.V.P./Overlooking the Don River sub-area (Source: Google Streetview 2017).



Figures 61 and 62: Views of the Ferrand Drive Townhouses sub-area (L) and the Flemington Park As Planned sub-area (R) (Source: A.S.I. 2018).



Figures 63 and 64: Views of the Flemington Park as Planned sub-area (Source: A.S.I. 2018).



Figures 65 and 66: Views of the Flemington Park Education and Recreation sub-area (Source: A.S.I. 2018).



Figures 67 and 68: Views of the Flemingdon Park Education and Recreation sub-area (L) and the Towers-in-the-Park sub-area (R) (Source: A.S.I. 2018).

8.1.5 Ontario Science Centre and Ravine Connections

Location: Located on the west side of Don Mills Road, south of Eglinton Avenue East.

Background: The Ontario Science Centre and Ravine Connections character area consists of the Ontario Science Centre, built in 1969 and designed by Raymond Moriyama. The Ontario Science Centre consisted of three buildings built into the ravine of the Don Valley and was one of the first museums in North America to incorporate a hands-on learning approach. Within the ravine is E.T. Seton Park which contains a path system, pond and archery field.

Key Features/Characteristics:

- Brutalist design consisting of a series of bridges and escalators that link three buildings, following the contours of the ravine.
- Landscaped entrance with expansive parking to the north and south along Don Mills Road.
- The area has been identified for environmental significance by the T.R.C.A. in a number of ways:
- The area is an area of ecological interest.
- The area includes a Significant Wildlife Habitat and Candidate Significant Wildlife Habitat.
- The area is a natural heritage system with an existing and potential natural cover.
- The pond to the northwest is a Ministry of Natural Resources Forestry wetlands.
- Some archaeological potential identified within this character area.



Figures 69, 70 and 71 : Views of the Ontario Science Centre and Ravine Connections character area (Source: A.S.I. 2019).

9.0 IDENTIFICATION OF POTENTIAL CULTURAL HERITAGE RESOURCES

9.1 Screening of Study Area

All properties were reviewed through a high-level survey on December 6, 2017 by Kristina Martens, James Neilson, Rebecca Sciarra and Annie Veilleux of A.S.I. A shortlist of properties was photographed by Adam Long and Andrew Sparling of A.S.I. between January 10 and January 12, 2018. High resolution aerial mapping and site photography was also utilized to further describe properties within the Study Area. All survey activities were conducted from publicly accessible rights-of-way and areas.

This study focuses on the identification of above-ground cultural heritage resources within the Don Mills Crossing C.H.R.A. Study Area, which consists of 337 separate properties (including bridges). As described in the History and Evolution (Section 4.0) the Study Area was intensively redeveloped from agricultural lands in the middle of the twentieth century. The period of redevelopment began in 1951 and continued through the 1970s. Construction in the area slowed dramatically after 1980. There are no extant buildings from the pre-1951 periods. Heritage best practice uses a 40-year age threshold for the evaluation of properties against O. Reg. 9/06 of the *Ontario Heritage Act*. For this Study Area this date would be 1977. Due to the later period of development in the area, a revised threshold of 37 years old or older has been utilized. All buildings (231 properties) constructed post-1980 have been given the lowest priority and have not been screened further against O. Reg. 9/06. The majority (195 properties) of these properties are townhouses constructed in 2000 and within the area bounded by Ferrand Drive and Rochefort Drive. To eliminate possible errors in the age screening, building dates of construction provided by City of Toronto were verified and updated using aerial photography for the Study Area.

Properties carried forward for further review were screened against O. Reg. 9/06 criteria as applicable. Rationales in response to O. Reg. 9/06 criteria were developed based on a review of documentary source information, survey data, and in consideration of key features identified within each of the character areas. Of all properties containing buildings constructed prior to 1980 that were screened, 103 properties were categorized as known or potential cultural heritage resources (See Appendix C).

Following the Phase 1 screening, properties were prioritized to generate a list of 30 properties recommended to advance to the next phase of evaluation. The following considerations guided prioritization of the properties:

- Properties were prioritized where screening results indicated that the property had the potential to be of cultural heritage value or interest for design, associative, and contextual reasons and where the property was considered to contribute to its corresponding character area.
- Properties identified by the City of North York in “North York’s Modernist Architecture, A Reprint of the 1997 City of North York Publication” published by E.R.A. Architects in 2009 and updated and reprinted in 2010 under as “North York’s Modernist Architecture Revisited” were given a high priority.
- Properties which exhibited potential for very strong design values were also given a high priority.

Based on the results of screening activities and in consultation with the City of Toronto’s Project Team for the Don Mills Crossing C.H.R.A., the 30 properties in Table 4 advanced to the next phase of evaluation (Phase 2). Table 4 provides the location of these 30 properties and



illustrates any previous heritage recognition attributed to each property as identified in Technical Memo #1.

Table 4: 30 Properties evaluated under the *Ontario Heritage Act* as part of the Don Mills Crossing C.H.R.A.

C.H.R. #	Parcel I.D.	Address	Name	Character Area
1	109	1123 Leslie Street	Former William Wrigley Jr. Company	Don Mills Related Industry
2	126	44-52 Prince Andrew Place	Former Science Research Associates Ltd.	Don Mills Related Industry
3	113	1133 Leslie Street	Pringle and Booth Art Centre (now known as the Korean Cultural Centre)	Don Mills Related Industry
4	114	1135 Leslie Street	Peacock & McQuigge Building (now known as the Crestview Group of Companies Offices)	Don Mills Related Industry
5	2	81 Barber Greene Road	Barber Greene Canada Ltd. (now known as the Global Television Network)	Don Mills Related Industry
6	92	33 Green Belt Drive	Former Grand & Toy Building	Don Mills Related Industry
7	26	885 Don Mills Road	Unnamed	Flemingdon Park North of Eglinton Avenue East
8	88	50 Gervais Drive	Consolidated Computer Ltd. (now known as the Canada Christian College)	Flemingdon Park North of Eglinton Avenue East
9	302	100 Wynford Drive	Bell Data Centre	Flemingdon Park North of Eglinton Avenue East
10	316	90 Wynford Drive	Former Imperial Oil Building/Texaco Canada Ltd	Flemingdon Park North of Eglinton Avenue East
11	86	29 Gervais Drive	Former SCM (Canada) Ltd.	Flemingdon Park North of Eglinton Avenue East
12	24	849 Don Mills Road	Gestetner Ltd. (now known as the St. Andrew Kim Korean Catholic Church)	Flemingdon Park North of Eglinton Avenue East
13	310	20 Wynford Drive	One Medical Place	Flemingdon Park North of Eglinton Avenue East
14	314	50 Wynford Drive	Presbyterian Church in Canada Head Offices	Flemingdon Park North of Eglinton Avenue East
15	306	175 Wynford Drive	Toronto Don Valley Hotel & Suites	Flemingdon Park North of Eglinton Avenue East
16	311	39 Wynford Drive	A.C. Nielsen Co. Building (now known as the Brookfield Building)	Flemingdon Park North of Eglinton Avenue East
17	85	15 Gervais Drive	Former Ontario Federation of Labour Building	Flemingdon Park North of Eglinton Avenue East
18	33	1200 Eglinton Avenue East	Former Computer Sciences Canada	Flemingdon Park North of Eglinton Avenue East
19	20	797 Don Mills Road	North American Tower /Olympia Square (now known as Tribeca)	Flemingdon Park South of Eglinton Avenue East
20	19	789 Don Mills Road	Foresters House, Olympia Square	Flemingdon Park South of Eglinton Avenue East

C.H.R. #	Parcel I.D.	Address	Name	Character Area
21	154	7 Rochefort Drive	Unnamed	Flemingdon Park South of Eglinton Avenue East
22	206	18-20 St Dennis Drive	Unnamed	Flemingdon Park South of Eglinton Avenue East
23	209	31 St Dennis Drive	Unnamed	Flemingdon Park South of Eglinton Avenue East
24	98	48 Grenoble Drive	Unnamed	Flemingdon Park South of Eglinton Avenue East
25	10	1 Deauville Lane	Unnamed	Flemingdon Park South of Eglinton Avenue East
26	213	4 Vendome Place	Unnamed	Flemingdon Park South of Eglinton Avenue East
27	214	6-8 Vendome Place	Unnamed	Flemingdon Park South of Eglinton Avenue East
28	329	61 Grenoble Drive	Unnamed	Flemingdon Park South of Eglinton Avenue East
29	102	95 Leeward Glenway	Chapel Glen	Flemingdon Park South of Eglinton Avenue East
30	119	135 Overlea Boulevard	Marc Garneau Collegiate Institute	Flemingdon Park South of Eglinton Avenue East

9.1.1 Screening of Bridges

The bridges in the area were screened separately from the properties listed above. The Municipal Class EA Municipal Heritage Bridges Cultural, Heritage and Archaeological Resources Assessment Checklist (Municipal Engineers Association, 2014)¹⁷ was utilized for screening the bridges in the Study Area. The first step in the Checklist is to determine if the bridge was constructed in or prior to 1956. If the bridge meets the 1956 threshold then the type of bridge is reviewed. A Cultural Heritage Evaluation Report (C.H.E.R.) is recommended if the bridge reflects a type atypical of the time period (i.e. neither rigid frame, precast with concrete deck, culvert or simple span, nor steel beam/concrete deck). The bridges were dated using the City of Toronto Bridge and Structure Condition Web Map (Table 5: Bridge Data). Only Parcel ID 332 was found to date to 1956. This bridge is a single span riveted plate girder and could be considered for a C.H.E.R.

¹⁷ The Municipal Class EA Municipal Heritage Bridges Cultural, Heritage and Archaeological Resources Assessment Checklist can be accessed at < <http://www.municipalclassea.ca/files/Clarifications/Bridges%20Checklist%202014.doc> >.

Table 5: Bridge Data

Parcel ID	Bridge Location	Date of Construction
332	Eglinton Avenue under CPR (Structure ID 124)	1956
333	Don Mills under CPR (Structure ID 214)	1966
334	Don Valley Parkway under Wynford Drive (Structure ID 191)	1961
335	Don Valley Parkway over Eglinton Avenue (Structure ID 125)	1961
336	Eglinton Avenue over Wynford Drive (Structure ID 273)	1968
337	Eglinton Avenue over Eglinton ramp (Structure ID 217)	1965
338	Don Valley Parkway over St Dennis Drive (Structure ID 113)	1961
339	Don Valley Parkway under Spanbridge Road	1961

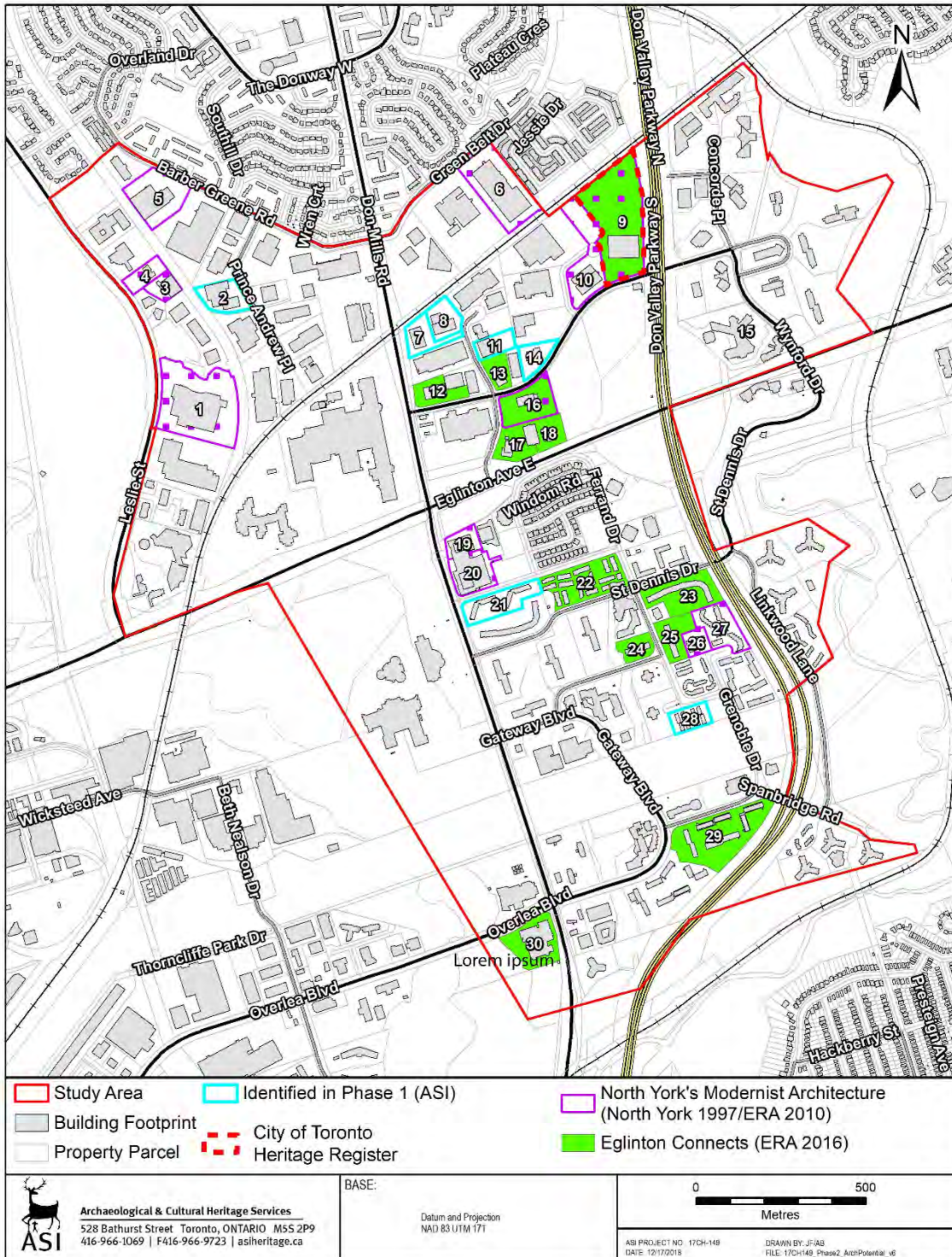


Figure 72: Location of the 30 properties subject to further evaluation and existing heritage recognition(s). (Source: A.S.I. 2018).

9.2 Methodology for Evaluation

Evaluation of each of the 30 properties was carried out based on application of criteria set out in *Ontario Heritage Act* Regulation 9/06. Heritage evaluation was based on analysis of data collected during field survey and archival research activities. An additional field survey was conducted by Kristina Martens and Andrew Sparling on 22 February 2018. Photographs of properties and buildings were taken from public rights-of-way. Where properties were not highly visible and/or could not be comprehensively photographed from the public realm, high resolution aerial mapping and existing site photography was also utilized to further describe the properties. The following sections summarize the approach to heritage research and evaluation activities.

Once the information above was compiled, properties were evaluated using criteria under Ontario Regulation 9/06 of the *Ontario Heritage Act* to determine the significance of the property and its merits for inclusion on the City of Toronto's Heritage Register.

9.2.1 Design or Physical Value

The methodology for researching and evaluating the design or physical value of the properties included:

- a review of available journal and trade articles about individual buildings (where available);
- situating the buildings in the context of modernist and Toronto architecture using literature produced by Toronto writers, architects and urbanists;
- evaluating primary materials such as plans and drawings to determine intention and level of integrity; and,
- compilation of comparative data with regards to architectural styles, architect portfolios, and significant awards.

For residential properties, the properties were considered against the goals and vision of the Flemingdon Park Master Plan including its defining built form and site layout characteristics, while commercial, industrial and institutional properties were assessed for their architectural merit as good examples of early, unique, rare, or representative examples of buildings expressive of modernist design principles and conventions. Where historical imagery was available, alterations and additions have been noted and considered for their impact on the architectural integrity of the building.

9.2.2 Historical or Associative Value

The methodology for evaluating the historical and associative value of the properties involved:



- compilation of primary and secondary source research located at various repositories such as the City of Toronto Archives, the Toronto Reference Library, the Archives of Ontario, the Toronto Land Registry Office, and online repositories; and,
- assessment rolls, city directories, aerial photos, historic photographs and drawings were compiled and assessed (where available).

The properties were assessed, where applicable, for their contribution to, and association with, the goals of the Flemingdon Park Master Plan or the Don Mills development as designed by Macklin Hancock. Residential properties within Flemingdon Park were also assessed to determine whether they significantly exhibited a representation of the work of Irving Grossman. The history of each commercial, industrial and institutional building was compiled, including tenants, architects and other pertinent information that would inform consideration of relevant Ontario Regulation 9/06 criteria.

Research of City Directories and Tax Assessment Rolls

Might's Greater Toronto City Directories were accessed on microfilm at the Toronto City Archives. The construction date for each property was used as the starting point to determine the year each property was first listed in the city directories, which were published annually. Once the first year was established, each address was found in the city directories for the years 1960, 1965, 1970, 1975 and 1980 to help inform, if necessary, the history of the property from the point of building construction onward.

The Research Summary table in each property report lists the year the property is first listed in the directory and the name of the building or the name of the company occupying the building, if listed. If the building is an office or apartment building, the full list of tenants has been omitted from the Research Summary table, but can be found in the scanned copies of the microfilms provided in Appendix B. Some addresses do not appear in the directories until several years after the known building construction dates.

The City of North York's annual tax assessment rolls for commercial properties were accessed on microfilm at the Toronto City Archives in order to confirm the property's owner at the time of building construction. This information was not retrieved for residential buildings (such as apartment towers) because the property owner is not considered to be as important to the property's history as it may be for commercial properties.

For each commercial property, the Research Summary table in the property report lists the property owner as it is listed in the tax assessment rolls. The full-page microfilm scans for each property are provided in Appendix B.

In several instances, the addresses could not be located until a number of years after the date of construction.



The following addresses could not be located in the tax assessment rolls:

- 1123 Leslie Street (C.H.R. 1)
- 81 Barber Greene Road (C.H.R. 5)
- 33 Green Belt Drive (C.H.R. 6)
- 50 Gervais Drive (C.H.R. 14)
- 175 Wynford Drive (C.H.R. 15)

9.2.3 Contextual Value

The methodology for evaluating the contextual value of the properties involved:

- situating the buildings within an understanding of their surroundings through an evaluation of building typologies, layouts and landscapes; and,
- where possible, primary and secondary documents outlining the intention of specific buildings, roads and areas were used to inform the evaluation of properties within their contextual setting.

Residential properties were evaluated for their adherence and contribution to the vision of the Flemingdon Park Master Plan with regards to typology, form, orientation and design. Commercial, industrial and institutional buildings were evaluated in terms of their contribution and connection to their respective surrounding area.

10.0 SUMMARY OF RESULTS AND CONCLUSIONS

10.1 Summary of Results

The results of the background historical research and site survey confirmed that land use development patterns in the Study Area were significantly constrained, influenced, and characterized by its location within the Don River watershed. Analysis of mid-twentieth-century development patterns in the Study Area also confirmed that the Study Area rapidly developed in the post-war period, functioning as a back drop for development of expansive, iconic, and celebrated modernist projects such as the I.B.M headquarters, the Ontario Science Centre, the Flemingdon Park residential community and its associated industrial area of corporate headquarters located north of Eglinton Avenue, and industrial areas related to the Don Mills community. Together, these features strongly define the area and express its design, associative, and contextual values. Heritage evaluation of individual properties determined that several meet at least one criterion outlined in O. Reg. 9/06 as many of the properties located within the planned communities of Don Mills and Flemingdon Park are historically and/or contextually associated with these developments. The *Ontario Heritage Act* enables that a property may be designated under Section 29 of the Act if it meets one or more of the



prescribed evaluation criteria. The results of this assessment recommend that the following properties below are of cultural heritage value or interest and should be considered for inclusion on the City of Toronto's Heritage Register. The recommendations made in the C.H.R.A. will provide information for the City Planning Division to review and evaluate and will contribute to the City's final list of potential heritage resources recommended for inclusion on the Heritage Register. Table 6 identifies the location of properties recommended for inclusion on the City of Toronto's Heritage Register. Section 10.2 provides Statements of Significance for properties recommended for inclusion on the City's Heritage Register.

Table 6: Summary of Evaluation Results.

C.H.R. #	Address	Name	Meets At Least One Criterion under O. Reg. 9/06 of the O.H.A.	Recommended for inclusion on City of Toronto's Heritage Register
1	1123 Leslie Street	Former William Wrigley Jr. Company	Yes	Yes
2	44-52 Prince Andrew Place	Former Science Research Associates Ltd.	Yes	Yes
3	1133 Leslie Street	Pringle and Booth Art Centre (no known as the Korean Cultural Centre)	Yes	No
4	1135 Leslie Street	Peacock & McQuigge Building (now known as the Crestview Group of Companies Offices)	Yes	Yes
5	81 Barber Greene Road	Barber Greene Canada Ltd. (now known as the Global Television Network) =	Yes	Yes
6	33 Green Belt Drive	Former Grand & Toy Building	Yes	Yes
7	885 Don Mills Road	Unnamed	Yes	No
8	50 Gervais Drive	Consolidated Computer Ltd. (now known as the Canada Christian College)	Yes	No
9	100 Wynford Drive	Bell Data Centre	Yes	Yes
10	90 Wynford Drive	Former Imperial Oil Building/Texaco Canada Ltd	Yes	Yes
11	29 Gervais Drive	Former SCM (Canada) Ltd.	Yes	No
12	849 Don Mills Road	Gestetner Ltd (now known as the St. Andrew Kim Korean Catholic Church)	Yes	Yes
13	20 Wynford Drive	One Medical Place	Yes	Yes
14	50 Wynford Drive	Presbyterian Church in Canada Head Offices	Yes	Yes
15	175 Wynford Drive	Toronto Don Valley Hotel & Suites	No	No

C.H.R. #	Address	Name	Meets At Least One Criterion under O. Reg. 9/06 of the <i>O.H.A.</i>	Recommended for inclusion on City of Toronto's Heritage Register
16	39 Wynford Drive	A.C. Nielsen Co. Building (now known as the Brookfield Building)	Yes	Yes
17	15 Gervais Drive	Former Ontario Federation of Labour Building	Yes	Yes
18	1200 Eglinton Avenue East	Former Computer Sciences Canada	Yes	Yes
19	797 Don Mills Road	North American Tower/Olympia Square (now known as Tribeca)	No	No
20	789 Don Mills Road	Foresters House, Olympia Square	Yes	Yes
21	7 Rochefort Drive	Unnamed	Yes	No
22	18-22 St Dennis Drive	Unnamed	Yes	Yes
23	31 St Dennis Drive	Unnamed	Yes	No
24	48 Grenoble Drive	Unnamed	Yes	No
25	1 Deauville Lane	Unnamed	Yes	No
26	4 Vendome Place	Unnamed	Yes	Yes
27	6-8 Vendome Place	Unnamed	Yes	Yes
28	61 Grenoble Drive	Unnamed	Yes	Yes
29	95 Leeward Glenway	Chapel Glen	Yes	Yes
30	135 Overlea Boulevard	Marc Garneau Collegiate Institute	No	No

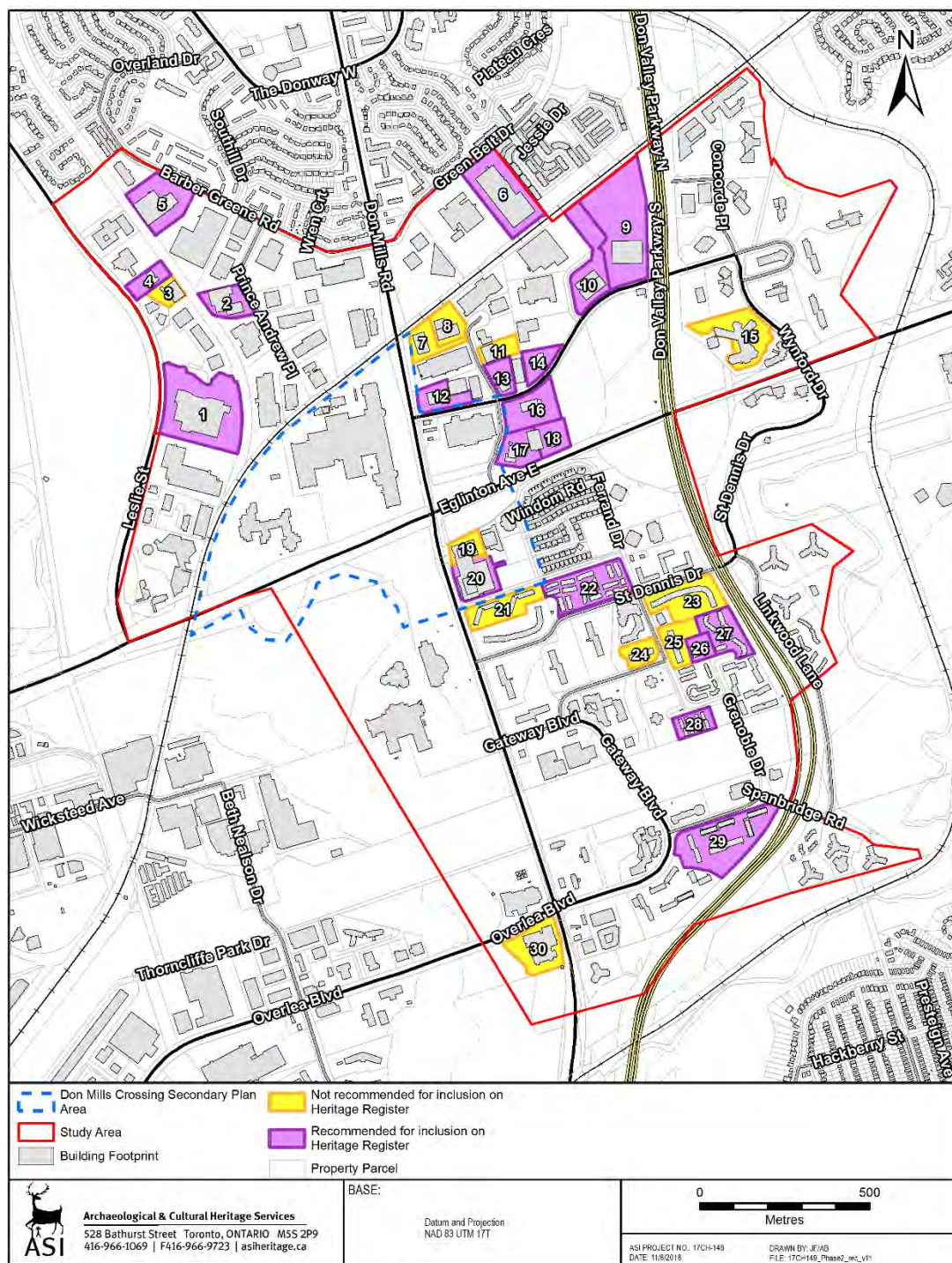


Figure 73: Phase 2 properties recommended for inclusion on City of Toronto's Heritage Register. (Source: A.S.I. 2018).

10.2 Statements of Significance

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

Description

The property at 1123 Leslie Street is located on the east side of Leslie Street, north of Eglinton Avenue East. The property is situated at the top of a bank overlooking Wilket Creek Park. The property features a single storey, light industrial building with an attached two-storey office wing and additions to the northwest and southwest of the office building and a tower (elevator shaft) at the southwest corner and additions to the industrial plant. Each section of the building was constructed on a rectangular plan with flat roofs. The original light industrial plant and two-storey office wing was designed by architects Gordon S. Adamson and Associates and constructed in 1962.

Statement of Cultural Heritage Value

1123 Leslie Street has design value as a very good representative example of modernist design principles. Its design was described in contemporary periodicals and was recognized as a significant project for 1963-1964 (*Canadian Architect* 1962 and 1964). *Canadian Architect* described the property as reflecting a well-executed design and setting expressly responding to its intended industrial function (1964). The property's modernist design is evidenced in the deep overhanging eaves, strong horizontal emphasis, absence of historical detail, bronze and brick which relate to the surroundings, ribbon windows and fully glazed areas. Bronze is utilized at the window and door frames, flashings and fascia. The architectural decisions referred to by *Canadian Architect* included the combination of materials related to the surrounding natural landscape and the deep overhanging eaves to reduce low direct sunlight in the offices (*Canadian Architect* 1964:58). The property's landscaped setting with open grassed lawn and design is also representative of modernist design principles recommended for use when developing industrial properties during the 1950s and 1960s in the Don Mills master planned community.

The property is valued for its historical association with the Don Mills Master-Planned Community as the property yields information that contributes to an understanding of the established planning and design principles. The Don Mills Master Plan set out design standards for industrial complexes which were: a requirement for architect-designed buildings; open space standards which dictated setbacks of 150 feet from roadways and 50 percent land coverage; the retention of existing trees; and plantings that were to screen housing and industrial areas from railway properties (Hancock and Lee 1954:7). All buildings in Don Mills were expected to be examples of good contemporary architecture (Hancock and Lee 1954:8). The property adheres to the standards as an architect-designed, modernist light industrial complex with a deep setback from the roadway and open green space.

The property's value also lies in its associations with the longstanding owners of the building, William Wrigley Co., a prominent global manufacturer of chewing gum and with the architect who designed the building, Gordon S. Adamson & Associates (now known as Adamson Architects). William Wrigley Co. was established in the United States of America in 1891 and operated at 1123 Leslie Street from 1962 to 2016. Gordon S. Adamson & Associates was influential in the development of Canadian Modernism and was recognized nationally through the highest awards in architecture at the time. The firm maintains a prominent position both in Toronto and international architecture.

The property is also associated with urban planner Macklin Hancock, who was a significant urban planner both in the City of Toronto and internationally for his plan for Don Mills. As the first planned community in Canada, Hancock's designs for Don Mills became a prototype for Canada's suburbs, making it one of the most significant post-war developments in Canada and an important development in the history of modernist urban planning. Don Mills was Hancock's first major project and led to his international recognition as a landscape architect and urban planner. Following the success of Don Mills, Hancock became a founding member and President of Project Planning Associates Ltd. which for the first time brought together a multi-disciplinary team of landscape architects, urban designers, and planners to work together collaboratively on projects, and his leadership in this firm demonstrates Hancock's significance as an early practitioner of an integrated design approach.

The property has contextual value for its role in maintaining and supporting the original low-rise modernist light industrial park character of the area through the high quality of the architectural design and the landscaped setting with the building's deep setback from the street. In addition, the property has contextual value as a modernist light industrial building and landscape setting constructed within one of three areas set aside for industrial use within the planned Don Mills development. The building is also physically linked to the existing landscape, sitting prominently atop the embankment overlooking the adjacent Wilket Creek ravine.

Description of Heritage Attributes

Key heritage attributes that express the values of the property at 1123 Leslie Street are:

- The setback, placement and orientation of the building within the landscaped property.
- The scale, form and massing of the single storey, flat-roofed building with a two-storey, flat-roofed office wing each constructed on a rectangular plan.
- The flat rooflines with deep overhanging eaves at the north, west and south elevations of the office wing.
- The fully glazed and deeply recessed areas of the west and south elevations of the central portion of the office wing.
- The horizontal ribbon windows of the first and second storeys of the office wing.
- The primary entrance door at the south side of the central portion of the office wing.

- The concrete planter at the west side of the office wing which wraps around to the south side of the central portion of the office wing.
- The materials used in the design and construction of the office wing, with the red-brown brick cladding and bronze detailing on the windows and door frames, flashings, fascia and interior partitions.
- The open grassed lawn at the west side of the property and the plantings at the north side of the property which form the natural edge of the Wilket Creek ravine.
- The entrance driveway along the south edge of the property which provides vehicular access to the south side of the property and the connected pedestrian access from the vehicular entrance to the south side of the office wing.

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

Description

The property at 44-52 Prince Andrew Place is located on the west side of Prince Andrew Place, south of Barber Greene Road. It is bordered by the Don Mills Trail to the west. The property contains a single storey building designed by Levine and Lawrence Architects and constructed in 1966. The building has a flat roof and is constructed on a roughly U-shaped plan which steps to align with curvature of Prince Andrew Place

Statement of Cultural Heritage Value

44-52 Prince Andrew Place has design value as a representative expression of modernist design principles. This expression is evidenced in the use of prefabricated materials and rejection of ornamentation. The execution of the design and composition of precast concrete elements with integrated windows juxtaposed with brick side walls is of a high quality.

The property is valued for its historical association with the Don Mills Master-Planned Community as the property yields information that contributes to an understanding of the established planning and design principles. The Don Mills Master Plan set out design standards for industrial complexes which were: a requirement for architect-designed buildings; open space standards which dictated setbacks of 150 feet from roadways and 50 percent land coverage; the retention of existing trees; and plantings that were to screen housing and industrial areas from railway properties (Hancock and Lee 1954:7). All buildings in Don Mills were expected to be examples of good contemporary architecture (Hancock and Lee 1954:8). The property adheres to the standards as an architect-designed, modernist light industrial complex setback from the roadway.

The property is also associated with urban planner Macklin Hancock, who was a significant urban planner both in the City of Toronto and internationally for his Don Mills master plan. As the first planned community in Canada, Hancock's designs for Don Mills became a prototype for



Canada's suburbs, making it one of the most significant post-war developments in Canada and an important development in the history of modernist urban planning. Don Mills was Hancock's first major project and led to his international recognition as a landscape architect and urban planner. Following the success of Don Mills, Hancock became a founding member and President of Project Planning Associates Ltd. which for the first time brought together a multi-disciplinary team of landscape architects, urban designers, and planners to work together collaboratively on projects, and his leadership in this firm demonstrates Hancock's significance as an early practitioner of an integrated design approach.

The property has contextual value for its role in maintaining and supporting the original low-rise modernist light industrial park character of the area through the high quality of the architectural design and the landscaped setting with the building's deep setback from the street. In addition, the property has contextual value as a modernist light industrial building and landscape setting constructed within one of three areas set aside for industrial use within the planned Don Mills development.

Description of Heritage Attributes

Key heritage attributes that express the values of the property at 44-52 Prince Andrew Place are:

- The setback, placement and orientation of the building within the property.
- The scale, form and massing of the one-storey, flat-roofed building with U-shaped plan which steps in line with the roadway.
- The flat rooflines with eaves flush with the fins of the t-beam walls.
- The materials used in the design and construction of the building, with prefabricated concrete t-beams with integrated windows, brown brick laid in a common bond pattern and steel frame ribbon windows at the north and south elevations set just under the roofline.

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

Description

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

Statement of Cultural Heritage Value

1135 Leslie Street has design value as a representative example of the International Style. This building's high degree of glazing, plain surfaces, simplified form and lack of ornament are



features of the International Style. The low-maintenance landscaped setting, with grassed lawn and plantings, is also representative of modernist design principles. An expansive, easy to maintain grassed lawn covers more than half the west part of the property between Leslie Street and the access road. The lawn continues to the building with deciduous and coniferous trees interspersed which were retained from an earlier period and provide shade to the building. The building is lined at its base with coniferous shrubs. The overall effect is a highly executed modernist design which is of the time and was utilized in both commercial and residential buildings. The quality of execution in the property's design was recognized by its nomination as a finalist for a Massey Medal for Architecture.

The property is valued for its historical association with the Don Mills Master-Planned Community as the property yields information that contributes to an understanding of the established planning and design principles. The Don Mills Master Plan set out design standards for industrial complexes which were: a requirement for architect-designed buildings; open space standards which dictated setbacks of 150 feet from roadways and 50 percent land coverage; the retention of existing trees; and plantings that were to screen housing and industrial areas from railway properties (Hancock and Lee 1954:7). All buildings in Don Mills were expected to be examples of good contemporary architecture (Hancock and Lee 1954:8). The property adheres to the standards as an architect-designed, modernist light industrial complex with a deep setback from the roadway and open green space.

The property is also associated with urban planner Macklin Hancock, who was a significant urban planner both in the City of Toronto and internationally for his plan for Don Mills. As the first planned community in Canada, Hancock's designs for Don Mills became a prototype for Canada's suburbs, making it one of the most significant post-war developments in Canada and an important development in the history of modernist urban planning. Don Mills was Hancock's first major project and led to his international recognition as a landscape architect and urban planner. Following the success of Don Mills, Hancock became a founding member and President of Project Planning Associates Ltd. which for the first time brought together a multi-disciplinary team of landscape architects, urban designers, and planners to work together collaboratively on projects, and his leadership in this firm demonstrates Hancock's significance as an early practitioner of an integrated design approach.

The property value also lies in its associations with the original owners of the building, Peacock and McQuigge Contracting Ltd., a construction company focused on roadway and infrastructure work throughout the province and with the architect who designed the building, Gordon S. Adamson & Associates (now known as Adamson Associates Architects). This architecture firm was influential in the development of Canadian Modernism and was recognized nationally through the highest awards in architecture at the time. The firm maintains a prominent position both in Toronto and international architecture.



The property has contextual value for its role in maintaining and supporting the original low-rise modernist light industrial park character of the area through the high quality of the architectural design and the landscaped setting with the building's deep setback from the street and balanced approach to building to lot coverage ratios. In addition, the property has contextual value as a modernist light industrial building constructed within one of three areas set aside for industrial use within the planned Don Mills development.

Description of Heritage Attributes

Key heritage attributes that express the values of the property at 1135 Leslie Street are:

- The setback, placement and orientation of the building within the landscaped property.
- The scale, form and massing of the one-storey, flat-roofed building with rectangular plan.
- The flat roofline with deep overhanging eaves at the front and rear.
- The continuous, uninterrupted west elevation so that the primary entrance is from the east elevation of the building.
- The materials used in the design and construction of the building, with full height glazing with aluminum frames and narrow metal supporting columns.
- The open grassed lawn at the west and north sides of the property, the cluster of deciduous and coniferous trees near to the building and the coniferous shrubs lining the building base.

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

Description

The property at 81 Barber Greene Road is located on the south side of Barber Greene Road between Cora Urbel Way to the northwest and Prince Andrew Place to the southeast. It contains a building complex, with its original one-storey manufacturing building incorporating a railway siding designed by architect John Arthur Layng and constructed in 1953, and an expansion that included a much larger plant and two-storey office designed by architects John B. Parkin Associates Architects and constructed in 1957. Each portion of the building is constructed on a rectangular plan. The 1953 building has a double height central portion flanked by single storey wings and is double height across its width at the rear. The 1957 plant has a double end gable roof and the office has a flat roof.

Statement of Cultural Heritage Value

81 Barber Greene Road has design value as a representative example of the International Style. The building's style is most clearly expressed in its rectangular and minimal form, expanses of glazing with horizontally oriented panes, and the expression of the concrete structure of the office wing. This building and landscape are also representative of the design standards set out



in the Don Mills development that are becoming increasingly rare in the south Don Mills industrial area. Its design was described in contemporary periodicals as notable for the clear span of the plant interior (*Architectural Record* 1960:165). This clear span combined with the office and earlier factory building are engineering and architectural designs of high quality.

The property is valued for its historical association with the Don Mills Master-Planned Community as the property yields information that contributes to an understanding of the established planning and design principles. The Don Mills Master Plan set out design standards for industrial complexes which were: a requirement for architect-designed buildings; open space standards which dictated setbacks of 150 feet from roadways and 50 percent land coverage; the retention of existing trees; and plantings that were to screen housing and industrial areas from railway properties (Hancock and Lee 1954:7). All buildings in Don Mills were expected to be examples of good contemporary architecture (Hancock and Lee 1954:8). The property adheres to the standards as an architect-designed, modernist light industrial complex with a deep setback from the roadway and open green space.

The property is also associated with urban planner Macklin Hancock, who was a significant urban planner both in the City of Toronto and internationally for his plan for Don Mills. As the first planned community in Canada, Hancock's designs for Don Mills became a prototype for Canada's suburbs, making it one of the most significant post-war developments in Canada and an important development in the history of modernist urban planning. Don Mills was Hancock's first major project and led to his international recognition as a landscape architect and urban planner. Following the success of Don Mills, Hancock became a founding member and President of Project Planning Associates Ltd. which for the first time brought together a multi-disciplinary team of landscape architects, urban designers, and planners to work together collaboratively on projects, and his leadership in this firm demonstrates Hancock's significance as an early practitioner of an integrated design approach.

The property's value also lies in its association with John B. Parkin Associates Architects, who designed the building. This significant architecture firm was a leader in the modernist movement in Toronto in the post-Second World War period and became recognized nationally through the highest awards in architecture at the time. Additionally, the property is valued for its associations with the Barber Greene Company and later Global Television as occupants. The Barber Greene Company was a significant contributor to the asphalt industry in North America and Global Television is a significant national television station whose operational headquarters have been based at this location since it began operations in 1973.

The property has contextual value for its role in maintaining and supporting the original low-rise modernist industrial park character of the area through the high quality of the architectural design in the International Style and the landscaped setting with the building's deep setback from the street. This is one of the few remaining properties in the original south industrial area to have neither been significantly altered nor demolished. In addition, the property has



contextual value as a modernist light industrial building and landscape constructed within one of three areas set aside for industrial use within the planned Don Mills development of which it was one of its earliest buildings.

Description of Heritage Attributes

Key heritage attributes that express the values of the property at 81 Barber Greene Road are:

- The setback, placement and orientation of the building within the landscaped property.
- The scale, form and massing of the complex with original one-storey manufacturing building and expansion with larger plan and two-storey, flat-roofed office with a rectangular plan.
- The flat rooflines of the earlier plant and the later office portions.
- The double gable end rooflines of the later plant portion.
- The large expanses of windows including the clerestory of the earlier plant.
- The materials used in the design and construction of the building, with steel and concrete structural elements and steel window frames and muntin bars and expanses of glazing with horizontally oriented panes.
- The complex's siting parallel and close to the railway line which enhances its functional relationship.

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

Description

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

Statement of Cultural Heritage Value

33 Green Belt Drive has design value as an early example of the International Style in the City of Toronto. The building exhibits hallmark qualities of the International Style including its radical simplification of form, the use of steel and glass, and its lack of decorative ornament. The low-maintenance landscaped setting with grassed lawn is also representative of modernist design principles. This property is also representative of the building and landscape design standards set out in the Don Mills development that are becoming increasingly rare in the south Don Mills industrial area.

The property is valued for its historical association with the Don Mills Master-Planned Community as the property yields information that contributes to an understanding of the established planning and design principles. The Don Mills Master Plan set out design standards for industrial complexes which were: a requirement for architect-designed buildings; open



space standards which dictated setbacks of 150 feet from roadways and 50 percent land coverage; the retention of existing trees; and plantings that were to screen housing and industrial areas from railway properties (Hancock and Lee 1954:7). All buildings in Don Mills were expected to be examples of good contemporary architecture (Hancock and Lee 1954:8). The property adheres to the standards as an architect-designed, modernist light industrial complex with a deep setback from the roadway and open green space.

The property is also associated with urban planner Macklin Hancock, who was a significant urban planner both in the City of Toronto and internationally for his plan for Don Mills. As the first planned community in Canada, Hancock's designs for Don Mills became a prototype for Canada's suburbs, making it one of the most significant post-war developments in Canada and an important development in the history of modernist urban planning. Don Mills was Hancock's first major project and led to his international recognition as a landscape architect and urban planner. Following the success of Don Mills, Hancock became a founding member and President of Project Planning Associates Ltd. which for the first time brought together a multi-disciplinary team of landscape architects, urban designers, planners and architects to work together collaboratively on projects, and his leadership in this firm demonstrates Hancock's significance as an early practitioner of an integrated design approach.

The property's value also lies in its association with John B. Parkin Associates Architects which was a significant architecture firm in the City of Toronto. The firm was a leader in the modernist movement in Toronto in the post-Second World War period and became recognized nationally through the highest awards in architecture at the time. Additionally, the property is also valued for its association with Grand & Toy, a significant office supply and stationary company in Canada that was established in Toronto in 1882 and moved its head office to the property in 1955. The property is also associated with urban planner Macklin Hancock who was a significant urban planner in the City of Toronto and established the plan for Don Mills.

The property has contextual value for its role in maintaining and supporting the original low-rise modernist industrial park character of the area through the high quality of the architectural design in the International Style and the landscaped setting with the building's deep setback from the street. This is one of the few remaining properties in the original south industrial area to have neither been significantly altered nor demolished. In addition, the property has contextual value as a modernist light industrial building and landscape setting constructed within one of three areas set aside for industrial use within the planned Don Mills development.

Description of Heritage Attribute

Key heritage attributes that express the values of the property at 33 Green Belt Drive are:

- The setback, placement and orientation of the building within the landscaped property.
- The scale, form and massing of the one-storey, flat-roofed building with connected office and warehouse both with rectangular plans.



- The flat rooflines.
- The protruding vestibule with rectangular form and flat roof at the north elevation.
- The shipping and receiving bays at the east elevation with metal structure and overhanging eaves.
- The materials used in the design and construction of the building, with expressed steel structure, glazed bays of the office and brick with steel sash divided light windows of the warehouse.
- The single-storey rectangular form of the entrance structure and its placement in front of and connected to the north side of the building.
- The open space within the property particularly at the north side of the building and deep set back from Green Belt Drive.
- The concrete planter near to the northeast corner of the building at the pedestrian pathway and parking lot which once included a screen with company branding.
- The entrance driveway at the east side of the property leading to a parking lot.

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

Description

The property at 100 Wynford Drive is located on the north side of Wynford Drive and contains a six-storey building designed by architect Webb Zerafa Menkes and constructed c. 1969. The building is constructed on a rectangular plan and has a flat roof.

Statement of Cultural Heritage Value

100 Wynford Drive has design value as a representative expression of modernist design in the City of Toronto. Typical of modernist design, it features a glazed building base, an expressed concrete structure in the first-floor columns and upper storeys, the horizontal emphasis and ribbon windows. The monolithic masonry forms, exposed, load-bearing concrete, and projecting horizontal fins are characteristic of the Brutalist style. The low-maintenance landscaped setting with open grassed lawns, deciduous trees and plantings within a sunken seating area is also representative of modernist design principles. The quality of execution in the property's design was recognized by its nomination as a finalist for a Massey Medal for Architecture. The property is also representative of the corporate headquarters that were established in the 1960s along Wynford Drive.

The property is valued for its historical association with the Flemingdon Park Master Plan as it yields information that contributes to an understanding of the Plan's established planning and design principles. The property expresses these principles through separated land use, development of open green spaces intended to create a unified and aesthetic quality to the area. Flemingdon Park was recognized as an innovative approach to modern town planning in the City of Toronto in the post-Second World War period. While the original concept for



Flemingdon Park was not completed, the ambitious plan played a key role in the development of the area.

The property is also associated with urban planner Macklin Hancock, who was a significant urban planner both in the City of Toronto and internationally for his plan for Don Mills. As the first planned community in Canada, Hancock's designs for Don Mills became a prototype for Canada's suburbs, making it one of the most significant post-war developments in Canada and an important development in the history of modernist urban planning. Don Mills was Hancock's first major project and led to his international recognition as a landscape architect and urban planner. The principles applied in Don Mills were carried forward into the designs for Flemingdon Park. Following the success of Don Mills, Hancock became a founding member and President of Project Planning Associates Ltd. which for the first time brought together a multi-disciplinary team of landscape architects, urban designers, and planners to work together collaboratively on projects, and his leadership in this firm demonstrates Hancock's significance as an early practitioner of an integrated design approach.

The property's value also lies in its association with the architects who designed the building, Webb Zerafa Menkes which is a significant Toronto-based firm. Additionally, the property is valued for its association with Bell Canada, a prominent Canadian telecommunication company for whom the building was constructed and has since continued to occupy it. Bell Canada was one of Canada's most important companies during the twentieth century and is named after the inventor of the telephone, Alexander Graham Bell.

The property has contextual value as it is important in defining, maintaining and supporting the scenic quality of Wynford Drive. With its S-curved shape and gentle changes in topography, Wynford Drive reveals views of an assemblage of modernist corporate headquarters with consistent landscaped, treed and grassed lawns, setbacks, massing, and composition located between Don Mills Road and the Don Valley Parkway. The cohesive modernist designs developed along Wynford Drive are becoming increasingly rare as many of the corporate headquarters originally constructed have been removed. In addition, the property has contextual value as a modernist headquarters building and landscape constructed within an area set aside as an industrial estate within the planned Flemingdon Park community which developed into a concentration of corporate headquarters interspersed with other office buildings, cultural institutions and clean industry. The property also has contextual value as it can be viewed from the Don Valley Parkway due to its prominent location.

Description of Heritage Attributes

Key heritage attributes that express the values of the property at 100 Wynford Drive are:

- The setback, placement and orientation of the building within the landscaped property.
- The scale, form and massing of the six-storey, flat-roofed building with rectangular plan.
- The flat rooflines.



- The materials used in the design and construction of the building, with the concrete columns, beams and brackets and glass at the ground storey and upper storey glazing with windows arranged in horizontal ribbons and square pane framed with aluminum.
- The central position of the main entrance.
- The open green space within the property, set back of the building from the street and landscaped elements such as the conveniently-located but minimized vehicular arrival and parking area along the west edge of the property, gracious and prominent front entrance with pedestrian circulation from parking areas and Wynford Drive; pedestrian pathways providing convenient access to the primary entrance on the southern elevation and also to the rear entrance on the northern elevation and which links the expansive but concealed parking area located on the north half of the property, rows of trees along the sunken hardscaped seating area and grassed lawn.
- The views from the Don Valley Parkway travelling northbound at the Eglinton Avenue East off-ramp to the building at 100 Wynford Drive, showing its clearly expressed modernist design through unobstructed views of a building with a strong horizontal emphasis, ribbon windows, and horizontal fins.
- The view east along Wynford Drive from 39 Wynford Drive to the building at 100 Wynford Drive showing: the curvature and rolling topography of the road in the foreground; the Presbyterian Church in Canada and landscaped edges of properties fronting Wynford Drive in lateral areas; and the Bell Canada building located at 100 Wynford Drive in the background clearly expressing modernist design principles through unobstructed views of a corporate headquarters with a strong horizontal form, ribbon windows and horizontal fins.

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

Description

The property at 90 Wynford Drive is located on the north side of Wynford Drive, east of Garamond Court. It contains a five-storey building with a single storey wing designed by John B. Parkin Associates Architects and constructed c. 1968. The building is constructed on a rectangular plan with flat roofs.

Statement of Cultural Heritage Value

90 Wynford Drive has design value as a representative of a later expression of modernist design. Typical of later expressions of modernist design, it features a simplified and undecorated form, a use of brick and concrete, a high proportion of glazing with windows arranged in horizontal ribbons, and an outward expression of the underlying structure. The design of the building utilizes various planes to create depth within the elevations. The first and second storey places emphasis on the concrete columns which define the bays. The main entrance is deeply recessed within three bays and extends double height with the exception of a single storey vestibule. The remainder of the first and second storey is recessed within each bay. The building base is concrete which is angled outwards from the first storey windows. At the first storey, the windows are full floor to ceiling height, emphasizing the deep concrete piers. Each storey has an expressed concrete floor plate. The second through fifth storeys utilize brick spandrel panels. There are four single mirrored pane windows within each bay with brass-finished aluminum frames. The windows form a ribbon at the third, fourth, and fifth storeys with a brass-finished panel covering the vertical column structure. The overall effect is an emphasis on vertical elements at the first and second storey and an emphasis on horizontal elements at the third to fifth storeys. The north wing replicates the main building. The low-maintenance landscaped setting with grassed lawns, coniferous trees and plantings, automobile approach with incorporated pedestrian entrance and sunken seating area at the north side of the building is also representative of modernist design principles. The property is also representative of the corporate headquarters that were established in the 1960s along Wynford Drive.

The property is valued for its historical association with the Flemingdon Park Master Plan as it yields information that contributes to an understanding of the established planning and design principles. The property expresses these principles through separated land use and development of open green spaces intended to create a unified and aesthetic quality to the area. Flemingdon Park was recognized as an innovative approach to modern town planning in the City of Toronto in the post-Second World War period. While the original concept for Flemingdon Park was not completed, the ambitious plan played a key role in the development of the area.

The property is also associated with urban planner Macklin Hancock, who was a significant urban planner both in the City of Toronto and internationally for his plan for Don Mills. As the first planned community in Canada, Hancock's designs for Don Mills became a prototype for Canada's suburbs, making it one of the most significant post-war developments in Canada and an important development in the history of modernist urban planning. Don Mills was Hancock's first major project and led to his international recognition as a landscape architect and urban planner. The principles applied in Don Mills were carried forward into the designs for Flemingdon Park. Following the success of Don Mills, Hancock became a founding member and President of Project Planning Associates Ltd. which for the first time brought together a multi-disciplinary team of landscape architects, urban designers, and planners to work together collaboratively on projects, and his leadership in this firm demonstrates Hancock's significance as an early practitioner of an integrated design approach.

The property's value also lies in its association with John B. Parkin Associates Architects, the firm responsible for the buildings' design. This firm was a leader in the modernist movement in Toronto in the post-Second World War period and became recognized nationally through the highest awards in architecture at the time. Additionally, the property is valued for its association with the original occupants of the building, Texaco Canada Ltd. (later Imperial Oil), one of Canada's largest integrated petroleum companies.

The property has contextual value as it is important in defining, maintaining and supporting the scenic quality of Wynford Drive. With its S-curved shape and gentle changes in topography, Wynford Drive reveals views of an assemblage of modernist corporate headquarters with consistent landscaped, treed and grassed lawns, setbacks, massing, and composition located between Don Mills Road and the Don Valley Parkway. The cohesive modernist designs developed along Wynford Drive are becoming increasingly rare as many of the corporate headquarters originally constructed have been removed. In addition, the property has contextual value as a modernist headquarters building and landscape constructed within an area set aside as an industrial estate within the planned Flemingdon Park development which developed into a concentration of corporate headquarters interspersed with other office buildings, cultural institutions and clean industry.

Description of Heritage Attributes

Key heritage attributes that express the values of the property at 90 Wynford Drive are:

- The setback, placement and orientation of the building within the landscaped property.
- The scale, form and massing of the five-storey, flat-roofed building on a rectangular plan with a single storey wing.
- The high proportion of glazing with reflective glass windows arranged in horizontal ribbons and framed with aluminum.
- The flat roofline.

- The concrete columns of the first and second storeys and expressed concrete floor plates.
- The deeply recessed entrance bay and flanking bays with double height glazing and single storey vestibule.
- The materials used in the design and construction of the building, with brown brick, concrete and mirrored glass and outward expression of the concrete structure.
- The open grassed lawn at the north, west and south sides the property.
- The curvilinear automobile approach which provides access to the primary entrance at the south elevation and the executive and visitor parking lot at the west side of the building.
- The sunken seating area at the north side of the property which provides employee amenity and pedestrian pathway, and which provides an arrival from the property's north parking lot on the north side of Garamond Drive.
- Coniferous plantings and berms at the southwest corner of the property and coniferous plantings and berms along eastern property line, both introduced to provide visual amenity to parking areas and to visually screen these components from the street and primary entrance.
- The shipping and receiving entrance from Garamond Drive which provides access to the basement level at the northeast corner of the building.
- The view east along Wynford Drive from 49 Wynford Drive to the building at 90 Wynford Drive showing: the curvature of the road in the foreground; landscape edges of properties fronting Wynford Drive in lateral areas; and the building at 90 Wynford Drive in the background clearly expressing modernist design principles through unobstructed views of a corporate headquarters with a strong horizontal form and ribbon windows.
- The view west along Wynford Drive from the Don Valley Parkway overpass to the building at 90 Wynford Drive showing the curvature of the road and assemblage of corporate headquarters expressing modernist design principles, with the Bell Canada building at lateral edges and expressing a strong horizontal form, ribbing windows and horizontal fins, and the building located at 90 Wynford Drive in the background with unobstructed views of a building expressing later modernist design typified by its visible horizontal form and ribbon windows on upper stories, concrete columns at the first and second stories and combination of concrete, brass, and brick construction materials.

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

Description

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



Statement of Cultural Heritage Value

849 Don Mills Road has design value as a representative expression of modernist design principles in the City of Toronto. The design of the building experimented with new uses for concrete materials utilizing a modified precast concrete double “T” beams as wall panels in the elevations. 849 Don Mills Road also expressed modernist design principles with its deep overhanging eaves, and the execution of the design and composition of precast concrete elements with integrated mid-twentieth century interpretation of lancet windows. The design of this building used new technology for its time in different than usual ways presenting minimal design elements in an interesting combination. The property is also representative of the corporate headquarters that were established in the 1960s along Wynford Drive. Additionally, the property’s use of precast concrete double “T” beams was positively recognized at its time of construction by a contemporary architectural journal, *Canadian Builder*.

The property is valued for its historical association with the Flemingdon Park Master Plan as it yields information that contributes to an understanding of the established planning and design principles. The property expresses these principles through separated land use and development of open green spaces intended to create a unified and aesthetic quality to the area. Flemingdon Park was recognized as an innovative approach to modern town planning in the City of Toronto in the post-Second World War period. While the original concept for Flemingdon Park was not completed, the ambitious plan played a key role in the development of the area.

The property is also associated with urban planner Macklin Hancock, who was a significant urban planner both in the City of Toronto and internationally for his plan for Don Mills. As the first planned community in Canada, Hancock’s designs for Don Mills became a prototype for Canada’s suburbs, making it one of the most significant post-war developments in Canada and an important development in the history of modernist urban planning. Don Mills was Hancock’s first major project and led to his international recognition as a landscape architect and urban planner. The principles applied in Don Mills were carried forward into the designs for Flemingdon Park. Following the success of Don Mills, Hancock became a founding member and President of Project Planning Associates Ltd. which for the first time brought together a multi-disciplinary team of landscape architects, urban designers, and planners to work together collaboratively on projects, and his leadership in this firm demonstrates Hancock’s significance as an early practitioner of an integrated design approach.

The property’s value also lies in its association with architects Crang and Boake. Well known for their modernist buildings and a significant Toronto-based architecture firm, this property is consistent with many of their most significant pieces of architecture.

Additionally, the property is valued for its association with Gestetner Ltd., an international producer of photocopiers and later distributor of office equipment and supplies, for whom the building was constructed.



The property has contextual value as it is important in defining, maintaining and supporting the scenic quality of Wynford Drive. With its S-curved shape and gentle changes in topography, Wynford Drive reveals views of an assemblage of modernist corporate headquarters with consistent landscaped, treed and grassed lawns, setbacks, massing, and composition located between Don Mills Road and the Don Valley Parkway. The cohesive modernist designs developed along Wynford Drive are becoming increasingly rare as many of the corporate headquarters originally constructed have been removed. In addition, the property has contextual value as a property formerly used as a headquarters building (now serves as a cultural institution) constructed within an area set aside as an industrial estate within the planned Flemingdon Park development which developed into a concentration of corporate headquarters interspersed with other office buildings, cultural institutions and clean industry.

Description of Heritage Attributes

Key heritage attributes that express the values of the property at 849 Don Mills Road are:

- The setback, placement and orientation of the building.
- The scale, form and massing of the two-storey, flat-roofed building with rectangular plan.
- The flat roofline with deep overhanging eaves.
- The projecting entrance structure at the south elevation with concrete columns set in front of a double height fully glazed portion of wall.
- The materials used in the design and construction of the building, with pre-cast concrete t-beam walls and integrated glazed lancet windows.
- View east along Wynford from Don Mills Road of the southern and western elevations of 849 Don Mills Road, providing unobstructed views of a building that clearly expresses modernist design principles such as deep overhanging eaves and prominent concrete double “T” beams functioning as wall panels and marks the western gateway to the Wynford Drive area.

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

Description

The property at 20 Wynford Drive is located on the northeast corner of the intersection of Wynford Drive and Gervais Drive. It contains a three-storey building designed by architects Ogus and Fisher and constructed c. 1965. The building is constructed on rectangular plan and has a flat roof.

Statement of Cultural Heritage Value

20 Wynford Drive has design value as a representative expression of modernist design principles in the City of Toronto. Typical of modernist design, the building features: a recessed



building base to minimize the connection between the building and ground; makes use of concrete in the construction; and employs a stark contrast in colour between the ground and upper storeys for visual effect. The execution of the design and composition of precast concrete elements with a recessed first storey and deep overhanging eaves is of a high quality. The low-maintenance landscaped setting with open grassed lawn, plantings, coniferous trees and stone walls of a former water features is also representative of modernist design principles. The property is also representative of the corporate headquarters that were established in the 1960s along Wynford Drive. The cohesive modernist designs developed along Wynford Drive are becoming increasingly rare as many of the corporate headquarters originally constructed have been removed.

The property is valued for its historical association with the Flemingdon Park Master Plan as it yields information that contributes to an understanding of the established planning and design principles. The property expresses these principles through separated land use and development of open green spaces intended to create a unified and aesthetic quality to the area. Flemingdon Park was recognized as an innovative approach to modern town planning in the City of Toronto in the post-Second World War period. While the original concept for Flemingdon Park was not completed, the ambitious plan played a key role in the development of the area.

The property is also associated with urban planner Macklin Hancock, who was a significant urban planner both in the City of Toronto and internationally for his plan for Don Mills. As the first planned community in Canada, Hancock's designs for Don Mills became a prototype for Canada's suburbs, making it one of the most significant post-war developments in Canada and an important development in the history of modernist urban planning. Don Mills was Hancock's first major project and led to his international recognition as a landscape architect and urban planner. The principles applied in Don Mills were carried forward into the designs for Flemingdon Park. Following the success of Don Mills, Hancock became a founding member and President of Project Planning Associates Ltd. which for the first time brought together a multi-disciplinary team of landscape architects, urban designers, and planners to work together collaboratively on projects, and his leadership in this firm demonstrates Hancock's significance as an early practitioner of an integrated design approach.

The property has contextual value as it is important in defining, maintaining and supporting the scenic quality of Wynford Drive. With its S-curved shape and gentle changes in topography, Wynford Drive reveals views of an assemblage of modernist corporate headquarters with consistent landscaped, treed and grassed lawns, setbacks, massing, and composition located between Don Mills Road and the Don Valley Parkway. In addition, the property has contextual value as a modernist landscape and medical office building constructed within an area set aside as an industrial estate within the planned Flemingdon Park development which developed into a concentration of corporate headquarters interspersed with other office buildings, cultural institutions and clean industry.



Description of Heritage Attributes

Key heritage attributes that express the values of the property at 20 Wynford Drive are:

- The setback, placement and orientation of the building within the landscaped property.
- The scale, form and massing of the three-storey, flat-roofed building with a rectangular plan.
- The recessed first storey with narrow columns supporting upper storeys.
- The primary entrance at the west elevation with a glazed vestibule framed with aluminum.
- The projecting entrance canopy with flat roof, slender columns and edge detailing at the primary entrance.
- The second and third storey windows with louvres framing the top and sides of the openings.
- The flat roofline with deep overhanging eaves.
- The materials used in the design and construction of the building, with stone cladding, concrete and glass.
- The low-maintenance landscaped setting with grassed lawn, prominent and gracious entrance from Gervais Drive, coniferous trees and stone walls of a former water features.
- The open grassed lawn along the west and south sides of the property between the public sidewalk and the stone walls.
- The view east along Wynford Drive from the south side of Wynford Drive at 18 Wynford Drive to the building at 20 Wynford Drive showing the curvature of the road and western elevation of 20 Wynford Drive clearly expressing modernist design principles such as prominent and gracious entrance and building constructed of concrete in stark contrast to surrounding landscape and with a recessed first storey and deep overhanging eaves.
- The view west along Wynford Drive from the east side of the property at 39 Wynford Drive to the building at 20 Wynford Drive and showing the curvature of the road and eastern and southern elevations of 20 Wynford Drive clearly expressing modernist design principles such as an office building characterized by concrete construction materials and with a recessed first storey and deep overhanging eaves and feature a deep set back and framed by open lawns.

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

Description

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



building is designed to appear as four connected parts: two with square plans, one with a rectangular plan and one L-shaped. All parts of the building have flat roofs.

Statement of Cultural Heritage Value

50 Wynford Drive has design value as a representative example of later expression of modernist design. The design employs simplified flattened surfaces, narrow vertical windows and modular forms. The building is valued for its craftsmanship expressed in the execution of the precisely laid stepped brick work, window frames which are recessed into the brick work and thinly profiled window sills. The low-maintenance landscaped setting with grassed berms and deciduous trees along the south street-facing side of the property are representative of modernist design principles. The property is also representative of the corporate headquarters that were established in the 1960s along Wynford Drive.

The property is valued for its historical association with the Flemingdon Park Master Plan as it yields information that contributes to an understanding of the established planning and design principles. The property expresses these principles through separated land use and development of open green spaces intended to create a unified and aesthetic quality to the area. Flemingdon Park was recognized as an innovative approach to modern town planning in the City of Toronto in the post-Second World War period. While the original concept for Flemingdon Park was not completed, the ambitious plan played a key role in the development of the area.

The property is also associated with urban planner Macklin Hancock, who was a significant urban planner both in the City of Toronto and internationally for his plan for Don Mills. As the first planned community in Canada, Hancock's designs for Don Mills became a prototype for Canada's suburbs, making it one of the most significant post-war developments in Canada and an important development in the history of modernist urban planning. Don Mills was Hancock's first major project and led to his international recognition as a landscape architect and urban planner. The principles applied in Don Mills were carried forward into the designs for Flemingdon Park. Following the success of Don Mills, Hancock became a founding member and President of Project Planning Associates Ltd. which for the first time brought together a multi-disciplinary team of landscape architects, urban designers, and planners to work together collaboratively on projects, and his leadership in this firm demonstrates Hancock's significance as an early practitioner of an integrated design approach.

The property's value also lies in its association with the architects who designed the building, Somerville, McMurrich and Oxley which was a significant firm in the City of Toronto. As well, each partner was a prominent member of the Canadian architecture community. The building is reflective of the quality of their work. Additionally, the property is valued for its association with the Presbyterian Church of Canada, a significant religious organization in Canada for whom the building was constructed and has since continued to occupy it.



The property has contextual value as it is important in defining, maintaining and supporting the scenic quality of Wynford Drive. With its S-curved shape and gentle changes in topography, Wynford Drive reveals views of an assemblage of modernist corporate headquarters with consistent landscaped, treed and grassed lawns, setbacks, massing, and composition located between Don Mills Road and the Don Valley Parkway. The cohesive modernist designs developed along Wynford Drive are becoming increasingly rare as many of the corporate headquarters originally constructed have been removed. In addition, the property has contextual value as a modernist head office and landscape constructed within an area set aside as an industrial estate within the planned Flemingdon Park development which developed into a concentration of corporate headquarters interspersed with other office buildings, cultural institutions and clean industry.

Description of Heritage Attributes

Key heritage attributes that express the values of the property at 50 Wynford Drive are:

- The setback, placement and orientation of the building within the landscaped property.
- The scale, form and massing of the two-storey, flat-roofed building with a raised basement set on an irregular plan. The irregular plan is designed to appear as four connected parts: two with square plans, one with a rectangular plan and one L-shaped.
- The craftsmanship expressed in the execution of the precisely laid stepped brick work, window frames which are recessed into the brick work and thinly profiled window sills.
- The flat rooflines.
- The narrow vertical and paired windows with frames recessed into the brick work.
- The materials used in the design and construction of the building, including the brown brick cladding, concrete or stone detailing and glass.
- The grassed lawns at the south and east sides of the property including distinctly shaped berms with rolling topography and deciduous trees at the south side of the building.
- The view east along Wynford Drive from 39 Wynford Drive to the building at 50 Wynford Drive showing the curvature of the road and south and western elevation of 50 Wynford Drive and which clearly expresses later modernist design principles such as a building characterized by flattened surfaces and modular forms combined with precisely laid stepped brick work and set within a landscape setting that envelopes the building's irregular plan through its rolling topography, berms, and open lawns.
- The view west along Wynford Drive from 77 Wynford Drive to the building at 50 Wynford Drive showing: curvature of the road, 90 Wynford Drive at lateral edges; open green spaces and lawns framing Wynford Drive; and the eastern elevation of 50 Wynford Drive in the background clearly expressing modernist design principles through unobstructed views of a building constructed with modular forms and flattened surfaces and using brick materials and sets within a landscape open green space.

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

Description

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

Statement of Cultural Heritage Value

39 Wynford Drive has design value as a representative expression of modernist design principles. Typical of modernist design, it features an exterior expression of the interior functions, a recessed base which minimizes the connection between the building and ground, and a strong use of horizontal banding juxtaposed with vertical elements. The low-maintenance landscaped setting with open grassed lawns, deciduous trees and combined vehicular and pedestrian access is also representative of modernist design principles. The design of the building displays a high degree of artistic merit acknowledging the low, horizontal form of buildings in the area. The design combines elements such as the horizontal floor projections and glazing set in stainless steel mullions. The property is also representative of the corporate headquarters that were established in the 1960s along Wynford Drive. The cohesive modernist designs developed along Wynford Drive are becoming increasingly rare as many of the corporate headquarters originally constructed have been removed. Additionally, the property's design was positively recognized at its time of construction by a contemporary architectural journal, *Canadian Architect*.

The property is valued for its historical association with the Flemingdon Park Master Plan as it yields information that contributes to an understanding of the established planning and design principles. The property expresses these principles through separated land use and development of open green spaces intended to create a unified and aesthetic quality to the area. Flemingdon Park was recognized as an innovative approach to modern town planning in the City of Toronto in the post-Second World War period. While the original concept for Flemingdon Park was not completed, the ambitious plan played a key role in the development of the area.

The property is also associated with urban planner Macklin Hancock, who was a significant urban planner both in the City of Toronto and internationally for his plan for Don Mills. As the first planned community in Canada, Hancock's designs for Don Mills became a prototype for Canada's suburbs, making it one of the most significant post-war developments in Canada and an important development in the history of modernist urban planning. Don Mills was Hancock's first major project and led to his international recognition as a landscape architect and urban



planner. The principles applied in Don Mills were carried forward into the designs for Flemingdon Park. Following the success of Don Mills, Hancock became a founding member and President of Project Planning Associates Ltd. which for the first time brought together a multi-disciplinary team of landscape architects, urban designers, and planners to work together collaboratively on projects, and his leadership in this firm demonstrates Hancock's significance as an early practitioner of an integrated design approach.

The property's value also lies in its association with the architects Webb and Menkes, a significant Toronto-based architecture firm and who were responsible for the design of the building. Additionally, the property is valued for its association with the original occupants of the property, A.C. Nielsen Company, a global marketing research firm best known for creating the Nielsen ratings system which measures audiences of television, radio and newspapers, for whom the building was constructed.

The property has contextual value as it is important in defining, maintaining and supporting the scenic quality of Wynford Drive. With its S-curved shape and gentle changes in topography, Wynford Drive reveals views of an assemblage of modernist corporate headquarters with consistent landscaped, treed and grassed lawns, setbacks, massing, and composition located between Don Mills Road and the Don Valley Parkway. In addition, the property has contextual value as a modernist landscape and headquarters building constructed within an area set aside as an industrial estate within the planned Flemingdon Park development which developed into a concentration of corporate headquarters interspersed with other office buildings, cultural institutions and clean industry.

Description of Heritage Attributes

Key heritage attributes that express the values of the property at 39 Wynford Drive are:

- The setback, placement and orientation of the building within the landscaped property.
- The scale, form and massing of the four-storey, flat-roofed building with a rectangular plan.
- The recessed base which minimizes the connection between the building and ground.
- The strong use of horizontal banding juxtaposed with vertical elements and high proportion of glazing.
- The flat roofline.
- The materials used in the design and construction of the building, with stainless steel cladding and glazed windows.
- The open grassed lawn at the north and west sides of the property interspersed with deciduous trees.
- The vehicular access from Wynford Drive at the west side of the property providing access to side and rear parking lots.

- The pedestrian pathway along the north side of the building from the parking lot to the primary entrance and from Wynford Drive to the primary entrance.
- Gracious and prominent entrance on northern elevation and providing access from Wynford Drive and pedestrian circulation routes and vehicular areas.
- The view west along Wynford Drive from 90 Wynford Drive to the building at 39 Wynford Drive showing: curvature of the road in the foreground; landscaped green spaces at lateral edges; and the building at 39 Wynford Drive in the background and clearly expressing modernist design principles such as horizontal banding juxtaposed with vertical elements; glazing; and horizontal floor projections.
- The view east from Gervais Drive to 39 Wynford Drive showing curvature of road and northern and western elevations of the building at 39 Wynford Drive which clearly express modernist design principles as a corporate headquarters with prominent entrance and building characterized by horizontal banding juxtaposed with vertical elements, glazing, and horizontal floor projections.

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

Description

The property at 15 Gervais Drive is located on the northeast corner of Eglinton Avenue East and Gervais Drive. It contains an eight-storey building set on a rectangular plan with a single storey wing at the southwest corner. Each portion of the building has a flat roof. The building was constructed in 1968.

Statement of Cultural Heritage Value

15 Gervais Drive has design value as a representative example of modernist design principles. As a building constructed in the late 1960s, the design utilizes a strong horizontal emphasis and a rhythmic series of ribbon windows and spandrels expressing elements of continuing the International Style while incorporating the increasingly used restrained Brutalist sensibilities, such as the greater sense of weight. Also typical of modernist design, it features: deep overhanging eaves on the single storey portion; extensive use of concrete and glazing; and a form which expresses the interior function. The low-maintenance landscaped setting with open grassed lawns, coniferous trees and plantings and amenities is also representative of modernist design principles.

The property is valued for its historical association with the Flemingdon Park Master Plan as it yields information that contributes to an understanding of the established planning and design principles. The property expresses these principles through separated land use and development of open green spaces intended to create a unified and aesthetic quality to the area. Flemingdon Park was recognized as an innovative approach to modern town planning in the City of Toronto in the post-Second World War period. While the original concept for

Flemingdon Park was not completed, the ambitious plan played a key role in the development of the area.

The property's value also lies in its association with the labour movement in Ontario and Canada. The building has been the headquarters for numerous significant labour organizations such as the Ontario Federation of Labour, the Canadian Labour Congress, and the Labour Council of Metropolitan Toronto.

The property is also associated with urban planner Macklin Hancock, who was a significant urban planner both in the City of Toronto and internationally for his plan for Don Mills. As the first planned community in Canada, Hancock's designs for Don Mills became a prototype for Canada's suburbs, making it one of the most significant post-war developments in Canada and an important development in the history of modernist urban planning. Don Mills was Hancock's first major project and led to his international recognition as a landscape architect and urban planner. The principles applied in Don Mills were carried forward into the designs for Flemingdon Park. Following the success of Don Mills, Hancock became a founding member and President of Project Planning Associates Ltd. which for the first time brought together a multi-disciplinary team of landscape architects, urban designers, planners and architects to work together collaboratively on projects, and his leadership in this firm demonstrates Hancock's significance as an early practitioner of an integrated design approach.

The property has contextual value for its prominent location on Eglinton Avenue East and facing the major intersection of Eglinton Avenue East and Don Mills Road. The prominence of the building gives it a gateway appearance given its position at one of the entrances to the Flemingdon Park Industrial Estate. Furthermore, as a building intended as a headquarters, the property supports the character of the area, where many office headquarters and cultural institutions have been located. The property has contextual value as a modernist headquarters building and landscape constructed within an area set aside as an industrial estate within the planned Flemingdon Park development which developed into a concentration of corporate headquarters interspersed with cultural institutions and clean industry. The property also has contextual value as a building that is visually consistent with the heights of other buildings along nearby Wynford Drive. This property utilizes its low-lying topography to integrate its comparatively taller massing into the Wynford Drive streetscape. The building is also prominently located on Eglinton Avenue East making it one of the few buildings within the Flemingdon Park Industrial Estate that is visible from the main thoroughfare.

Description of Heritage Attributes

Key heritage attributes that express the values of the property at 15 Gervais Drive are:

- The setback, placement and orientation of the building within the landscaped property.
- The scale, form and massing of the eight-storey, flat-roofed building with a rectangular plan and a one-storey wing at the southeast corner.



- The main entrance with cantilevered canopy and the vehicular and pedestrian approach to the entrance from Gervais Drive with a semi-circular drive and wide L-shaped staircase.
- The extended height and full glazing of the first storey with expressed columns.
- The high proportion of glazing with windows arranged in horizontal ribbons and minimal framing at the second to eighth storeys.
- The flat roofline with a single projecting tower at the centre of the southwest elevation.
- The deep overhanging eaves on the single storey portion.
- The materials used in the design and construction of the building, with exposed concrete structure and glazed windows.
- The low-maintenance landscaped setting with grassed lawns, coniferous trees and plantings.
- The open grassed lawn within the property.
- The open air, below grade amenity at the east side of the building with pedestrian access from the north parking lot.

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

Description

The property at 1200 Eglinton Avenue East is located on the north side of Eglinton Avenue to the east of Gervais Drive. It contains a nine-storey building set on a square plan with a flat roof. The building was constructed in 1971.

Statement of Cultural Heritage Value

1200 Eglinton Avenue has design value as a representative example of modernist design principles. As a building constructed in the early 1970s, the design utilizes a strong horizontal emphasis and a rhythmic series of ribbon windows and spandrels expressing elements of continuing the International Style while incorporating the increasingly used restrained Brutalist sensibilities, such as the greater sense of weight. Also typical of modernist design, it features extensive use of concrete and glazing.

The property is valued for its historical association with the Flemingdon Park Master Plan as it yields information that contributes to an understanding of the established planning and design principles. The property expresses these principles through separated land use and development of open green spaces intended to create a unified and aesthetic quality to the area. Flemingdon Park was recognized as an innovative approach to modern town planning in the City of Toronto in the post-Second World War period. While the original concept for Flemingdon Park was not completed, the ambitious plan played a key role in the development of the area. Additionally, the property is associated with Computer Sciences Canada, an early player in the telecommunications industry.



The property is also associated with urban planner Macklin Hancock, who was a significant urban planner both in the City of Toronto and internationally for his plan for Don Mills. As the first planned community in Canada, Hancock's designs for Don Mills became a prototype for Canada's suburbs, making it one of the most significant post-war developments in Canada and an important development in the history of modernist urban planning. Don Mills was Hancock's first major project and led to his international recognition as a landscape architect and urban planner. The principles applied in Don Mills were carried forward into the designs for Flemingdon Park. Following the success of Don Mills, Hancock became a founding member and President of Project Planning Associates Ltd. which for the first time brought together a multi-disciplinary team of landscape architects, urban designers, and planners to work together collaboratively on projects, and his leadership in this firm demonstrates Hancock's significance as an early practitioner of an integrated design approach.

The property has contextual value for its prominent location on Eglinton Avenue East and facing the major intersection of Eglinton Avenue East and Don Mills Road. The prominence of the building gives it a gateway appearance given its position at one of the entrances to the Flemingdon Park Industrial Estate. Furthermore, as a building intended as a headquarters, the property supports the character of the area, where many office headquarters and cultural institutions have been located. The property has contextual value as a modernist headquarters building constructed within an area set aside as an industrial estate within the planned Flemingdon Park development which developed into a concentration of corporate headquarters interspersed with cultural institutions and clean industry. The property also has contextual value as a building that is visually consistent with the heights of other buildings along nearby Wynford Drive. This property utilizes its low-lying topography to integrate its comparatively taller massing into the Wynford Drive streetscape. The building is also prominently located on Eglinton Avenue East making it one of the few buildings within the Flemingdon Park Industrial Estate that is visible from the main thoroughfare.

Description of Heritage Attributes

Key heritage attributes that express the values of the property at 1200 Eglinton Avenue East are:

- The setback, placement and orientation of the building within the landscaped property.
- The scale, form and massing of the nine-storey, flat-roofed building with rectangular plan.
- The main entrance and approach to it from Eglinton Avenue East with double staircase leading up from east and west.
- The two structural columns on each elevation extending the full height of the building.
- The high proportion of glazing with windows arranged in horizontal ribbons.
- The flat roofline.

- The materials used in the design and construction of the building, with exposed concrete structure and glazed windows.

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

Description

The property at 789 Don Mills Road is located on the northeast corner of the intersection of Don Mills Road and Rochefort Drive. The 24-storey tower building was designed by Bregman and Hamman architects and constructed in 1967 as part of the Olympia Square Development. The building is constructed on a rectangular plan and has a flat roof.

Statement of Cultural Heritage Value

789 Don Mills Road has design value as an early example of a high-rise suburban office complex in the City of Toronto that was constructed during a period when this building type was predominately lower in height. The building is also representative of modernist design with an expression of its interior functions, use of concrete and glass, strict avoidance of historic references, strong grid pattern and double height ground storey recessed back from pilotis which support the building above. The property was positively recognized at its time of construction by a contemporary architectural journal, *Canadian Architect*. The execution of the design elements including the strong grid pattern, double height ground storey are of a high quality.

The property is valued for its historical association with the Flemingdon Park Master Plan as it yields information that contributes to an understanding of the established planning and design principles. The property expresses these principles through separated land use and development of open green spaces intended to create a unified and aesthetic quality to the area. Flemingdon Park was recognized as an innovative approach to modern town planning in the City of Toronto in the post-Second World War period. While the original concept for Flemingdon Park was not completed, the ambitious plan played a key role in the development of the area.

The property is also associated with urban planner Macklin Hancock, who was a significant urban planner both in the City of Toronto and internationally for his plan for Don Mills. As the first planned community in Canada, Hancock's designs for Don Mills became a prototype for Canada's suburbs, making it one of the most significant post-war developments in Canada and an important development in the history of modernist urban planning. Don Mills was Hancock's first major project and led to his international recognition as a landscape architect and urban planner. The principles applied in Don Mills were carried forward into the designs for Flemingdon Park. Following the success of Don Mills, Hancock became a founding member and President of Project Planning Associates Ltd. which for the first time brought together a multi-disciplinary team of landscape architects, urban designers, and planners to work together

collaboratively on projects, and his leadership in this firm demonstrates Hancock's significance as an early practitioner of an integrated design approach.

The property's value also lies in its association with Bregman and Hamann Architect and Craig, Zeidler and Strong, who were responsible for the design of the building. Both firms are significant within the City of Toronto. Additionally, the property is valued for its association with the Independent Order of Foresters, a fraternal society that was established in the 1870s to provide access to life insurance for average, working families. The building was built for the organization, which has continued to occupy it.

The property has contextual value as a commercial office building constructed within an area set aside for commercial uses within the planned Flemingdon Park development.

Description of Heritage Attribute

Key heritage attributes that express the values of the property at 789 Don Mills Road are:

- The orientation, scale, form and massing of the 24-storey, flat-roofed building with rectangular plan.
- Strong grid pattern and double height fully glazed ground storey recessed back from pilotis which support the building above.
- The flat roofline.
- The materials used in the design and construction of the building, with concrete structure, metal cladding and glazed windows.
- The primary entrance at the west side of the building and plaza raised from street level which wraps all four sides of the building.
- The grid pattern of the fenestration divided by the structural elements.

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

Description

The property at 18-22 St Dennis Drive is bordered by St Dennis Drive to the south, Deauville Lane to the east, and Rochefort Drive to the north. It contains approximately 130 units in sixteen buildings designed by architect Irving Grossman and constructed in 1962 as part of urban planner Macklin Hancock's Master Plan for Flemingdon Park. Each building has a staggered or stepped plan and is a rear split level with the roof line expressing this form. The roofs are variously flat or sloped.

Statement of Cultural Heritage Value

18-22 St Dennis Drive has design value as an early example of a modernist town house development which rethought the traditional form and siting of this building type. The property



is laid out with individual rows of buildings, oriented inwards from the major street network and onto internal courtyards with end walls and rear yards facing the street. Architect Irving Grossman furthered his refinement of the town house building type by designing underground parking to enhance the communal spaces and utilized pedestrian pathways as at-grade connections. The design of the property was positively recognized at its time of construction by contemporary architectural journals, including *The Canadian Architect* and the *Royal Architectural Institute of Canada Journal*. An article in *Progressive Architecture* stated the town houses were “the most significant part of Grossman’s scheme” (1967:133).

The town house buildings express a modernist style with staggering between units, split level form, flat roof combined with a sloped roof, and mix of horizontal and vertical windows. When first approved and initially constructed, Flemingdon Park presented several types of multi-unit residential accommodation, filling a gap between the single-family home and high-rise apartment prevalent in the post-Second World War period.

The property is valued for its historical association with the Flemingdon Park Master Plan as it yields information that contributes to an understanding of the established planning and design principles. The property expresses these principles through separated land use and development of open green spaces intended to create a unified and aesthetic quality to the area. Flemingdon Park was recognized as an innovative approach to modern town planning in the City of Toronto in the post-Second World War period. While the original concept for Flemingdon Park was not completed, the ambitious plan played a key role in the development of the area.

The property has associative value as it demonstrates the work and ideas of urban planner Macklin Hancock and architect Irving Grossman. Hancock was a significant urban planner both in the City of Toronto and internationally for his plan for Don Mills. As the first planned community in Canada, Hancock’s designs for Don Mills became a prototype for Canada’s suburbs, making it one of the most significant post-war developments in Canada and an important development in the history of modernist urban planning. Don Mills was Hancock’s first major project and led to his international recognition as a landscape architect and urban planner. The principles applied in Don Mills were carried forward into the designs for Flemingdon Park. Following the success of Don Mills, Hancock became a founding member and President of Project Planning Associates Ltd. which for the first time brought together a multi-disciplinary team of landscape architects, urban designers, and planners to work together collaboratively on projects, and his leadership in this firm demonstrates Hancock’s significance as an early practitioner of an integrated design approach. Grossman was a significant proponent of modernist designs in the City of Toronto; in particular his work addressed alternatives to the urban sprawl prevalent in the 1950s and 1960s. Grossman’s design for the town houses at Flemingdon Park demonstrates his accomplishments in this area with the separation of pedestrian and vehicular spaces, internal circulation routes, and units facing inward onto central courtyards.



The property has contextual value as it is important in supporting the character of the planned Flemingdon Park Residential sector. The area's character is defined by a mix of modernist multi-family residential buildings laid out on a meandering road network. Additionally, the property has contextual value as a residential building and landscape constructed within an area set aside as a residential sector within the planned Flemingdon Park development.

Description of Heritage Attributes

Key heritage attributes that express the values of the property at 18-22 St Dennis Drive are:

- The setback, placement and orientation of the buildings within the landscaped property.
- The scale, form and massing of the sixteen two-story town house buildings with stepped plans.
- The components that reflect the design of Flemingdon Park town house type including underground parking, central courtyards, staggering between units, split level form, flat roof combined with a sloped roof, and variety of window types including single, ribbon and clerestory.
- The deep eaves overhanging the front and rear of the buildings.
- The variety of brick colours across units.
- Pedestrian pathways connecting central courtyards with grassed enclosures and open spaces throughout the property.
- The five vehicular entrances to the underground parking.

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

Description

The property at 4 Vendome Place is located on the north side of Vendome Place, between Grenoble Drive to the west and the Don Valley Parkway to the east. It contains 22 two-storey townhouse units divided between two buildings. 4 Vendome Place was designed by architect Irving Grossman and constructed in 1961 as part of urban planner Macklin Hancock's Master Plan for the Flemingdon Park modern town development. Each building has a stepped plan and is a rear split level with the roof line expressing this form. The roofs are variously flat or sloped.

Statement of Cultural Heritage Value

4 Vendome Place has design value as an early example of a modernist town house development which rethought the traditional form and siting of this building type. The property is laid out with individual rows of buildings, oriented inwards from the major street network and onto internal courtyards with end walls and rear yards facing the street. Architect Irving Grossman furthered his refinement of the town house building type by designing underground parking to enhance communal spaces and utilized pedestrian pathways as at-grade



connections. The design of the property was positively recognized at its time of constructions by contemporary architectural journals, including the *Royal Architectural Institute of Canada Journal*. An article in *Progressive Architecture* stated the town houses were “the most significant part of Grossman’s scheme” (1967:133).

The town house buildings express a modernist style with staggering between units, split level form, flat roof combined with a sloped roof, and mix of horizontal and vertical windows. When first approved and initially constructed, Flemingdon Park presented several types of multi-unit residential accommodation, filling a gap between the single-family home and high-rise apartment prevalent in the post-Second World War period.

The property is valued for its historical association with the Flemingdon Park Master Plan as it yields information that contributes to an understanding of the established planning and design principles. The property expresses these principles through separated land use and development of open green spaces intended to create a unified and aesthetic quality to the area. Flemingdon Park was recognized as an innovative approach to modern town planning in the City of Toronto in the post-Second World War period. While the original concept for Flemingdon Park was not completed, the ambitious plan played a key role in the development of the area.

The property has associative value as it demonstrates the work and ideas of urban planner Macklin Hancock and architect Irving Grossman. Hancock was a significant urban planner both in the City of Toronto and internationally for his plan for Don Mills. As the first planned community in Canada, Hancock’s designs for Don Mills became a prototype for Canada’s suburbs, making it one of the most significant post-war developments in Canada and an important development in the history of modernist urban planning. Don Mills was Hancock’s first major project and led to his international recognition as a landscape architect and urban planner. The principles applied in Don Mills were carried forward into the designs for Flemingdon Park. Following the success of Don Mills, Hancock became a founding member and President of Project Planning Associates Ltd. which for the first time brought together a multi-disciplinary team of landscape architects, urban designers, and planners to work together collaboratively on projects, and his leadership in this firm demonstrates Hancock’s significance as an early practitioner of an integrated design approach. Grossman was a significant proponent of modernist designs in the City of Toronto; in particular his work addressed alternatives to the urban sprawl prevalent in the 1950s and 1960s. Grossman’s design for the town houses at Flemingdon Park demonstrates his accomplishments in this area with the separation of pedestrian and vehicular spaces, internal circulation routes, and units facing inward onto central courtyards.

The property has contextual value as it is important in supporting the character of the planned Flemingdon Park Residential sector. The area’s character is defined by a mix of modernist multi-family residential buildings laid out on a meandering road network. Additionally, the property



has contextual value as a residential building and landscape constructed within an area set aside as a residential sector within the planned Flemingdon Park development.

Description of Heritage Attributes

Key heritage attributes that express the values of the property at 4 Vendome Place are:

- The setback, placement and orientation of the buildings within the landscaped property.
- The scale, form and massing of the two two-storey town house buildings with stepped plans.
- The components that reflect the design of Flemingdon Park town house type including underground parking, central courtyards, staggering between units, split level form, flat roof combined with a sloped roof, and variety of windows types including single, ribbon and clerestory.
- The deep eaves overhanging the front and rear of the buildings.
- The variety of brick colours across units.
- Pedestrian pathways connecting central courtyards with grassed enclosures and open spaces throughout the property.
- The single vehicular entrance to the underground parking.

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

Description

The property at 6-8 Vendome Place is located on the north side of Vendome Place, situated between Grenoble Drive to the west and the Don Valley Parkway to the east. It contains six townhouse buildings designed by architect Irving Grossman as part of urban planner Macklin Hancock's Master Plan for Flemingdon Park. Each building has a staggered or stepped plan and is a rear split level with the roof line expressing this form. The roofs are variously flat or sloped.

Statement of Cultural Heritage Value

Vendome Place has design value as an early example of a modernist town house development which rethought the traditional form and siting of this building type. The property is laid out with individual rows of buildings, oriented inwards from the major street network and onto internal courtyards with end walls and rear yards facing the street. Architect Irving Grossman furthered his refinement of the town house building type by designing underground parking to enhance communal spaces and utilized pedestrian pathways as at-grade connections. The property was positively recognized at its time of construction by contemporary architectural journals, including the *Royal Architectural Institute of Canada Journal* and the *Canadian Architect*. An article in *Progressive Architecture* stated the town houses were "the most significant part of Grossman's scheme" (1967:133). The town houses are considered to be of a



high quality of design through the use of below grade garage and driveways to achieve a high-density development without large areas dedicated to parking.

The town house buildings express a modernist style with staggering between units, split level form, flat roof combined with a sloped roof, and mix of horizontal and vertical windows. When first approved and initially constructed, Flemingdon Park presented several types of multi-unit residential accommodation, filling a gap between the single-family home and high-rise apartment prevalent in the post-Second World War period.

The property is valued for its historical association with the Flemingdon Park Master Plan as it yields information that contributes to an understanding of the established planning and design principles. The property expresses these principles through separated land use and development of open green spaces intended to create a unified and aesthetic quality to the area. Flemingdon Park was recognized as an innovative approach to modern town planning in the City of Toronto in the post-Second World War period. While the original concept for Flemingdon Park was not completed, the ambitious plan played a key role in the development of the area.

The property also has associative value as it demonstrates the work and ideas of urban planner Macklin Hancock and architect Irving Grossman. Hancock was a significant urban planner both in the City of Toronto and internationally for his plan for Don Mills. As the first planned community in Canada, Hancock's designs for Don Mills became a prototype for Canada's suburbs, making it one of the most significant post-war developments in Canada and an important development in the history of modernist urban planning. Don Mills was Hancock's first major project and led to his international recognition as a landscape architect and urban planner. The principles applied in Don Mills were carried forward into the designs for Flemingdon Park. Following the success of Don Mills, Hancock became a founding member and President of Project Planning Associates Ltd. which for the first time brought together a multi-disciplinary team of landscape architects, urban designers, and architects to work together collaboratively on projects, and his leadership in this firm demonstrates Hancock's significance as an early practitioner of an integrated design approach. Grossman was a significant proponent of modernist designs in the City of Toronto; in particular his work addressed alternatives to the urban sprawl prevalent in the 1950s and 1960s. Grossman's design for the town houses at Flemingdon Park demonstrates his accomplishments in this area with the separation of pedestrian and vehicular spaces, internal circulation routes, and units facing inward onto central courtyards.

The property has contextual value as it is important in supporting the character of the planned Flemingdon Park Residential sector. The area's character is defined by a mix of modernist multi-family residential buildings laid out on a meandering road network. Additionally, the property has contextual value as a residential property with buildings and landscape constructed within an area set aside as a residential sector within the planned Flemingdon Park development.



Description of Heritage Attributes

Key heritage attributes that express the values of the property at 6-8 Vendome Place are:

- The setback, placement and orientation of the buildings within the landscaped property.
- The scale, form and massing of the six two-storey buildings and three- and four-storey tiered town house buildings with stepped plans.
- The components that reflect the design of Flemingdon Park town house type including underground parking, central courtyards, staggering between units, split level form, flat roof combined with a sloped roof, and variety of window types including single, ribbon and clerestory.
- The deep eaves overhanging the front and rear of the buildings.
- The variety of brick colours across units.
- Pedestrian pathways connecting central courtyards with grassed enclosures and open spaces throughout the property.
- The single vehicular entrance to the underground parking.

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

Description

The property at 61 Grenoble Drive contains a residential townhouse complex located on the south side of Grenoble Drive and Dufresne Court within the Flemingdon Park neighborhood in the City of Toronto. The property contains a total of 36 two-storey townhouse units divided between eight buildings arranged in four rows; underground parking; and a series of stairs and open spaces situated above the parking level. Each building has a staggered or stepped plan and is a rear split level with the roof line expressing this form. The roofs are sloped at the front part and flat at the rear. 61 Grenoble Drive was designed by architect Irving Grossman and constructed in 1961 as part of urban planner Macklin Hancock's Master Plan for the Flemingdon Park modern town development.

Statement of Cultural Heritage Value

61 Grenoble Drive has design value as an early example of a modernist town house development which rethought the traditional form and siting of this building type. The property is laid out with individual rows of buildings, oriented inwards from the major street network and onto internal courtyards with end walls and rear yards facing the street. Architect Irving Grossman furthered his refinement of the town house building type by designing underground parking to enhance communal spaces and utilized pedestrian pathways as at-grade connections. The design of the property was positively recognized at its time of construction by contemporary architectural journals, including the *Royal Architectural Institute of Canada*

Journal. An article in *Progressive Architecture* stated the town houses were “the most significant part of Grossman’s scheme” (1967:133).

The town house buildings express a modernist style with staggering between units, split level form, flat roof combined with a sloped roof, and mix of horizontal and vertical windows. When first approved and initially constructed, Flemingdon Park presented several types of multi-unit residential accommodation, filling a gap between the single-family home and high-rise apartment prevalent in the post-Second World War period.

The property is valued for its historical association with the Flemingdon Park Master Plan as it yields information that contributes to an understanding of the established planning and design principles. The property expresses these principles through separated land use and development of open green spaces intended to create a unified and aesthetic quality to the area. Flemingdon Park was recognized as an innovative approach to modern town planning in the City of Toronto in the post-Second World War period. While the original concept for Flemingdon Park was not completed, the ambitious plan played a key role in the development of the area.

The property also has associative value as it demonstrates the work and ideas of urban planner Macklin Hancock and architect Irving Grossman. Hancock was a significant urban planner both in the City of Toronto and internationally for his plan for Don Mills. As the first planned community in Canada, Hancock’s designs for Don Mills became a prototype for Canada’s suburbs, making it one of the most significant post-war developments in Canada and an important development in the history of modernist urban planning. Don Mills was Hancock’s first major project and led to his international recognition as a landscape architect and urban planner. The principles applied in Don Mills were carried forward into the designs for Flemingdon Park. Following the success of Don Mills, Hancock became a founding member and President of Project Planning Associates Ltd. which for the first time brought together a multi-disciplinary team of landscape architects, urban designers, and planners to work together collaboratively on projects, and his leadership in this firm demonstrates Hancock’s significance as an early practitioner of an integrated design approach. Grossman was a significant proponent of modernist designs in the City of Toronto; in particular his work addressed alternatives to the urban sprawl prevalent in the 1950s and 1960s. Grossman’s design for the town houses at Flemingdon Park demonstrates his accomplishments in this area with the separation of pedestrian and vehicular spaces, internal circulation routes, and units facing inward onto central courtyards.

The property has contextual value as it is important in supporting the character of the planned Flemingdon Park Residential sector. The area’s character is defined by a mix of modernist multi-family residential buildings laid out on a meandering road network. Additionally, the property has contextual value as a property with residential buildings and landscape constructed within an area set aside as a residential sector within the planned Flemingdon Park development.



Description of Heritage Attributes

Key heritage attributes that express the values of the property at 61 Grenoble Drive are:

- The setback, placement and orientation of the building within the landscaped property.
- The scale, form and massing of the eight two-storey town house buildings on rectangular plans.
- The components that reflect the design of Flemingdon Park town house type including underground parking, central courtyards, staggering between units, split level form, flat roof combined with a sloped roof, and variety of window types including single, ribbon and clerestory.
- The deep eaves overhanging the front and rear of the buildings.
- Pedestrian pathways connecting central courtyards with grassed enclosures and open spaces throughout the property.
- The two vehicular entrances to the underground parking.

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

Description

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

Statement of Cultural Heritage Value

95 Leeward Glenway has design value as an early example of a prefabricated high-rise building. The use of prefabricated materials had been implemented since the end of the Second World War but until this point the uses had only been in low-rise buildings. The use of precast concrete panels in the construction of a high-rise building demonstrated an evolution in construction techniques in the City of Toronto. The assembly of materials and construction methods was recognized as a greater than normal industry standards by contemporary journals, including *Canadian Architect* and *Canadian Builder* for the use of precast rather than poured-in-place concrete.

The property has historical value as the first building to use the concept of condominium ownership, which became a prevalent form of residential development in Canada that has had a significant impact on the growth of urban communities, particularly the City of Toronto.

The property at 95 Leeward Glenway has contextual value as a property of mixed-density residential character that is consistent with the surrounding Flemingdon Park area. Although constructed later than the first wave of construction in Flemingdon Park, it is historically,



physically and functionally linked with its surroundings as it expressed an on- going continuation of planning principles advance in the original Flemingdon Park Master Plan.

Description of Heritage Attribute

Key heritage attributes that express the values of the property at 95 Leeward Glenway are:

- The setback, placement and orientation of the building within the landscaped property.
- The scale, form and massing of the two 23-storey, flat-roofed buildings with rectangular plans, the four six-storey, flat-roofed buildings.
- The design of the high-rise building in exposed pre-cast concrete panels.
- The flat rooflines.
- The materials used in the design and construction of the buildings, with pre-cast concrete panels and glass. The pre-cast concrete elements are in two finishes: smooth-faced and vertical ribbed.
- The horizontal band pattern of the fenestration with projecting concrete lintels and vertical projecting concrete plane.
- The minimal emphasis on the entrance and greater emphasis on the overall regularity of the building elements.

10.3 Conclusions

In completing the C.H.R.A. and identifying heritage resources this assessment assists the City Planning Division to meet the requirements of the Provincial Policy Statement by encouraging a sense of place through the promotion of well-designed built form and cultural planning, and the conservation of features that help to define the area's character.

The results of the background historical research, review of secondary source material and field survey work revealed a Study Area which was intensively redeveloped from agricultural lands in the middle of the twentieth century. The period of redevelopment began in 1951, continued through the 1970s, and slowed dramatically after 1980. There are no extant buildings from the pre-1951 periods. However, the Study Area is strongly characterized by natural landscape features that influenced its development in the mid-twentieth century and also retains known and potential archaeological resources.

Following the Phase 1 screening, 30 properties were recommended to advance to the next phase of heritage evaluation. The evaluation of these 30 properties has determined that 19 properties meet the provincial criteria under Ontario Regulation 9/06 (O. Reg. 9/06) of the *Ontario Heritage Act*. Most of the identified properties are located within the planned communities of Don Mills and Flemingdon Park and have design, historical and/or contextual values. These properties retain buildings and landscape features that are: early or representative examples of the International Style and of modernist design principles; early



examples of the use or application of construction methods or materials engineered in the mid-twentieth century; associated with significant architects, builders, or designers; and valued for their craftsmanship or artistic merit.

The results of this assessment determined that 19 properties of cultural heritage value or interest are recommended for consideration for inclusion on the City of Toronto's Heritage Register. An additional eight properties were considered to have limited cultural heritage value as they met one of the criteria outlined in O. Reg. 9/06. These eight properties, however, have not been recommended for inclusion on the Heritage Register by A.S.I. at this time based on available information. The recommendations made in the C.H.R.A. will provide a basis for the City Planning Division to review and evaluate and will contribute to the City's final list of potential heritage resources recommended for inclusion on the Heritage Register.

The *Ontario Heritage Act*, under subsection 27 (1.2), also allows municipalities to include on the municipal register properties of cultural heritage value that have not been designated. This is commonly known as "listing." Listing is a means to formally identify properties that may have cultural heritage value or interest to the community that relate to a property's cultural heritage value and or interest: design value or physical value; historical value or associative value; or contextual value. Listing a property on the Heritage Register allows City Planning to review development and building applications affecting those properties. It also requires the owner to give the City 60 days' notice of his or her intention to demolish the property.

Listing does not trigger maintenance requirements over and above existing property standards, it does not allow the City to withhold a building permit for non-demolition related alterations and it does not preclude a property from undergoing renovation or development. It is also important to note that when a property is listed it does not necessarily mean that it will be subsequently "designated."

Designation generally happens within one of three scenarios: 1) a property owner gives notice of an intention to demolish the listed building and staff evaluation recommends designation; 2) a listed property is included within a planning application and subsequent evaluation directs appropriate conservation measures and designation within the planning approval process; and 3) a property owner wishes to take advantage of one of the city's incentive programs and requests a further staff evaluation and designation, as appropriate.

Based on the results of the assessment, the following conclusions have been reached:

1. The Don Mills Crossing Cultural Heritage Resource Assessment was developed in accordance with the City of Toronto's Official Plan policies, and in support of the Don Mills Crossing Secondary Plan study.
2. The C.H.R.A. has identified heritage resources developed between 1950-1970 and reflecting application of Modernist design principles. It has also recognized that many of these



properties together establish and contribute to the area's distinct character and setting as a planned mid-twentieth-century mixed use area that applied Garden City planning principles and emphasized integration of residential, institutional and industrial buildings into landscaped settings that were both aesthetically pleasing and functional.

3. The City Planning Division will use this C.H.R.A. as a basis for analysis to inform a list of potential heritage resources recommended for inclusion on the Heritage Register. This information is summarized in Table 6: Summary of Evaluation Results.
4. The C.H.R.A. describes the context of the Don Mills and Eglinton area, providing a foundation for the Don Mills Crossing Secondary Plan cultural heritage policies, informing views and vistas, built form, public realm design and commemoration.
5. The C.H.R.A. provides a resource for the design of the public realm within the Cultural Heritage Resource Assessment Study Area outside the Don Mills Secondary Plan Area. Improvements to the public realm within the broader C.H.R.A. Study Area should respond to the cultural heritage value, heritage attributes and character of the natural and cultural heritage as described in this C.H.R.A.
6. The C.H.R.A. provides the background information for the City Planning Division to further evaluate and identify potential Cultural Heritage Landscapes in the Don Mills and Eglinton area and surrounding neighbourhoods and valley lands in accordance with the Provincial Policy Statement.

Properties Recommended for Inclusion on the City of Toronto's Heritage Register

81 Barber Greene Road
789 Don Mills Road
849 Don Mills Road
1200 Eglinton Avenue East
15 Gervais Drive
33 Green Belt Drive
61 Grenoble Drive
95 Leeward Glenway
1123 Leslie Street
1135 Leslie Street
44-52 Prince Andrew Place
18-22 St. Dennis Drive
4 Vendome Place
6-8 Vendome Place
20 Wynford Drive
39 Wynford Drive
50 Wynford Drive



90 Wynford Drive
100 Wynford Drive

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