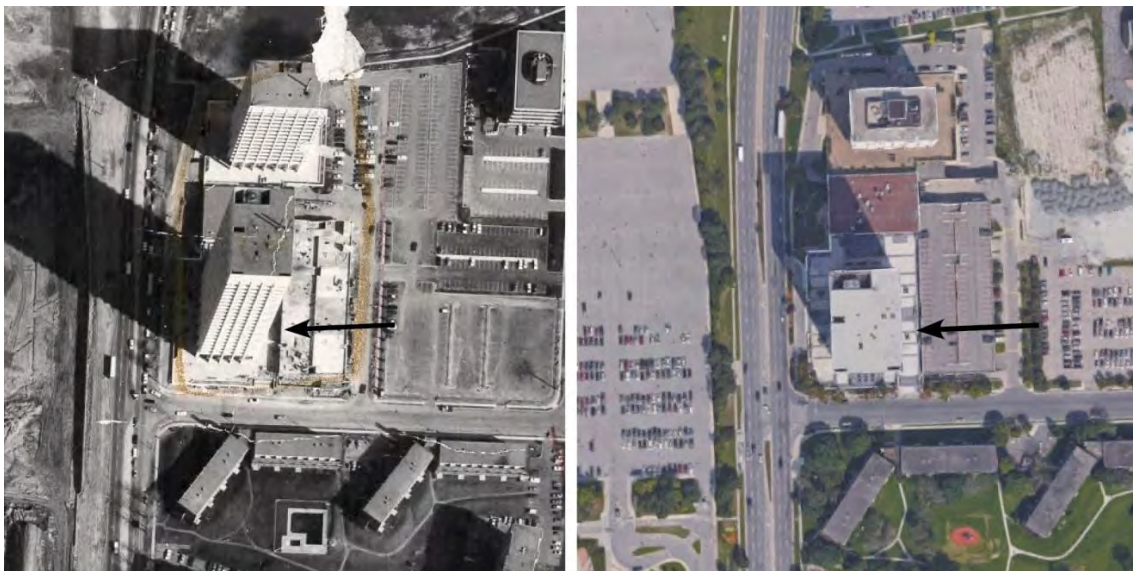




6. Postcard with view across Don Mills Road from Ontario Science Centre to Foresters building, c1970 (donmills.wordpress.com).

Immediate Context of the Property

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



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

Research Summary

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

Evaluation

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

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

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



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

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

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

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

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

Secondary Sources

The Canadian Architect
1965 Project Review Yearbook.

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

The Globe and Mail
1965 Plan to Double Size of Suburban Complex, June 4.

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



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

Name Unnamed (Master Plan Reference D3, Unit C)

Built 1962

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



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



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



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

Description

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

Design Summary

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

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

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

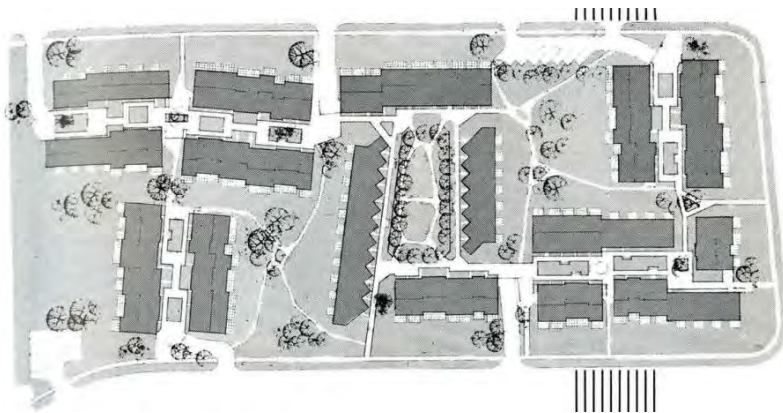
Minor alterations have been made to the property and buildings. Rear yards are contained by wooden privacy fences. Metal fences have been installed around public open spaces throughout the property.

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

Historical Summary

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

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



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



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



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



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

Immediate Context of the Property

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

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



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

Research Summary

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

Evaluation

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

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

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

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

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

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

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

3. The property has contextual value because it:

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

Secondary Sources

Grossman, Irving

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

The Canadian Architect

1967 Perspective Vol 13(no.9).



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

Name Unnamed (Master Plan Reference H4)

Built 1961

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



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



2. View west showing rear of south building.



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

Description

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

Design Summary

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

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

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

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

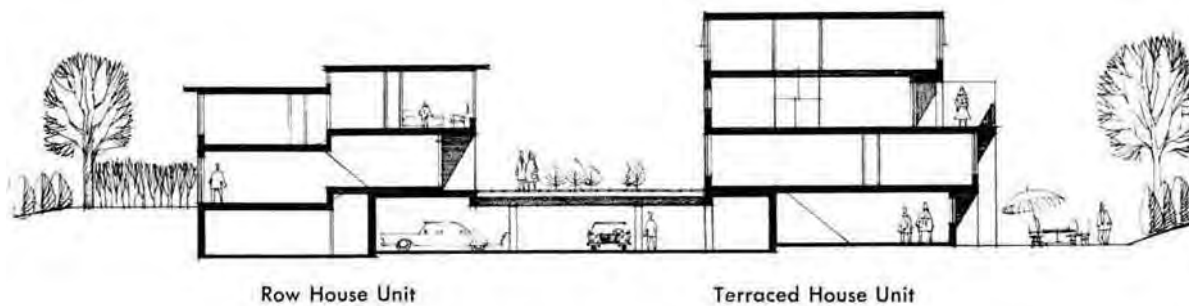
The property is rectangular in shape. The buildings are set on the south side of the property with a grassed lawn to the north. Deciduous trees edge the property line. A short entrance drive from Vendome Place leads to an underground parking garage. Pedestrian walkways pass between the two buildings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

Historical Summary

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

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





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



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



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

Immediate Context of the Property

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

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



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

Research Summary

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

Evaluation

Evaluation of 4 Vendome Place using Ontario Regulation 9/06

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

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

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

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

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

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

3. The property has contextual value because it:

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

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

Grossman, Irving

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

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

Name Unnamed (Master Plan Reference H3, Unit F)

Built 1961

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



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



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



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

Description

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

Design Summary

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

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

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

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

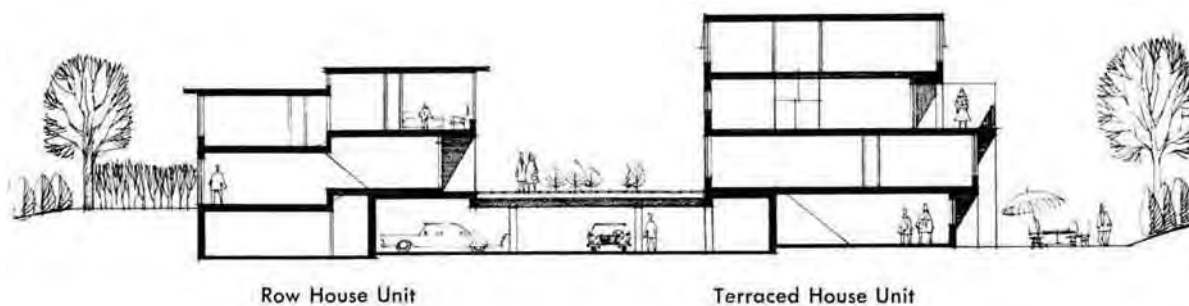
The irregularly shaped property is one of the easternmost sites of Flemingdon Park. Deciduous trees edge the property line and are found in two clusters between the buildings. There is a short driveway from Vendome Place that leads to an underground parking garage. Pedestrian walkways connect interior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

Historical Summary

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

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





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



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

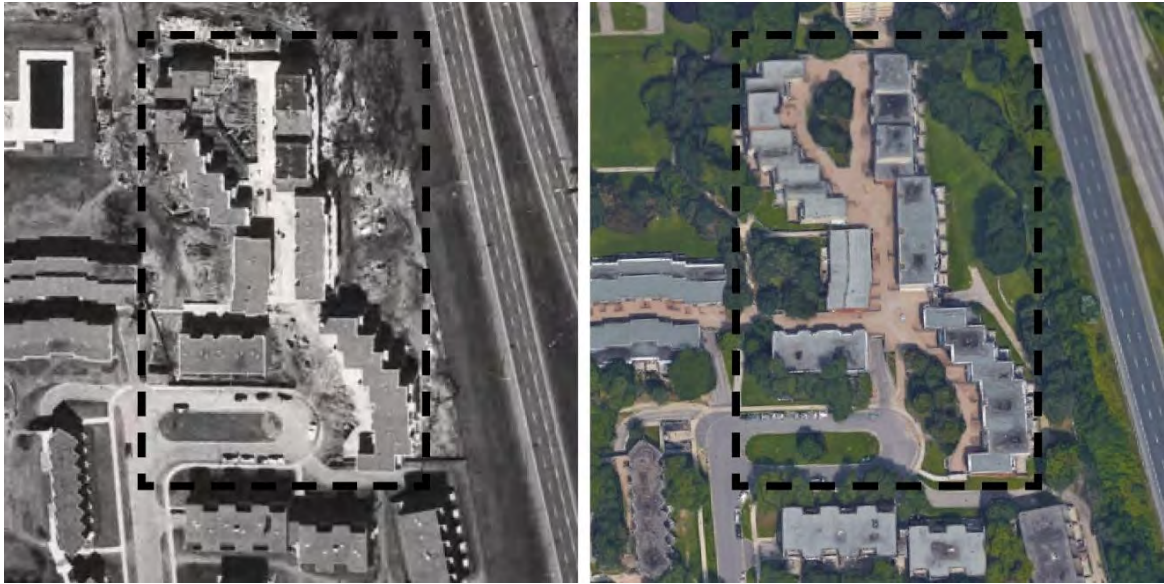


6. Site plan of 4 and 6-8 Vendome Place with 6-8 Vendome Place buildings contained within the dashed red lines (Grossman 1961:63).

Immediate Context of the Property

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

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



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

Research Summary

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

Evaluation

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

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

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

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

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

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

3.The property has contextual value because it:

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

Secondary Sources

Grossman, Irving

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

The Canadian Architect

1967 Perspective Vol 13(no.9).



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

Name Unnamed (Master Plan Reference L3)

Built 1961

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



1. View west on Grenoble Drive towards Dufresne Court.



2. View west on Grenoble Drive towards Dufresne Court.



3. Detail showing rear of building.

Description

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

Design Summary

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

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

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

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

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

Historical Summary

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

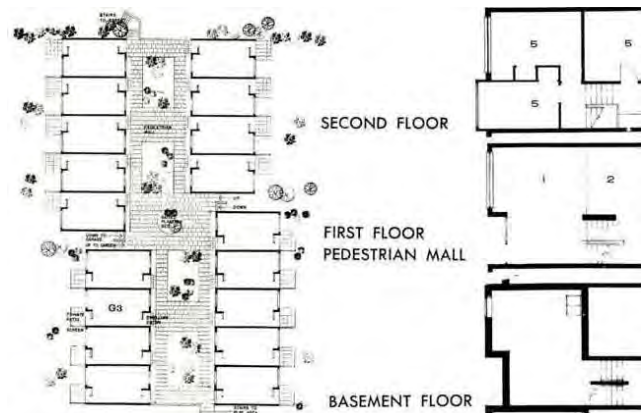
The property at 61 Grenoble Drive was developed as part of Flemingdon Park (refer to Section 4.0 – History and Evolution of the Study Area – for details on the development of Flemingdon Park).



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



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



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

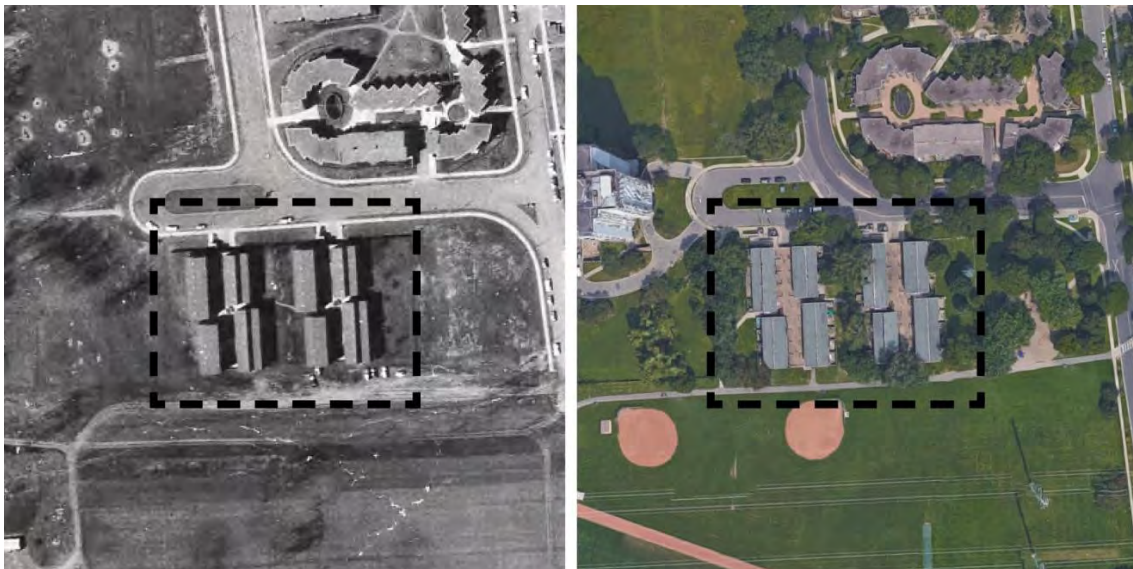


7. 61 Grenoble Drive, view north from Grenoble Drive.
(<http://www.arch.mcgill.ca/prof/schoenauer/arch529/lecture05/z55.htm>)

Immediate Context of the Property

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

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



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

Research Summary

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

Evaluation

Evaluation of 61 Grenoble Drive using Ontario Regulation 9/06

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

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



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

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

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

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

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

Secondary Sources

Grossman, Irving

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



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

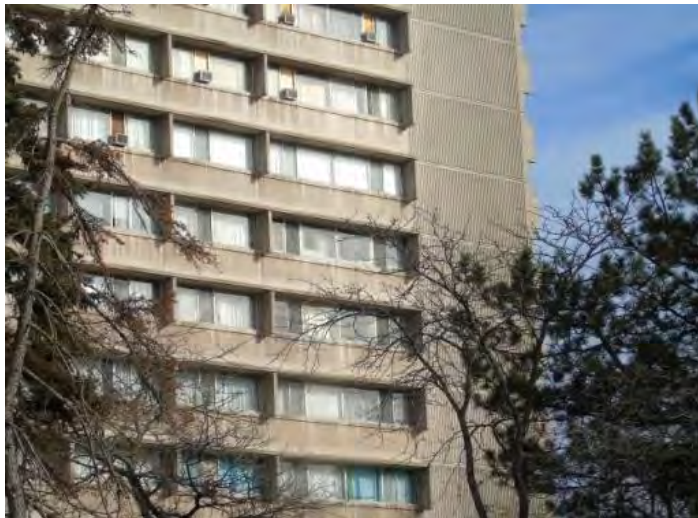
Name	Chapel Glen
Built	c. 1973
Designed by	Boigon and Heinonen and Raymond Mandel (Architects)



1. High-rise condominium entrance, west elevation.



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



3. Detail of window and concrete.



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



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



6. Detail of configuration of the exterior.

Description

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

Design Summary

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

Type 2 High Rise Condominiums

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

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

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

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

Type 3 Strata Housing

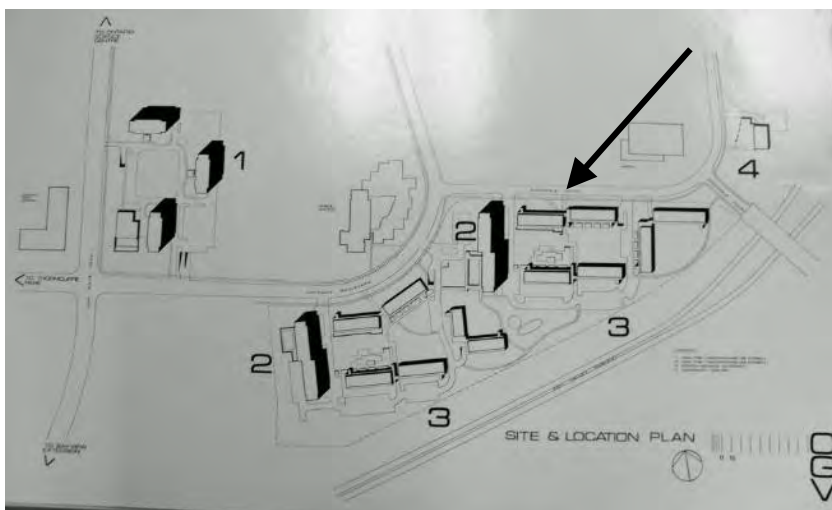
The low-rise buildings are Type 3 Strata Housing which was constructed by poured-in-place concrete, a conventional method for the time. The low-rise buildings contain 56 two-storey suites per building and have several layouts with three-, four- and five-bedroom units. All units are accessed from the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

Historical Summary

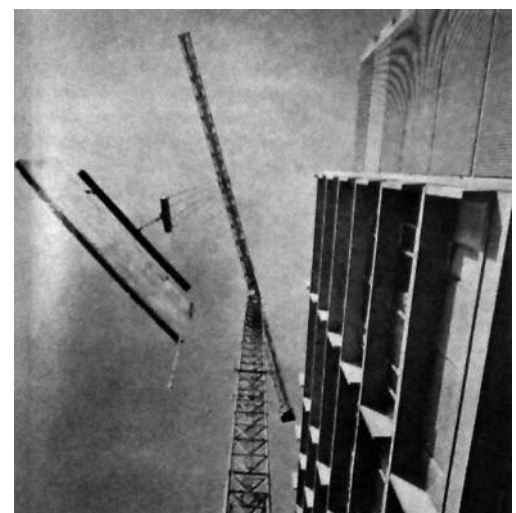
95 Leeward Glenway was constructed as part of Chapel Glen, a residential development to the south of Flemingdon Park, in the early 1970s. The development was announced in 1967 under the Ontario Home Ownership Made Easy (HOME) program. The HOME program provided a 95 per cent first mortgage financed by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

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

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



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



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

Immediate Context of the Property

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

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



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

Research Summary

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

Evaluation

Evaluation of 95 Leeward Glenway using Ontario Regulation 9/06

The property has design value or physical value because it:

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

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

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

3. The property has contextual value because it:

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



Sources

Canadian Architect

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

Canadian Building

1971 Completely Finished Concrete Slabs, pp7



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

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

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

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



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

Description

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

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

Design Summary

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

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

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

Historical Summary

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

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



Immediate Context of the Property

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



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

Research Summary

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

Evaluation

Evaluation of 1133 Leslie Street using Ontario Regulation 9/06

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

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



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

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

3. The property has contextual value because it:

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

Secondary Sources

Korean Canadian Cultural Association
KCCA History.

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

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



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

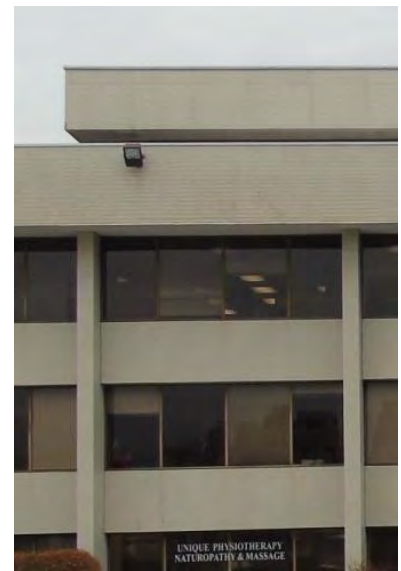
Name Unnamed
Built 1969
Designed by Bregman and Hamann Architects and Engineers



1. East elevation.



2. East elevation at the southeast corner.



3. Window configuration and finishes.

Description

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

Design Summary

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

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

Historical Summary

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

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

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





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

Immediate Context of the Property

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



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

Research Summary

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

Evaluation

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

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

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

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

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

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

3. The property has contextual value because it:

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

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

Secondary Sources

Kirkup, Donald Boyce

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

The Globe and Mail

1969a Appointment, August 1.

The Globe and Mail

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

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

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

Built 1971

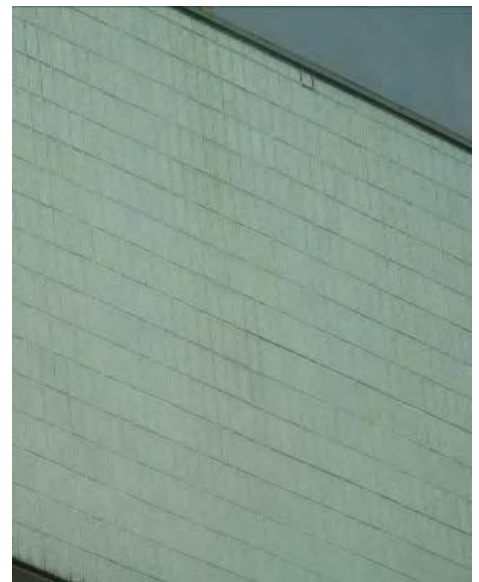
Designed by Bregman and Hamann Architects and Engineers



1. East elevation.



2. Southeast corner showing entrance driveway.



3. Previous building cladding.

Description

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

Design Summary

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

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

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

Historical Summary

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

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



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

Immediate Context of the Property

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



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

Research Summary

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

Evaluation

Evaluation of 50 Gervais Drive using Ontario Regulation 9/06

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

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

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

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



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

3. The property has contextual value because it:

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

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

Secondary Sources

Patterson, David Stewart

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

Toronto Daily Star

1971 Office Manager, July 22.

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

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



1. West elevation.



2. South elevation at southwest corner.



3. Detail of main entrance with canopy.

Description

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

Design Summary

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

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

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

Historical Summary

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

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





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



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

Immediate Context of the Property

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



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

Research Summary

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

Evaluation

Evaluation of 29 Gervais Drive using Ontario Regulation 9/06

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

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



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

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

3. The property has contextual value because it:

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

Secondary Sources

Kirkup, Donald Boyce

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

The Globe and Mail

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



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

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



1. Northeast corner from Wynford Drive.



2. Northeast corner from Wynford Drive.

Description

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

Design Summary

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

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

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

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

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

Historical Summary

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

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

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

Evolution of motel and family hotel typologies

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

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

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



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



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



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

Immediate Context of the Property

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



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

Research Summary

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

Evaluation

Evaluation of 175 Wynford Drive using Ontario Regulation 9/06

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

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

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

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



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

3.The property has contextual value because it:

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

Secondary Sources

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City of Toronto

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

Google

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LeBlanc, Dave

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

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Nelson, Andrew

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

Name North American Tower/Olympia Square (now known as Tribeca)

Built 1965

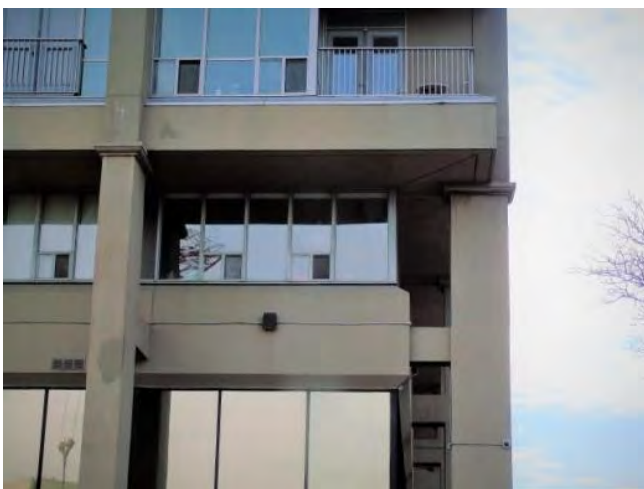
Designed by Bregman and Hamann Architects



1. West elevation.



2. Southwest corner.



3. Detail showing configuration of balconies and replacement glazing.

Description

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

Design Summary

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

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

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

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

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



Historical Summary

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

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

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

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

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

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

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

Olympia and York Industrial Development Association

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



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

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



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



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



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



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

Immediate Context of the Property

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



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

Research Summary

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

Evaluation

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

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

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



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

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

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

3. The property has contextual value because it:

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

Secondary Sources

ABC (Architecture, Baitment, Construction)

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

North York Planning Board

1965 Olympia Square Planning Sheet.

The Canadian Architect

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

The Globe and Mail

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

The Toronto Star

1998 Artists, designers create an image, June 13.

Too Big to Fail

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



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

Name Unnamed

Built 1962

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



1. South elevation of east building, looking north.



2. Detail showing configuration of units and access stairwell.

Description

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

Design Summary

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

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

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

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

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



Historical Summary

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

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



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

Immediate Context of the Property

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



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

Research Summary

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

Evaluation

Evaluation of 7 Rochefort Drive using Ontario Regulation 9/06

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

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



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

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

3. The property has contextual value because it:

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

Secondary Sources

Grossman, Irving

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

The Canadian Architect

1967 Perspective Vol 13(no.9).

Briarlane Rental Property Management Inc.

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



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

Name Unnamed

Built 1964

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



1. View west of north elevation.



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



3. Detail showing configuration of windows.

Description

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

Design Summary

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

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

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

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

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

Historical Summary

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

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





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



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

Immediate Context of the Property

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



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

Research Summary

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

Evaluation

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

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

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

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

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

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



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

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

Secondary Sources

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



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

Name Unnamed

Built 1962

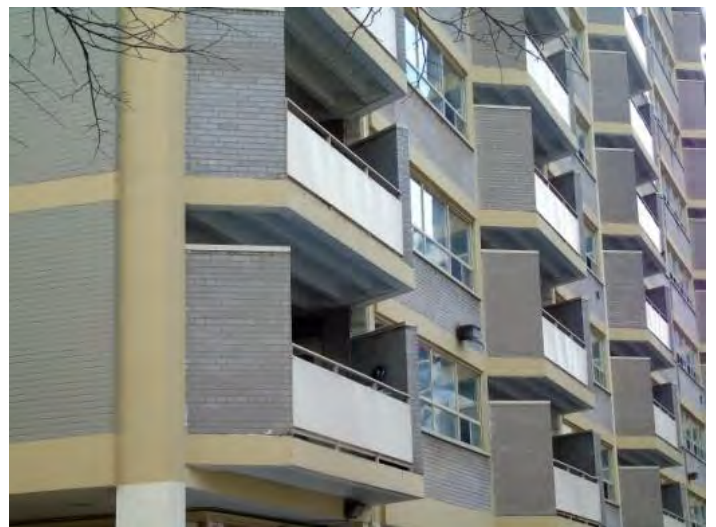
Designed by Irving Grossman (Architect), Macklin Hancock (Urban Planner)



1. South elevation.



2. Northeast corner of the building.



3. Detail showing configuration of balconies.

Description

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

Design Summary

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

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

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

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

Historical Summary

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

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



Immediate Context of the Property

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



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

Research Summary

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

Evaluation

Evaluation of 48 Grenoble Drive using Ontario Regulation 9/06

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

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

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

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

3. The property has contextual value because it:

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



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

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

Name Unnamed

Built 1961

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



1. West elevation.



2. Northwest corner of the building.



3. Detail showing maisonette unit at ground level.

Description

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

Design Summary

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

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

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

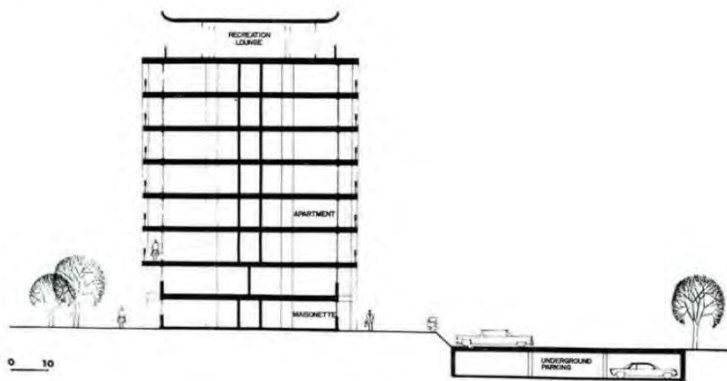
The building is oriented at a slight angle to and set back from Deauville Lane. Landscaping features include a grassed lawn and a line of deciduous trees near the structure. A semi-circular entrance drive with a pedestrian pathway leads from the street, crosses the driveway, to the main entrance. The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



Historical Summary

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

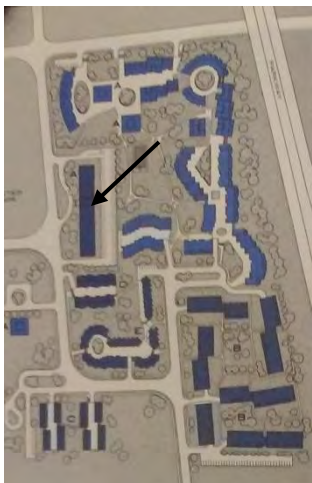
The property at 1 Deauville Lane was established as part of the Flemingdon Park Master Planned community. This building was the first apartment building to be constructed within the development (refer to Section 4.0 – History and Evolution of the Study Area – in the report for details on the development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



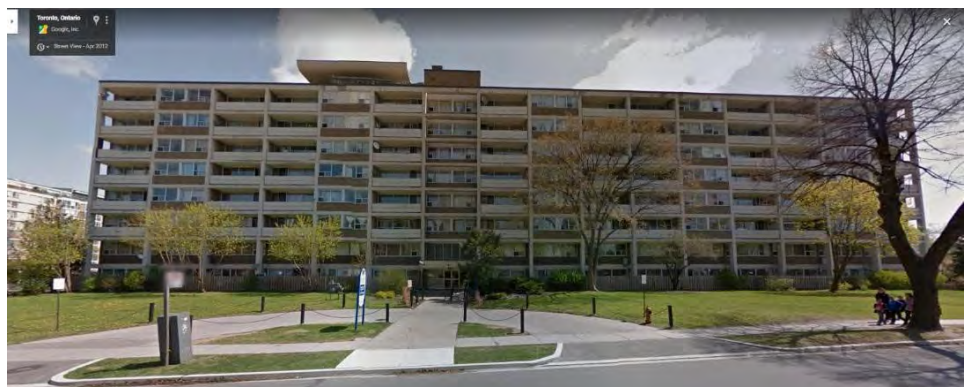
4. East-west section through the building (Grossman 1961:62).



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



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



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

Immediate Context of the Property

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



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

Research Summary

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

Evaluation

Evaluation of 1 Deauville Lane using Ontario Regulation 9/06

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

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

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

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

3.The property has contextual value because it:

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



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

Secondary Sources

1 Deauville Ln

1 Deauville Ln. Accessed March 8, 2018 from

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

Grossman, Irving

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

Progressive Architecture

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



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

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



1. North and west elevations from northwest corner.



2. West elevation.

Description

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

Design Summary

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

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

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

Historical Summary

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





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



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

Immediate Context of the Property

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



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

Research Summary

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

Evaluation

Evaluation of 135 Overlea Boulevard using Ontario Regulation 9/06

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

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



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

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

3. The property has contextual value because it:

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

Secondary Sources

Brown, Louise

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



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

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



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



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



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