

## **1196-1204 and 1206-1210 Yonge Street - Notice of Intention to Designate a Property under Part IV, Section 29 of the Ontario Heritage Act**

**Date:** July 7, 2022

**To:** City Council

**From:** Chief Planner and Executive Director, City Planning

**Wards:** Toronto-St. Paul's - Ward 12

### **SUMMARY**

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This report recommends that City Council state its intention to designate the properties at 1196-1204 and 1206-1210 Yonge Street under Part IV, Section 29 of the Ontario Heritage Act for their cultural heritage value.

Located on the west side of Yonge Street directly north of Birch Avenue within the Summerhill neighbourhood and adjacent to the Deer Park, Ramsden Park and South Rosedale neighbourhoods, the properties at 1196-1204 Yonge Street comprise a main street commercial block building constructed in 1889. The adjacent three properties at 1206-1210 Yonge Street to the north contain 2-storey main street commercial row buildings constructed together in 1907-1908.

The building anchoring the northwest corner of Yonge Street and Birch Avenue represents a unique architectural adaptation of an existing late-19th century commercial block building by repositioning (lowering) the storefront level to align with the 1914-1916 regrading of this portion of Yonge Street to accommodate a new vehicular underpass/railway overpass across Yonge for the intersecting CPR rail line.

As a collection, the commercial buildings located at the properties at 1196-1210 Yonge Street anchor the northwest quadrant of this historically significant intersection of Yonge Street and the railway crossing. Together they stand as surviving examples of the area's historic Main street streetscape prior to the early-20th century introduction of transportation infrastructure and yields an understanding of the evolution of Yonge Street in Summerhill, culminating in the current configuration at this location.

Staff have completed the Research and Evaluation Report for the properties at 1196-1204 and 1206-1210 Yonge Street and determined that the properties meet Ontario Regulation 9/06, the criteria prescribed for municipal designation under Part IV, Section 29 of the Ontario Heritage Act under all three categories of design, associative and contextual value. As such, the properties are significant built heritage resources.

In June 2019, the More Homes, More Choice Act, 2019 (Bill 108) received Royal Assent. Schedule 11 of this Act included amendments to the Ontario Heritage Act. The Bill 108 Amendments to the Ontario Heritage Act came into force on July 1, 2021, which included a shift in Part IV designations related to certain Planning Act applications. Section 29(1.2) of the Ontario Heritage Act now restricts City Council's ability to give notice of its intention to designate a property under the Act to within 90 days after the City Clerk gives notice of a complete application.

The City Clerk issued a complete application notice on January 17, 2022 for a November 18, 2021 Zoning By-law Amendment development application proposal for a 15-storey mixed-use building. The existing properties that are the subject of this report at 1196-1204 and 1206-1210 Yonge Street are proposed for demolition. A waiver submitted to the City requires that this Notice of Intention to Designate report must be considered by City Council before July 29, 2022.

A Heritage Impact Assessment (HIA) completed by ERA Architects Inc. and dated November 22, 2021 was submitted to support the application. A Heritage Impact Assessment (HIA) is required for all development applications that affect listed and designated properties and will be considered when determining how a heritage property is to be conserved. Designation also enables City Council to review proposed alterations or demolitions to the property and enforce heritage property standards and maintenance.

## **RECOMMENDATIONS**

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The Chief Planner and Executive Director, City Planning, recommends that:

1. City Council state its intention to designate the properties at 1196 (entrance address at 2 Birch Avenue), 1202 and 1204 Yonge Street under Part IV, Section 29 of the Ontario Heritage Act in accordance with the Statement of Significance; 1196-1204 Yonge Street (Reasons for Designation) attached as Attachment 3, to the report dated July 7, 2022, from the Chief Planner and Executive Director, City Planning.
2. City Council state its intention to designate the properties at 1206, 1208 and 1210 Yonge Street under Part IV, Section 29 of the Ontario Heritage Act in accordance with the Statement of Significance; 1206-1210 Yonge Street (Reasons for Designation) attached as Attachment 4, to the report dated July 7, 2022, from the Chief Planner and Executive Director, City Planning.
3. If there are no objections to the designation, City Council authorize the City Solicitor to introduce the Bill in Council designating the property under Part IV, Section 29 of the Ontario Heritage Act.

## **FINANCIAL IMPACT**

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There are no financial implications resulting from the adoption of this report.

## **DECISION HISTORY**

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At its meeting of February 16, 2022, the Toronto and East York Community Council adopted the item: 2022.TE31.41 - 1196-1210 Yonge Street and 2-8 Birch Avenue – Zoning By-law Amendment and Rental Housing Demolition Applications – Preliminary Report and directed Staff to schedule a community consultation meeting for the lands located at 1196- 1210 Yonge Street and 2-8 Birch Avenue together with the Ward Councillor. <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2022.TE31.41>

## **BACKGROUND**

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### **Heritage Planning Framework**

The conservation of cultural heritage resources is an integral component of good planning, contributing to a sense of place, economic prosperity, and healthy and equitable communities. Heritage conservation in Ontario is identified as a provincial interest under the Planning Act. Cultural heritage resources are considered irreplaceable and valuable assets that must be wisely protected and managed as part of planning for future growth under the Provincial Policy Statement (2020) and A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020). Heritage Conservation is enabled through the Ontario Heritage Act. The City of Toronto's Official Plan implements the provincial policy regime, the Planning Act, the Ontario Heritage Act and provides policies to guide decision making within the city.

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

The Planning Act establishes the foundation for land use planning in Ontario, describing how land can be controlled and by whom. Section 2 of the Planning Act identifies heritage conservation as a matter of provincial interest and directs that municipalities shall have regard to the conservation of features of significant architectural, historical, archaeological or scientific interest. Heritage conservation contributes to other matters of provincial interest, including the promotion of built form that is well-designed, and that encourages a sense of place.

The Planning Act requires that all decisions affecting land use planning matters shall conform to the Growth Plan and shall be consistent with the Provincial Policy

Statement, both of which position heritage as a key component in supporting key provincial principles and interests.

<https://www.ontario.ca/laws/statute/90p13>

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

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

<https://www.ontario.ca/page/provincial-policy-statement-2020>

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) builds on the Provincial Policy Statement to establish a land use planning framework that supports complete communities, a thriving economy, a clean and healthy environment and social equity. Section 1.2.1 Guiding Principles states that policies in the plan seek to, among other principles, "conserve and promote cultural heritage resources to support the social, economic, and cultural well-being of all communities, including First Nations and Metis communities". Cultural heritage resources are understood as being irreplaceable, and are significant features that provide people with a sense of place. Section 4.2.7 Cultural Heritage Resources directs that cultural heritage resources will be conserved in order to foster a sense of place and benefit communities, particularly in strategic growth areas.

<https://www.ontario.ca/document/place-grow-growth-plan-greater-golden-horseshoe>

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

Section 27 of the Ontario Heritage Act gives municipalities the authority to maintain and add to a publicly accessible heritage register. The City of Toronto's Heritage Register includes individual heritage properties that have been designated under Part IV, Section 29, properties in a heritage conservation district designated under Part V, Section 41 of

the Act as well as properties that have not been designated but City Council believes to be of "cultural heritage value or interest."

<https://www.ontario.ca/laws/statute/90o18>

Ontario Regulation 9/06 sets out the criteria for evaluating properties to be designated under Part IV, Section 29 of the Ontario Heritage Act. The criteria are based on an evaluation of design/physical value, historical and associative value and contextual value. A property may be designated under section 29 of the Act if it meets one or more of the provincial criteria for determining whether it is of cultural heritage value or interest.

<https://www.ontario.ca/laws/regulation/060009>

The Ontario Heritage Toolkit provides guidance on designating properties of municipal significance, including direction on the purpose of designating heritage properties and information about how the Provincial Policy Statement and the Ontario Heritage Act provide a framework for the conservation of heritage properties within the land use planning system. In June 2019, the More Homes, More Choice Act, 2019 (Bill 108) received Royal Assent. Schedule 11 of this Act included amendments to the Ontario Heritage Act (OHA). The Bill 108 Amendments to the OHA came into force on July 1, 2021, which included, amongst other matters, amendments to the listing and designation processes. Guidance from the Province related to the implementation of Bill 108 Amendments is forthcoming.

[Ontario Heritage Tool Kit \(gov.on.ca\)](https://www.gov.on.ca/ont/heritage/)

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

Policy 3.1.5.4 states that heritage resources on the City's Heritage Register "will be conserved and maintained consistent with the Standards and Guidelines for the Conservation of Historic Places in Canada, as revised from time to time and adopted by Council."

Policy 3.1.5.6 encourages the adaptive re-use of heritage properties while Policy 3.1.5.26 states that, when new construction on, or adjacent to, a property on the Heritage Register does occur, it will be designed to conserve the cultural heritage values, attributes and character of that property and will mitigate visual and physical impacts on it.

<https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/>

<https://www.historicplaces.ca/media/18072/81468-parks-s+g-eng-web2.pdf>

## COMMENTS

While the research and evaluation of the properties referenced above is, in staff's determination, sufficient to support the designation of the properties at 1196-1204 and 1206-1210 Yonge Street it should be noted that public access to the City of Toronto Archives remained limited during the preparation of this report due to the ongoing COVID-19 pandemic e.g. research hall is open on an appointment basis only, at a limited capacity, and that new and additional relevant information on the subject properties further expanding on their heritage value may be forthcoming following increased access to these archival records and may provide further information to be incorporated in the final version of a Part IV designation by-law.

### 1196-1204 and 1206-1210 Yonge Street

#### Research and Evaluation according to Ontario Regulation 9/06



Current image showing the principal (east) elevations of the commercial main street block at 1196-1204 Yonge Street, at left, and three commercial main street row buildings at 1206-1210 Yonge Street, at right (Heritage Planning, 2021)

## 1. DESCRIPTION

|                                      |   |
|--------------------------------------|---|
| 1196-1204 and 1206-1210 Yonge Street |   |
| ADDRESS                              | 1196-1204 and 1206-1210 Yonge Street                                |
| WARD                                 | Ward 12 – Toronto-St. Paul's  |
| LEGAL DESCRIPTION                    | PLAN 308Y Lots 1 and 2  |
| NEIGHBOURHOOD/COMMUNITY              | Summerhill  |
| HISTORICAL NAME                      | N/A   |
| CONSTRUCTION DATE                    | 1196-1204 Yonge Street (1889)<br>1206-1210 Yonge Street (1907-1908) |
| ORIGINAL OWNER                       | See Section 2   |
| ORIGINAL USE                         | Commercial with Residential Above                                   |



|                               |   |
|-------------------------------|---|
| CURRENT USE*                  | Commercial with Residential Above                   |
| ARCHITECT/BUILDER/DESIGNER    | N/A   |
| DESIGN/CONSTRUCTION/MATERIALS | See Section 2                                       |
| ARCHITECTURAL STYLE           | See Section 2                                       |
| ADDITIONS/ALTERATIONS         | See Section 2                                       |
| CRITERIA                      | Design/Physical, Historical/Associative, Contextual |
| HERITAGE STATUS               | NOL   |
| RECORDER                      | Heritage Planning: Liz McFarland                    |
| REPORT DATE                   | June 2022   |

**2. BACKGROUND**

This research and evaluation section of the report describes the history, architecture and context of the properties at 1196-1204 and 1206-1210 Yonge Street, and applies evaluation criteria as set out in Ontario Regulation 9/06, under the headings of historical/associative, design/physical and contextual value to determine whether they merit designation under Part IV, Section 29 of the Ontario Heritage Act. A property may be designated under Section 29 of the Act if it meets one or more of the provincial criteria for determining whether it is of cultural heritage value or interest. The application of the criteria is found in Section 3 (Evaluation Checklist). The conclusions of the research and evaluation are found in the Conclusion of the report. Maps and Photographs are located in Attachment 1. The archival and contemporary sources for the research are found in Attachment 2. The Statements of Significance are contained in Attachment 3.

**i. HISTORICAL TIMELINE**

| Key Date  | Historical Event   |
|-----------|--|
|           | The area now known as the City of Toronto is the traditional territory of many nations including the Mississaugas of the Credit, the Anishnabeg, the Chippewa, the Haudenosaunee and the Wendat peoples, and is now home to many diverse First Nations, Inuit and Métis peoples. Toronto is covered by Treaty 13 signed with the Mississaugas of the Credit (1805), and the Williams Treaties (1923) signed with multiple Mississaugas and Chippewa bands. |
| 1793      | Township Lot 21, Second Concession from the Bay, is granted to Loyalist, David William Smith   |
| 1888-1889 | The main street commercial block building with residential above at 1196-1204 Yonge Street is constructed on speculation   |
| 1890      | Goad's Historical Atlas shows the location of the newly-completed brick building anchoring the northwest corner of Yonge and Birch (Image 2)   |
| 1907      | The two-storey main street row property at 1206 Yonge Street is completed  |

|               |  |
|---------------|--|
| 1908          | The properties at 1208 and 1210 Yonge Street are completed to create a set of three two-storey main street row buildings along with 1206.  |
| 1910          | Goad's Historical Atlas shows the recently built set of three properties at 1206-1210 Yonge Street which abut the north elevation of the commercial block building at 1196-1204 Yonge (Image 3)  |
| 1911-1913     | Toronto & York Radial Railway plans a deviation of their tracks off Yonge Street to a private right-of-way west of Yonge between Farnham Avenue and their terminal on Birch Avenue   |
| 1914-1916     | Yonge Street undergoes regrading from approximately Farnham Avenue to south of Birch Avenue in conjunction with a new CPR rail overpass to eliminate the danger of at-grade crossing   |
| June 25, 1915 | Metropolitan Railway Co. transit contract expires and the City rips up Metro's tracks south of Farnham Avenue  |
| July 5, 1915  | Toronto Railway Co. loses Ontario Railway Board case to the City to take over running rights of the old Metropolitan Railway tracks  |
| 1916          | The Beaux-Arts style North Toronto CPR Station designed by Darling and Pearson is completed at the southeast quadrant of Yonge and the rail tracks, replacing the earlier station on the west side of Yonge north of Marlborough Avenue  |
| 1920s         | The existing configuration of the property at 1196-1204 Yonge Street is completed following adaptation to recent grade change on Yonge. The building is transformed from three- to four storeys and its storefronts relocated one level below to align with the new street level |

## ii. HISTORICAL BACKGROUND

The following section outlines the history and facts related to the properties which are the basis for determining 'Historical and Associative Value' according to O. Reg. 9/06 Criteria.

### Summerhill Neighbourhood:

The site was originally part of Township Lot 21 in the 2nd Concession from the Bay, which was granted by the Crown to Loyalist David William Smith in 1793. The construction of Yonge Street at this time was primarily for use as a military route, its development into one of Toronto's main commercial thoroughfares and transit corridors was to come gradually over the course of the next two centuries.

The properties at 1196-1210 Yonge Street are situated in what is known today as the Summerhill area. As part of the Deer Park neighbourhood<sup>1</sup>, the Summerhill community comprises the area adjacent to Yonge Street on the ridge of the escarpment south of St.

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<sup>1</sup> Deer Park's western and eastern boundaries are marked by the ravines that intersect St. Clair Avenue near Spadina Road and east of Yonge Street. The southern boundary consists of the Canadian Pacific Railway tracks; while the northern boundary is the old Belt Line Railway Bridge. The Deer Park neighbourhood gets its name from mid-19th century Deer Park estate belonging to the Heath family, which was located at Yonge Street and the Third Concession Road (St. Clair Avenue).



Clair Avenue. Summerhill takes its name from the home of transportation magnate, Charles Thompson, who in 1833 purchased Lot 17, Concession 2 on the east side of Yonge Street, at the then north edge of the Town of York, and had his 'Summer Hill House' built there in 1842 (now demolished). The designer of Summer Hill House, Toronto's prominent 19th-century architect John G. Howard had recently completed William Hume Blake's 'Woodlawn' estate on the west side of Yonge Street, which is designated under Part IV, Section 29 of the Ontario Heritage Act. By the mid-1800s, Toronto's wealthiest and most prominent families established country estates on 'the Hill', an elevated enclave prized for both its views of the city and its healthier atmosphere than the downtown core.

In the latter half of the 19th century, transportation improvements in the area spurred further, more diverse, development. At the bottom of the escarpment, the first North Toronto train station opened in 1884 on the west side of Yonge Street, on Marlborough Avenue.<sup>2</sup> (Image 4) Just four years later, the property at 1196-1204 Yonge Street was completed at the northwest corner of Yonge and Birch directly north of the railway tracks. Also on Birch Avenue, west of Yonge, the Toronto & York Radial Railway Co. operated streetcar service north on Yonge Street from its terminal on Birch all the way to Sutton by 1904. (Image 5)

By the early 20th century, the old North Toronto train station could no longer accommodate the amount of traffic and in 1916, Darling & Pearson's new station opened on the east side of Yonge Street just south of the rail corridor. Though the new station operated for less than twenty years, its clock tower - modelled on the campanile at St. Mark's Cathedral in Venice - remains a physical and visual landmark of the Summerhill neighbourhood and is protected under the Ontario Heritage Act.

### **Local Infrastructure Improvements and Impacts (Early 20th-Century)**

In the 1910s, to increase safety in response to pedestrian accidents at rail crossings, Canada Pacific Rail (CPR) was ordered to raise the railway above street level across the city of Toronto. Between Summerhill Avenue and Dufferin Street, north-south thoroughfares were regraded to allow traffic to pass under newly built railway bridges. These underpasses were called "sub-ways", and were completed between 1914 and 1916.

The Yonge Street "sub-way" was shaped by two factors that distinguished it from the others: first, it was regraded to 18-feet deep rather than the standard 14-foot depth so that trolleys could pass under the "subway"; and second, the street regrading and rail-bridge construction was completed in conjunction with the new North Toronto Station, built immediately south of the railway on the east side of Yonge Street.

The sidewalk adjacent to the subject properties at 1196-1204 and 1206-1210 Yonge Street was regraded to follow the slope of the roadway that passed under the bridge. This differed greatly from the majority of other regraded intersections that were redesigned to maintain the existing sidewalk grade and only lowered the roadways to pass under the new rail bridges.

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<sup>2</sup> Kinsella, 6-7.

Concurrent with and related to the regrading of the Summerhill railway crossing and street widening project on Yonge, a transit battle ensued between the City of Toronto and the Toronto & York Radial Railway (T&YRR), whose subsidiary Metropolitan Railway Co had operated electric rail service along Yonge Street north from Farnham Avenue since 1890. South of the CPR tracks marked the northern terminus of the Toronto Rail Company's (TRC) Yonge Street line. In July 1912, T&YRR was granted permission by the Ontario Railway Board to deviate a southern extension of its Yonge line to west of Yonge Street on a right-of-way between Farnham Avenue and its proposed new terminals for the north side of Birch Avenue just west of the subject properties. The new terminals would replace the existing one located on the south side of Birch (Images 6 and 7). The plan was partially executed by the rail company before the decision was reversed following public outcry about safety concerns of level railway crossings at Woodlawn, Walker and Alcorn Avenues within a residential neighbourhood.

While T&YRR carried on with their purchase of thirty land parcels for construction of the new right-of-way (they'd managed to procure fifteen by the time the permission was overturned in 1915), the City of Toronto resolved not to renew T&YRR's lease which would expire on June 25, 1915. On the same date and without notice, the City promptly removed the old Metropolitan tracks off of Yonge Street during the broader street regrading and widening project already in progress. A July 1915 appeal to have the tracks replaced and attain new running rights was overruled by the Ontario Railway Board in favour of the City, despite its approach to their removal.<sup>3</sup> The City's own plans for developing a network of civic lines would manifest as the TTC in 1921.

### **iii. ARCHITECTURAL DESCRIPTION**

The following section provides an architectural description and analysis related to the property which will establish the basis for determining 'Design and Physical Value' according to O. Reg. 9/06 Criteria.

#### **1196-1204 Yonge Street**

The existing Commercial Main Street Block-type building anchoring the northwest corner of Yonge Street and Birch Avenue contains a four-storey, flat roofed, brick-clad building with retail at grade. The east elevation of the building is currently divided at grade into three retail bays, the upper storeys are divided into five distinct bays distinguished by raised brick pilasters rising three storeys.

The existing building also maintains its overall 1889 design, style and detailing as evidenced in a 1912 archival photograph. (Image 8) This includes the five-bay vertical arrangement of the east elevation, the largely symmetrically-arranged, segmental-arched window openings at the upper two storeys with continuous brick string-coursing and drip-mouldings, and the decorative corbelled brick cornice below the flat roofline (currently missing on the three southern bays). A projecting cornice containing woodwork with carved scroll brackets surmounted by distinctive "birdhouse"-shaped capitals at each bay defined what initially was the street-level retail storefront storey of the building prior to the 1914-1916 regrading of Yonge Street. A series of alterations

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<sup>3</sup> Toronto Star Newspaper Archives front page articles from June 26, 1911; July 27, 1912, February 13, 1915, June 25, 1915 and July 5, 1915.

and adaptations to the building due to this infrastructural change along Yonge Street resulted in the physical transformation of the main street commercial block from a three- to four-storey structure.

Archival photographs dating to c.1915-1916 and documenting the regrading project indicate that the basement level of the building has been excavated and exposed on the east and south elevations, with temporary raised stairs connecting a raised wooden platform spanning the affected properties to provide continued access to the original shops from the newly-sloped Yonge Street frontage. At the completion of the regrading project, the temporary wooden platforms are gone, though a steep exterior staircase still ascends from the newly-lowered street level to the original storefronts. (Images 9 and 10)

During the following decade the original storefronts were relocated one storey below their original position to the excavated and exposed basement level that now aligned with Yonge Street, the entire building effectively gaining an additional storey – not by the usual method of building up, but by digging down. Following a brief period of vacancy, the bay at 1202 Yonge Street was altered to this configuration in 1920 and occupied by York Burial.<sup>4</sup> (Images 11 and 12) Original architectural drawings from this time reveal proposed alterations to the three southern bays (all owned by C.H. Stainton) that relocates the retail storefronts to the new, lower street level and replaces the second storey space with additional residential units. A new door and window opening indicated in the drawings are also added to the south elevation fronting onto Birch Avenue. (Images 13 and 14)

By 1935, an archival photograph reveals the final results of the transformation with all five bays containing relocated storefronts at grade and new residential units replacing the original storefront locations (the current second storey). The height differences of the paired, pointed-arch residential window openings on the second storey belie the bay-by-bay approach to the relocation rather than a fully unified design, likely due to differing ownership between the five properties comprising the commercial block building. However, a shared desire to relocate the original storefronts and replace them with an additional storey of residential space in keeping with the two original upper storeys is evident. (Image 15)

By the early 1970s, the three southern bays contained a single storefront. Subsequent minor alterations to the storefronts are in keeping with the evolving nature of retail occupancy and have not diminished the significance of the early-20th century excavation of the building foundations and relocation of the original late-19th century storefronts here. The current building configuration is integral to understanding the creative and adaptive architectural response embodied in the form, scale, massing and detailing of the existing building in the context of its historic relationship to two major, connected transportation infrastructure changes surrounding the property with the regrading of Yonge Street and concurrent elevation of the CPR rail tracks over Yonge. (Images 16-20)

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<sup>4</sup> Land registry Records indicate that Mr. Knechtel, undertaker, purchased the property at 1202 Yonge Street in March 1919 for a sum of \$4000).

## **1206-1210 Yonge Street**

The properties at 1206-1210 Yonge Street comprise three attached, 2-storey brick Edwardian buildings completed in 1907-1908 with storefronts at the first storey on the principal (east) elevation and residential above. At ground level, each of the three properties is organized by a large area of storefront glazing at the south end and a main entrance at the north end. Since the 1914-1916 regrading of this portion of Yonge Street, the retail spaces are accessed by a recessed flight of stairs to the original street level storefronts (externally at 1206-1208 and internally at 1210). The base of the southernmost shop at 1206 is currently clad in a green marble tile.

The upper storey of each property contains a centred, projecting bay window (later replaced at 1206 with a regular tripartite window). Below the flat roof, decorative detailing is evident in the segmental-arched brick headers of the bay windows laid in a soldier course pattern and the raised brick cornice at 1206 and 1210. Archival photos indicate that the middle property at 1208 Yonge Street originally contained a semi-circular parapet wall that has since been removed but could be restored to complete the historic roofline. (Images 21 and 22)

### **iv. CONTEXT**

The following section provides contextual information and analysis related to the property which is the basis for determining 'Contextual Value' according to O. Reg. 9/06 Criteria.

The City of Toronto Property Data Map attached as Image 1 (Attachment 1) shows the site of the properties at 1196-1204 and 1206-1210 Yonge Street.

The properties at 1196-1210 Yonge Street are located on the west side of Yonge Street between Birch and Alcorn Avenues at the southern edge of the city's Summerhill neighbourhood and directly north of the CPR railway tracks and rail bridge spanning Yonge Street. The site is located just beyond the northwest boundary of the South Rosedale Historic Conservation District and directly north of the Ramsden Park neighbourhood south of the CP railway tracks on the west side of Yonge Street. The properties stand adjacent to the North Toronto CPR Station (1916), now Summerhill LCBO, and all of the main street commercial properties located on the west side of Yonge Street (1148-1176) from the south side of the rail corridor to Marlborough Avenue. (Image 23)

## **3. EVALUATION AND APPLICATION OF O.REG 9/06 CRITERIA**

The following evaluation applies Ontario Regulation 9/06 made under the Ontario Heritage Act: Criteria for Determining Cultural Heritage Value or Interest. The criteria are prescribed for municipal designation under Part IV, Section 29 of the Ontario Heritage Act, and the City of Toronto also uses these criteria when assessing properties for inclusion on the City of Toronto's Heritage Register. There are three categories for a total of nine criteria under O. Reg. 9/06. A property may be designated under Section 29 of the Act if it meets one or more of the provincial criteria for determining whether it is of cultural heritage value or interest.

The evaluation table is marked "N/A" if the criterion is "not applicable" to the property or "✓" if it is applicable to the property, with explanatory text below.

## 1196-1204 YONGE STREET

### DESIGN OR PHYSICAL VALUE

| Design or Physical Value   |     |
|--|-----|
| i. rare, unique, representative or early example of a style, type, expression, material or construction method | ✓   |
| ii. displays high degree of craftsmanship or artistic merit  | N/A |
| iii. demonstrates high degree of scientific or technical achievement   | N/A |

#### *Representative example of a style and type*

The existing four-storey, brick, Main Street Commercial Block-type building at 1196-1204 Yonge Street is valued as a significant representative example of the commercial and residential main street row buildings constructed in Toronto during the Late-Victorian era that, in this case, is also unique for its creative adaptation of an existing late-19th century building in response to the regrading of this portion of Yonge Street (1914-1916) to accommodate a new vehicular underpass/railway overpass across Yonge Street for the intersecting CPR rail line. The architectural response to the new topography of the site required excavation and exposure of the basement level for relocation of the original storefronts to align with and permit pedestrian access at the newly lowered and sloped street grade. This physical adaptation and evolution of the building is valued as an enhancement to the original design rather than a detraction.

The east elevation of the red brick Main Street block maintains its overall 1889 design, style and detailing including its five-bay vertical arrangement delineated by brick pilasters, a regular rhythm of largely symmetrically-arranged window openings at the upper two storeys with continuous brick string-coursing and drip-mouldings, and detailed cornice woodwork with carved scroll brackets surmounted by distinctive "birdhouse"-shaped capitals that wrapped around the corner of the building at the east end of the south elevation.

Alterations to the 1889 building are evident in the addition of an exposed basement level during the regrading of Yonge Street followed soon after by the relocation of the original storefronts down to this lower level, and the new second storey (former first storey) refitted for additional residential units in keeping with the original two upper storeys. Though a bay-by-bay approach to reconfiguration of the new second storey spaces eschewed plans for a unified design for their east elevations, the bricking in of the large original storefront openings and their replacement with smaller, punched sash windows in vertical alignment with the two upper storeys clearly indicates the intention to transform this level functionally, formally and visually from retail to residential use in keeping with the two storeys above.

## HISTORICAL OR ASSOCIATIVE VALUE

| Historical or Associative Value  |     |
|--|-----|
| i. direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community     | ✓   |
| ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture                    | ✓   |
| iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community | N/A |

### *Direct associations with an event that is significant to a community*

The building at 1196-1204 Yonge Street is valued for its association with the widening and regrading of this portion of Yonge Street in 1914-1916, a contentious and highly publicized infrastructure project involving the City of Toronto, the Toronto and York Radial Company and Canadian Pacific Railway Company. The resulting 2.5 degree slope of Yonge Street to produce an 18ft height clearance below a new rail overpass is physically manifested in the adapted and enhanced form of the subject property from a three- to four-storey building which was achieved by excavating and exposing the original building's basement level as retail space to align with the new street grade. The 1889 wooden cornice stretching across the top of the current second storey on the east and (part of the south) elevations, survives as a reminder of the location of the 1889 storefronts and the original grade of the street, as does a floating door on the Birch Avenue (south) elevation.

### *Yields, or has the potential to yield, information that contributes to an understanding of a community*

All of these elements contribute to an understanding of the building's physical and design evolution while maintaining many of its original features that yield an understanding of the earlier, historic condition of this portion of Yonge Street where it crossed the railway tracks at grade. The building is also valued for the information it yields about the turbulent political situation created by the ensuing civic transportation infrastructure project involving all levels of government including the Privy Council of Canada, as well as the City Beautiful movement during which it was undertaken – an early urban planning effort promoting civic beauty through architectural and urban design, of which the heritage-designated Beaux-Arts style North Toronto Rail Station designed by Darling & Pearson in 1916 on the southeast quadrant of this intersection stands as the crown jewel following its own adaptations to the concurrent infrastructure activity on site.

## CONTEXTUAL VALUE

| Contextual Value  |     |
|---|-----|
| i. important in defining, maintaining or supporting the character of an area      | ✓   |
| ii. physically, functionally, visually or historically linked to its surroundings | ✓   |
| iii. landmark   | N/A |

### *Important in defining, maintaining or supporting the character of an area*

Contextually, the property has cultural heritage value as it maintains and supports the historic character of this portion of Yonge Street. Situated at the northwest corner of Yonge Street and Birch Avenue, it is an important contributor as it maintains the late-19th to early-20th century main street commercial built form evolution of the area. Here, a historic precinct is formed at three of four points where Yonge Street intersects with the CPR overpass, anchored by the landmark CPR North Toronto Station (1916) with the adjoining late-19th century commercial buildings at 1095-1099, 1101 and 1105 Yonge and, on the west side of Yonge south of the tracks, the collection of ten late-19th to early-20th century properties at 1148-1176 Yonge Street as well as the former Pierce Arrow Showroom (1930) at 1140 Yonge. All of the latter sites are recognized on the City of Toronto's Heritage Register for their cultural heritage value.

### *Physically, functionally, visually or historically linked to its surroundings*

The Main Street Commercial Block building at 1196-1204 Yonge Street is historically, visually, functionally and physically linked to its surroundings where it anchors the northwest corner of Yonge Street and Birch Avenue as a significant example of its type with its massing and stylistic details characteristic of the late-19th century and typically located along the city's main commercial thoroughfares. The early-20th century conversion of the subject building at 1196-1204 Yonge Street from three- to four storeys speaks to the inextricable historical, visual, functional and physical linkages of the property's evolved form to contemporary civic infrastructural changes required by the adjacent and pre-existing CPR rail line.

## 1206-1210 YONGE STREET

### DESIGN OR PHYSICAL VALUE

| Design or Physical Value   |     |
|--|-----|
| i. rare, unique, representative or early example of a style, type, expression, material or construction method | ✓   |
| ii. displays high degree of craftsmanship or artistic merit  | N/A |
| iii. demonstrates high degree of scientific or technical achievement   | N/A |

### *Representative example of a style and type*

The collection of three, 2-storey, brick Main Street Commercial Row-type buildings at 1206-1210 Yonge Street is valued as a significant representative example of the commercial and residential main street row buildings constructed in Toronto during the Edwardian era. The principal (east) elevations fronting onto Yonge Street maintains



much of its 1907-1908 design, style and detailing including the floor-to-ceiling storefront window openings with off-set entrances at street level with wooden cornice above, centred bay window with brick header at the second storey, and all surmounted by a decorative brickwork cornice at the roofline at 1206 and 1210. Archival photos indicate that the middle property at 1208 Yonge Street originally contained a semi-circular parapet wall that has since been removed.

The architectural response to the newly lowered and sloped street grade along this portion of Yonge Street required the addition of raised and recessed stairs up to the main entrances on the principal (east) elevations to permit pedestrian access. The properties at 1206-1208 include a short flight of entrance steps that lead up to a recessed ground floor entrance while the stairs at 1210 Yonge are internal to the entrance. This physical adaptation and evolution of the entry stairs is valued as an enhancement to the original design rather than a detraction.

### HISTORICAL OR ASSOCIATIVE VALUE

| Historical or Associative Value  |     |
|--|-----|
| i. direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community     | ✓   |
| ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture                    | ✓   |
| iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community | N/A |

#### *Direct associations with an event that is significant to a community*

The row of mixed-use buildings at 1206-1210 Yonge Street, along with the adjacent corner property at 1196-1204 Yonge is valued for its association with the widening and regrading of this portion of Yonge Street in 1914-1916, a contentious and highly publicized infrastructural project involving the City of Toronto, the Toronto and York Radial Company and Canadian Pacific Railway Company. The resulting 2.5 degree slope of Yonge Street to produce an 18ft height clearance below a new rail overpass is physically manifested in the adapted entries of the subject properties by partially excavating and exposing the original basement to align with the new street grade.

#### *Yields, or has the potential to yield, information that contributes to an understanding of a community*

All of these elements contribute to an understanding of the collection's physical and design evolution while maintaining many of the original features that yield an understanding of the earlier, historic condition of this portion of Yonge Street where it crossed the railway tracks at grade. The properties are also valued for the information they yield about the turbulent political situation created by the ensuing civic transportation infrastructure project involving all levels of government including the Privy Council of Canada, as well as the City Beautiful movement during which it was undertaken – an early urban planning effort promoting civic beauty through architectural and urban design, of which the heritage-designated Beaux-Arts style North Toronto Rail

Station designed by Darling & Pearson in 1916 on the southeast quadrant of this intersection stands as the crown jewel following its own adaptations to the concurrent infrastructure activity on site.

## CONTEXTUAL VALUE

|   |     |
|---|-----|
| Contextual Value  |     |
| i. important in defining, maintaining or supporting the character of an area      | ✓   |
| ii. physically, functionally, visually or historically linked to its surroundings | ✓   |
| iii. landmark   | N/A |

### *Important in defining, maintaining or supporting the character of an area*

Contextually, the set of three Main Street Commercial Row buildings have cultural heritage value for maintaining and supporting the historic character of this portion of Yonge Street. Situated together on the west side of Yonge Street between Birch Avenue and Alcorn Avenue, along with the adjacent Main Street Commercial Block building at 1196-1204 Yonge, the properties survive as important contributors in maintaining the late-19th to early-20th century main street commercial built form evolution of the area. Here, a broader historic precinct is formed at three of four points where Yonge Street intersects with the CPR overpass, anchored by the landmark CPR North Toronto Station (1916), with the adjoining late-19th century commercial buildings at 1095-1099, 1101 and 1105 Yonge and, on the west side of Yonge south of the tracks, the collection of ten late-19th to early-20th century properties at 1148-1176 Yonge Street as well as the former Pierce Arrow Showroom (1930) at 1140 Yonge.

All of the latter sites are recognized on the City of Toronto's Heritage Register for their cultural heritage value.

### *Physically, functionally, visually or historically linked to its surroundings*

The Main Street Commercial Row at 1206-1210 Yonge Street is historically, visually, functionally and physically linked to its surroundings where it stands on the west side of Yonge Street north of Birch Avenue as a significant example of its type with its massing and stylistic details characteristic of the early-20th century and typically located along the city's main commercial thoroughfares. The conversion of the subject buildings following their lowering in 1914-1916 to incorporate raised and recessed entry stairs speaks to the inextricable historical, visual, functional and physical linkages of their evolved form to contemporary civic infrastructural changes required by the adjacent and pre-existing CPR rail line.

## **CONCLUSION**

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The properties at 1196-1204 Yonge Street comprise a Main street commercial block building constructed in 1889 and the adjacent three properties at 1206-1210 Yonge Street to the north contain 2-storey main street commercial row buildings constructed together in 1907-1908. As a collection, the commercial buildings located at the properties at 1196-1210 Yonge Street anchor the northwest quadrant of this historically significant intersection of Yonge Street and the railway crossing. Together they stand as surviving examples of the area's historic Main street streetscape prior to the early-20th century transportation infrastructure projects and yields an understanding of the evolution of Yonge Street in Summerhill and its culminating in the current configuration at this location.

Staff have completed the Research and Evaluation Report for the properties at 1196-1204 and 1206-1210 Yonge Street and determined that the properties meet Ontario Regulation 9/06, the criteria prescribed for municipal designation under Part IV, Section 29 of the Ontario Heritage Act under all three categories of design, associative and contextual value. As such, the properties are significant built heritage resources.

The Statements of Significance (Attachments 3 and 4) comprise the Reasons for Designation, which is the Public Notice of Intention to Designate.

## **CONTACT**

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## **SIGNATURE**

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Gregg Lintern, MCIP, RPP  
Chief Planner and Executive Director  
City Planning

## **ATTACHMENTS**

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Attachment 1 – Maps and Photographs  
Attachment 2 – List of Research Sources  
Attachment 3 - Statement of Significance (Reasons for Designation) – 1196-1204  
Yonge Street

Attachment 4 - Statement of Significance (Reasons for Designation) – 1206-1210  
Yonge Street



Image 1. This location map is for information purposes only; the exact boundaries of the properties are not shown. The arrow marks the location of the sites. (City of Toronto iView mapping)

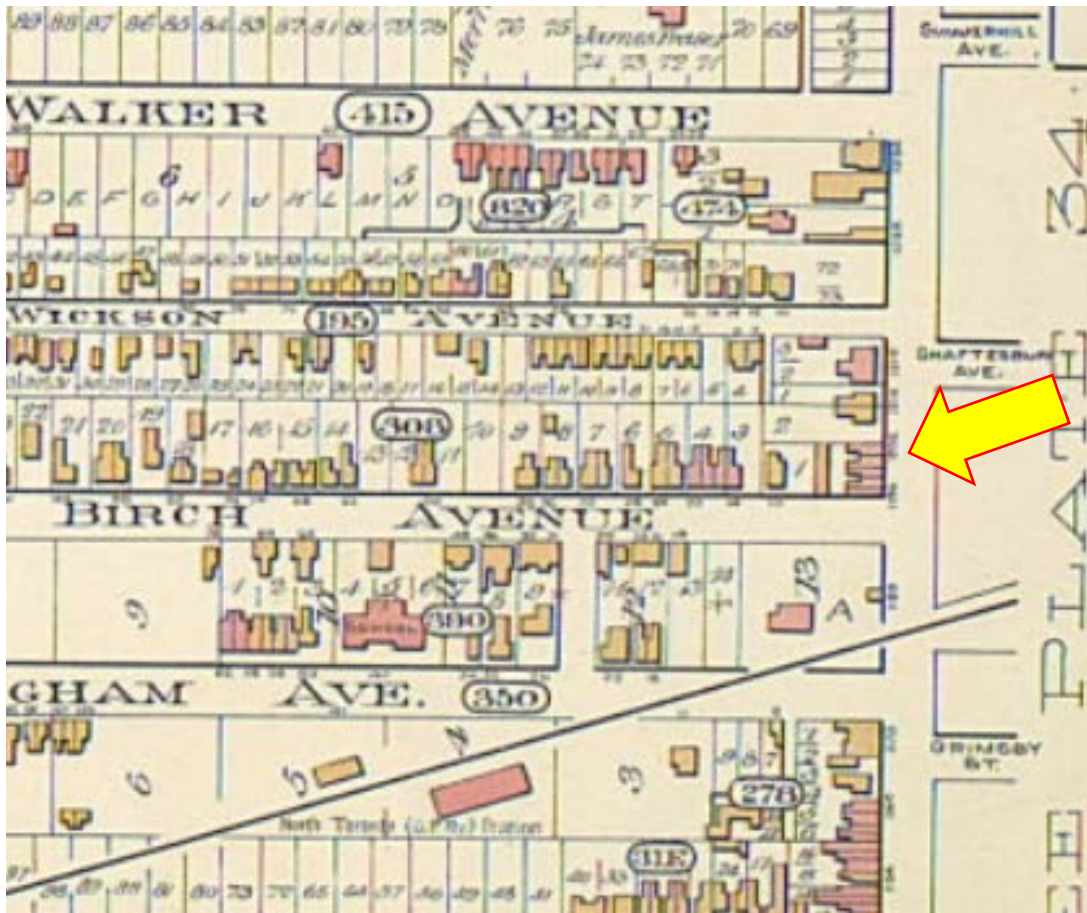


Image 2. 1890 Goad's Historical Atlas showing the newly completed brick clad properties comprising the commercial block at 1196-1204 Yonge Street. (Ng)



Image 3. 1910 Goad's Historical Atlas showing the newly completed commercial main street row at 1206-1210 Yonge Street (Ng)





Image 4. 1916 Archival photo showing the old (right) and new (left) North Toronto Train Stations on the south side of the CPR rail corridor at Yonge Street (City of Toronto Archives)

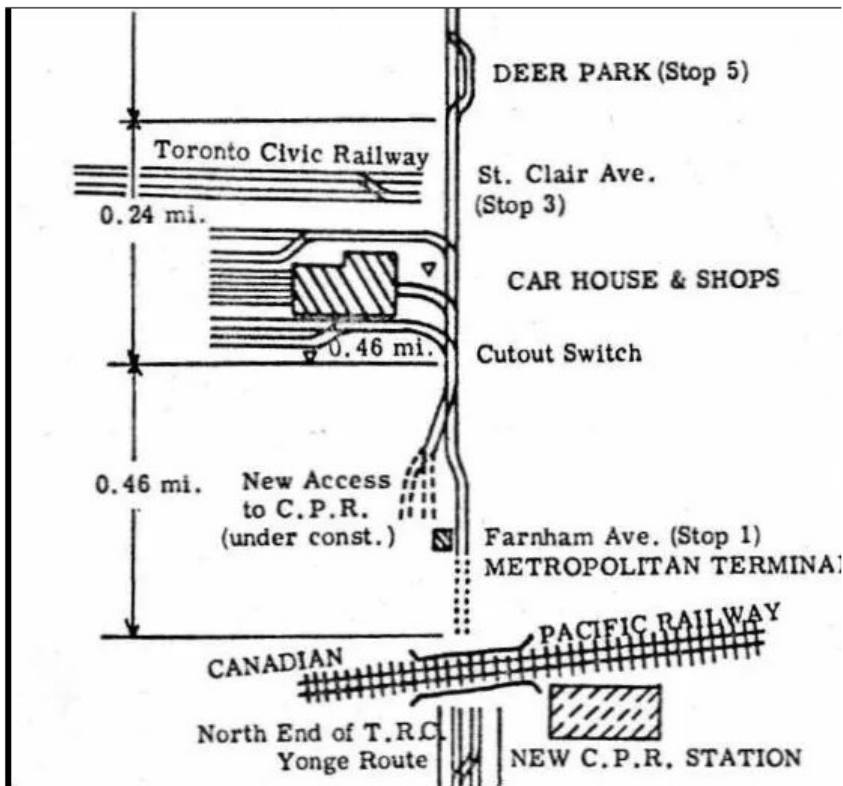


Image 5. T&YRR Metropolitan Division Track Map, 1915 (trainweb.org)





City of Toronto Archives, Fonds 1568, f1568\_it0410

Image 6. 1905 Archival photo of the T&YRR Metropolitan station located on the south side of Birch Avenue (City of Toronto Archives)

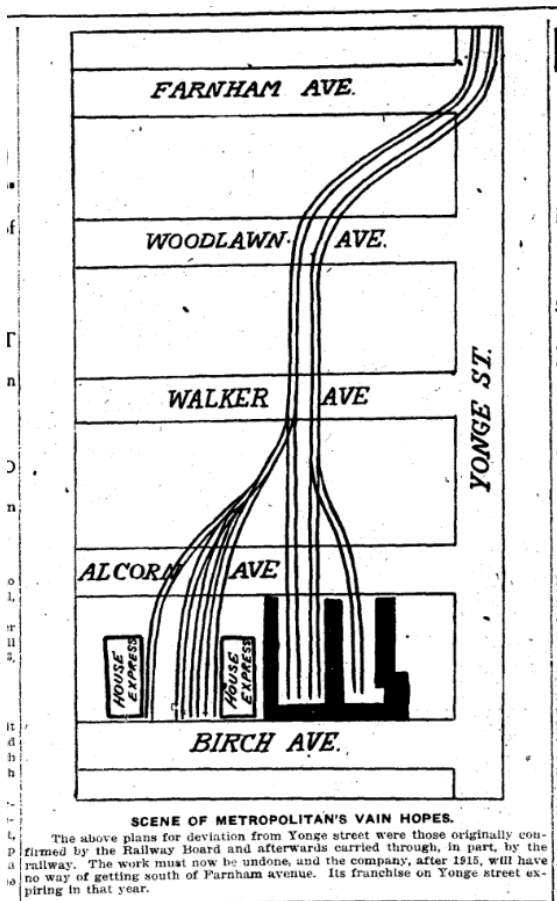


Image 7. 1913 Newspaper article sketch showing T&YRR's planned track deviation off of Yonge Street to a right-of-way just west and terminating at proposed new terminal buildings on the north side of Birch Avenue (never realized). (Toronto Star)



Image 8. 1912 Archival photo showing the original grade and storefronts (CTA)



Image 9. 1914-1916 Archival photo showing the excavated basement level and temporary raised stairs and platforms erected to access the original storefronts during the street regrading (CTA)



Image 10. 1916 Archival photo showing the raised stairs at the end of the regrading project (CTA)



Image 11. 1920 Archival photo showing the shift of storefront down to the new street level at 1202 Yonge for York Burial. (CTA)



Image 12. 1920 Archival photo showing the raised entrances also at 1206-1210 Yonge (CTA)



Image 13. 1921 Architectural drawing for new storefronts at 1196-1204 Yonge commissioned by owner C.H. Stainton, architect/builder unknown (Building Records)



Image 14. 1921 Architectural drawing showing proposed alterations to the south elevation of the corner property at 1196 Yonge for C.H. Stainton (Building Records)





Image 15. 1935 Archival photo indicating that by this time all five bays of the commercial block had shifted the original storefronts to the basement level and replaced the new second storey space with residential units. (CTA)



Image 16. 1973 Archival photo showing the commercial block at 1196-1204 Yonge with its brick cladding painted and amalgamation of the three southern storefronts into a single retail space. (CTA)



Image 17. 2021 Image of the commercial block at 1196-1204 Yonge

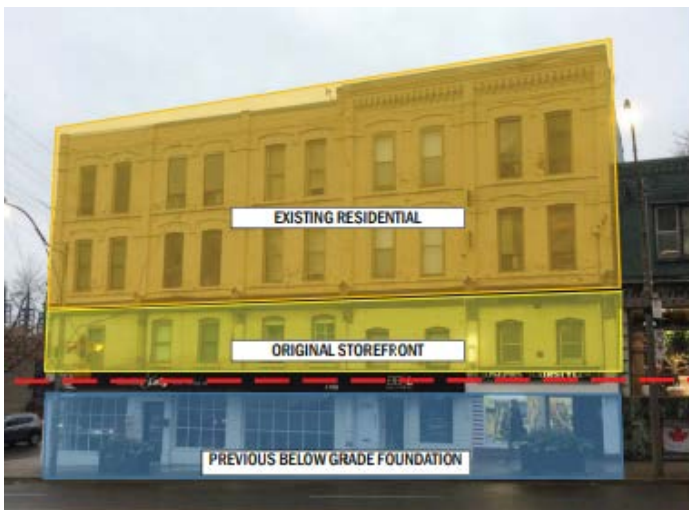


Image 18. Annotated image of the properties at 1196-1204 Yonge showing the existing configuration of uses at all four storeys. (RJC Ltd)



Image 19. 2021 Image of the south elevation of the corner property at 1196 Yonge (including 2 Birch Avenue) and showing the alterations to openings in the 1920s and a floating doorway at left that serves as a reminder of the earlier street grade.



Image 20. 2021 Image showing the brick detailing in the third and fourth storeys, the 1920s punched windows at the second storey level and the wooden cornice with decorative "birdhouse" capitals at each bay, signalling the location of the ceiling of the original storefronts.



Image 21. 2021 Image showing the east elevations of the commercial main street row at 1206-1210 with their bay windows and decorative brick detailing in the upper storey and post-1914 raised entry stairs (external at 1206-1208 and internal at 1210).





Image 22. 2021 Contextual view looking south on Yonge Street and showing the properties at 1196-1210 Yonge, right, with the elevated CPR bridge at centre and former North Toronto Train Station Clock Tower at left.



Image 23. 2022 Birdseye view of the area and relationship of the subject properties to the rail corridor and adjacent Heritage Register properties including the former North Toronto Train Station at bottom right and part of the collection of main street properties at 1148-1176 Yonge at bottom left.

**1196-1204 and 1206-1210 YONGE STREET****Archival Sources**

- Abstract Index of Deeds, Plan 308Y Lots 1 and 2
- Archival maps and atlases, <http://oldtorontomaps.blogspot.com/p/index-of-maps.html>
- Archival Photographs, City of Toronto Archives
- City of Toronto Building Records, 1921ff
- City of Toronto Directories, 1887ff.
- Toronto Star Newspaper Archives, 1911-1916

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**STATEMENT OF SIGNIFICANCE  
(REASONS FOR DESIGNATION)**

The properties at 1196 (including entrance addresses at 1198 Yonge Street and 2 Birch Avenue), 1202 and 1204 Yonge Street are worthy of designation under Part IV, Section 29 of the Ontario Heritage Act for their cultural heritage value, and meet Ontario Regulation 9/06, the provincial criteria prescribed for municipal designation under the categories of design and physical, historical and associative, and contextual value.

**Description**

The Main Street Commercial Block building at 1196-1204 Yonge Street is located at the northwest corner of Yonge Street and Birch Avenue – a historic transit hub in the City's north end where a busy Yonge Street thoroughfare intersected at grade with the CPR rail line and its train station south of the tracks, as well as the proposed southern terminus of the Toronto and York Radial Company streetcar line whose tracks and terminals were planned and partially executed just west of Yonge Street from Farnham to Birch Avenue in 1911-1912 before the project was reversed by order of Privy Council in the following year.

The City's regrading of this portion of Yonge Street to increase pedestrian and vehicular safety through grade separation between the street and the CPR tracks in 1914-1916 transformed this unique Main Street Commercial Block building originally completed as a three-storey structure in 1889. Over a series of alterations and excavation on the east and south elevations of the subject building in response to this major infrastructural project the basement level was exposed, increasing the building height by one-storey and requiring relocation of the original storefronts to this newly defined street level. The creatively adaptive four-storey conversion resulting from this unique situation is prominently situated directly north of the CPR rail line that necessitated the vehicular underpass/rail overpass where it crosses Yonge Street at the edge of the city's Summerhill neighbourhood. The subject building, together with the abutting Main Street Commercial Row at 1206, 1208 and 1210 Yonge Street (1907-1908), anchor the northwest quadrant of this historically significant intersection of Yonge Street and the railway crossing and stands as a remnant portion of the area's streetscape condition prior to the early-20th century projects culminating in the current configuration of transportation infrastructure at this location.

**Statement of Cultural Heritage Value****Physical and Design Value**

The existing four-storey, brick, Main Street Commercial Block-type building at 1196-1204 Yonge Street is valued as a significant representative example of the commercial and residential main street row buildings constructed in Toronto during the Late-Victorian era that, in this case, is also unique for its creative adaptation of an existing late-19th century building to the regrading of this portion of Yonge Street (1914-1916) to

accommodate a new vehicular underpass/railway overpass across Yonge for the intersecting CPR rail line. The architectural response to the new topography of the site required excavation and exposure of the basement level for relocation of the original storefronts to align with and permit pedestrian access at the newly lowered and sloped street grade. This physical adaptation and evolution of the building is valued as an enhancement to the original design rather than a detractor.

The east elevation of the red brick Main Street block maintains its overall 1889 design, style and detailing including its five-bay vertical arrangement delineated by brick pilasters, a regular rhythm of largely symmetrically-arranged window openings at the upper two storeys with continuous brick string-coursing and drip-mouldings, and detailed cornice woodwork with carved scroll brackets surmounted by distinctive "birdhouse"-shaped capitals that wrapped around the corner of the building at the east end of the south elevation.

Alterations to the 1889 building are evident in the addition of an exposed basement level during the regrading of Yonge Street followed soon after by the relocation of the original storefronts down to this lower level, and the new second storey (former first storey) refitted for additional residential units in keeping with the original two upper storeys. Though a bay-by-bay approach to reconfiguration of the new second storey spaces eschewed plans for a unified design for their east elevations, the bricking in of the large original storefront openings and their replacement with smaller, punched sash windows in vertical alignment with the two upper storeys clearly indicates the intention to transform this level functionally, formally and visually from retail to residential use in keeping with the two storeys above.

### **Historical and Associative Value**

The building at 1196-1204 Yonge Street is valued for its association with the widening and regrading of this portion of Yonge Street in 1914-1916, a contentious and highly publicized infrastructural project involving the City of Toronto, the Toronto and York Radial Company and Canadian Pacific Railway Company. The resulting 2.5 degree slope of Yonge Street to produce an 18ft height clearance below a new rail overpass is physically manifested in the adapted and enhanced form of the subject property from a three- to four-storey building by excavating and exposing the original building's basement level as retail space to align with the new street grade. The 1889 wooden cornice stretching across the top of the current second storey on the east and (part of the south) elevations, survives as a reminder of the location of the 1889 storefronts and the original grade of the street, as does a floating door on the Birch Avenue (south) elevation.

All of these elements contribute to an understanding of the building's physical and design evolution while maintaining many of its original features that yield an understanding of the earlier, historic condition of this portion of Yonge Street where it crossed the railway tracks at grade. The building is also valued for the information it yields about the turbulent political situation created by the ensuing civic transportation infrastructure project involving all levels of government including the Privy Council of Canada, as well as the City Beautiful movement during which it was undertaken – an early urban planning effort promoting civic beauty through architectural and urban

design, of which the heritage-designated Beaux-Arts style North Toronto Rail Station designed by Darling & Pearson in 1916 on the southeast quadrant of this intersection stands as the crown jewel following its own adaptations to the concurrent infrastructure activity on site.

## **Contextual Value**

Contextually, the property has cultural heritage value as it maintains and supports the historic character of this portion of Yonge Street. Situated at the northwest corner of Yonge Street and Birch Avenue, it is an important contributor as it maintains the late-19th to early-20th century main street commercial built form evolution of the area. Here, a historic precinct is formed at three of four points where Yonge Street intersects with the CPR overpass, anchored by the landmark CPR North Toronto Station (1916) with the adjoining late-19th century commercial buildings at 1095-1099, 1101 and 1105 Yonge and, on the west side of Yonge south of the tracks, the collection of ten late-19th to early-20th century properties at 1148-1176 Yonge Street as well as the former Pierce Arrow Showroom (1930) at 1140 Yonge. All of the latter sites are recognized on the City of Toronto's Heritage Register for their cultural heritage value.

The Main Street Commercial Block building at 1196-1204 Yonge Street is historically, visually, functionally and physically linked to its surroundings where it anchors the northwest corner of Yonge Street and Birch Avenue as a significant example of its type with its massing and stylistic details characteristic of the late-19th century and typically located along the city's main commercial thoroughfares. The early-20th century conversion of the subject building at 1196-1204 Yonge Street from three- to four storeys speaks to the inextricable historical, visual, functional and physical linkages of the property's evolved form to contemporary civic infrastructural changes required by the adjacent and pre-existing CPR rail line.

## **Heritage Attributes**

### **Design or Physical Value**

Attributes that contribute to the value of the Main Street Commercial Block building at 1196-1204 Yonge Street being a significant and unique representative example of the type with Late-Victorian era styling:

- The setback, placement and orientation of the building on its lot at the northwest corner of Yonge Street and Birch Avenue
- The existing four-storey scale, form and massing on a rectangular plan with a flat roof
- The materials, with the red brick cladding (currently painted) and the brick, wood and stone detailing
- The corbelled brick parapet along the roofline on the east elevation (currently missing on the three southern-most bays of the building corresponding to 1196-1200 Yonge Street)
- The east elevation of the building, which is organized vertically into five symmetrical bays, each with sloped commercial storefront space at street level

- The existing arrangement of the segmental-arched window openings with their stone sills at upper two storeys on the east elevation
- The continuous string-coursing and drip moulding between and above the window openings on the upper two storeys of the east elevation and third storey of the south elevation
- At the second-storey level, the existing arrangement of the bricked in elevations with punched window openings, which indicates the early-20th century affinity of this original storefront level with the upper residential levels rather than the new storefront level below
- The south elevation of this corner lot building (comprising 1196 Yonge Street plus its three-storey tail with entrance address at 2 Birch Avenue), including the return openings at the southeast corner of the first and second storeys that continue on the east elevation and the wooden cornice and window surrounds with decorative wooden scroll bracket surmounted by a "birdhouse" capital between the first and second storeys at all five bays (currently missing on the south elevation)

### **Historical or Associative Value**

Attributes that contribute to the value of the subject building for its association with the 1914-1916 regrading of this portion of Yonge Street:

- The current first storey of the building with its sloped grading and storefronts, as adaptively relocated
- The projecting wooden cornice line and window surrounds spanning the east elevation and wrapping around to the east end of the south elevation at the current second storey residential level that originally defined the location of the 1889 storefronts
- The "floating" door opening near the west end of the second-storey on the south elevation

### **Contextual Value**

Attributes that contribute to the value of the Main Street Commercial Block building at 1196-1204 Yonge Street as defining, supporting and maintain the historic character of the area and being historically, visually, functionally and physically linked to its setting:

- The setback, placement and orientation of the corner building on its lot on the west side of Yonge Street and north side of Birch Avenue

**STATEMENT OF SIGNIFICANCE  
(REASONS FOR DESIGNATION)**

The properties at 1206, 1208 and 1210 Yonge Street are worthy of designation under Part IV, Section 29 of the Ontario Heritage Act for their cultural heritage value, and meet Ontario Regulation 9/06, the provincial criteria prescribed for municipal designation under the categories of design and physical, historical and associative, and contextual value.

**Description**

Built in 1907-1908, the set of three Main Street Commercial Row buildings at 1206-1210 Yonge Street is located on the west side of Yonge Street just north of Birch Avenue – a historic transit hub in the City's north end where a busy Yonge Street thoroughfare intersected at grade with the CPR rail line and its train station south of the tracks, as well as the proposed southern terminus of the Toronto and York Radial Company streetcar line whose tracks and terminals were planned and partially executed just west of Yonge Street from Farnham to Birch Avenue in 1911-1912 before the project was reversed by order of Privy Council in the following year.

The City's regrading of this portion of Yonge Street to increase pedestrian and vehicular safety through grade separation between the street and the CPR tracks in 1914-1916 resulted in partial excavation of the basement level and the addition of raised and recessed entry stairs to the main storefront entrances at 1206 and 1208 Yonge Street to align with this newly defined street level. The subject buildings, together with the abutting Main Street Commercial Block at 1196-1204 Yonge Street (1889), anchor the northwest quadrant of this historically significant intersection of Yonge Street the CPR rail line that necessitated the vehicular underpass/rail overpass where it crosses Yonge Street at the edge of the city's Summerhill neighbourhood, standing as a remnant portion of the area's streetscape condition prior to the early-20th century projects culminating in the current configuration of transportation infrastructure at this location.

**Statement of Cultural Heritage Value****Physical and Design Value**

The collection of three, 2-storey, brick Main Street Commercial Row-type buildings at 1206-1210 Yonge Street is valued as a significant representative example of the commercial and residential main street row buildings constructed in Toronto during the Edwardian era. The principal (east) elevations fronting onto Yonge Street maintains much of its 1907-1908 design, style and detailing including the floor-to-ceiling storefront window openings with off-set entrances at street level with wooden cornice above, centred bay window with brick header at the second storey, and all surmounted by a decorative brickwork cornice at the roofline at 1206 and 1210.



Archival photos indicate that the middle property at 1208 Yonge Street originally contained a semi-circular parapet wall that has since been removed.

The architectural response to the newly lowered and sloped street grade along this portion of Yonge Street required the addition of raised and recessed stairs up to the main entrances on the principal (east) elevations to permit pedestrian access. The properties at 1206-1208 1206-1208 include a short flight of entrance steps that lead up to a recessed ground floor entrance while the stairs at 1210 Yonge are internal to the entrance. This physical adaptation and evolution of the entry stairs is valued as an enhancement to the original design rather than a detraction.

### **Historical and Associative Value**

The row of mixed-use buildings at 1206-1210 Yonge Street, along with the adjacent corner property at 1196-1204 Yonge is valued for its association with the widening and regrading of this portion of Yonge Street in 1914-1916, a contentious and highly publicized infrastructural project involving the City of Toronto, the Toronto and York Radial Company and Canadian Pacific Railway Company. The resulting 2.5 degree slope of Yonge Street to produce an 18ft height clearance below a new rail overpass is physically manifested in the adapted entries of the subject properties by partially excavating and exposing the original basement to align with the new street grade.

All of these elements contribute to an understanding of the collection's physical and design evolution while maintaining many of the original features that yield an understanding of the earlier, historic condition of this portion of Yonge Street where it crossed the railway tracks at grade. The properties are also valued for the information they yield about the turbulent political situation created by the ensuing civic transportation infrastructure project involving all levels of government including the Privy Council of Canada, as well as the City Beautiful movement during which it was undertaken – an early urban planning effort promoting civic beauty through architectural and urban design, of which the heritage-designated Beaux-Arts style North Toronto Rail Station designed by Darling & Pearson in 1916 on the southeast quadrant of this intersection stands as the crown jewel following its own adaptations to the concurrent infrastructure activity on site.

### **Contextual Value**

Contextually, the set of three Main Street Commercial Row buildings have cultural heritage value for maintaining and supporting the historic character of this portion of Yonge Street. Situated together on the west side of Yonge Street between Birch Avenue and Alcorn Avenue, along with the adjacent Main Street Commercial Block building at 1196-1204 Yonge, the properties survive as important contributors in maintaining the late-19th to early-20th century main street commercial built form evolution of the area. Here, a broader historic precinct is formed at three of four points where Yonge Street intersects with the CPR overpass, anchored by the landmark CPR North Toronto Station (1916), with the adjoining late-19th century commercial buildings at 1095-1099, 1101 and 1105 Yonge and, on the west side of Yonge south of the tracks, the collection of ten late-19th to early-20th century properties at 1148-1176 Yonge Street as well as the former Pierce Arrow Showroom (1930) at 1140 Yonge. All



of the latter sites are recognized on the City of Toronto's Heritage Register for their cultural heritage value.

The Main Street Commercial Row at 1206-1210 Yonge Street is historically, visually, functionally and physically linked to its surroundings where it stands on the west side of Yonge Street north of Birch Avenue as a significant example of its type with its massing and stylistic details characteristic of the early-20th century and typically located along the city's main commercial thoroughfares. The conversion of the subject buildings following their lowering in 1914-1916 to incorporate raised and recessed entry stairs speaks to the inextricable historical, visual, functional and physical linkages of their evolved form to contemporary civic infrastructural changes required by the adjacent and pre-existing CPR rail line.

## **Heritage Attributes**

### **Design or Physical Value**

Attributes that contribute to the value of the Main Street Commercial Row at 1206-1210 Yonge Street being a significant representative example of the type with Edwardian era styling:

- The setback, placement and orientation of the properties on their adjacent mid-block lots on the west side of Yonge Street between Birch Avenue and Alcorn Avenue
- The 2-storey scale, form and massing of the properties on a rectangular plan with a flat roof
- The materials, with the red brick cladding (currently painted) and the brick and wood detailing
- The corbelled brick cornice along the roofline at 1206 and 1210 Yonge Street on the east elevation
- The semi-circular parapet wall along the roofline at 1208 Yonge Street (currently missing)
- The east elevation of the three properties, each with commercial storefront space at street level and residential bay window above (bay currently missing at 1206 Yonge Street)
- The continuous wooden cornice above the first storey that spans the east elevation of all three properties
- At the second-storey level, the decorative brick headers above the centred window openings

### **Historical or Associative Value**

Attributes that contribute to the value of the subject buildings for their association with the 1914-1916 regrading of this portion of Yonge Street:

- The raised and recessed main entrances on the east elevations, including the internal main entrance stair alteration at 1210 Yonge Street

## **Contextual Value**

Attributes that contribute to the value of the Main Street Commercial Row buildings at 1206-1210 Yonge Street as defining, supporting and maintain the historic character of the area and being historically, visually, functionally and physically linked to their setting:

- The setback, placement and orientation of the properties on their adjacent mid-block lots on the west side of Yonge Street between Birch Avenue and Alcorn Avenue