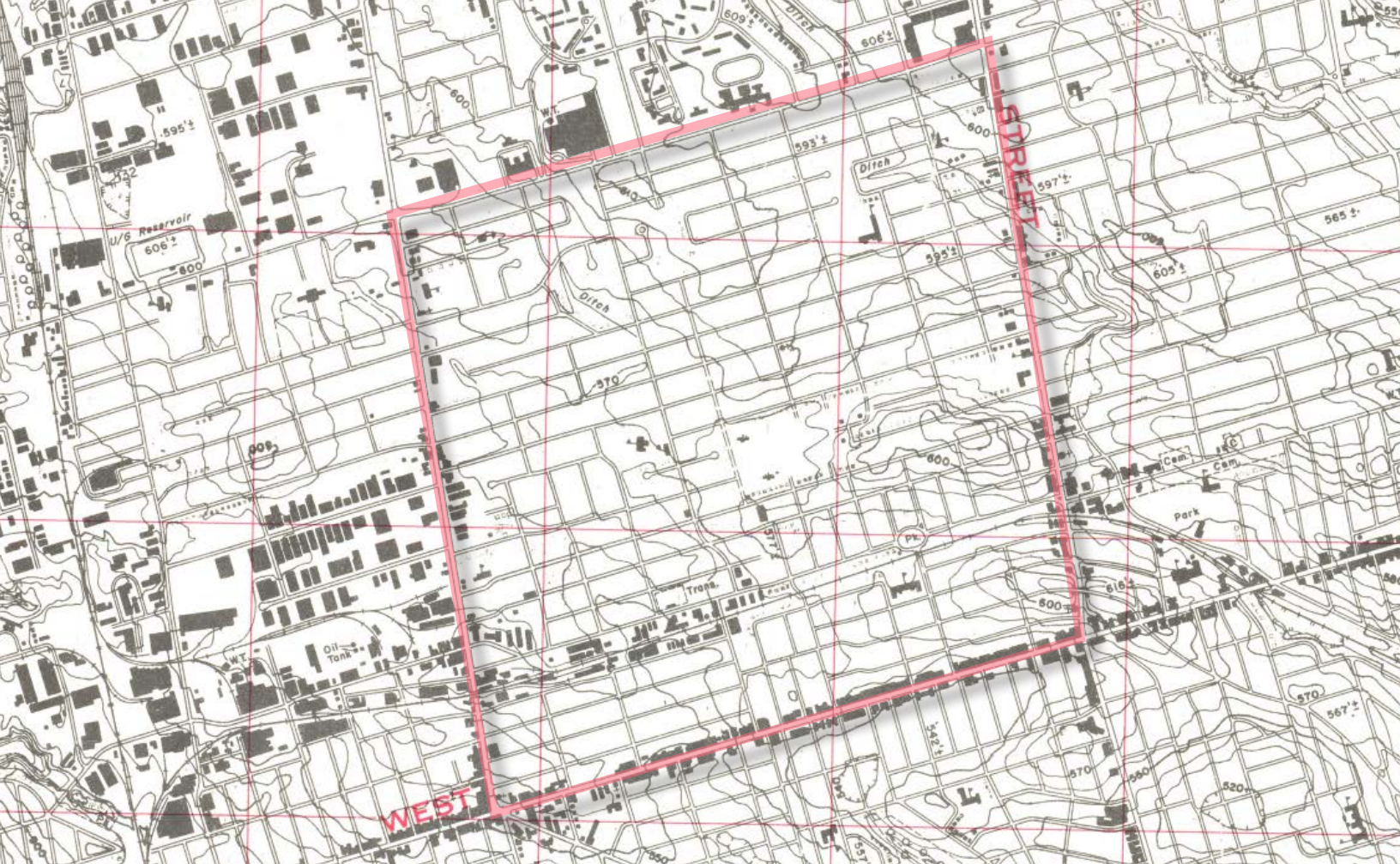




Giaimo

Growing Glencairn Study

Content for Heritage Framework Coordination

Date: 10 April 2025

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Cover Image: A 1961 topographical map highlighting the area bounded by Lawrence Avenue West to the north, Bathurst Street to the east, Eglinton Avenue West to the south, and Dufferin Street to the west.

Source: 1961 Department of Energy, Mines and Resources Topographic Map. Annotated by Giaimo.

1 - Introduction

The heritage framework review is intended to provide an overview of the evolution of the Primary Study Area and its surrounding context. Traditionally inhabited by the Anishnabeg, Haudenosaunee, Mississaugas of the Credit and Wendat peoples, and later part of Treaty 13 with the Mississaugas of the Credit, the Marlee-Glencairn area has undergone significant transformations as Toronto has grown. From its origins as land traditionally inhabited by indigenous people and its early use by settlers for agriculture, the area has seen significant shifts including the introduction of major infrastructure such as the Belt Line railway, the TTC Spadina Line extension, and the William R. Allen Road. This historical background analysis documents the evolution of the area starting from the earliest known survey of blocks and concessions to its modern urban structure.

2 - Evolution of Primary Study Area

The following section was written by non-Indigenous authors using written research and visual resources and may not fully reflect the rich and layered history of Indigenous peoples in this area.

The study area is situated within the Don River Watershed in Toronto. Since time immemorial, this region has been home to Indigenous Peoples including the Mississaugas of the Credit, the Anishnabeg, the Chippewa, the Haudenosaunee and the Wendat peoples. The Don River flows south from its headwaters in the York Region at the Oak Ridges Moraine to Lake Ontario¹. Within the study area, there were historical streams which fed into the Don River via Yellow Creek – which has been buried and daylighted at the Vale of Avoca, and Castle Frank Brook, a buried creek which originates within the study area boundary, and which partially daylighted at Cedarvale Ravine. These hidden watercourses have influenced and guided the development of the city and are sometimes visible in the layout of streets, including within the study area.² Additionally, the Humber River Watershed which also drains into Lake Ontario from the Niagara Escarpment and Oak Ridges Moraine³, lies to the west of the study area. The Humber River, recognized as a Canadian Heritage River, served as an essential transportation route, particularly as the Toronto Carrying Place Trail, which connected Lake Ontario to the Holland River and Lake Simcoe. This trail, long established by Indigenous Peoples, also had villages along its path⁴.

The study area lies within the disputed lands of Treaty 13, also known as the Toronto Purchase, which covers approximately 250,830

acres⁵, including much of modern-day Toronto and parts of York Region. Originally negotiated in 1787 between the Crown and the Mississaugas of the Credit, this agreement has been the subject of ongoing disputes due to contested terms and unclear boundaries. A revised agreement was made in 1805, but it has since been acknowledged that the Mississaugas did not receive fair compensation, and more land was ceded than originally agreed. In 2010, the Government of Canada reached a settlement with the Mississaugas of the Credit to address the longstanding issues surrounding the Toronto Purchase⁶. Toronto is home to many diverse First Nations, Inuit and Métis peoples and according to City of Toronto, the city has the largest Indigenous population in the province and 4th largest of any city in Canada.

Toronto was incorporated as a city in 1834 and grew rapidly⁷. However, the study area was outside the city limits and was to remain predominantly farmland, with scattered small settlements, until the post-war period.

In 1849, York Township — bounded by Lake Ontario to the south, the Humber River to the west, Steeles Avenue to the north, and Victoria Park Avenue to the east — was created within York County, as part of a new municipal government system⁸. As most of the Township Council's attention was focused on the southern more densely populated urban areas, the rural area residents felt neglected. A committee to divide the urban and rural areas was formed, which resulted in the incorporation of Township of North York as a separate municipality, in 1922⁹. A year later, the first township municipal office was constructed at Yonge Street and Empress

1 ("Don River")

2 (Lost River Walks)

3 ("Humber River")

4 ("Humber River"), Humber River Topography & Carrying Place Trail Map, TRCA.

5 (Mississaugas of the Credit First Nation)

6 (Mississaugas of the Credit First Nation)

7 (Careless)

8 ("Progress, Economy & Heart - Celebrating 100 Years of North York")

9 ("Progress, Economy & Heart - Celebrating 100 Years of North York")

Avenue, which remained in operation until 1956.

Following an initial period of rapid improvements and implementation of municipal services including police and fire departments, a pumping station and filtration plant, and the first secondary school, the Great Depression — lasting from about 1929-1939 — impeded population growth and further advancement of the township.

In the post-war period, the township attracted immigrants and veterans seeking affordable land and housing. In the ten-year period between 1940 to 1950, the population approximately tripled¹⁰ and the Council recognized a need to direct growth and subdivision of farmland. North York's first Official Plan was created in 1948 and was followed by a zoning by-law approved by the Council in 1952¹¹.

The portion of the study area south of

Hillhurst Avenue (east side) and Stayner Avenue (west side) was part of the Village of Forest Hill, which remained a separate town until it amalgamated with Toronto in 1967. Within the portion included in Township of North York, there were two strips of land running east-west extending from Bathurst Street to Dufferin Street, that were not developed yet. The Key Zoning Map assigns 'One Family Detached Dwellings (R4 & R5)' to majority of these areas except for a relatively small section assigned to 'Multiple Family Dwellings (RM4 & RM5)' approximately between Meadowbrook Road and Fraserwood Avenue, west from Marlee Avenue to east at Englemount Avenue. This direction can be seen as the North York Department of Planning and Development's attempt to include diverse housing within this area.

Furthermore, both sides of Marlee Avenue (previously Woodmount Avenue) from Glen Park Avenue to Stayner Avenue is shown as 'General Commercial (C1)', the only commercial portion within the study area.

10 ("Progress, Economy & Heart - Celebrating 100 Years of North York")

11 ("Progress, Economy & Heart - Celebrating 100 Years of North York")

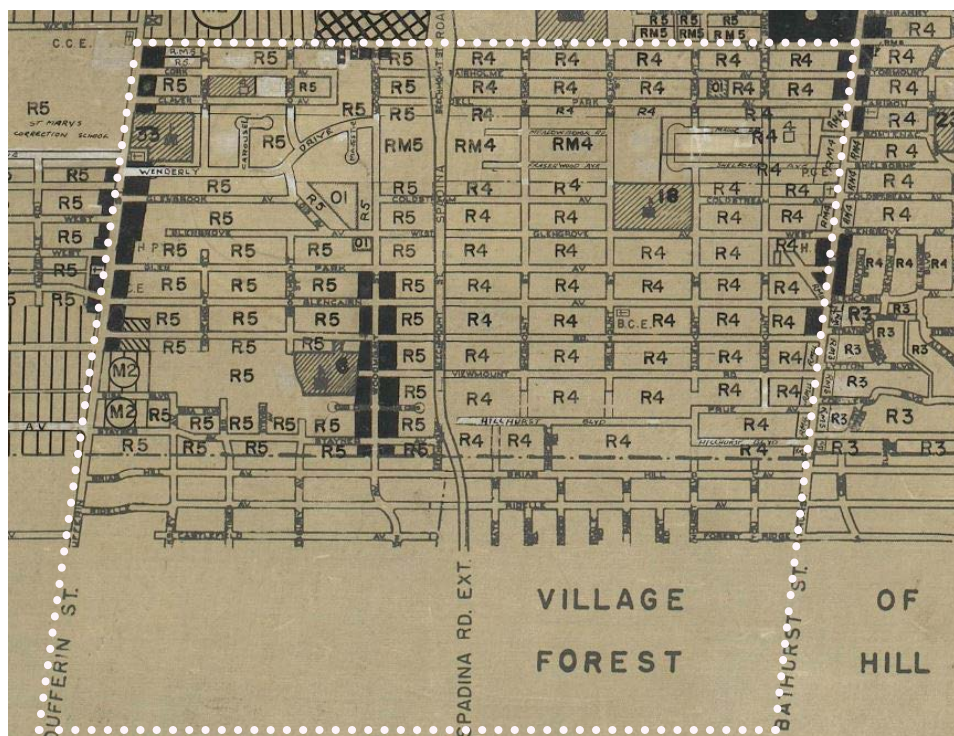


Fig. 2.1. Cropped 1953 Key Zoning Map showing the approximate study area in dotted white line.

Source: City of Toronto Archives, Schedule "B" By-Law 7625, Township of North York, annotated by Gaiimo.

At the time, the Key Zoning Map¹² also illustrated a planned extension to Spadina Road (also indicated as Beechmount Street) – and a precursor to the William R. Allen Expressway – running through the heart of the study area and dividing the area east-west. This road appears to be intended as a limited access road, with hard lines indicating a lack of connection with east-west streets. It also widens as it approaches Lawrence Avenue, possibly indicating planned access from that street. While this generally aligns with the future layout for the William R. Allen Expressway, the right-of-way appears significantly narrower, which is supported by the historical aerial photos (See Appendix 4.1) which show a variation in the right of way – streets built earlier are similar to streets running east-west, while the streets which developed later in the northern portions of the study area are much wider, with some houses featuring circular driveways on their expansive front lawns.

Beginning around the time of the Official Plan and Zoning Bylaw, the road and transit infrastructure began to expand significantly to allow for suburban sprawl, and industries including IBM began to see potential in North York, constructing their manufacturing plants and head offices in the township¹³. The key arterial roads in the township and beyond were planned and constructed during this period as follows:

- Highway 400 completed in December 1951;
- Highway 401 completed between Weston Road to Bayview Avenue from 1952 and 1956;
- The Don Valley parkway completed in segments from 1961 to 1966; and
- Highway 404 completed in 1977¹⁴.

The Spadina Expressway (now William R. Allen Road) was proposed in the 1950s as well (refer

to *Development of Allen Road and Beltline Trail*), though it would not be completed in this area until the 1970s.

Following the extensive growth throughout the Township, North York was established as a Borough in 1967 as part of Metropolitan Toronto, and only twelve years later, it was incorporated as the City of North York on February 14, 1979¹⁵. In 1998, along with other municipalities across Ontario, the Provincial Government amalgamated the former boroughs of North York, Scarborough, East York, Etobicoke, with the City of Toronto to form the present city.

Belt Line Corporation Lands/ North Forest Hill Area

In 1889, a group of businessmen developed a scheme to develop land north and west of the city boundary, and to connect the new suburban areas – which they referred to as the Highlands of Toronto - to the city via a rail line. As the project evolved, it was decided to build two loops, East or Yonge Street Loop as shown in Figure 2.2, and a smaller Humber Loop to the west. Founded the same year, the Toronto Belt Land Corporation was instrumental in subdividing and selling land along the commuter rail line being constructed by the Belt Line Company, which would be the first of its type in Toronto. The loop partially utilized existing Grand Trunk Railway (GTR) tracks, with only the northern portion (between Rosedale Station and Fairbank Junction) exclusive to the Belt Line Railway¹⁶. The company went bankrupt in 1892, before finishing the line, which was completed by the GTR, with service beginning in July of 1892.¹⁷ This helped to fuel growth in the area, and by 1894, the land just north of Eglinton Avenue, between Dufferin and Bathurst Streets, was being developed, with smaller lots west of Marlee Avenue following soon after. At the south end of the study area, west of Bathurst Street, the Forest Hill Station, along with the Fairbank Station West

12 Schedule "B" of By-Law 7625, Township of North York.

13 ("Progress, Economy & Heart - Celebrating 100 Years of North York")

14 ("Progress, Economy & Heart - Celebrating 100 Years of North York")

15 ("Progress, Economy & Heart - Celebrating 100 Years of North York")

16 (Black et al.)

17 (Boles)

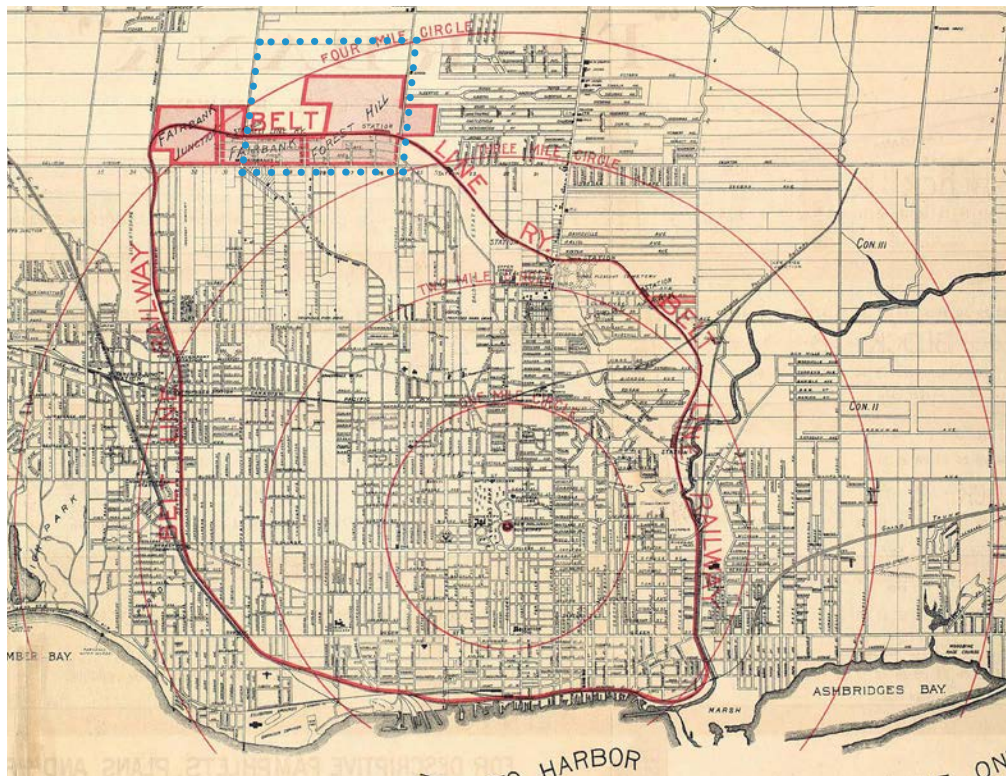


Fig. 2.2. Cropped map showing the properties of the Toronto Belt Land Corporation and the Belt Line East/ Yonge Loop in red (1892). The approximate location of the study area is highlighted in blue dotted line. Source: University of Toronto Library, annotated by Gaiimo.



Fig. 2.3. 1891 illustration of Forest Hill at Bathurst Street by the Belt Land Corporation showing the Belt Line Railway in a picturesque suburban landscape with a train, trees, and a house in the background. Source: The Highlands of Toronto promotional booklet, page 27, Internet Archive.

of Dufferin Street became key stops. These two neighbourhoods, shaped by the railway, now have distinct characters. Originally, six trains operated daily on each loop but by July 1894, the number was decreased to three and passenger service ceased on November 17 of the same year, due to a recession, and the line between Mount Pleasant Cemetery and Rosedale was abandoned¹⁸. The Grand Trunk Railway later rebuilt the northern section of the Yonge Street loop in 1910, repurposing it to transport commodities like building materials and fuel to support the development of the city's growing suburban neighbourhoods¹⁹.

Following World War I, Toronto experienced rapid subdivision of land and residential development both north and south of the Belt Line Rail Line, as seen in the 1924 map in Appendix 4.1. This period saw the beginnings of sprawl, driven by the increasing demand for housing in the post-war era. The expansion was facilitated by the subdivision of larger plots

of land into smaller, more accessible parcels, paving the way for the creation of new residential neighbourhoods that would further shape the city's suburban growth.

The construction of the W. R. Allen Road, and the expropriation of the tracks ended rail service east of Marlee Avenue in the 1970s.²⁰ The freight service provided by the Belt Line track had encouraged the industrial development for coal yards, warehouses, and factories in areas determined to be residential suburbs²¹, such as the area west of Marlee Avenue, along Roselawn Avenue, which still has industrial uses present.

Post War Development

In the 1950s and 1960s, post-World War II expansion led to rapid residential development, transforming agricultural lands north of the then city limits into sprawling suburban neighbourhoods. This period saw the rise of

18 (Boles)

19 (Boles)

20 (Boles)

21 (Black et al.)



City of Toronto Archives, Fonds 217, f0217_s0249_f0169_r0001

Fig. 2.4. 1963 archival image showing construction underway for a portion of Spadina Expressway (today known as Allen Road) at Lawrence Avenue West.

Source: City of Toronto Archives, Fonds 217, Series 249, File 169.

single-detached homes, as the demand for housing surged to accommodate the growing population. Within the study area, the remaining farmland began to fill out during this period, as seen in the contrast between the 1947 and 1953 aerial photos within Appendix 4.1.

As these areas developed, the upper branches of the streams which formed part of Toronto's Ravine systems began to be infilled and channelized to allow for development. Within the study area, most of the waterways were covered and the street grid was introduced indiscriminately over them, with the exception of a portion of Castlefrank Brook, which can be seen annotated in Figure 2.5, and which shows the path of the brook prior to be channelized and then covered. The path of the brook seemingly influenced the shape of Wenderly Park, with the brook remaining daylight until it was covered between 1974 and 1977.

The expansion reflected broader societal shifts, with a focus on creating suburban communities that offered more space and modern amenities, marking a significant

departure from the city's earlier urban fabric, setting the stage for further growth in the decades to come.

Development of Allen Road and Beltline Trail

By the 1960s, the study area had been nearly fully built out, with single-detached, low-rise residential development emerging as the community's primary character. The construction of William R. Allen Road²², part of the larger 1950's Spadina Road/Expressway plan, began to bisect the neighbourhood toward the end of the decade. While the new expressway to some degree runs along the Beechmount Street alignment at the north end, the new right of way is significantly wider than previously envisioned, leading to even recently constructed buildings to be demolished. At the south end, the

22 In 1969, the section of Spadina Expressway that was constructed was named William R. Allen Expressway and the name was further revised to William R. Allen Road in 1980 ("Progress, Economy & Heart - Celebrating 100 Years of North York").



Fig. 2.5. 1957 aerial image showing construction underway surrounding Wenderly Park, with an upper branch of Castlefrank Brook annotated in blue.

Source: City of Toronto Archives, Annotated by Gaiimo.

lack of a pre-existing alignment led to greater disruption of its previously cohesive urban fabric, dividing the neighbourhoods into eastern and western sections. Figure 2.6 is a 1962 aerial photo, with an overlay of the constructed W. R. Allen Expressway, which shows both the route of the expressway, as well as the boundaries of the properties which were demolished for its construction. Despite having a planned right of way for some portion of its route, recently constructed houses and triplexes were demolished to make way for the expressway. Some of the buildings were demolished to allow for the introduction of new connector streets which run parallel to the Allen, and which connect with the street to the north or south.

The W. R. Allen Road is the only section of the planned Spadina Expressway that was completed. Initially proposed in 1953 by a team of engineers, the Spadina Expressway was intended to be a north-south route connecting Highway 401 and the Gardiner Expressway²³. The expressway was eventually designed to be sunken and to include a rapid transit line at the centre of it, allowing for the introduction of higher order transit through the Spadina Line extension.

Around the same time that the Expressway was initially being planned, with the growth of Metropolitan Toronto suburbs, T. Eaton's Co. saw an opportunity for establishment of a car-oriented shopping centre "in the 28-minute drive radius"²⁴ and purchased 40-hectares of land in North York, on the southeast side of Dufferin Street and Highway 401²⁵ (to the north of study area). In 1959, a year after Eaton's public announcement of development for what became Yorkdale Shopping Centre, the adjacent cloverleaf interchange at Highway 401 and the starting point for the future Expressway was approved, with the mall and expressway serving as reasons to reinforce each other.

A revised version of the Spadina Expressway project was approved by the Metropolitan Council, chaired by William Allen –

23 ("Spadina Expressway (Allen Road)")

24 ("Spadina Expressway (Allen Road)")

25 ("Spadina Expressway (Allen Road)")



Fig. 2.6. 1962 Aerial image, with footprint of Allen Expressway and associated demolition area annotated in blue.

Source: City of Toronto Archives,
Annotated by Giaimo.

the expressway's namesake – in August 1963. The northern portion, from approximately Wilson Heights to Lawrence Avenue West was completed in 1966. Due to increasing opposition from grassroots movements and Toronto City Council toward the project, the Metro Toronto Council paused the project in 1969, before it was eventually canceled in 1971 by Premier Bill Davis²⁶.

The Spadina Expressway marked a pivotal moment in Toronto's history due to the success of a grassroots movement that led to the cancellation of its expansion. The post-war period in Canada saw a rapid increase in car ownership and usage, heavily influencing modernist planning that prioritized vehicular transportation. Expressway debates became a significant political issue of the time. In 1969, the 'Stop Spadina Save Our City Coordinating Committee' was established by University of Toronto professor Alan Power²⁷. The campaign included notable urban planning figures, such as Jane Jacobs. The cancellation of the expressway saved many historic buildings, including portions of the Annex neighbourhood, from demolition.

As part of the construction of the expressway, a portion of the Belt Line rail line was expropriated to build the Allen Road, ending rail service east of Marlee Avenue. In 1970, the Canadian National Railway (CN)²⁸ also stopped freight service at the portion of tracks roughly between Bathurst Street and Yonge Street (today known as the Kay Gardner Beltline Trail) and negotiations for the conversion of the rail right-of-way to a public trail began²⁹. At the time, most Forest Hill residents preferred absorbing the Beltline right-of-way into their private property. The unused right-of-way east of Allen Road was sold to the city in 1972 amid efforts to transform it into a biking path. The portion west of Allen Road was acquired by the city in 1988³⁰. The linear park was made possible through the

efforts of residents such as Esther Carin, and "politicians including Councillor Kay Gardner and later-to-be Mayor David Crombie" and canvassing the apartment buildings³¹.

This marked one of Toronto's earliest debates over cycling infrastructure. Alongside advancing cycling with the community, the TTC's Glencairn Subway Station opened in 1978, contributing to the area's transformation and solidifying one of the main neighbourhood's dynamics —a divided urban environment east and west, but near major transportation infrastructure.

The Spadina subway extension, completed in 1978, brought significant transit access to the study area, with Glencairn, Lawrence West, and Eglinton West Stations located within the Allen Road right-of-way. This infrastructure exemplifies the modernist planning principles of the 1960s and 1970s, which prioritized car-oriented mobility through the development of a freeway network. High density residential projects like Rosebury Square and Lawrence Heights further reflect the influence of modernist planning, shaping the built environment both within and around the study area.

26 ("Spadina Expressway (Allen Road)")

27 (Bradburn)

28 In 1923, Canadian National Railway took over the GTR (Marsh).

29 (Black et al.)

30 (Black et al.)

31 (Black et al.)

3 - Areas Contributing to the Historic Character of the Study Area

The historic overview of the study area has revealed the sense of space and distinct identity of the Marlee-Glencairn area. Four areas of interest tied to the historical evolution of the neighbourhood and contributing to the character of the area have been identified.

All photos included in this section are taken by Giaimo on November 06, 2024, unless otherwise noted.

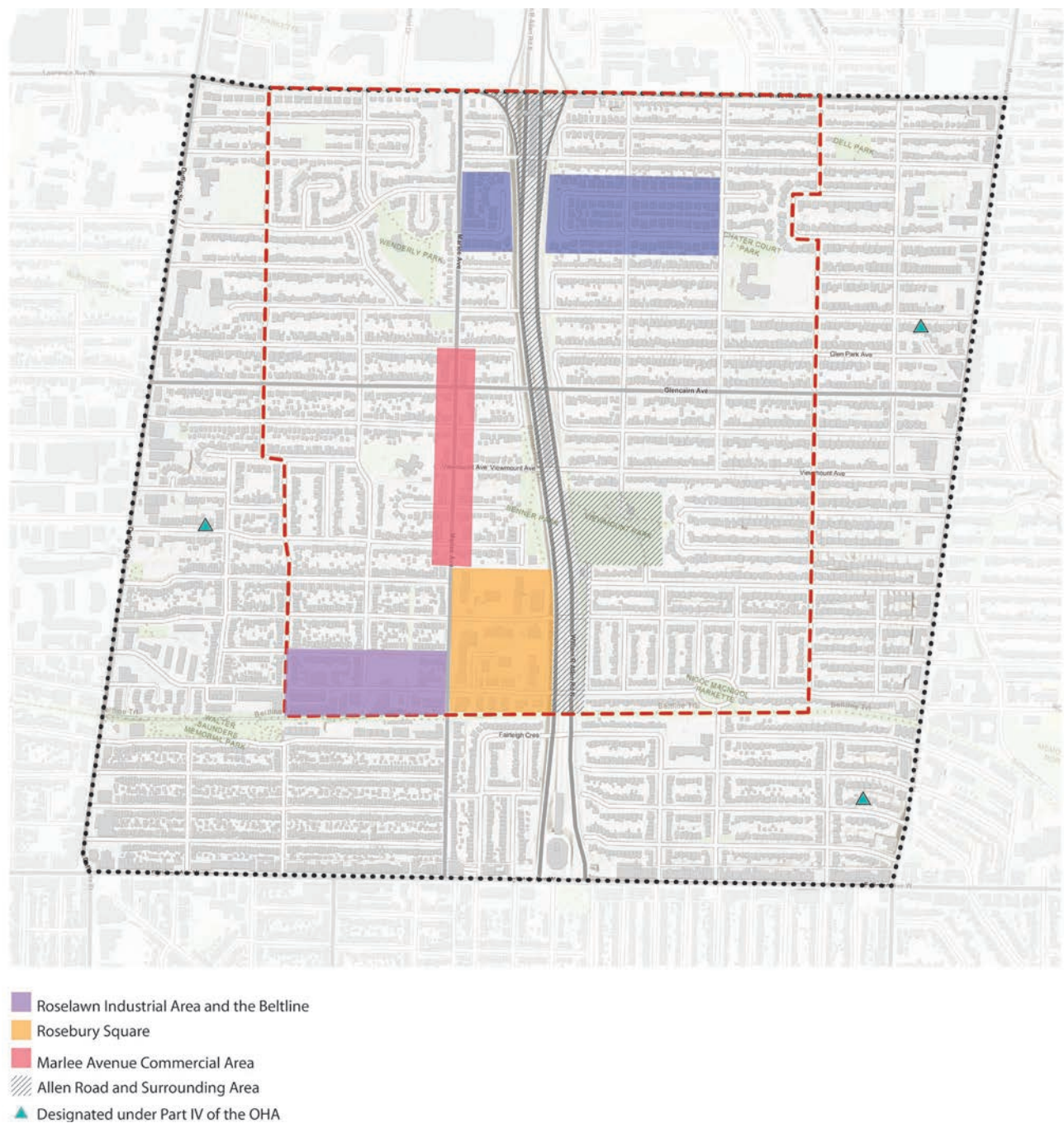


Fig. 3.1. Map showing areas of significance in the urban evolution of the study area.
Source: City of Toronto Maps, annotated by Giaimo.

3.1 Marlee Avenue Commercial Strip

According to the historic aerial imagery of the area, Marlee Avenue was lined primarily with low-rise houses along both sides of the street. The few planned commercial lots remained undeveloped, though by around 1960, strip plazas began to emerge, serving both local businesses and some larger retail spaces.

The design value or physical value of the built form lies in the smaller size of each unit within the complex, and its ability to flexibly take on commercial or community uses.

These commercial uses represent an important aspect of the community's fabric— providing fine-grain, affordable, accessible spaces for residents to establish neighbourhood businesses and services. Some of these properties have been the subject of redevelopment applications, as seen in various projects along the street. As Marlee Avenue continues to evolve, the reintroduction of small-scale retail, commercial, and community service spaces will be essential to maintaining the area's distinct character, reinforcing the street's rhythm, and fostering sustainable, community-driven growth.



Fig. 3.2. Northwest corner of Marlee Avenue and Glencairn Avenue. The existing fine-grained commercial character of the area.



Fig. 3.3. Marlee Avenue and Hillmount Avenue, view looking north. Opportunity for reinstating the small retail stores as the existing ones are demolished to allow for redevelopment.

3.2 Rosebury Square

The high-rise, tower-in-the-park character of the area reflects the state of urban planning at the time that the Allen Road was conceived and built. This design, characterized by large residential towers set within open landscaped spaces, was a hallmark of mid-20th-century urban planning. The tower communities feature their own retail spaces, with amenities now considered common such as swimming pools, and underground parking, which were innovative for the time. These create a distinct living environment and set a precedent for this typology in the area and remain indicative of a typical pattern of growth for Toronto since the mid century, being characterized by the extremes of Tall and Sprawl.



Fig. 3.4. Rosebury Square, high-rise residential buildings, at the southeast corner of Ridelle Avenue and Marlee Avenue. Constructed in late 1960s to early 1970s, around the same time as the construction of Allen Road.



Fig. 3.5. Mid-rise apartments at Roselawn Avenue and Lyon Court (Roselawn Heights), north of the former Belt Line tracks. Constructed in late 1950s, the apartments illustrate the transformation of this section of Roselawn Avenue from industrial use to residential.



Fig. 3.6. Archival image of Rosebury Square (145 Marlee Avenue) in 1983. Source: Toronto Public Library Digital Archives, photographer unknown, publisher Toronto Star.

3.3 Roselawn Avenue Industrial Area and the Beltline

The south side of Roselawn Avenue, which once backed onto the former Beltline railway, developed an industrial character starting around the 1930s. This area features a mix of architectural styles, including art deco industrial buildings alongside more vernacular structures, such as houses that were adapted for commercial and industrial use through various additions. Some of the Art-Deco or Art-moderne industrial buildings include 925 Roselawn, 978 Roselawn, and the Fairbank Transformer Station.

Just beyond the study area is the Art Deco Paton-Baldwin Knitting Works located at Roselawn Avenue at Times Road, which was constructed in 1931 and has been adaptively reused as residential lofts, having been converted circa 2003. The partnership of Dexter D. Calvin and Ralph K. Sheppard, in operation in Toronto from 1913 to 1933, designed the building¹.

Some of the former industrial sites have since been redeveloped into townhouses, reflecting the area's evolving character. The Beltline Trail, which now occupies the path of the former railway, serves as a recreational and green space corridor that loops around the northern part of the city. The western section from Marlee Avenue to Croham Road is referred to as York Beltline Trail, while the eastern section from approximately Newgate Road to Mount Pleasant Road is called the Kay Gardner Beltline Trail.

1 (Hill, "Calvin, Delano Dexter")



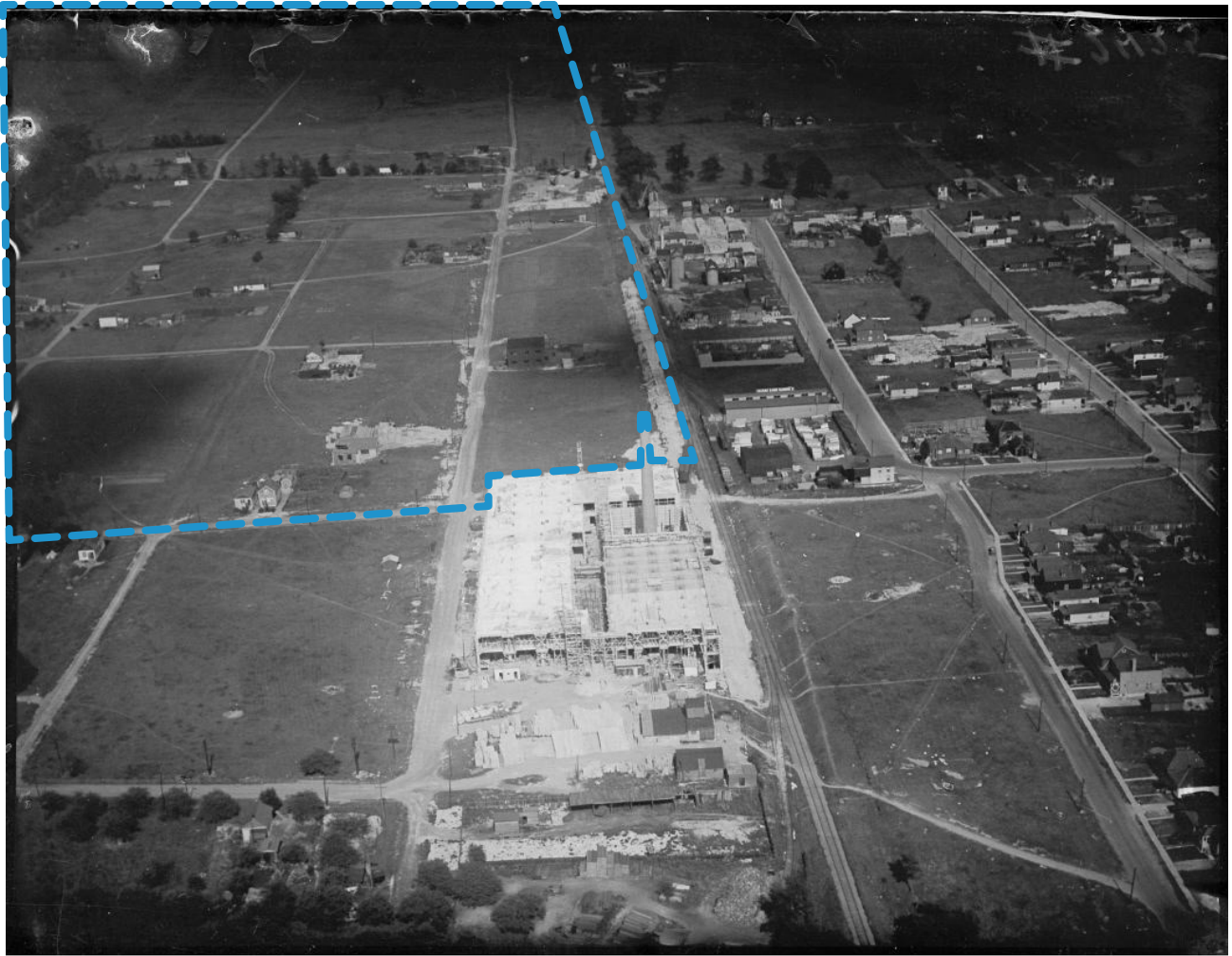
Fig. 3.7. The old Paton-Baldwin Knitting Works building (Forest Hill Lofts) located at Roselawn Avenue at Times Road, outside the study area.



Fig. 3.8. 925 Roselawn Avenue is a two storey art-deco building, with red brick and stone faade.



Fig. 3.9. 978 Roselawn Avenue is another two storey art-deco industrial building with buff brick and stone details.



City of Toronto Archives, Fonds 1244, Item 2425

Fig. 3.10. C. 1930, "The view is looking east from Locksley Avenue. Roselawn Avenue is at left. Hopewell Avenue is at right. The Belt Line Railway is in the centre". Paton-Baldwin Knitting Works (outside the study area) is shown under construction. The area within the blue dashed line is part of the study area.

Source: City of Toronto Archives, Fonds 1244, Item 2425. Annotated by Giaimo.

3.4 Allen Road and adjacent area

The introduction of the Allen Road had a significant impact on the evolution of the surrounding neighbourhood. While the completed portion provided a key north-south connection, its implementation as a trench expressway has significantly fragmented the community, removing residences, and dividing several roads, amenities and neighbourhoods. The urban fabric adjacent to this expressway is characterized by dead-end streets and sectioned parks – sometimes the remnants of building lots – as well as Viewmount Park, which was split into two sections— becoming Benner Park on the western side of the road. The presence of the W. R. Allen Road shaped development patterns, land use patterns, and contributed to neighborhood fragmentation, making it a historically significant piece of infrastructure for both the area and the wider city.

Despite the cancellation of Spadina Expressway project, the subway extension plan moved ahead and was officially approved in 1973². As part of the project, “Art in the Subway” concept was proposed for the eight new stations (Spadina to Wilson). Rita Letendre was the artist responsible for “Joy”, the artwork at the Glencairn Station, located within the study area. In 1990s, the work was removed due to deterioration. A recreation by the artist and TTC, with improved structure and materials, was installed in 2020. The artwork utilizes vibrant and colourful glass panels to form a canopy over the platform. The Spadina Subway line stations opened in January 1978³. The Glencairn Station architect was the prominent local firm Gordon S. Adamson & Associates⁴. Gordon S. Adamson was trained at the University of Toronto’s School of Architecture (1924-1928), was elected to the Royal Canadian Academy of the Arts and

served as the president of Ontario Association of Architects (1953)⁵. Adamson was the architect behind a variety of buildings in North York, including office buildings like Peacock and McQuigge, industrial structures such as the Wrigley Building, and institutional buildings like Humber Summit Middle School, among others. While he retired in 1971, his firm continued to contribute the urban fabric of our city with buildings like the Glencairn Station and North York Civic Centre.

5 (ERA Architects)



Fig. 3.12. Allen Road looking towards south, Glencairn Station to the left.

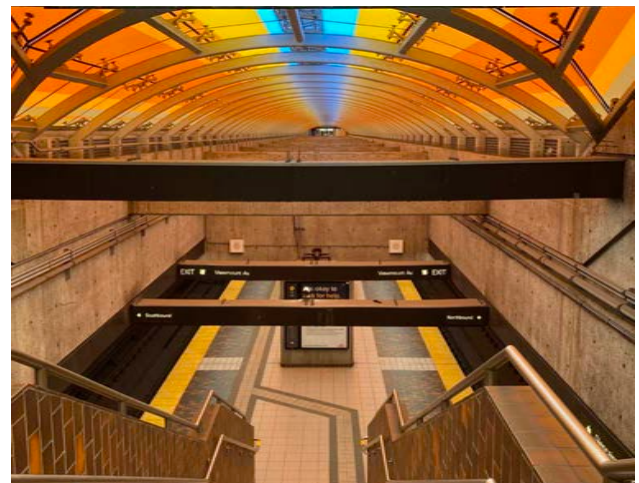


Fig. 3.11. “Joy”, the artwork installed at Glencairn Station by artist Rita Letendre.

2 (“The TTC – 100 Years of Moving Toronto: Spadina Subway”)

3 (“The TTC – 100 Years of Moving Toronto: Spadina Subway”)

4 (ERA Architects)

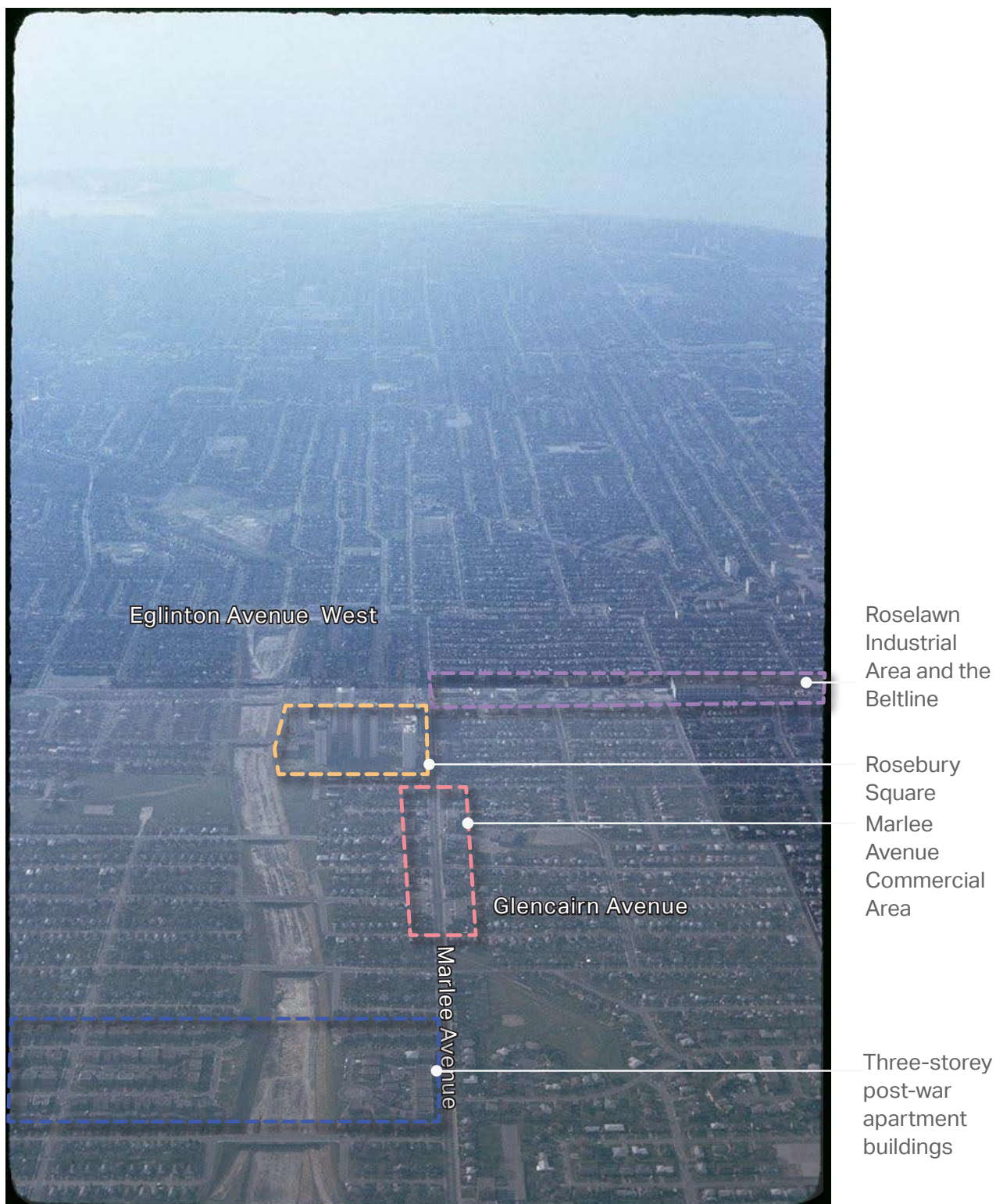


Fig. 3.13. 1974 aerial photograph depicting Allen Road, south of Lawrence Avenue West, within the larger city context. While the road is still under construction, six bridges providing east-west connection within the study area are visible. The four areas of interest tied to the historical evolution of the neighbourhood have been highlighted.

Source: City of Toronto Archives, Fonds 124, File 8, Item 53. Annotated by Giaimo.

4 - Appendix

4.1 Historic Maps and Aerial Photography

The following pages include historical maps and aerial photography showing the evolution of the study area over time. This content was used to gain a better understanding of the area's development.

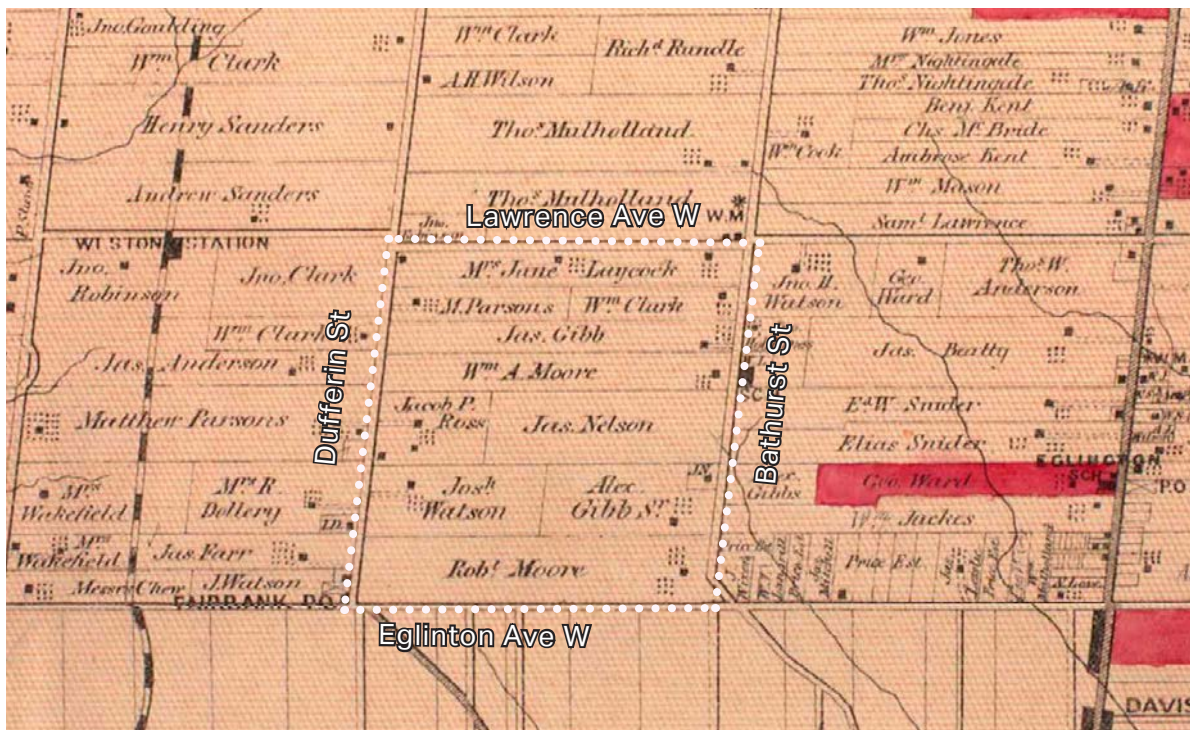
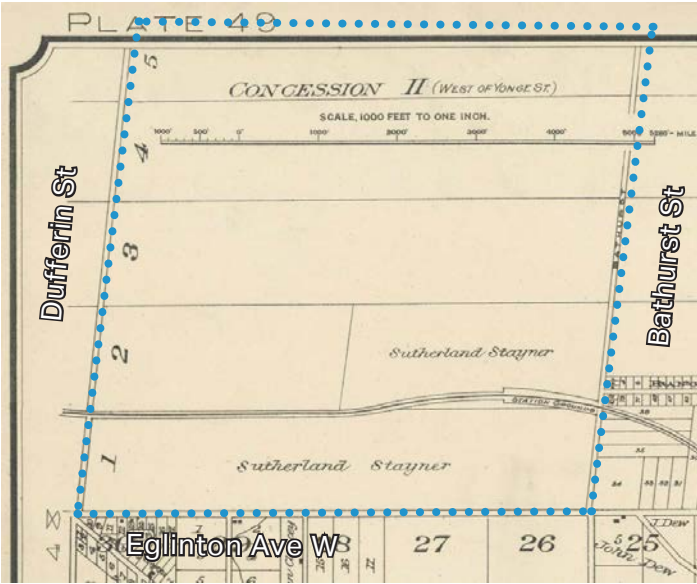


Fig. 4.1. 1878, Illustrated historical atlas of the county of York by Miles & Co. showing the study area (Con. II West, Lots 1 to 5) within the Township of York North.

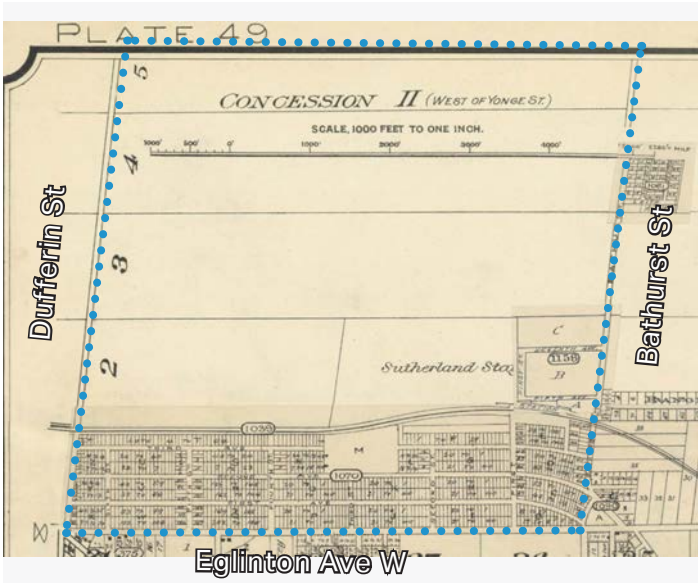
Source: The Canadian County Atlas Digital Project, McGill University, annotated by Giaimo.

Fig. 4.2. Evolution of the Study Area. Fire Insurance Plans, dates as noted.

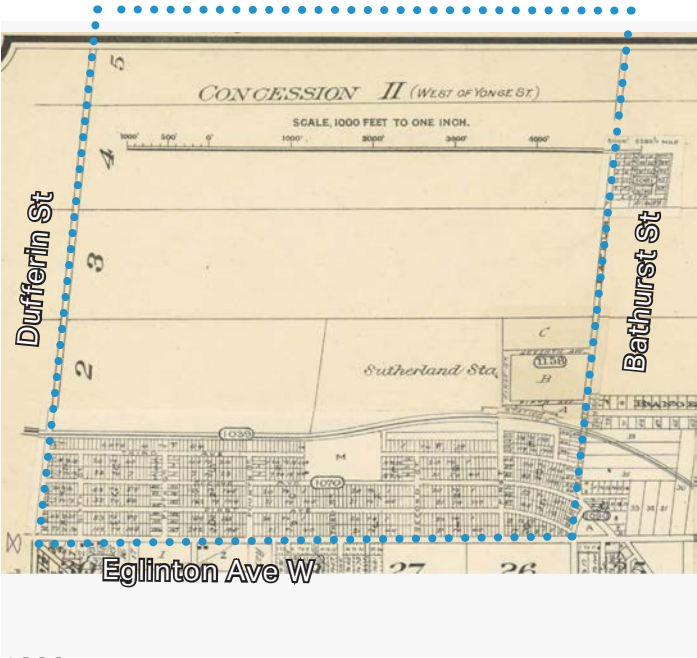
Source: City of Toronto Archives, annotated by Gaiimo.



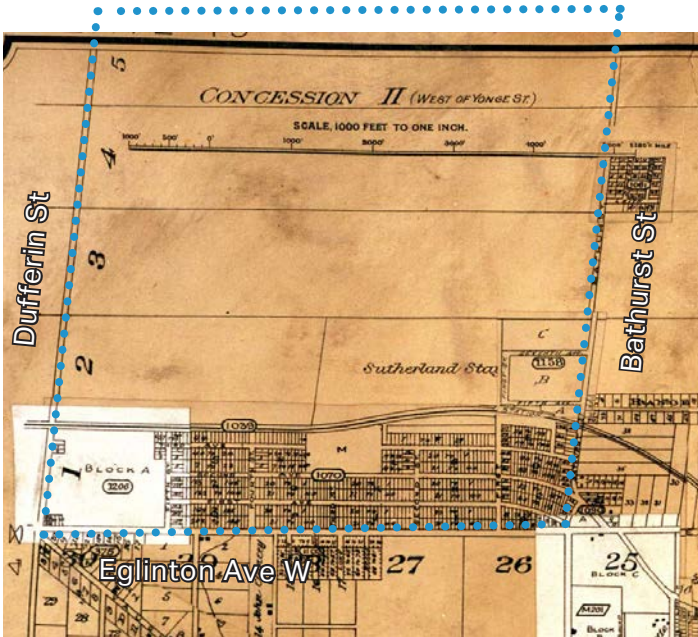
1890



1894



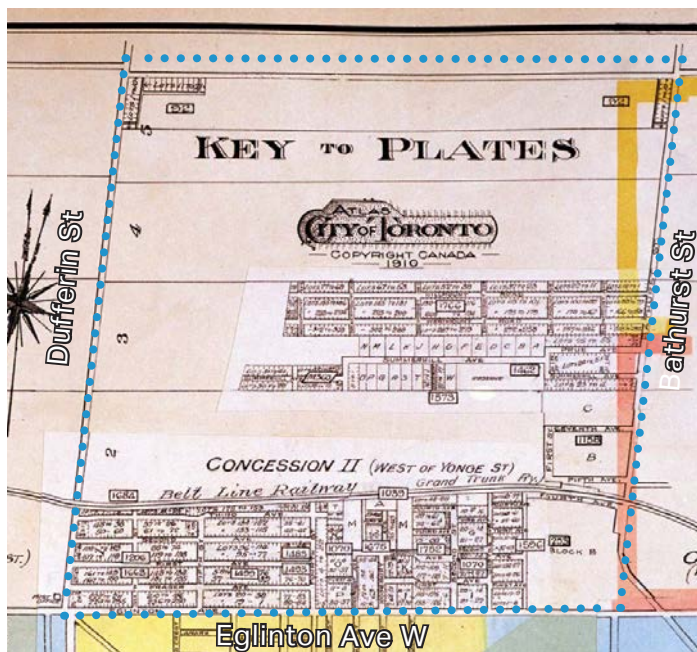
1899



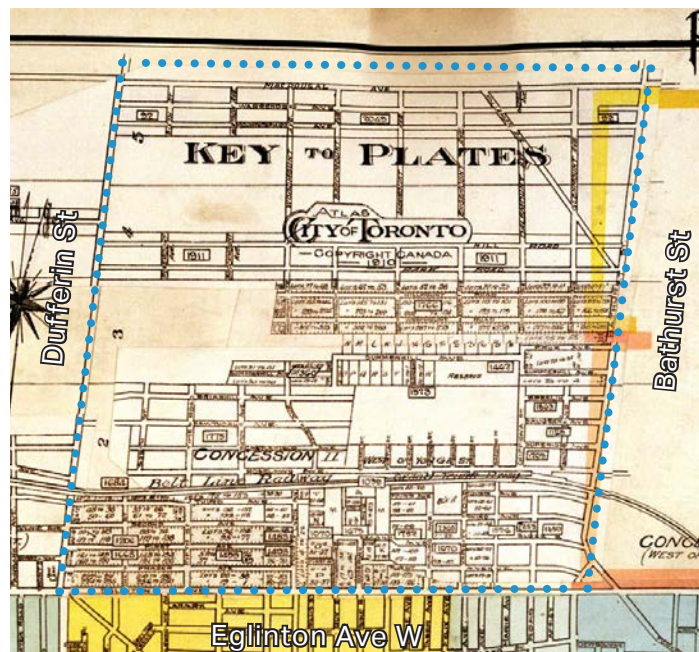
1903

Fig. 4.3. Evolution of the Study Area. Fire Insurance Plans and Aerial Imagery, dates as noted.

Source: City of Toronto Archives, annotated by Gaiimo.



1913



1924



1947



1953

Fig. 4.4. Evolution of the Study Area. Aerial Imagery, dates as noted (cont'd).

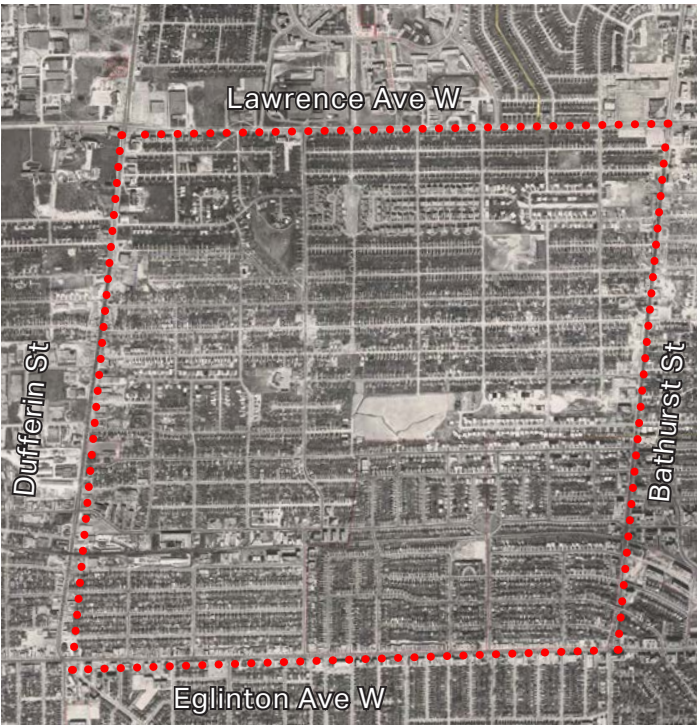
Source: City of Toronto Archives, annotated by Giaimo.



1957



1960



1962



1964

Fig. 4.5. Evolution of the Study Area. Aerial Imagery, dates as noted (cont'd).

Source: City of Toronto Archives, annotated by Gaiimo.



1969



1973



1977



1983

Fig. 4.6. Evolution of the Study Area. Aerial Imagery, dates as noted (cont'd).
Source: City of Toronto Archives, annotated by Giaimo.



1987



1991

4.2 Archival Images

The following pages contain archival images showing areas within the study area and the larger area surrounding it bounded by Lawrence Avenue West to the north, Bathurst Street to the east, Eglinton Avenue to the south, and Dufferin Street to the west. This content was used to gain a better understanding of the area's development and character.



Fig. 4.1. 1915 image of Anderson House located at 108 Stayner Avenue, a heritage-designated property located in proximity to the study area.

Source: Toronto Public Library Digital Archives



Fig. 4.2. 1955 image showing Dufferin Street and Glencairn Avenue Commercial Strip. Located outside the study area.

Source: City of Toronto Archives

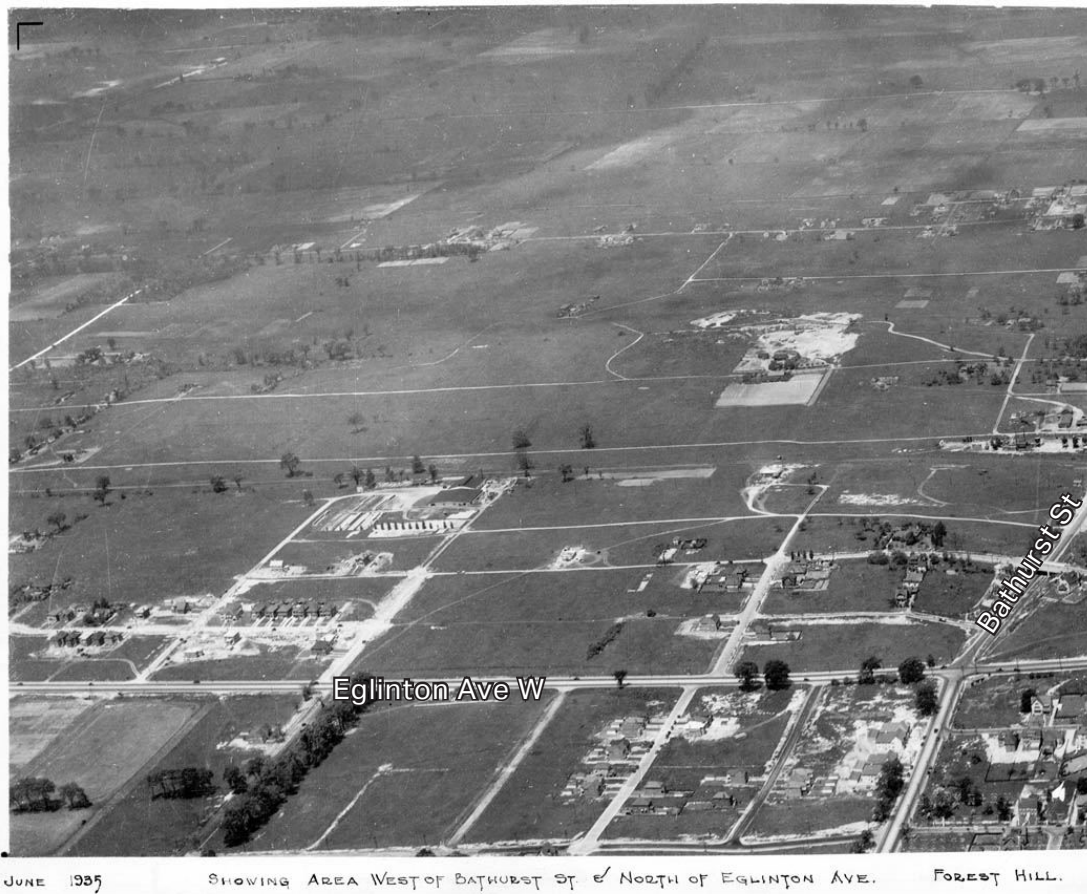


Fig. 4.3. 1935, "Aerial views of Forest Hill area, showing area west of Bathurst Street and north of Eglinton Avenue West".

Source: City of Toronto Archives, Fonds 207, Series 1251, Item 22. Annotated by Giaimo.

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