



BLYTHWOOD ROAD
HERITAGE CONSERVATION DISTRICT
STUDY

August 7 2003

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1.0 Summary of the Study

The chief objectives of this Heritage Conservation District study are:

- ❖ to identify and evaluate the historical and architectural character of Blythwood Road;
- ❖ to propose methods by which the residents and the City of Toronto can effectively protect this character;
- ❖ to develop design guidelines which clearly define appropriate change, whether it is for altering existing buildings or for new construction; and
- ❖ to recommend efficient implementation and management procedures.

The study identifies Blythwood Road as an area of shared character dating back to the early establishment of the street (first named Victoria Avenue) as a right-of-way over property originally owned by Jessie Ketchum to a 20 acre property sold to Robert Stibbard in 1860. This right of way was the first non-concession street north of Eglinton. It is this early road that comprises the HCD. The district also includes three properties on St. Hilda's Avenue - originally associated with the property at 56 Blythwood Road - as well as Blythwood Gardens, which was subdivided from property that originally fronted onto Blythwood Road.

The development of Blythwood Road predates other area streets in the area by several decades, however much of the house construction is concurrent with adjacent neighbourhoods. The street has a unique character, however, with both significant built and natural heritage. The study recommends the creation of a Heritage Conservation District under Part V of the *Ontario Heritage Act* to aid the City and the residents of Blythwood Road in strengthening and protecting the neighbourhood's character.

The study includes a description of Blythwood Road that contains both a brief development history and an architectural analysis of the built form within the boundaries of the neighbourhood.

In addition, neighbourhood volunteers prepared a report with historical data for each property. Estimated or established dates of construction, architect, pattern of ownership and tenancy since construction and other information, when available, is included in the report. Sources for the information are listed. Files with digital photographs of each property have been compiled. In addition information and photographs for several significant lost properties are included in this database.

The methodology for the study included public consultation, a working committee of residents of the area and a large team of research volunteers from the community. The committee developed design guidelines for altering existing buildings and for new construction after a review of comparable guidelines in place in other Toronto Heritage Conservation Districts.

An implementation strategy, based on a consistent Toronto model for heritage conservation districts, is recommended here.

2.0 Methodology and Background for the study

Residents of Blythwood Road held a public meeting on January 27, 2003. Neighbours organized due to the threat of demolition to a key property on the street, 56 Blythwood Road. This meeting was attended by between 75 and 100 residents and chaired by area resident, Eric Melis, with several guest speakers including local historian Donald Ritchie, Cabbagetown resident and co-ordinator of the Cabbagetown Heritage Conservation District research, Ms. Peggy Kurtin, Alex Grenzebach of the North Toronto Historical Society and member of the Midtown Preservation Panel, and architect and former chair of the Toronto Preservation Board, Catherine Nasmith. Councillor Joanne Flint was also in attendance.

Over four decades several significant heritage properties have been demolished along Blythwood Road and those lots subdivided for smaller houses. Residents, concerned in this instance with the threat to 56 Blythwood Road, a house on a corner lot built by well-known Contractor (Casa Loma) Herbert Elgie in 1914, determined that the establishment of a Heritage Conservation District would be essential to prevent further loss of heritage fabric and to ensure that change occurred in a manner that was sympathetic to the heritage character of the area. The local councillor was requested by the area residents and the Sherwood Ratepayers' Association to hold a formal public meeting to provide information to the community on establishing Heritage Conservation Districts and to determine the level of support for such a district.

Councillor Flint subsequently sent out notices to area residents, in an area bounded by the Blythwood Ravine to the north, Yonge Street to the west and Sheldrake Avenue to the south, of a meeting to be held on May 21, 2003. The meeting would gauge the level of interest in proceeding with a heritage preservation study for the broader neighbourhood.

Approximately 75 area residents attended. Presentations were given by City of Toronto Heritage Preservation Services staff member Wayne Morgan on the legislation and process for establishing a heritage conservation district and by Michael McClelland, of E.R.A. Architects Inc. on the experience of establishing Heritage Conservation Districts in other parts of Toronto. Following the presentations and a question and answer period approximately two-thirds of those in attendance voted in support of asking for proposals to establish a heritage conservation district.

Subsequent discussions between area residents, Councillor Flint and Heritage Preservation Services determined that the level of support for a district for the Blythwood Road area alone was stronger than for the areas to the north and south of Blythwood Road. Because of the unique history of Blythwood Road as the oldest street in the area, it was decided to limit this study to Blythwood Road from Yonge Street to the Blythwood Ravine east of Mount Pleasant Road and closely associated properties.

E.R.A. Architects Inc., led by Michael McClelland, was engaged to work on the study, on a *pro bono* basis. Architect Catherine Nasmith and landscape architect and planner Carolyn Woodland assisted ERA Architects, also on a *pro-bono* basis. The City of Toronto contributed the costs of printing the study. The professionals joined a team of community volunteers, coordinated by area residents Glenda Henniger and Eric Melis, who had been undertaking preparatory research since January 2003.

A public meeting was held on June 26, 2003, convened by Heritage Preservation Services, to introduce the study team and to talk about the process for undertaking the work. The boundary shown on the notice included all of Blythwood Road from Yonge Street to the ravine and all of Blythwood Gardens. Subsequently, area residents requested that nos. 1, 3, and 5 St. Hilda's Avenue be added to the area because of their close association with 56 Blythwood Road. Herbert Elgie purchased two of these three properties in order to build houses for his children. Number 1 was severed from the lot of 56 Blythwood and the present house was built. Letters requesting inclusion in the study boundary were received from each of the property owners at nos. 1, 3, and 5 St. Hilda's Avenue.

Following the meeting the residents met with the study team and a schedule for the study was developed that would allow a final report on the Blythwood Heritage Conservation District to be presented to Toronto City Council prior to Council adjournment for elections in the fall of 2003.

Area residents had worked on background research for the study since January of 2003 and compiled extensive information on the history of the properties along Blythwood Road. This information was taken from property data records, publications, oral sources and previous research conducted on behalf of the North Toronto Historical Society in 1985. Several interviews had been conducted with area residents, some of whom are descendants of original settlers in the area. Photographs of all of the properties had been taken and photographs of missing properties located in collections of area residents and in public sources. The research was compiled into a report by the residents and analysed by the study team.

In addition to reviewing the submitted material, the study team undertook field reviews of the properties on July 9 and July 23, 2003.

A report was prepared and presented by the study team at a public meeting held August 5, 2003. Copies of Sections 4.2, 4.3 and Section 5 were made available and comments solicited. The full report will be available upon request prior to consideration by the Toronto Preservation Board on August 19, 2003 and Midtown Community Council on September 9, 2003. The area residents intend to establish a web site as a means to present the background research.

3.0 Achieving a Heritage Conservation District

3.1 City of Toronto Official Plan

The Official Plan for the City of Toronto states:

"It is the policy of Council to designate property to be of architectural or historical value or interest and take all necessary steps to ensure the preservation and conservation of all buildings, structures and other significant features of the property". (Section 5.4)

"It is the policy of Council to designate Heritage Conservation Districts within the City on the basis of appropriate studies and to take all necessary steps to encourage preservation and conservation of heritage buildings, structures and sites, including all areas in the public domain, within such districts" (Section 5.5)

The City of Toronto is able to consider heritage designations of either individual properties or whole neighbourhoods based on the *Ontario Heritage Act*.

3.2 Ontario Heritage Act

The *Ontario Heritage Act* is the provincial act that regulates the protection of heritage within the province.

Part V of the *Act* gives the Municipality the ability to designate areas as Heritage Conservation Districts. The City of Toronto has designated districts, including

- ❖ Wychwood Park
- ❖ Fort York
- ❖ East Annex
- ❖ South Rosedale
- ❖ the Cabbagetown/Metcalf Area

Other areas have expressed interest in forming districts, including

- ❖ North Rosedale
- ❖ Blythwood Road
- ❖ Fort York Expansion
- ❖ Cabbagetown Expansion
- ❖ Yorkville/Hazelton Avenue Area.

The procedure for designation of a district under Part V, as outlined in the *Act*, is as follows:

The Municipality defines an area or areas to be examined for future designation and consults with its Municipal Heritage Committee (Toronto Preservation Board).

The Municipality, after examination of the study area, may designate by by-law a heritage conservation district.

The Municipality notifies affected property owners and informs the Ontario Heritage Foundation of the designation.

Anyone may appeal Council's creation of a heritage conservation district. If such an appeal is launched a hearing will be held by the Ontario Municipal Board. If the Board approves Council's action, the municipal by-law comes into effect.

Prior to the passage of the *Ontario Heritage Act*, the City of Toronto began to develop an Inventory of Heritage Properties, a list that includes designated properties and some 5,000 other individual properties that are recognized for their heritage significance. All of these properties are potential candidates for consideration for designation under the *Ontario Heritage Act*. In this report properties included on the City of Toronto's Inventory of Heritage Properties are referred to as "listed" properties.

Designation of a property under either Part IV (individual designation) or Part V (heritage conservation districts) means that the municipality, with the advice of its Municipal Heritage Committee, reviews and approves or refuses building permit and planning applications. All changes relating to the reason the property was designated are examined to ensure that the building's heritage character is protected adequately. In the case of a heritage conservation district, review is confined to the portions of the houses visible from the street. In the City of Toronto the Municipal Heritage Committee is the Toronto Preservation Board.

As described in detail in this study, considerable effort has been made to ensure that the process of securing municipal approval is efficient and that fair, reasonable and manageable design guidelines will be established.

4.0 District Analysis

4.1 Historical Development of Blythwood Road

Cartographic Analysis

The story of Toronto neighbourhoods begins with the story of the first surveying and land parcelling of Upper Canada, a project begun after the Constitutional Act of 1791. At that time, this nearly unsettled and newly created jurisdiction was meant to bolster the British presence in North America after the unforeseen success of the American revolutionary war and the loss of those colonies.

The British project for Upper Canada required prolific surveying expeditions (to prepare the land for orderly settlement and purchase), infrastructure planning (roads, transportation and military facilities etc.) and an ambitious colonial bureaucracy to carry it out. These related projects ensured that prime lands in key “control” locations would be subdivided into agricultural lots and given to Loyalist settlers with non-(or “late-”) Loyalists filling in the gaps. All settlers were responsible for clearing their road frontages.

The interspersal of “Loyalist” land grants and “Yankee” purchased lots was meant to ensure a partisan, non-republican influence and would, presumably, provide the most orderly means of settling the new and, it was hoped, loyal agricultural colony.

The bureaucrats and the surveyors organized the province into large administrative Districts, and the whole province was sectioned into counties. To be sure, the boundaries of these jurisdictions shifted over the years as surveying glitches and administrative grey zones were worked out. Nevertheless, the counties were subdivided into townships and the townships organized by ordering lines that would eventually become roads, called Concessions. The Concessions were numbered, starting from a major geographical feature, which in the case of Toronto was Toronto Bay on Lake Ontario.

This single organizational surveying project has left Ontarians with the orthogonal landscape we know today. This surveying generally did not respond practically (or aesthetically) to geographical features. Roads were simply projected straight across drumlins and ravines, not around them. Of relevance to this report, the lot divisions that were cast over the ravines provide for the future geometry of the urban landscape of Toronto and its enclave neighbourhoods like Rosedale, Deer Park, Forest Hill, Lawrence Park and Blythwood Road.

The clearing of Yonge Street, one of the first provincial highways, was part of this colonial ordering enterprise. Yonge Street was envisioned by Lieutenant-Governor Simcoe to connect York to the Upper Great Lakes. Its story is of particular relevance for the development of North Toronto as many early farms and villages developed along its length. For some time it was more of a notion or a line on a survey than a useable road.

The part of the Yonge Street north of the Town of York started at Eglinton (a Concession line) and was cleared by the Queen's Rangers. Access to York from Eglinton veered off onto wagon paths in the Don Valley or the Indian trail that is now Davenport Road.

The pre-determined importance of Yonge Street attracted settlement, and where concessions crossed it, settlement nodes grew (small villages and towns: Davisville, Deer Park, Eglinton, York Mills etc.). These settlements were eventually annexed by the expanding City of Toronto.

The Town of York, which was the anchor for all these northern developments, grew from the kernel of Simcoe's original ten "urban" blocks, a typical military grid. These blocks were bounded on the north by the "estate" Park Lots (not to be confused with the larger Township Lots) that extended from Lot Street (today's Queen Street) to the 2nd Concession line from the Bay (today's Bloor Street). They were allotted to gentlemen and colonial quasi-aristocrats who had merited land rewards for their service to the Crown during the American Revolutionary War.

Above Bloor Street the agricultural Township lots – a unit that was multiplied across the province - were set out. These lots were twice as large as the estate Park lots just mentioned^v at 200 acres, ample for a potentially profitable farm operation, even with only a fraction of the land cleared. One quarter mile in width and arrayed perpendicularly from Yonge street, ends of the lots formed Bayview Avenue one and a quarter miles to the east.

The proposed Blythwood Road Heritage Conservation District sits within Lot 3, East of Yonge, in the 4th Concession from the Bay. It was granted in 1803 to Richard Gamble and was later bought by the well-known landowner, Jesse Ketchum.

^v (80 chains to the mile, 10 square chains = 1 acre. Park Lots: 10x100 chains=100 acres, Township lots: 20x100 chains=200 acres)



York County 1885, showing Township lot layout

“[Robert Stibbard senior] settled on 20 acres of the Ketchum property almost out to Bayview. A right of way from Yonge was part of the deal, and this right of way later became Victoria Avenue, and later still Blythwood road.” (Ritchie, page 85)

“One of his sons John bought 40 acres in the area of Sheldrake and Stibbard. In 1887, infected by the subdivision bug, John Sheldrake Stibbard laid out [Sheldrake] and [Stibbard].” (Ritchie, page 85)

“... In the 20 years after 1873, the rural area around Eglinton became suburban. The city reached out, in Eric Arthur’s words “ always with green fields and singing birds beyond, and seeds of decay behind.”

In those 20 years no fewer than 21 major blocks of land changed hands, covering by far the greater part of the district. In most cases the buyers were investors or developers. The earliest developments had been back in the 1850’s. At that time Jesse Ketchum’s son William, had opened up part of Victoria Avenue (now Blythwood Road) and the adjacent parts of Yonge Street to builders.” (Ritchie, page 71)

“As mentioned, Blythwood Road was one of the first public roads which was not a concession line in the north Toronto area.” (Ritchie, page 52) In fact, Victoria Avenue, as it was originally called, could be considered a convenience road, mid-point between the Concession roads of Eglinton Avenue (4th Concession road) and Lawrence Avenue (5th Concession road). Victoria Avenue was completed through to Bayview Avenue in 1860. This may have spurred some lot speculation but much of the land on Lot 3 remained farmland.

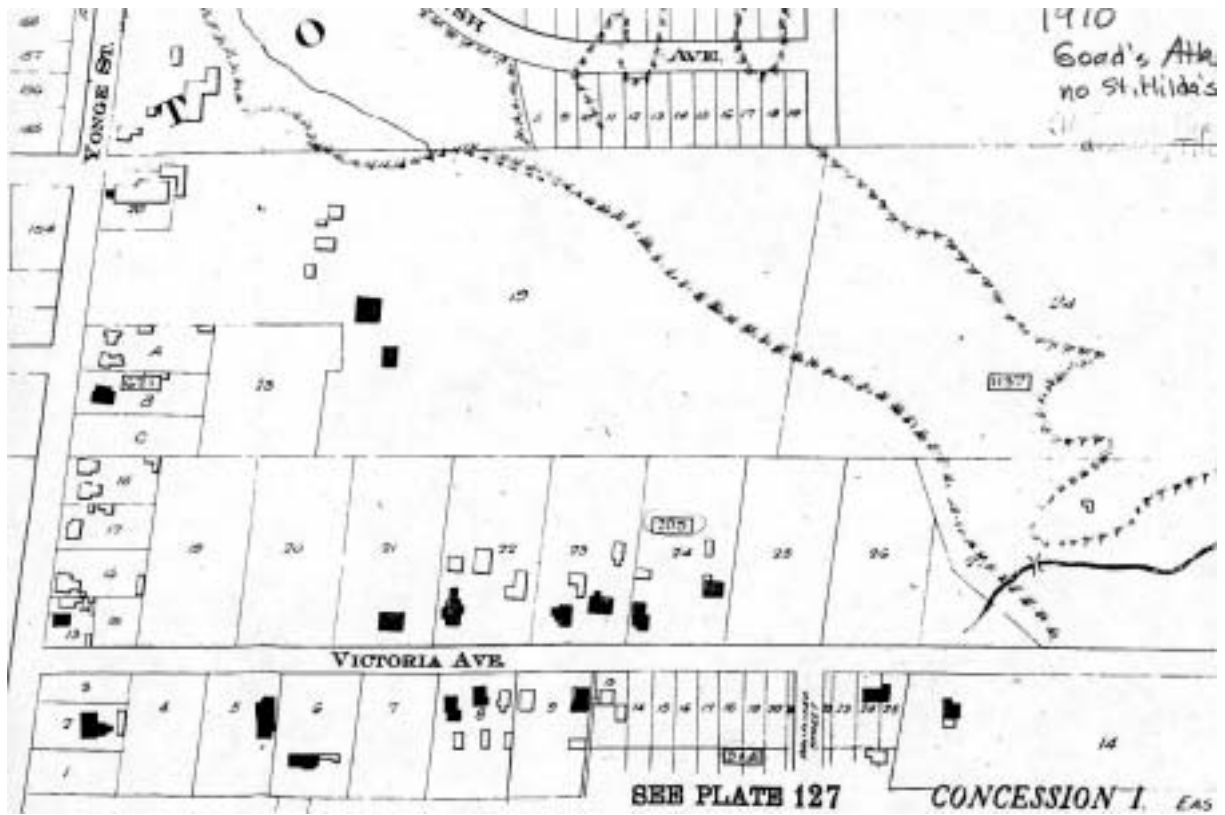
It is in this way that the Blythwood area was developed. Land changed hands and as the area became suburban, lots were subdivided and severed and made available for house construction. The lots may have been kept large enough so that modest market gardens could operate on them. There are descriptions of market gardens on Victoria from which produce was sold in the village of Eglinton.

With the completion of the streetcar line up Yonge Street to Glengrove Park in 1886 suburban development was ready to take off in the area. Houses were built on Victoria Avenue immediately after that date. “An economic depression slowed growth during the 1890’s but by the beginning of the 20th century Toronto had recovered and was expanding again. Between 1901 and 1911 the city’s population increased over 80%.” (Moon et al, page 6)

Grand plans for the Lawrence Park Subdivision to the north were launched in 1909. This marketing must have had a profound influence on development on Blythwood. Much of the development was perhaps ad hoc, a more modest response to the planned and sophisticated design for Lawrence Park (1909) just to the north. (Glazebrook, page 211)

Anecdotal information from James Baillie Medcof, the grandson of Robert Crawford Baillie, relates “Blythwood Road was called Victoria Avenue before the City of North Toronto and the City of Toronto amalgamated [in 1912]. As there was already a street named Victoria in Toronto, Victoria Ave. in North Toronto was to be given the name Coronation Street. It was my grandmother, Jane Trevorror Baillie who lobbied to have the name Blythwood accepted instead. In those days, properties had estate names that were recognized by the post office and there was an estate east of 241 on Victoria known as "Blyth". This is the origin of the name. 241 Blythwood incidentally, was known as "Glen Brae", a tribute to my grandfather's Scottish heritage.”

BLYTHWOOD ROAD HERITAGE CONSERVATION DISTRICT



Blythwood Road, formerly Victoria Ave., from Goad's Fire Insurance Atlas, 1910

4.2 Blythwood Road Heritage Character/Streetscape Character Statement

Residential streets in any neighbourhood have a unique character. This character is a function of age, location, setbacks and lot size, periods of construction, landscape character, topography and socio-economic history. Some streetscapes may be unpleasant due to lack of landscape, too much noise, ill-scaled and unmaintained buildings, but these negative aspects can be improved through community will and action. Other streets are pleasant in intangible ways that can nevertheless be described, and their character can be enhanced and protected. This is often also a result of community initiative.

Heritage character statements define and describe this uniqueness of neighbourhoods (or buildings) and identify their constituent elements.

4.2.1 Blythwood Road Heritage Character

The nature of the heritage character of the Blythwood Road Heritage Conservation District (HCD) lies in its early clearing as a road between the 4th and 5th concession from the Bay (Eglinton and Lawrence Avenues respectively). It was built as a passageway to the first north-south concession east of Yonge Street (Bayview Avenue) and the adjacent farm properties. This opened up the area to development earlier than surrounding areas, as early as 1860.

As such Blythwood Road has an longer range of periods of construction than the other streets in the area and with it, a wider range of architectural styles. Lots were subdivided to be relatively wide and deep, quite possibly to facilitate market gardens. They were, for the most part, developed by their owners as single family residences, unlike the speculative smaller lots in the surrounding areas (Stibbard, Sheldrake) which were subject to the design controls of the subdivision developer. Not only is there a greater range of periods of construction here but there is a more individualistic range of architectural expression as well.

This is not to say that owners or their architects designed all houses. In fact, during the concentrated period of development in the twenties, many pattern books and house design catalogues existed which allowed property owners to pick and choose the house that suited them best.

Therefore, a strong aspect of the District's heritage character is the pockets of architectural consistency. Three periods stand out:

- there are some typical Toronto bay-and-gable late-Victorians (one originally a Methodist rectory);
- a very good and charming selection of (1920's) Craftsman-esque Bungalows - relatively rare in Toronto (as compared to, say, Vancouver); and
- the more typical square North Toronto Edwardian Classical and/or Anglo Period Revivals designs of the late 20 and 30's [see Blumenson, Ontario Architecture].

These styles congregate in the aforementioned pockets. Again, they are unified by the large setbacks and the wide lots. The older lots and homes, especially on the north side of the street are angled to the street, following the geometry of the survey skew of Yonge Street north of Eglinton Avenue. The predominant materials are brick, wood, stucco and stone accents.

There are several examples of houses built in the 1920's with principal entrances at the side and with porches facing the street accessed from the interior of the house. Houses generally accommodated vehicles with driveways and garages at the rear of the house, preserving the landscaped front yard. Some of the properties on the south side of the street are accessed from rear lanes on Stibbard. Overall, there is a predominance of Edwardian and pre-Depression bungalow buildings, which display uncomplicated geometry and reduced but correct classical details.

There are some infill houses built in the seventies, made possible by the subdivision of large institutional lots on the south side of Blythwood Road which also conform to the "pockets of architectural consistency" argument.

The area east of Mount Pleasant constitutes another, more picturesque mode of development. The houses are set back from the road and elevated on the ridge as the road descends to the Blythwood Ravine and, except for the few garages at grade, the houses are secluded enough to be invisible from the road. The wild ravine character of the landscape and picturesque architecture was lost on the north side of Blythwood, east of Mount Pleasant, when No. 222 was demolished and replacement houses were built in the mid-eighties. The long, wide, straight street and the rural landscape of the early farmsteads adjacent to the wild landscape of the ravine still contributes to today's heritage character.

Part of the heritage character of Blythwood must come from the scale of the details of the houses. Dormers, soffits and eaves, porches and entries, although differently conceived, have a sufficiently similar degree of diminutive and wood-crafted detailing to tie the HCD together, even across the differing intentions of the architectural styles. The exposed and articulated rafter ends, the raked and deep soffits add a particular scale, rhythm and texture to the streetscape.

4.2.2 Patterns of loss

Prior to the 1950's most new houses were added to the street by severing off sections of larger lots and building new houses adjacent to the existing buildings. This incremental subdivision contributed to the interesting mix of architectural styles on the street.

In later years, in a period when owning and maintaining large houses became burdensome, several lots were redeveloped through demolition of the existing houses and subdividing the lots into smaller parcels. Several properties that contributed to the gracious character of the street have been lost in this way, among them 222 Blythwood Road.

The recent developments have tended to be less characteristic of the street in terms of architectural expression as well as by the inclusion of garages and driveways at the front of the lot, to the detriment of the established character of the streetscape.

4.3 Landscape Heritage Character Statement

4.3.1 Existing Character

The landscape Heritage Character and Streetscape of the Blythwood Road Heritage Conservation District are discussed below. Blythwood's streetscape exhibits a distinct relationship of road width, building setback, pedestrian walkway, street trees and gardens, building massing and frontage. It is characterized by pedestrian-friendly streets with tree canopy coverage and a variety of garden foreyards that add colour and distinction to the street. The diversity of heritage homes, many fronted with elegant porches, mix with a few contemporary building frontages to offer handsome streetscapes with wide generous green lawns and overhead greenery.

4.3.2 Blythwood Road...

Blythwood Road is a wide gracious street, running from Yonge Street to Mount Pleasant Road and beyond through the Blythwood Ravine, east to Bayview Avenue. The section of Blythwood that is under study exhibits a streetscape that is dominated by a green landscape setting, with a diverse tree canopy.

The north side of Blythwood has deeply set front yards, with large green lawns - many offering rich shade gardens, wild woodland gardens, and perennial display gardens (often with a rural country appearance). The front setbacks are in the order of 12-18 metres from the curb line.

The residences on the south side of Blythwood, between Blythwood Gardens and Mount Pleasant have a range of large and small garden frontages, however the spacious lawns that frame the street anchor the character of Blythwood Road.

The street trees offer a range of horticultural types with several age groups of tree stands. The street has a unique canopy arch comprised of several large Silver Maple, Ash and Horse Chestnut specimens. Many of these trees must be in the order of 80 to 100 years old. A more recent secondary canopy is made of up Norway Maple, Schwedler Maple, Linden and Honey Locust. Interspersed on some garden frontages, there are crab apple trees, native plum, serviceberry, redbud, and a few very old stands of white pine and blue spruce. The horticultural richness of the street is very apparent to residents and visitors to the area with beautiful spring garden displays, and colourful fall treed landscapes. The various heights of tree canopy provide a cool, shady environment for the street in the summer months, and the low canopy and scale of the streetscape creates a comfortable, gardenesque landscape for pedestrians and cyclists.

The front gardens of Blythwood are well maintained - several offering a variety of fences and ornamental screens, ironwork railings and gates, mailboxes, garden lighting and a mixture of natural paving materials including granite setts, brick and cobble paving, cut stone, etc.

One walkway offers passage on the north side of Blythwood from St.Hilda's Avenue to Blythwood Baptist Church, and then runs on the south side of Blythwood from Blythwood Crescent to Mount Pleasant Road. The minimal paving approach of the front gardens is important in preserving the landscape quality of the neighbourhood.

The intensity of the landscape is an important traffic-calming environment, despite the fact the parking does not exist on the roadway. Street parking is prohibited on Blythwood maintaining clear open views of the buildings and picturesque gardens.

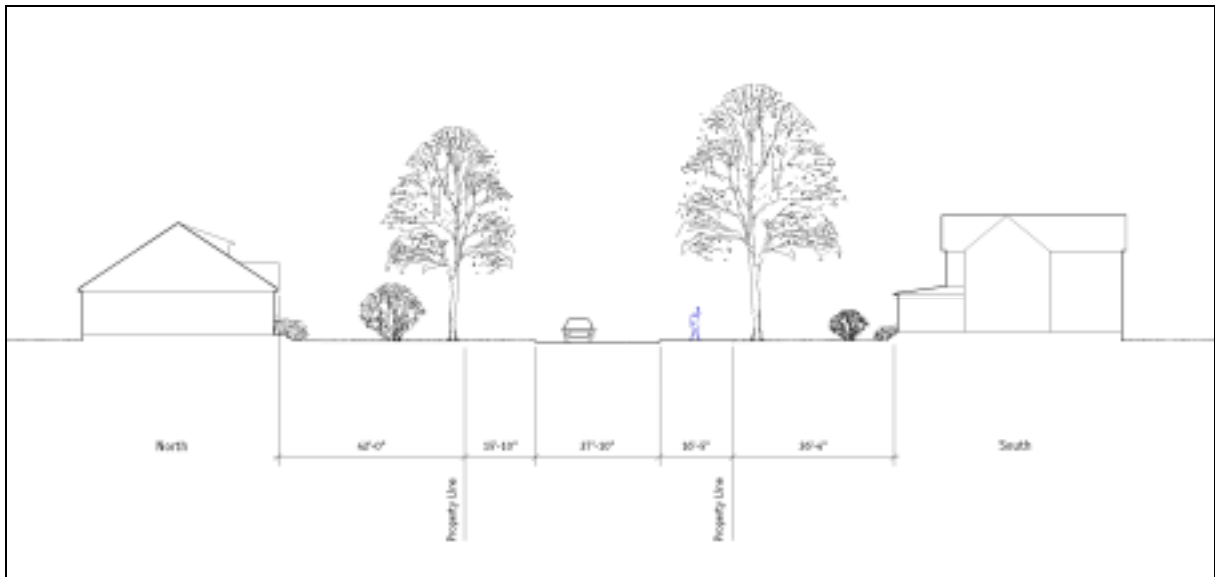
The entryways or gateways into the Blythwood Road district provide little identity, particularly at Yonge Street. The lack of streetscape features and the existing large areas of pedestrian and vehicular paving detract from the general ambiance of the Blythwood area. However, the east entrance to the Blythwood district offers a greener entrance with the ravine-side lots and the extent of ravine woodland cover.

4.3.3. Blythwood Crescent and Gardens

Both streets are composed of small clusters of residences located within a short streetscape. Handsome buildings line both streets, however the treed character of Blythwood Crescent has been lost through the absence of canopy tree coverage. A mixture of front yard gardens provide a modest landscape setting for the street.

4.3.4. The Ravine Backdrop

The Blythwood neighbourhood is located nestled against the Blythwood Ravine system, a tributary corridor of the Don River system. This important open space system provides a trail and ecosystem linkage within the community, but also provides an significant ecological linkage that forms a green backdrop to the residences and the streetscape. Appropriate environmental management of the ravine system is critical through public programs and through private landowner stewardship efforts.



Typical section through Blythwood Road

4.4 Heritage Evaluation

As part of a Heritage Conservation District all buildings are designated under the *Ontario Heritage Act*. However, four categories have been developed for buildings in study areas. The categorization process helps clarify which buildings contribute most significantly to the district.

Evaluations of all the buildings in the study area were undertaken by the study team and presented to the residents' committee. Evaluations were based on existing documentation and could change as additional information becomes available. The evaluation categories are:

"A": Buildings that are individually outstanding and have actual or potential national or provincial significance. The building must have one or more of the following criteria:

- it is one of the earliest remaining buildings in the neighbourhood,
- it shows a significant design by a prominent architect,
- it exhibits a significant construction showing excellence of materials and craftsmanship,
- it had or has an historically significant occupant, and
- it contributes to the heritage character of the HCD.

"B": Buildings that are noteworthy for their overall quality and have citywide significance. The building must have one or more of the following criteria:

- it is a pre-1900 building,
- it is a post-1900 building designed by a prominent architect,
- it meets "A" criteria but has undergone alterations,
- it is a prominently located property, and
- it contributes to the heritage character of the HCD.

"C": Buildings that contribute to the heritage character and context of the neighbourhood. The building must have one or more of the following criteria:

- it meets "B" criteria but has undergone alterations,
- it exhibits no current evidence of design by a prominent architect, and
- it contributes to the heritage character of the HCD.

"Unrated": Buildings which are not of national, provincial, citywide or contextual heritage significance and do not contribute to the heritage character of the HCD or buildings which are too recent to be accurately evaluated for their heritage value.

Properties that are in the “A” or “B” categories are landmarks of significant merit and they stand on their own. The evaluation of the "C" category is related to the context of a neighbourhood. Examined on an individual basis, or in an isolated context, it is difficult to attribute a "C" category building heritage status, but within an area of heritage significance a "C" property is a property which contributes to the overall heritage character of the neighbourhood, district or area, and which merits conservation because of its contribution to and support of the neighbourhood character.

Outbuildings have not been evaluated separately from principal structures.

Some recent buildings contribute to and support the character of the HCD. Many of these homes replicate historic styles to respond to their neighbourhood context. Within the context of a heritage study, however, it is difficult to fairly assess the heritage value of these recent buildings and for that reason the buildings from the last period (1971 to 2002) have generally not been rated. In time these buildings should be considered for their own potential heritage value.

Of the 106 buildings in the area the number of heritage buildings is 69 or approximately 65% of all buildings in the area.

‘A’s	nil	(0%)
‘B’s	10	(9%)
‘C’s	<u>59</u>	<u>(56%)</u>
Total	69	(65%)

This is substantially more than the number of heritage buildings currently recognized by the City of Toronto. The City’s Inventory of Heritage Properties has the following:

Designated	4	4%
Listed	<u>0</u>	<u>0%</u>
Total	4	4%

A map of the proposed Blythwood Road Heritage Conservation District showing the evaluation of each building is included on the next page. There are no buildings proposed for the ‘A’ category. Unrated buildings are shown unshaded.

Heritage Evaluation Map – Blythwood Road HCD

	Address	Rating		Address	Rating
5	Blythwood Gardens	C	141	Blythwood Road	C
6	Blythwood Gardens	C	148	Blythwood Road	C
7	Blythwood Gardens	C	149/51	Blythwood Road	C
8	Blythwood Gardens	C	154	Blythwood Road	C
9	Blythwood Gardens	C	157	Blythwood Road	C
10	Blythwood Gardens	C	158	Blythwood Road	C
11	Blythwood Gardens	C	159	Blythwood Road	C
12	Blythwood Gardens	C	162	Blythwood Road	C
12	Blythwood Road	C	163	Blythwood Road	C
14	Blythwood Road	C	168	Blythwood Road	C
16	Blythwood Road	C	169	Blythwood Road	C
20	Blythwood Road	C	170	Blythwood Road	unrated
25	Blythwood Road	unrated	171	Blythwood Road	C
29	Blythwood Road	unrated	172	Blythwood Road	C
33	Blythwood Road	C	173	Blythwood Road	C
36	Blythwood Road	unrated	177	Blythwood Road	C
37	Blythwood Road	C	178	Blythwood Road	C
38	Blythwood Road	unrated	180	Blythwood Road	unrated
41	Blythwood Road	C	181	Blythwood Road	C
51	Blythwood Road	C	182	Blythwood Road	unrated
56	Blythwood Road	B	185	Blythwood Road	C
57	Blythwood Road	unrated	189	Blythwood Road	C
63	Blythwood Road	unrated	193	Blythwood Road	C
64	Blythwood Road	C	197	Blythwood Road	C
67	Blythwood Road	unrated	199	Blythwood Road	C
71	Blythwood Road	unrated	212	Blythwood Road	unrated
75	Blythwood Road	unrated	214	Blythwood Road	unrated
79	Blythwood Road	unrated	216	Blythwood Road	unrated
80	Blythwood Road	C	218	Blythwood Road	unrated
83	Blythwood Road	unrated	220	Blythwood Road	unrated
88	Blythwood Road	C	222	Blythwood Road	unrated
89	Blythwood Road	unrated	223	Blythwood Road	B
95	Blythwood Road	C	241	Blythwood Road	B
98	Blythwood Road	B	253	Blythwood Road	B
102	Blythwood Road	C	255	Blythwood Road	C
103	Blythwood Road	C	257	Blythwood Road	C
107	Blythwood Road	C	261	Blythwood Road	C
111	Blythwood Road	C	275	Blythwood Road	unrated
112	Blythwood Road	unrated	279	Blythwood Road	C
115	Blythwood Road	B	285	Blythwood Road	unrated
122	Blythwood Road	C	289	Blythwood Road	unrated
123	Blythwood Road	B	299	Blythwood Road	unrated
124	Blythwood Road	C	307	Blythwood Road	C
129	Blythwood Road	B	315	Blythwood Road	C
132	Blythwood Road	C	1	St. Hilda's Avenue	C
134	Blythwood Road	C	2	St. Hilda's Avenue	unrated
137	Blythwood Road	B	3	St. Hilda's Avenue	C
139	Blythwood Road	unrated	5	St. Hilda's Avenue	B

5.0 Implementation

5.1. Municipal Policy

For the implementation of the Blythwood Road Heritage Conservation District, City Council may consider the following actions:

1) The Blythwood Road Heritage Conservation District, with boundaries as illustrated in this report, be designated as a Heritage Conservation District under Part V of the *Ontario Heritage Act*.

2) All individual properties within the District be added to the City of Toronto's Inventory of Heritage Properties as properties designated under Part V of the Ontario Heritage Act; and that the evaluations of the individual buildings included in this report be adopted. (Properties already designated under Part IV will remain designated under Part IV of the Act and will not be designated under Part V).

Section 42 of the *Ontario Heritage Act* states, among other things, that no person shall in the Heritage Conservation District erect, demolish or remove any building or structure, or alter the external portions, without a permit.

The City of Toronto has adopted a streamlined process for the issuance of permits in Heritage Conservation Districts through a delegation by-law. The following is a brief description of the process and is based on the standard procedures adopted for other heritage conservation districts within Toronto.

5.1.1 When No Heritage Permit is Required

The *Ontario Heritage Act* is specific in that, in heritage conservation districts, permits are only required for the alteration of exterior portions of buildings or structures. For Heritage Conservation Districts, under the Act:

No permit is required for interior alterations or landscaping, which includes plantings, walkways and driveways.

In addition, through the delegation by-law, Council has determined that no permit is required for

- an alteration that is not visible from the street,
- exterior painting of wood, stucco or metal finishes,
- repair, using the same materials, of existing exterior features, including roofs, wall cladding, dormers, cresting, cupolas, cornices, brackets, columns, balustrades, porches and steps, entrances, windows, foundations and decorative wood, metal, stone or terra cotta,
- installation of eavestroughs,

- weatherproofing, including installations of removable storm windows and doors, caulking and weather-stripping, and
- installation of exterior lights.

Although a permit is not required in the above instances, property owners and residents are encouraged to conform to the spirit and intent of the Heritage Character Statement for the HCD.

In Heritage Conservation Districts, City Council's delegation by-law also authorizes the Commissioner of Economic Development, Culture and Tourism to issue permits on behalf of Council when the proposed work is compatible with the guidelines for a Heritage Conservation District. The proposed work can involve construction of a building or structure or alteration to the exterior of a building or structure.

Permit applicants are encouraged to meet with City staff in the Heritage Preservation Services section of the Culture Division regarding proposed work. These meetings will help City staff to understand the proposal and assist applicants in meeting the guidelines.

For any work requiring the issuance of a building permit heritage approval will be required. The building permit, when issued, is deemed to include the heritage permit. No separate or additional permit is required.

Should an alteration not require a building permit but relate to a matter not exempted from the requirement of a heritage permit as described above, a separate heritage permit may be issued by City staff. These Heritage Permits are for alterations visible from the street including matters such as: new aerials, antennas, skylights, vents, exterior air conditioning unit, masonry cleaning or painting, and replacement of existing architectural features, such as windows.

Although delegating this authority to staff, City Council can nevertheless decide that it, rather than staff, will assume responsibility over any given permit application. Furthermore, at any time prior to the issuance of a heritage permit, City Council, at the request of the Ward Councillor, can assume responsibility for a specific permit application.

5.1.2 When City Council issues Heritage Permits

When a heritage permit application does not, in view of City staff, comply with the district design guidelines or when it involves the demolition of a structure in the conservation district, City Council will decide on the application. In making its decision, Council will be provided with the advice of City staff.

5.1.3 Appealing City Council's Decision

Section 44 of the Ontario Heritage Act provides an appeal process. The applicant for a heritage permit may appeal the decision of Council on alterations or new construction to the Ontario Municipal Board.

In the case of an application for a demolition permit, council's decision is final. However, in the case of refusal of a demolition permit, an applicant may proceed despite Council's refusal if 180 days have elapsed from the date of refusal and the applicant has a valid building permit for a replacement building issued under the HCD section of the *Ontario Heritage Act*. As stated above, if Council refuses such a building permit, an applicant may appeal Council's decision on the building permit to the Ontario Municipal Board.

5.1.4 Heritage Permit Application Content

An application for a permit for work in a conservation district must contain the following information:

- Address of the property,
- Name and address of the property owner,
- A description of the proposed work, including all of the following:
 - a site plan/sketch showing the location of the proposed work
 - drawings of the proposed work showing materials, dimensions and extent of the work to be undertaken,
 - any written specifications or documentation for the proposed work,
 - photographs showing the existing building condition where the work is to take place,
 - any research or documentation in support of the proposal including archival photographs of the property, pictures or plans of similarly styled buildings in the community, and
- a signed statement by the owner authorizing the application.

5.1.5 Heritage Conservation District Advisory Committee

The residents of Blythwood Road may wish to establish a Heritage District Advisory Committee to advise City staff regarding applications under review. A Heritage District Advisory Committee has been established in other districts such as Wychwood Park and South Rosedale. It is not a mandatory requirement of a HCD.

5.2 District Design Guidelines

The following guidelines are established for managing property alteration and development in the Heritage Conservation District with a view to the preservation of the existing architectural character of the district and its streetscape as defined in the Heritage Character and Streetscape Character Statements. All alteration and development within the district will require prior approval of Heritage Preservation Services, and in some cases Council, in addition to other existing building and planning approvals, unless exempted under the terms of the delegation by-law described above.

The intent of these guidelines is to ensure alteration and development in the District that enhance and sustain the unique character of the District, as defined in the Heritage Character Statement in this study.

As guidelines, they are not intended to be applied as strict regulations but are to provide guidance and assistance in the design and decision making process. Assistance in interpreting these guidelines will be available from staff of Heritage Preservation Services.

5.2.1 Definitions

Italicized terms included in these guidelines have the following meanings:

Category "A":	Buildings of national or provincial significance as identified by the Heritage Evaluation undertaken in this study or determined by further review and evaluation.
Category "B":	Buildings of potential citywide significance as identified by the Heritage Evaluation undertaken in this study or determined by further review and evaluation.
Category "C":	Buildings of contextual significance, which contribute to the heritage character of the HCD as identified in the Heritage Evaluation or determined by further review and evaluation.
District:	The Blythwood Road Heritage Conservation District.
Heritage Character:	As defined by the Heritage Character Statement in this study.

Heritage Buildings: Buildings in the District in "A", "B" and "C" categories.

Unrated Buildings: Buildings not included in category "A", "B" or "C", which are not of national, provincial, citywide or contextual heritage significance, do not contribute to the heritage character of the HCD or are too recent to be accurately evaluated.

5.2.2 Guidelines For Alterations And Additions To Heritage Buildings

Most construction in the *district* will occur as alterations or additions to existing buildings. It is the intent of these guidelines to encourage the preservation of existing *heritage buildings*, to aid sensitive and contextual design for new work and to strengthen and support the *heritage character* of the *district*. While these are general guidelines, it is evident that their application and effect may vary depending upon the heritage evaluation category of the building in question.

- 1 Alterations and additions to *heritage buildings* should maintain or enhance rather than detract from the existing architectural style and character of the building and those surrounding it. To this end:
 - ❖ Reasonable effort should be taken to repair rather than replace significant architectural elements.
 - ❖ The building should be examined carefully, together with buildings of similar architectural style, to determine what changes have already occurred before commencing an alteration or addition. If architectural elements have been removed from the building, it may be attractive and feasible, although not necessary, to re-introduce these missing elements as part of a proposed alteration. Porches, original doors and window sashes are examples of these elements.
 - ❖ Using *heritage buildings* in the *district* and the building concerned as a guide, alterations and additions should be consistent with their size, scale, proportion and level of detail.
 - ❖ No alteration or addition should visually overwhelm the building in question or neighbouring buildings.
 - ❖ Alterations and additions should, to the extent reasonable, maximize the use of materials that predominate in the building concerned or in buildings of similar architectural style in the area.
 - ❖ Existing wall to window ratio and proportion should, in general, not be materially altered.

- ❖ Windows, doors and details should relate in scale and proportion to those of the existing building.
 - ❖ The height of an addition generally should not exceed the height of the ridge of an existing sloping roof or the height of the existing roof or parapet.
- 2 The principles and guidelines in section 1 need not apply to alterations and additions that do not have a significant visual impact when viewed from the street.

5.2.3 Guidelines For New Buildings And Alterations And Additions To Unrated buildings

- ❖ New buildings and alterations and additions to *unrated buildings* should contribute to and not detract from the variety and *heritage character* of the *district*.
- ❖ New buildings and alterations and additions to *unrated buildings* should be designed to be compatible with the *heritage buildings*, in terms of scale, massing height, setback, and entry level.
- ❖ The roof profile and the location of the eaves lines or the roof parapet should be designed so that the apparent height of the building is compatible with that of its neighbours and is not visually overwhelming to neighbouring buildings.

5.2.4. Landscape/Streetscape Guidelines

The following guidelines are intended to guide future upgrading and enhancements which residents may wish to undertake as they maintain or redevelop their properties over the short and long term. These guidelines are not intended to limit or constrain upgrading but rather set direction to achieve consistency within the heritage precinct. The guidelines also set direction for major reinvestment that may take place for public infrastructure over the long term.

- ❖ Maintain open space character of Blythwood by maintaining spacious setbacks and large frontage gardens. Maintain garden frontages, and limit/prohibit parking area frontages on all streets.
- ❖ Promote a parking strategy for the district that protects streetscape character. Limit integral and below grade parking garage development that alters the streetscape character.
- ❖ Protect existing street trees from damage due to site development, redevelopment and paving modifications, street and infrastructure works.
- ❖ Establish a streetscape planting program in partnership with City of Toronto Urban Forestry staff to set a succession planting program in place for the heritage streets. Re-establish the boulevard planting for Blythwood Crescent.

- ❖ Promote an environmental approach to street planning – native plant species for street trees and urban forestry management, shade for pedestrian areas and gardens, successional approach to planting, etc.

Potential Infrastructure Improvements:

- ❖ Establish primary and secondary gateways to the district – future design and infrastructure investment could include the following streetscape components: heritage street signage, improved lighting, planting, enhanced paving, floral displays.
- ❖ As public infrastructure and street servicing upgrades are made over time – bury existing overhead wiring and remove street poles. Minimize engineering street cross-sections to reduce concrete and use materials suitable for enhancing the character of the heritage district. Improve streetscape lighting where feasible to enhance character.
- ❖ Install a heritage street signage system that identifies the district.

5.2.5 Guidelines for Demolition

Guidelines in this section are for all buildings in the *district*. In general demolition is to be discouraged but it is acknowledged that the impact of demolition may vary depending upon the heritage evaluation category of the building in question:

1. Demolition of a building in the "*A*" or "*B*" category is to be vigorously opposed through the utilization of all heritage preservation protections afforded by law.
2. Demolition of buildings in the "*C*" category is generally considered appropriate only if the proposed replacement building, as shown in the issued building permit, is equally able or more able to contribute to *the heritage character* of the *district* and is acceptable under these guidelines and the zoning by-law.
3. Demolition of an *unrated building* will generally be permissible if the replacement building, as shown in the building permit application, is acceptable under these guidelines and the zoning by-law.

6.0 Architectural Styles



Victorian Bay 'n' Gable 1875-1890

Typical red brick usually with dichromatic accents (arches, string courses), prominent polygonal front bay with verge-boarded eaves and scrolled and turned brackets defining the steep gables. [See also McHugh, Toronto Architecture; A City Guide]



Edwardian Classicism 1900-1930

The pure style is represented by mannered and geometrized classical mouldings, with keystones and other details rendered in contrasting stone. The distilled residential style is somewhat square and simple with some classical elements like classicized posts as porch support.



Anglo-Period Revivals – 1900 to present

English Cottage Style, Jacobethan, neo-Tudor, etc. These styles are all descended from the 16th Century cottages and manor houses of England and reincarnated by renowned English architects of the turn of the century, Voysey, Lutyens and, slightly before them, Shaw. Their styles were copied and distilled throughout the suburbs of North America.



Bungalow 1900-1945

Bungalow refers to a style of house popularized in the United States before WW1 and consists of low cottage-like houses exhibiting exposed carpentry, hence the often-applied qualifier ‘Craftsmen Bungalow.’ “Another... feature is exposed structural framing. Purlins, rafters, plates, braces and posts are highly visible in gable ends, under eaves as well as supporting members for the extensive porches and verandas. Building material varies, but most favoured was the combining of rustic textures, such as stone or brick with a siding such as horizontal board or shingle.” (Blumenson, page 176)

7.0 Bibliography

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