

BLOOR-YORKVILLE HISTORIC CONTEXT STATEMENT

FINAL
OCTOBER 29, 2025



PREPARED FOR
HERITAGE PLANNING
CITY PLANNING DIVISION
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Note: The text in this document has been extracted directly from the larger Cultural Heritage Resource Assessment Report.

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Cover Image: The Penny Farthing coffee house at 110-2 Yorkville Avenue, 1963 (TPL, TS-2-136-GT-373).

DRAFT

1.0 INTRODUCTION

City of Toronto Heritage Planning utilizes CHRAs to document and analyze an area's history and ensure that properties of potential cultural heritage value or interest are appropriately identified, understood and conserved.¹ In December 2020, Heritage Planning engaged Common Bond to prepare the Bloor-Yorkville Cultural Heritage Resource Assessment (CHRA). The Bloor-Yorkville CHRA was coordinated with the Bloor-Yorkville Secondary Plan study.² Common Bond Collective and City Planning staff presented to and sought input from the community through a series of Heritage Focus Group (HFG) meetings. The HFG was composed of local historians, representatives of local neighbourhood organizations, and property owners with insight into the area's heritage. The local city councillor also attended HFG meetings. The feedback from the HFG meetings was taken into consideration when producing the findings and recommendations.

The consultant team for this project was composed of David Deo (BA, Dipl. Heritage Conservation, CAHP) and Ellen Kowalchuk (MA, CAHP), both partners at Common Bond Collective. Common Bond Collective was assisted by Rachel Delph (MA) who provided research and database support relating to the architectural history of the area as well as the history and mapping of art galleries, interior design and antique shops. Rachel also conducted field photography in 2021.

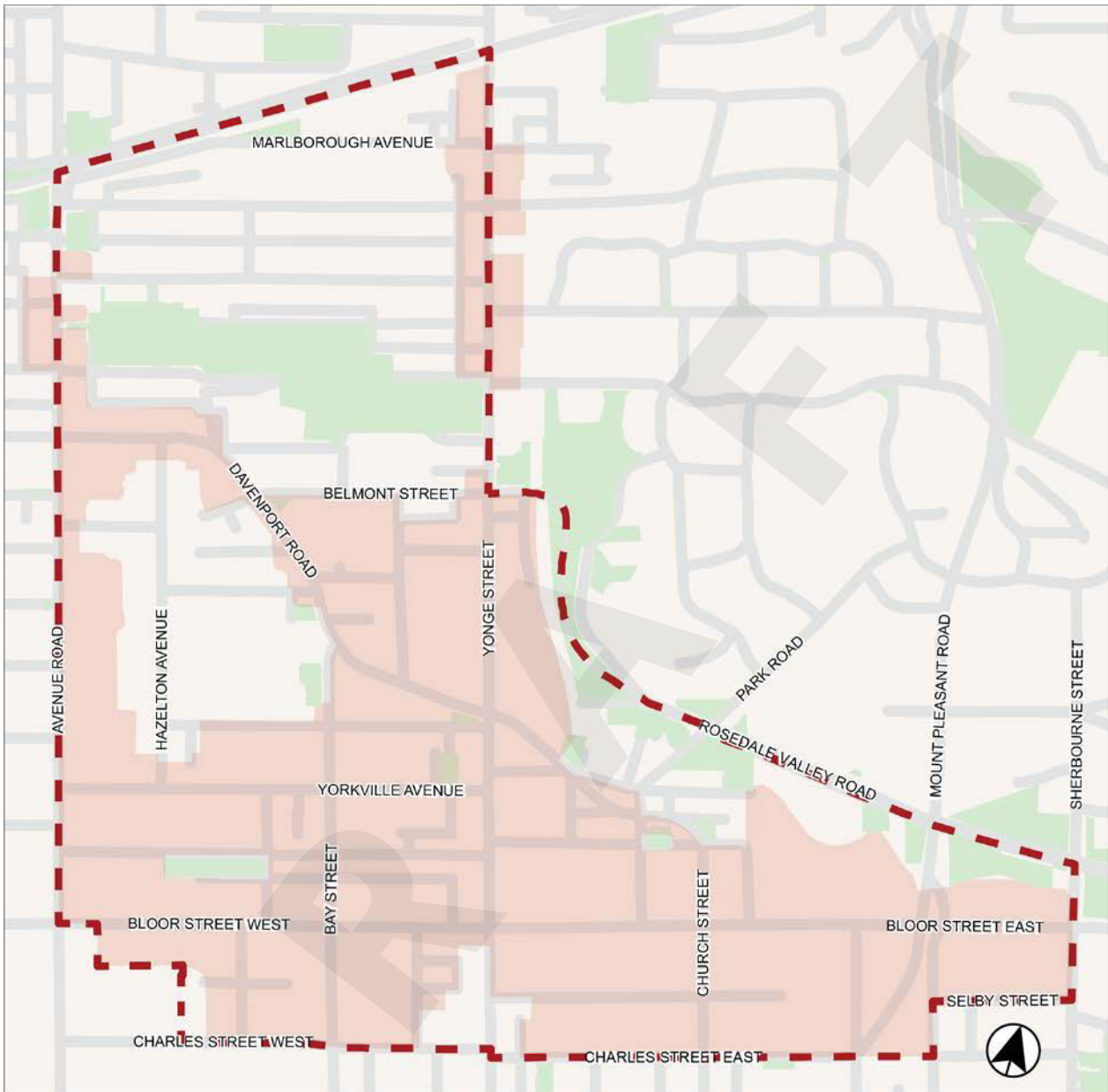
1.1 CHRA STUDY AREA

The Bloor-Yorkville Cultural Heritage Resource Assessment (CHRA) Area is bounded by the CPR railway corridor (north), Yonge Street, Rosedale Valley Road and Sherbourne Street (east), Charles Street (south) and Avenue Road (west) (Map 1). Historically, the CHRA study area is composed of parts of Concession 1, Park Lots 5, 6, 7, 8, 9, 10 and 11 as well as Concession 2, Township Lots 18, 19, 20, 21 and 22. The majority of the CHRA study area, however, is composed of Concession 2, Township Lots 20, 21 and 22.

The CHRA study area is based on the Bloor-Yorkville Secondary Plan study boundary (Map 1). The CHRA study area boundary was selected by the city to allow an efficient scope which would permit the CHRA to provide timely advice through the Secondary Plan Study process. The boundary was drawn primarily around areas zoned as mixed-use, which were considered most likely to experience change through development, and which were the focus of the policy review process. At the same time, the boundary excluded areas zoned residential, which were considered stable and were not projected for policy change. Finally the boundary excluded areas previously surveyed, through Heritage Conservation District studies for Yorkville-Hazelton and Historic Yonge Street. The CHRA study area includes several properties that are on the City's Heritage Register, both listed and designated under the *Ontario Heritage Act* (Map 2). Substantial portions of the area are identified as having archaeological potential (Map 3).

¹ The CHRA did not include an archaeological assessment.

² See the City of Toronto's Bloor-Yorkville Secondary Plan Overview at <https://www.toronto.ca/city-government/planning-development/planning-studies-initiatives/bloor-yorkville-secondary-plan/bloor-yorkville-secondary-plan-overview/>



MAP 1: BLOOR-YORKVILLE CHRA BOUNDARIES

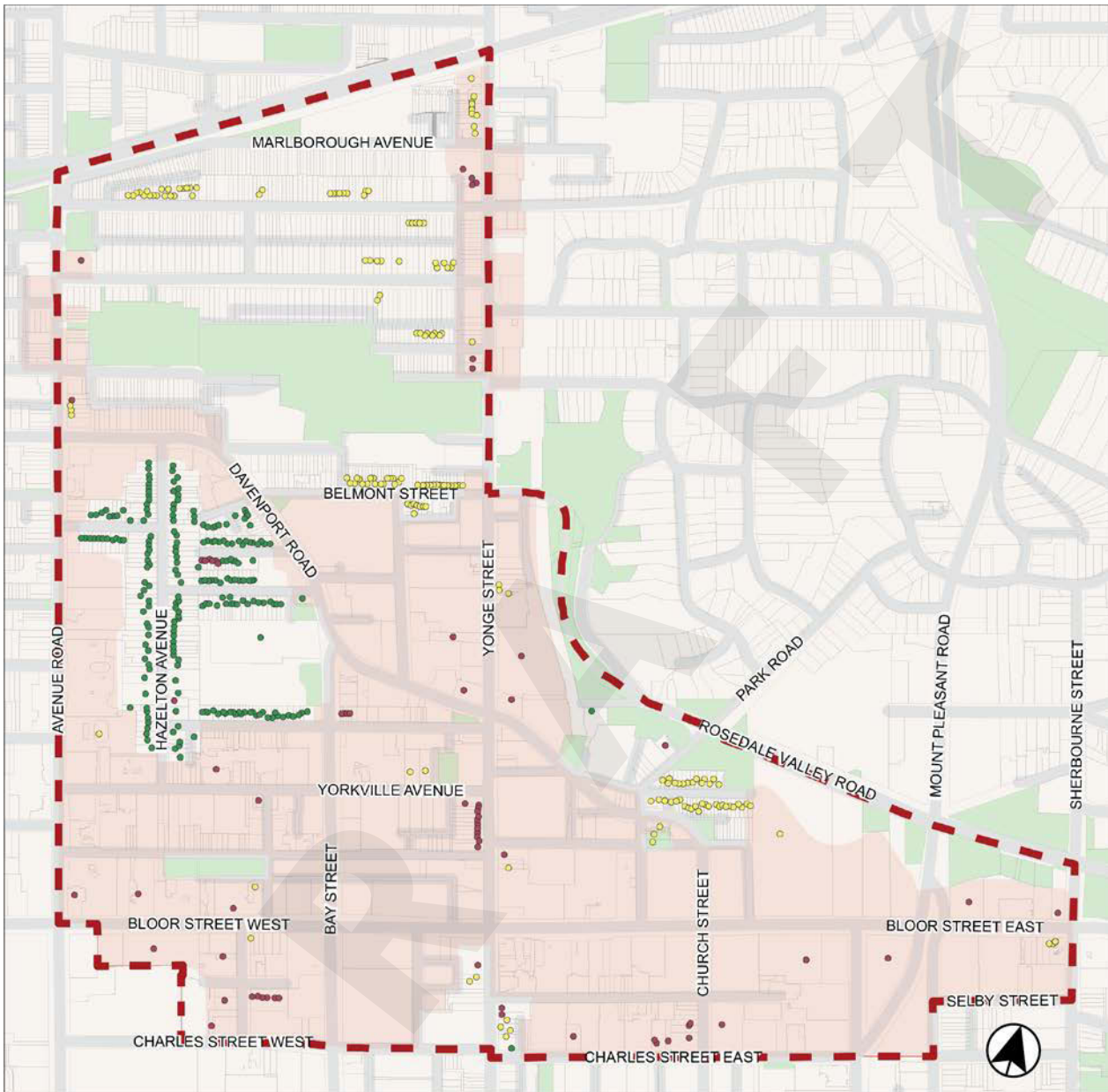


CHRA Area



Secondary Plan Study Area

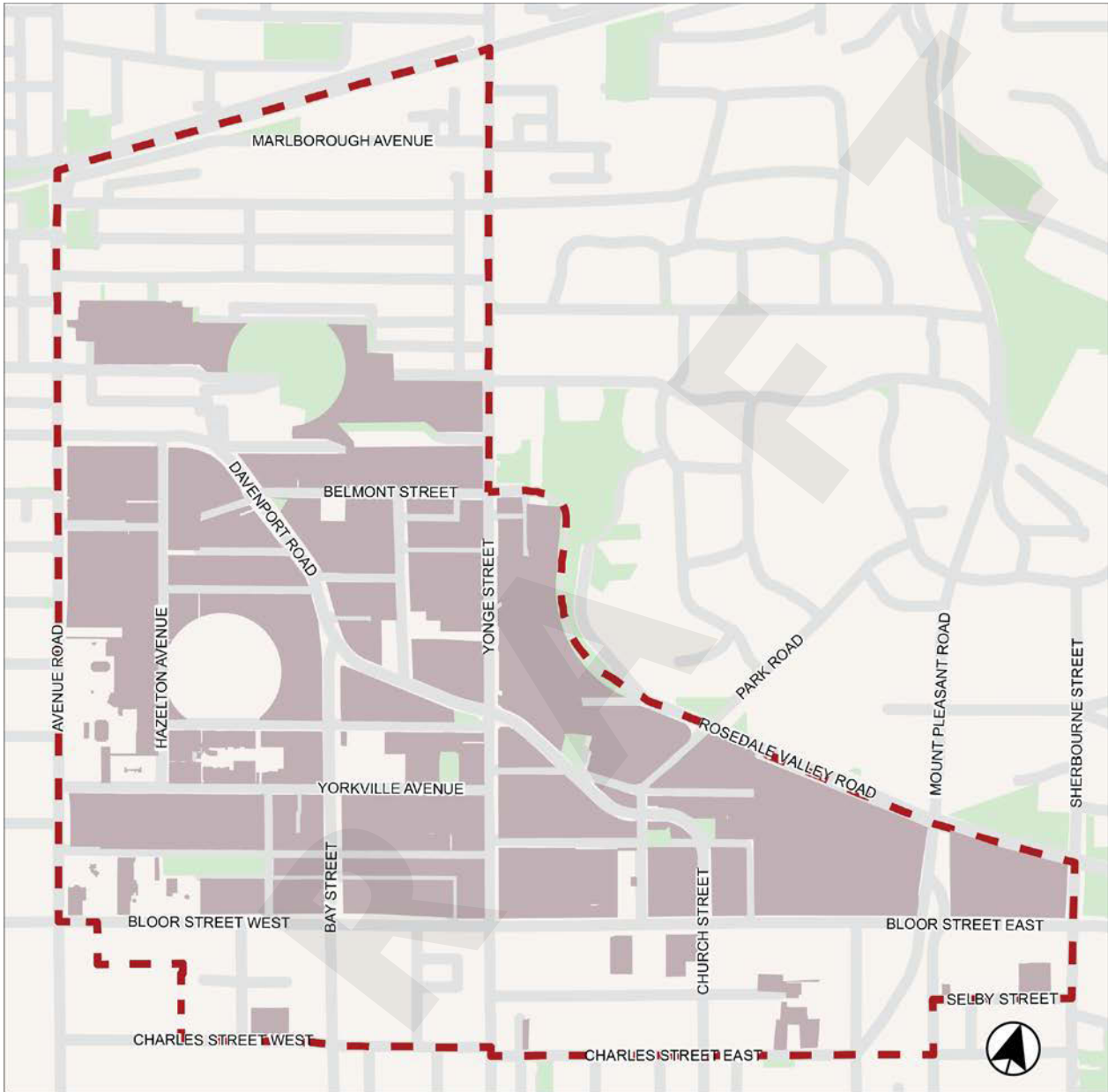
(Map: City of Toronto/CBCollective, 2025)



MAP 2: BLOOR-YORKVILLE CHRA HERITAGE REGISTER PROPERTIES

- Part V Designated properties
- Part IV Designated properties
- Listed properties
- CHRA study area
- Secondary Plan Study area

*Heritage Register data current to July 3, 2025
(Map: City of Toronto/CBCollective, 2025)



MAP 3: BLOOR-YORKVILLE CHRA ARCHAEOLOGICAL POTENTIAL



Archaeological Potential



Secondary Plan Study area

*Archaeological Potential data current to October 15, 2024
(Map: City of Toronto/CBCollective, 2025)

2.0 BLOOR-YORKVILLE THEMES

The following chart identifies the themes and sub-themes related to the evolution and development of the Bloor-Yorkville CHRA study area. They were developed by the consultant team through research, analysis and consultation with Heritage Planning staff. The themes and sub-themes were used to organise information in the Historic Context Statement. The themes provide a broad organising structure with the sub-themes providing a greater level of specificity.

Theme	Theme Description	Sub-themes
Indigenous Peoples	This theme relates to the ways in which Indigenous Peoples have shaped the CHRA study area.	• Trade and Travel routes • Treaty 13
Natural Environment	This theme relates to the ways in which the natural environment has shaped the CHRA study area.	• Topography
Organisation of European Settlement	This theme relates to the ways colonial settlement and land division have shaped the CHRA study area.	• Townships, Concessions and Lots • Early Settlement
Civic Government & Institutions	This theme relates to how the entities responsible for civic administration have shaped the CHRA study area through the institutions they created.	Village of Yorkville • Education • Parks and Recreation • Public Safety and Public Works City of Toronto • Education • Parks and Recreation • Public Safety and Public Works
Transportation	This theme relates to how transportation networks have shaped the CHRA study area.	• Road Networks • Commuter Transit
Residential Development	This theme relates to how the development of residential areas and buildings have shaped the CHRA study area.	• Urban Subdivision • Initial Neighbourhoods • Infill Development

Theme	Theme Description	Sub-themes
Commercial Development	This theme relates to how the development of major economic activities have shaped the CHRA study area.	• Resource Extraction & Agriculture • Early Industry • Main Streets • Financial Industry • Service Industry • Retail Industry
Community	This theme relates to how the CHRA study area has been shaped by local groups, clubs, organisations and associations.	• Community Organisations • Places of Worship
Arts & Culture	This theme relates to how the CHRA study area has been shaped by cultural activities. Note: there is overlap between this theme and the commercial development theme.	• Visual Arts including Art Galleries • Music • Interior Design and Antiques • Media including TV and Radio

3.0 HISTORIC CONTEXT STATEMENT

This section provides a high-level account of the historical evolution of the CHRA study area. It is organised into seven parts based on the historical evolution of the Bloor-Yorkville CHRA study area:

- Indigenous Peoples
- 18th Century and Earlier
- 1800s - 1850s
- 1850s - 1882
- 1883 - 1930s
- 1940s - 1960s
- 1970s - present

Each section provides: an introduction to the period of development; a list of themes and sub-themes that were significant in shaping the CHRA study area during the period; a narrative description of the period of development; and a summary of the existing built form as related to the themes and subthemes. The Historic Context Statement serves as an evaluative tool when screening properties for heritage potential.

3.1 INDIGENOUS PEOPLES³

For time immemorial, Toronto has been home to Indigenous peoples. Ojibway oral histories speak of Ice People, who lived at a time when ice covered the land.⁴ Following the retreat of glaciers approximately 13,000 years ago, small groups of Indigenous peoples moved from place to place, hunting and gathering the food they needed according to the seasons. Over millennia, they adapted to dramatically changing environmental conditions, developing and acquiring new technologies as they did so. Waterways and the lake were vital sources of fresh water and nourishment, and shorelines and near-by areas were important sites for gathering, trading, hunting, fishing, and ceremonies. Long-distance trade moved valuable resource across the land.

After maize and squash were introduced to Southern Ontario, by approximately 500 CE, horticulture began to supplement food sources. By 1300 CE, villages focused on growing food became year-round settlements surrounded by crops. These villages were home to ancestors of the Huron-Wendat Nation, who would continue to occupy increasingly larger villages in the Toronto area and beyond. These villages were connected to well-established travel routes which were part of local and long-distance trail networks, including the Carrying Place trails on the Don, Rouge and Humber rivers that connected Lake Ontario to Georgian Bay. Beads made from seashells from the eastern seaboard were found at the Alexandra site in North York, which was a community of 800-1000 people in approximately 1350.

³ This section's text and footnotes have been provided by Heritage Planning staff with the City of Toronto.

⁴ With thanks to Philip Cote for the references to Benton-Banai, Edward, *The Mishomis book: The voice of the Ojibway* (Indian Country Press, 1985), p. 26.

By 1600, the Wendat had formed a confederation of individual nations, and had concentrated most of their villages away from Lake Ontario, in the Georgian Bay area. Following contact with French explorers and missionaries in Southern Ontario in the early 1600s, European diseases decimated First Nations. Competition for furs to trade with Europeans and the desire to replenish numbers through absorption of captives, among other factors,⁵ contributed to the Beaver Wars, which after 1640, saw the Haudenosaunee Confederacy expand into Southern Ontario, dispersing the Wendat. Within the boundaries of today's Toronto, the Haudenosaunee Confederacy then occupied villages on the Carrying Place trails on the Humber and Rouge Rivers from approximately the 1660s to the 1680s.

In the late 1680s, the Haudenosaunee Confederacy chose to leave their villages in the Toronto area and returned to their homelands in upstate New York. As evidenced by the 1701 Great Peace of Montreal, the 1701 Nanfan treaty, and the Dish with One Spoon Treaty, the Haudenosaunee continued to have an interest in the resources of the area. Anishinaabe people from the Lake Superior region then moved in the Toronto area. While the Wendat and Haudenosaunee people lived in year-round villages surrounded by crops, the Anishinaabe people continued to live primarily by seasonally moving across the land to hunt, fish and gather resources that were available at a specific time, including migrating birds and maple syrup. To the west of Toronto, the Anishinaabe people became known as the Mississaugas of the Credit. To the east, they became known as the Chippewas of Beausoleil, Georgina Island and Rama and the Mississaugas of Alderville, Curve Lake, Hiawatha, Scugog Island.

In 1787, as the British began to prepare for an influx of colonists into the area following the American Revolution, the British Crown negotiated the Toronto Purchase with the Mississaugas of the Credit First Nation to obtain title to the land. The flawed and poorly documented agreement was invalidated, and Treaty 13 was negotiated in 1805 for lands now including much of the City of Toronto. In 1923, the Governments of Ontario and Canada signed the Williams Treaties for an area including portions of eastern Toronto, with seven First Nations of the Chippewa of Lake Simcoe (Beausoleil, Georgina Island and Rama) and the Mississaugas of the north shore of Lake Ontario (Alderville, Curve Lake, Hiawatha and Scugog Island).

The Mississaugas, Chippewa, the Haudenosaunee, or the Wendat did not traditionally regard land as a commodity to be sold or owned. Following the Toronto Purchase, the British government quickly set out to survey the land into lots which were either sold or granted into private ownership of settlers.

The City of Toronto remains the traditional territory of many nations including the Mississaugas of the Credit, the Anishinaabeg, the Chippewa, the Haudenosaunee and the Wendat peoples and is now home to many diverse First Nations, Inuit and Métis peoples. Toronto is also covered by Treaty 13 signed with the Mississaugas of the Credit,

5 <https://histindigenouspeoples.pressbooks.tru.ca/chapter/chapter-5-colonial-wars-looking-east/>, Gary Warrick, "The Aboriginal Population of Ontario in Late Pre-history," in Munson and Jamieson, eds. *Before Ontario: The Archaeology of a Province* (McGill-Queen's University Press, 2013), p. 72.

and the Williams Treaties signed with seven Mississaugas and Chippewa First Nations.

3.2 18TH CENTURY AND EARLIER

The following themes and sub-themes were significant in shaping the CHRA study area during the 18th Century and Earlier period of development:

- **Natural Environment**
 - Topography
- **Indigenous Peoples**
 - Trade and travel routes
- **Organisation of European Settlement**
 - Townships, Concessions and Lots

3.2.1 NATURAL ENVIRONMENT

Topography

Geological conditions have helped shape the history and evolution of the area, with the ancient Lake Iroquois shoreline and more recent ravine systems playing significant roles. Lake Iroquois was formed about 13,000 years ago by runoff from the melting Laurentide Ice Sheet. Much larger than the present Lake Ontario, its shoreline in Toronto was roughly five kilometres north of the current waterfront (Figure 1). Today the shoreline is reflected by a substantial bluff that remains a defining topographical feature in Toronto and beyond. Land south of the shoreline is characterized by sand, with sporadic clay and gravel deposits from the ancient lake.

The CHRA study area is located below the ancient Lake Iroquois shoreline on the ancient lake bottom which inclines gradually toward its northern limits (Figure 2). The topography is also defined by ravine valleys including Castle Frank Brook cutting east to join the Don River and Valley. These ridges and valleys played an important role in shaping a number of the area's roads and development patterns that defy the conventional survey grid.

3.2.2 INDIGENOUS PRESENCE AND USE

Trade and Travel Routes

The CHRA study area has long been used by Indigenous peoples as a transportation route for trade and travel. Following the retreat of the Lake Iroquois shoreline, a foot-path emerged along the base of the bluff that meandered along existing topography to minimize steep inclines. The trail served as an important east-west route for local and regional Indigenous travellers, connecting settlements, hunting and fishing grounds, and trade routes.

In its full length, the trail ran from the present-day intersection of Kingston Road and Queen Street East, westward over the Don River and then along the base of the escarpment before continuing west beyond the Humber River. Also crossing the Rouge

River, the trail provided connections to the Toronto Carrying Place system, and broader trade networks to the upper Great Lakes, Atlantic coast, and the Midwest. This usage is reflected in one Indigenous name for the trail, *Gete-Onigaming*, meaning “at the old portage” in Ojibway.^{6,7}

Burial Site

19th century settler accounts of Toronto’s history refer to an ancient Indigenous burial ground at a place historically known as the Sandhill in the vicinity of Yonge and Bloor. The site was also referenced by Heritage Focus Group members. Henry Scadding described the site as a moderate rise created by the former lake, although the precise location of the site is not known.⁸

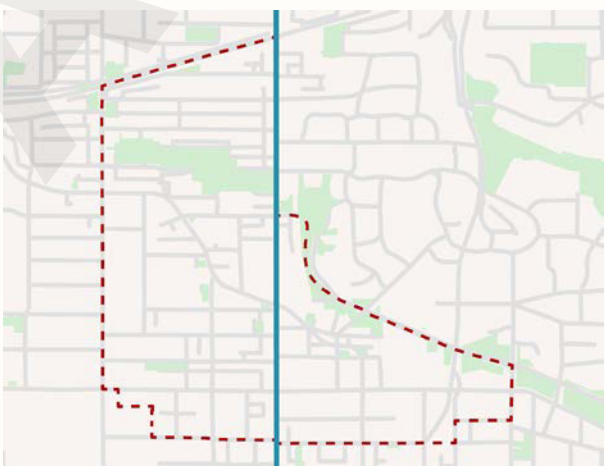
Reference to the site comes through the death of an Indigenous soldier who was killed defending York in 1813. The fighter was buried at the Sandhill site, where an ancient Indigenous burial ground was known to have existed but was at the time long-abandoned. The Sandhill had been significantly disturbed by aggregate extraction by the 1870s, before any archaeology on the site occurred.⁹

3.2.3 ORGANISATION OF EUROPEAN SETTLEMENT

Townships, Concessions and Lots

Following negotiation of the Toronto Purchase, British Parliament created Upper Canada and appointed John Graves Simcoe Lieutenant-Governor. Upper Canada was divided into a series of counties which were further surveyed into townships, concessions and lots. Toronto was surveyed into park lots (100 acres) between Queen and Bloor streets and township or farm lots (200 acres) north of Bloor Street. These lots were granted to retired soldiers and high ranking bureaucrats, many of whom were friends and associates of Simcoe. The CHRA study area comprises portions of seven Park Lots south of Bloor Street, and five Township Lots to its north. The original patentees are listed in Appendix A.

- 6 ASI, *West Annex Phase II Historic Context Statement and Heritage Survey Project - Final Report*, p. 37.
- 7 Heritage Focus Group members also described the history of the Indigenous trail and identified it as a significant element of the CHRA study area’s history.
- 8 Sources suggest several possible locations of the burial ground. The Toronto Historical Association suggests it was south of Bloor Street, probably on Bay Street’s west side (see <http://www.torontohistory.net/sandhill-site-the-indians-grave/>), whereas the Ontario Genealogical Society via WikiTree suggests it was southeast of Yonge and Charles streets.
- 9 Henry Scadding, *Toronto of old: collections and recollections, illustrative of the early settlement and social life of the capital of Ontario*. (Toronto: Adam, Stevenson & Co. 1873), pp. 399-401.

Existing Built Form and Themes: 18th Century and Earlier	
Description of Existing Built Form: The location of Davenport Road. Theme: Indigenous Peoples Sub theme: Trails Theme: Natural Environment Sub theme: Topography	 Map showing Davenport Road's historical portion. The street is associated with the path of the ancient Indigenous trail (City of Toronto & CBCollective 2025).
Description of Existing Built Form: The location of Yonge Street. Theme: Organization of European Settlement Sub theme: Early Settlement Theme: Transportation & Infrastructure Sub theme: Road Networks	 Map showing the location of Yonge Street in blue (City of Toronto & CBCollective 2021).

Existing Built Form and Themes: 18th Century and Earlier	
Description of Existing Built Form: The location of Bloor Street. Theme: Organisation of European Settlement Sub theme: Townships, Concessions and Lots Theme: Transportation & Infrastructure Sub theme: Road Networks	
	Map showing the location of Bloor Street, originally surveyed as the First Concession Road (City of Toronto & CBCollective 2021)

3.3 1800s - 1850s

Period Synopsis

In the first half of the 19th century the CHRA study area grew from a stopping point on the road to York to a fledgling suburban village. The community's early growth was driven by land speculation and a number of economic operations in the 1830s. By the early 1850s the CHRA study area had grown to the verge of incorporation, consisting of handsome homes on Bloor Street and a developed village core along Yonge between Davenport and Bloor.

The following themes and sub-themes were significant in shaping the CHRA study area during the 1800s - 1850s period of development:

- **Transportation**
 - Road Networks
- **Commercial Development**
 - Resource Extraction & Agriculture
 - Early Industry
- **Residential Development**
 - Urban Subdivision
 - First General Neighbourhoods

3.3.1 TRANSPORTATION

Road Networks

Central to the CHRA study area is a system of early paths representing a combination of ancient trails and surveyed colonial roads. Most prominent among a network of local Indigenous travel routes was the *Gete-Onigaming* trail, whose route is understood to have become Davenport Road. Likely used by the French during their period in the Toronto area, the trail's importance to the early British settlers was reflected in its appearance on early survey plans (Figure 3). European settlers made use of the trail, and after the establishment of York it became an important route to the west (Figure 4). In the early 19th century the trail became known as the Davenport Road, named after John McGill's house built along the ridge.

Foundational early roads within the CHRA study area were laid out by colonial authorities - Yonge and Bloor streets. In 1793 Lieutenant-Governor John Graves Simcoe planned a road running straight from the bay at York to the Holland River as a major north-south military road for his newly established capital of York. He named it for his friend and British secretary of war Sir George Yonge. Yonge Street represents the CHRA study area's second major road after Davenport, and both preceded the community of Yorkville as early roads connecting York to its agricultural hinterland. In contrast to Davenport Road's respect for topography, the route of Yonge Street ignored the landscape, carving a straight line north up steep hills and down through low wet areas.

Yonge Street was opened by surveyor Augustus Jones in 1796 but was notoriously challenging due to topography - especially in poor weather. Almost immediately the section between Queen Street (Lot Street) and Bloor Street (First Concession Road) fell into disuse, meaning for a time the road effectively began at Bloor Street.¹⁰ The section south to York was reopened in the early 1800s, and macadamized by 1833. North of Bloor Street the road traversed the notorious Blue Hill, so named for the colour of its rich clay deposits. This north section was eventually graded, and macadamized to Richmond Hill by 1846.

Bloor Street was laid out as the right-of-way separating the 1st and 2nd concessions from the bay in York Township. It developed later than Yonge Street, and was originally referred to as First Concession Road. It was variously known as Sydenham Road, St. Paul's Street and Bloor Street into the early 1850s.

Toll gates and blockhouses were features of the early community's landscape, highlighting the importance of the roads connecting it with Toronto. A toll gate was located at Bloor and Yonge streets by the 1830s before moving north to Davenport Road (1850), Marlborough Avenue (1865) and then outside the CHRA study area (1868) before being abolished in 1895. Another tollgate was located at Davenport and Avenue roads (Figure 5). Two blockhouses were built in the CHRA study area after the Upper Canada Rebellion of 1837 - one at Bloor and Sherbourne streets, and another near

¹⁰ At this time York was accessed by travelling east of Yonge Street along Bloor Street, and proceeding south along Parliament Street to York.

Yonge and Belmont streets (Figure 6).¹¹ The CHRA study area itself saw action during the Rebellion, with Dr. R.C. Horne's house near Yonge and Davenport burned by William Lyon Mackenzie's own hands.

3.3.2 ORGANISATION OF EUROPEAN SETTLEMENT

Early Settlement

The CHRA study area lay on the outskirts of the growing Town of York in the early 19th century, with Yonge Street and Davenport Road both important routes to the growing capital. In 1808 Daniel Tiers built the Red Lion Inn on the east side of Yonge Street north of Bloor Street (Figure 7). As the last accommodation before the toll to enter York, the inn was a popular stopping point for travellers coming in and out of town. It became an important social and political institution, marking the centre of the nascent community north of York. In 1826 the Stranger's Burial Ground¹² was established across the road at the northwest corner of Yonge and Bloor streets and served as York's first non-denominational burial ground.

The CHRA study area underwent significant growth in the 1830s, with industrial, residential and commercial developments creating the first signs of a suburban community. Growth during this period was related to the expansion of York to the south, which had incorporated as the City of Toronto in 1834. This moved Toronto's northern boundary roughly to Dundas Street, with a larger area extending north to Bloor set aside as 'Liberties' for future growth. The parts of the CHRA study area located south of Bloor Street would have been within Toronto's liberties, whereas those to the north remained in York Township (Figure 8).

3.3.3 COMMERCIAL DEVELOPMENT

The CHRA study area's early economic activities included agriculture, brewing, brick-making and ice-harvesting. Brewers were drawn to the waters in the Rosedale Ravine, with Joseph Bloor establishing his operation off Huntley Street around 1830 and John Severn following in 1835 with a large facility east of Yonge Street (Figure 9). The area's rich clay deposits supported several substantial brickmaking operations based around today's Ramsden Park. Prominent brickmakers of the 1850s included James and William Townsley (operators of the Yorkville Brick Yards), and James Sheppard. The buff brick was well-used locally and in the booming nearby capital. Henry Scadding suggests the region's first public ice houses were established around the same time in the area by an African-Canadian named Mr. Richardson.

3.3.4 RESIDENTIAL DEVELOPMENT

In 1836 Joseph Bloor and Sheriff William Botsford Jarvis began laying out village lots north of Bloor Street, precipitating residential development at Yorkville. The scheme

¹¹ In total seven blockhouses were built around Toronto following the rebellion.

¹² The name was eventually changed to the York General Burial Ground, but was always informally referred to as Potter's Field.

was successful and the suburban location attracted a combination of craftspeople, merchants, labourers, and professionals. Many would have commuted to Toronto, though commuter transit was not widely available until the establishment of Williams' Omnibus Line in 1849 with service between the Red Lion Inn and St. Lawrence Market.

Land for a schoolhouse had been donated in 1832 at the east corner of the Davenport and McMurrich intersection by tanner and philanthropist Jesse Ketchum. In 1842 the first St. Paul's Church (designed by John G. Howard; demolished) was built near the current church site on land donated by Jarvis between Church and Jarvis streets on the south side of Bloor (Figure 10).¹³

The precise extents of the early village subdivisions are unclear, but were likely located in the area presently bounded by Bloor, Bay, Davenport and Church streets based on the 1852 Liddy plan (Figure 11). An 1850 street directory corroborates these extents, noting the following street names (original or historic names provided in parentheses):¹⁴

- **Asquith St. (Jarvis St., formerly Bismarck St.);**
- **Bloor St. (St. Paul's St. & Sydenham Rd.);**
- **Collier St. (James St.);**
- **Cumberland St. (Sydenham St.);**
- **Davenport Rd.;**
- **Park Rd. (Gwynne St.);**
- *unidentified (Toll Gate Line).*
- *unidentified (Isabella St.);*¹⁵
- **Yonge St.**

The 1850 street directory refers to 'the thriving village of Yorkville', which consisted of subdivisions off Yonge Street and residences along Bloor Street. It provides a description of the latter's contemporary character:

*Sydenham-road, or St. Paul's street, which is situated partly within and partly without the liberties, is a favourite and rather fashionable retreat. The villa residences here are both numerous and handsome. The modest and unpretending little suburban church of St. Paul, is situated in this locality; from the upper end of the street, where a blockhouse is erected, a charming view may be had of the romantic and beautiful grounds of Rosedale, the residence of Mr. Sheriff Jarvis.*¹⁶

Residential buildings from this period probably included a combination of modest frame dwellings and larger detached brick dwellings, possibly with substantial estate proper-

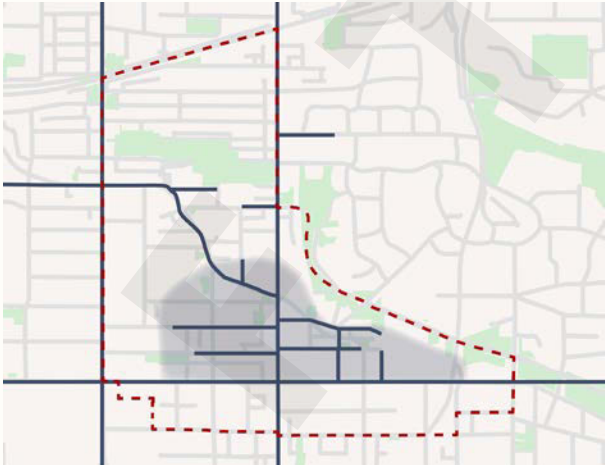
13 The wooden building was notable for its 85' spire, built on the ground and raised into place. The building was moved twice before finally being demolished in 1879.

14 J. Armstrong, Ed. *Roswell's City of Toronto and County of York Directory for 1850-1*. (Toronto: Henry Roswell, 1850), p. xvi.

15 The directory describes Yorkville's Isabella Street (distinct from that south of Bloor Street), as being the third street south the toll gate, extending west off Yonge Street. It is possible this early street was subsumed by later subdivision plans.

16 J. Armstrong, Ed. *Roswell's City of Toronto and County of York Directory for 1850-1*. (Toronto: Henry Roswell, 1850), p. xvi.

ties further north.

Existing Built Form and Themes: 1800s to 1850s	
Description of Existing Built Form: Early street and block patterns around the historic Yorkville village core. Theme: Residential Development Sub theme: Urban Subdivision	 Map showing historic roads (blue lines) and subdivisions (shaded blue) as seen on the 1852 Liddy plan (City of Toronto & CBCollective 2021).

3.4 1850s - 1882

Period Synopsis

In the early 1850s the CHRA study area constituted a growing suburban community north of Toronto with a population around 800. The portion north of Bloor Street formed part of the Village of Yorkville after its incorporation in 1853, whereas the southern part remained within Toronto's liberties. Buoyed by Toronto's continued expansion, the CHRA study area grew steadily from the 1850s through the early 1880s when it was annexed by the City of Toronto. During that time Yorkville's population doubled to 1,600 by 1861 and grew to 5,000 by 1881.

During these decades, Yorkville grew outward from the original village core. Its growth included residential, commercial, mixed-use, institutional and industrial development. Despite its suburban status, proximity to, and reliance on Toronto, the Village of Yorkville boasted the services and amenities of a complete and self-contained community at the time of its annexation in 1883.

The following themes and sub-themes were significant in shaping the CHRA study area during the 1850s - 1880s period of development:

- **Civic Government and Institutions**
 - Village of Yorkville
- **Residential Development**
 - Initial Neighbourhoods

- **Commercial Development**
 - Main Streets
- **Transportation**
 - Commuter Transit
- **Community**
 - Places of Worship

3.4.1 CIVIC GOVERNMENT AND INSTITUTIONS

Village of Yorkville

In 1853 the thriving community of Yorkville¹⁷ was officially incorporated as a village. The original municipal boundaries extended west, north and east of the CHRA study area, including areas located in today's Rosedale and Annex neighbourhoods. Yorkville developed with a suburban relationship to Toronto, offering residents lower housing costs and respite from the noise and pollution of industry.

As Toronto grew in population and expanded north in the 1850s and 1860s, Yorkville also grew steadily. Its growth reflected that of a complete community - predominantly residential neighbourhoods complemented by localised commercial and industrial activity. Archival materials help trace the shape of the area's growth from the 1850s through the early 1880s. Maps from the 1850s and 1860s show built-up areas concentrated along the historic thoroughfares of Yonge and Davenport streets, and to a lesser degree on Bloor Street (Figures 12 & 13). By the late 1850s the CHRA study area south of Bloor Street was still developing in relation to Yorkville rather than the city of Toronto (Figure 14).

Public amenities and infrastructure expanded as the CHRA study area continued to grow. Jesse Ketchum donated another parcel of land for a public park and 'Free and Common School' in 1856, which retains those uses today.¹⁸ Three years later Yorkville's imposing Town Hall (1859; William Hay architect; demolished) was built on the west side of Yonge opposite Collier Street (Figure 15). A municipal waterworks was built west of the CHRA study area in 1875, and the first fire hall was built on the present Yorkville Avenue site in 1876.

3.4.2 RESIDENTIAL DEVELOPMENT

Residential development radiated outward from the historic and commercial centre on Yonge Street between Davenport and Bloor. An 1855 promotional plan for the Homewood Estate subdivision shows the early residential character of Bloor Street East, with large detached homes setback on generous lots (Figure 16). Rising land values led Potter's Field to close in 1855, and begin reintering its burials elsewhere so the land could

¹⁷ Other names considered included Rosedale, Cumberland and Bloorville, despite Yorkville being used since at least 1843.

¹⁸ The school was enlarged in 1881, 1887 and 1904, before being replaced in 1920.

be sold.¹⁹ Indigenous bodies were not reinterred, and a ceremony was held for these spirits in 2016.²⁰

By the mid-1870s subdivision activity was concentrated south of the Castle Frank Ravine, although a number of subdivision plans were registered north of the brickyards, continuing beyond the CHRA study area as well. By this time the CHRA study area formed part of Toronto's contiguous built-up area, no longer separated by undeveloped gulfs (Figure 17).

The 1884 Fire Insurance Atlas gives a good picture of the CHRA study area's built extents as of annexation (Figure 18). The area was densely built-out south of Davenport and Belmont streets, with several partially developed residential streets emerging north of the brickyards.

Several patterns are apparent from the atlases and mapping available. Larger detached homes with varying setbacks predominated along stretches of Bloor Street and Avenue Road, with the grandest on Bloor showcasing a variety of Victorian styles. Interior streets tended toward terraced or semi-detached forms with vernacular styles. Eric Arthur suggests Yorkville's old village character is conveyed by a stretch of houses at 25 - 33 Lowther Avenue, west of the CHRA study area (Figure 19). These dwellings show a variety of vernacular forms and styles from the mid-19th century.

3.4.3 COMMERCIAL DEVELOPMENT

Commercial development was concentrated along Yonge Street during this period. The main commercial section extended south from Davenport Road, with mixed-use or commercial buildings comprising entire blocks of uninterrupted commercial streetwalls. A smaller commercial section also emerged on Yonge Street north of Marlborough Avenue, and several factories were built on McMurich Street.

3.4.4 TRANSPORTATION

Commuter Transit

The Toronto Street Railway (TSR) was established in 1861 by Yorkville resident Alexander Easton. One of its two original lines extended to Yorkville, running along Yonge Street from Yorkville's Town Hall to the St. Lawrence Market. The TSR's head office was located in the Town Hall, with stables located behind and accessed via its central arch (Figure 20). In 1879 Sherbourne streetcar service was extended north to reach Bloor Street, and service along Church Street followed in 1882.

¹⁹ It would take over twenty-five years to reinter all the bodies (most going to the Necropolis and Mount Pleasant Cemetery), and the land could not be sold off until the 1880s.

²⁰ Bloor-Yorkville Heritage Focus Group Meeting #1, Wednesday April 21, 2021.

3.4.5 COMMUNITY

Places of Worship

A number of churches were built during this period, including three methodist churches, a baptist church (demolished), a presbyterian church (demolished), and a congregational church (1876; extant). At the first St. Paul's site, an impressive stone church (G.K. and E. Radford architects; extant) replaced Howard's original building in 1860. In 1879 the Second Church of the Redeemer (Smith and Gemmell architects; extant) was built at the northeast corner of Bloor Street and Avenue Road - and it too replaced John G. Howard's original St. Paul's.²¹ A Wesleyan chapel at 10 Asquith Street was repurposed as the first medical school in Upper Canada, and later served as Victoria University's Medical Faculty from 1856 to 1870.²²

Existing Built Form and Themes: 1850s to 1882	
Description of Existing Built Form: Additional street and block patterns, south and north of former brickyards. Theme: Residential Development Sub theme: Urban Subdivision	
	Map indicating in blue the extent of subdivision plans registered as per the 1884 fire insurance plan (City of Toronto & CBCollective 2021).

21 Following the construction of the second St. Paul's Church in 1860, Howard's original building was reassembled (without spire) near Bloor and Bay streets. In 1871 it moved west again, serving as the first Church of the Redeemer at the northeast corner of Bloor Street and Avenue Road before finally being demolished in 1879.

22 Hutcheson, p. 8.

Existing Built Form and Themes: 1850s to 1882

Description of Existing Built Form: Residential buildings in semi-detached and row forms - primarily on interior streets south of Davenport Rd. and Belmont St., but also on Avenue Rd., Bloor St. and south of Bloor St.

Theme: Residential Development
Sub theme: Initial Neighbourhoods



Former residential semi-detached at 117-119 Yorkville Ave. (CBCollective 2021).

Description of Existing Built Form: Mixed-Use buildings on Yonge St. - north of Marlborough Ave. and south of Davenport Rd.

Theme: Commercial Development
Sub theme: Main Streets



Mixed-use buildings at 1156-1158 Yonge St. (CBCollective 2022).

Description of Existing Built Form: Churches - predominately on Bloor Street.

Theme: Community
Sub theme: Places of Worship

Existing Built Form and Themes: 1850s to 1882



The original (western portion) of the current St. Paul's Church at 227 Bloor St. E. (CBCollective 2022).



Church of the Redeemer at 162 Bloor St. W. (CBCollective 2021).

Description of Existing Built Form: Yorkville Firehall tower

Theme: Civic Government & Institutions
Sub theme: Village of Yorkville: Public Safety and Public Works



The Yorkville Fire Hall at 34 Yorkville Ave. (CBCollective 2022).

3.5 1883 - 1930s

Period Synopsis

In 1883 the Village of Yorkville was annexed by the City of Toronto, precipitating its transformation from a suburban rural village to an urban neighbourhood. The CHRA study area intensified and matured during this period, growing to nearly 8,000 people by 1899, and over 11,000 by 1914.²³

Development patterns generally continued previously established trends, although Bloor Street's character began evolving in the 1920s to incorporate different uses and building types. Meanwhile the brickyards' closures hastened the transition of large industrial areas to residential and park uses. Public transit service improved during this

²³ Report to the Civic Transportation Committee on Radial Railway Entrances and Rapid Transit for the City of Toronto, 1915, Volume II. Plans. Plans 4 & 4a.

period and a number of arterial roads were extended, physically integrating the former village within the growing city's fabric. By the 1930s the CHRA study area was a completely built-out Toronto neighbourhood with a decidedly urban character.

The following themes and sub-themes were significant in shaping the CHRA study area during the 1880s - 1930s period of development:

- **Civic Government and Institutions**
 - City of Toronto
- **Transportation**
 - Commuter Transit
 - Road Networks
- **Residential Development**
 - Initial Neighbourhoods
- **Commercial Development**
 - Main Streets
 - Retail and Service Industries
- **Community**
 - Places of Worship

3.5.1 CIVIC GOVERNMENT AND INSTITUTIONS

Annexation to the City of Toronto

The Village of Yorkville was annexed on February 1, 1883, the first area added to the City of Toronto's original 1834 boundaries. Following annexation Yorkville became St. Paul's Ward, Sydenham Street was renamed Cumberland Street, and William Street became Yorkville Avenue. The former village's low taxes had come at the cost of public services, which were improved under the City of Toronto. The former Town Hall building continued to provide municipal services, housing a library, police station, and street railway facilities.

Annexation to the City resulted in the enhancement of civic services and institutions, which was reflected in new buildings. The first firehall was rebuilt in 1889 (Mancel Willmot architect; extant), and in 1904 the city purchased the brickyards for parkland. Ramsden Park was named for local alderman J. George Ramsden, and was improved in 1907. That same year Yorkville Public Library was built beside the firehall, the first of four libraries built from Toronto's 1903 Carnegie grant. The second school was expanded in 1887 and 1904, boasting 18 classrooms before being replaced in 1920.

3.5.2 TRANSPORTATION

Commuter Transit

A spate of annexations in the late 1880s and early 1900s substantially expanded Toronto's territory at the turn of the century. Transit service expanded as the city grew, and

with time the CHRA study area became thoroughly integrated within Toronto's transit network. In 1885 TSR service extended north on Yonge Street from the town hall to the new Canadian Pacific Railway (CPR) tracks near Summerhill. This CPR line opened under the Ontario & Quebec Railway name in 1884 along the northern edge of the CHRA study area. The first North Toronto station was built north of Marlborough Avenue.²⁴ Yonge Street remained an important regional artery beyond Toronto, and the Metropolitan Railway operated radial railway service north of the CPR tracks to Montgomery Avenue as early 1885, and to Richmond Hill by 1898.

Back in Toronto the TSR established crosstown streetcar service on Bloor Street between Dovercourt and Sherbourne in 1891. That same year the TSR's franchise expired, and a new 30 year franchise was given to the Toronto Railway Company (TRC). The TRC electrified the entire streetcar system by 1894, and added service north of Bloor on Avenue Road in 1898, extending it to St. Clair in 1905. The TRC had replaced the TSR stables behind the former Town Hall building in 1892, which grew by 1912 to occupy a large parcel of land between Yorkville and Scollard streets adjacent to the fire-hall and library. In 1921 the Toronto Transit Commission (TTC) was established, taking over the TRC's operations with the expiration of their 30 year franchise.

Road Network Alterations

A number of major alterations to the CHRA study area's road network were made in the 1910s, '20s and '30s to address congestion and streamline the city's street networks. These included extensions to Bloor, Bay and Church streets in 1919, 1922 and 1931 respectively (Figure 21). Bloor Street was also widened c.1929. The projects were intended to address traffic concerns as well as support civic improvements schemes. The alterations had varying impacts on the CHRA study area, ultimately improving integration within the larger city at the expense of the former village's historic fabric.

Until the opening of the Prince Edward Viaduct, Bloor Street was not a through street, and terminated at Sherbourne Street in the CHRA study area's end. (Figure 22). The viaduct connected Bloor Street with Danforth Avenue by bridging the Don Valley with Bloor Street over the Rosedale Ravine (Figure 23). The Bloor Street East extension opened in August 1919.

The Bay Street extension (originally referred to as the Terauley Street extension) was one of dozens of street improvements recommended in the 1911 Civic Transportation Committee report. Intended to relieve traffic from Yonge Street, the extension called for a widened Bay Street (87') continuing north of College Street to a junction with Davenport Road (Figure 24). It was completed in 1922, one of only two improvements carried out from the 1911 report.²⁵

The extension impacted the CHRA study area's urban fabric, effectively severing the former village's western portion from the historic centre on Yonge Street. Properties

²⁴ The original brick station was replaced by the current and more prominent Beaux-Arts station in 1916 (Darling & Pearson, architects), just east of the CHRA study area.

²⁵ The other improvement carried out was the Prince Edward Viaduct.

were demolished on Bloor, Cumberland and Scollard streets and Yorkville Avenue to make way for the new road, and the second schoolhouse (extant) had to be rebuilt in 1920 slightly to the west. The extension preceded a number of major commercial and office developments on Bloor Street, probably contributing at least in part to that street's transformation in the late 1920s. Streetcar service on Bay north to Bloor street followed the extension in 1923. In 1929 Bloor Street was widened east of Spadina Avenue, after a number of years of planning and negotiations with property owners.²⁶

The relief gained from the Bay Street extension was short lived, as automobile use increased steadily through the 1920s. To provide additional relief an extension to Church Street was planned in 1930, to create a direct connection with Davenport Road north of Bloor Street. The extension passed through at least five residential blocks, demolishing a number of dwellings and altering the original street grid. The project also involved the widening of Davenport Road west of Yonge Street and was completed in July 1931. The following year the TTC re-routed its Avenue Road service south of Dupont to travel via Bay and Davenport. Both the Church and Bay extensions tapped into Davenport Road, adding new layers to that street's long history as an important regional route.

3.5.3 RESIDENTIAL DEVELOPMENT

Residential development continued to expand after annexation, filling most subdivisions between the 1880s and 1910s (Figures 25, 26, & 27). In the 1890s a number of subdivision plans encroached on the brick yards, and infilled the area between Park Road and St. Paul Square north of Bloor Street. The Castle Frank Ravine itself disappeared from maps around 1890, and the brick yards were acquired by the city in 1904 to serve as parkland for the surrounding residential areas.

By 1913 the CHRA study area's initial urban form had effectively been built-out. Residential development from this period tended toward terraced and row-housing on interior streets and Avenue Road. The few examples of detached housing were more modest than those built before annexation. A number of apartment buildings were built in the CHRA study area in the early 1900s, with examples ranging from modest (1 Rowanwood Ave.) to more ornate (30 Charles St. E.) structures. Apartment buildings were typically built at corner locations on major streets (particularly Bloor St. and Avenue Rd.), though they were built on interior streets south of Bloor.

3.5.4 COMMERCIAL DEVELOPMENT

Yonge Street remained the CHRA study area's major commercial strip through the turn of the century, with businesses ranging from grocery stores to major bank branches (Figure 28). Davenport Road also supported a number of businesses interspersed among dwellings, often at corner locations and sometimes repurposing existing residential building stock (Figure 29). A 'classified occupancy' plan from 1915 illustrates these land use patterns, with commercial uses concentrated at the top and bottom of

²⁶ *Report of the Advisory City Planning Commission with Recommendations for the Improvement of the Central Business Section of the City of Toronto, 1929, p. 45.*

Yonge Street, and more sporadically along Davenport Road (Figure 30).

Transition to Retail and Service Industries

After the First World War several residential streets were adapted to support retail and professional uses. A number of dwellings on Bloor Street were converted to non-residential uses by the early 1920s, including retail, education, hospitality, and healthcare. A similar process took place on Avenue Road at the same time, though to a less transformative extent. Sometimes these conversions involved storefronts or other additions to the original residential forms (Figures 31 & 32). The changes in use may have been spurred by the completion of the Prince Edward Viaduct in 1919, which would have significantly increased traffic on Bloor Street.

By the late 1920s a number of dedicated stores and substantial office buildings had replaced residences outright on Bloor Street West, signalling the emergence of a significant office and retail destination (Figure 33). Several large office towers and retail complexes were built near the new Bay and Bloor intersection (created by the Bay Street extension in 1922), including the Bloor Building (1927; Norman A. Armstrong architect; demolished), the Physicians and Surgeons Building (c.1923; demolished), and 96 Bloor West (demolished) (Figures 34 & 35).²⁷

Bloor Street's transformation was palpable, as evident from a 1927 newspaper clipping:

*The uptown shopping district in Toronto, the existence of which is now definitely established, is not only centered around the corner of Bloor and Yonge, but is extending along Bloor street for a considerable distance both ways. The noteworthy feature of the whole change in this section is the conversion of Bloor street from a residential to a business street—a process which is continuing with increasing activity from day to day, and which is now assuming an architectural aspect which more definitely denotes the importance of this street as a business thoroughfare.*²⁸

New uses also characterized Bloor Street East during this period, with notable health-care facilities including the Home for Incurable Children (demolished; later Bloorview Hospital) and Salvation Army Womens' Hospital (demolished; predecessor to Toronto Grace Hospital). In contrast to Bloor Street West however, large-scale redevelopment did not transform this area's built form until after the Second World War. The exception was the six storey Manufacturer's Life Building (Sproatt and Rolph architects; extant) built in 1925 at St. Paul Square.

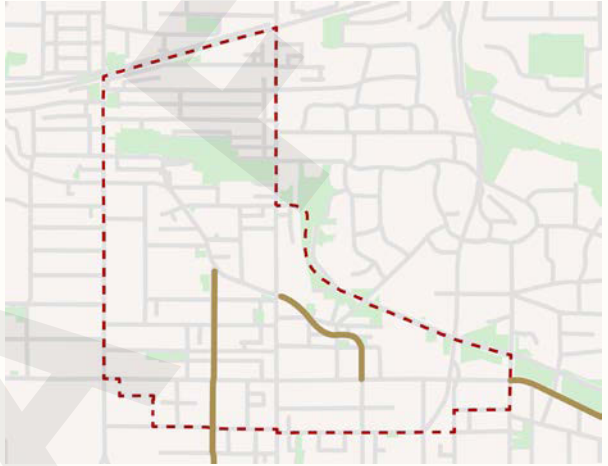
²⁷ This trend continued on Bloor Street west of the study, illustrated by the Medical Arts Building (1927) and Park Plaza Hotel (1936).

²⁸ Newspaper clipping, "The Bloor Building, Toronto." Unknown publication: Nigara-on-the-Lake Public Library's Armstrong family collection. Accessed at: <https://vitacollections.ca/notlheritage/details.asp?ID=3393531>

3.5.5 COMMUNITY

Places of Worship

At least five places of worship had been built by 1913, including two presbyterian churches, a methodist church, the Olivet Congregational Church (1890; Dick & Wickson architects; extant), and a third St. Paul's church (1913; E.J. Lennox architect; extant) immediately east of the 1860 structure.

Existing Built Form and Themes: 1883 to 1930s	
Description of Existing Built Form: Bloor Street, Church Street and Bay Street extensions Theme: Transportation & Infrastructure Sub theme: Road Networks	 Map highlighting street extensions at Bay St (left), Church St. (centre) and Bloor St. E. (right) (CBCollective 2021).
Description of Existing Built Form: Residential buildings in semi-detached and row forms - most common on Avenue Rd., Davenport Rd. and south of Bloor St. Theme: Residential Development Sub theme: Initial Neighbourhoods	 semi-detached residential building at 21-23 Park Rd. (CBCollective 2022).

Existing Built Form and Themes: 1883 to 1930s

Description of Existing Built Form:

Apartment buildings - predominately on interior streets south of Bloor St., or corner locations elsewhere.

Theme: Residential Development

Sub theme: Initial Neighbourhoods



Apartment building at 2 Sultan St. (CBCollective 2021).

Description of Existing Built Form: Mixed-Use buildings - most common on Yonge St.

Theme: Commercial Development

Sub theme: Main Street



Main street row and block buildings at 1060-1066 Yonge St. (CBCollective 2021).



Main street row buildings at 1110-1114 Yonge St. (CBCollective 2021).

Existing Built Form and Themes: 1883 to 1930s	
Description of Existing Built Form: Commercial office buildings - along Bloor St. Theme: Commercial Development Sub theme: Financial Industries	 The Manulife Building at 200 Bloor St. E. (CBCollective 2021).
Description of Existing Built Form: Churches Theme: Community Sub theme: Places of Worship	 The former Avenue Road Church at 243 Avenue Rd. (CBCollective 2021).
Description of Existing Built Form: Institutional buildings west of the former Town Hall including Yorkville Public Library and Yorkville Fire Hall. Theme: Civic & Government Institutions Sub theme: Education; Public Safety and Public Works	

Existing Built Form and Themes: 1883 to 1930s	
	The Yorkville Public Library at 22 Yorkville Ave. (CBCollective 2022).
Description of Existing Built Form: Former Mount Sinai Hospital building Theme: Community Sub theme: Community Organisations	
	The former Mount Sinai Hospital building at 100 Yorkville Ave. (CBCollective 2022).

3.6 1940s - 1960s

Period Synopsis

This period of development saw the CHRA study area transform from a working class neighbourhood to one catering to upscale shoppers. The area between Ramsden Park and the CPR tracks remained a stable residential neighbourhood and the area bounded by Davenport, Bay, Bloor and Avenue Road, saw many houses rehabilitated by their owners. This period also saw several Toronto architecture firms design new buildings, particularly along Bloor Street, and adapt existing ones to serve commercial functions. Notable firms were: Bregman + Hamann (now B+H Architects); Webb, Zerafa, Menkes, Housden (now WZMH); Diamond and Myers; and Marani & Morris / Marani, Rounthwaite & Dick.

While these changes can be attributed to broader social trends in post-war Toronto and large-scale infrastructure projects such as the Yonge subway (1954) and Bloor Danforth subway (1966), the shift created tensions within the community. These were felt between long-time residents and those moving into the area to open small businesses, many of whom converted residential buildings into commercial businesses. Tensions were also felt between residents and those from outside the area who came to shop, take in the developing music scene, hang out or just 'gawk'. Those from outside the area were drawn to Yorkville village for various reasons. Wealthy shoppers visited the area by day, frequenting the fashion related businesses along Cumberland Avenue. Coffee houses and cafes gravitated to Yorkville Avenue and when the retail shops closed, young people packed the coffee houses to check out the music scene.

In Yorkville, Old York Lane opened in 1963 (George Robb architect; extant). It was a pe-

destrian walkway linking Yorkville Avenue and Cumberland Street between Bellair Street and Avenue Road and containing several storefronts. Webb, Zerafa, Menkes created a low-scale indoor shopping mall with the Lothian Mews in 1964 (demolished 1984) and Diamond and Myers adapted several buildings along Avenue Road between Cumberland Street and Yorkville Avenue into York Square (1969; demolished 2022). At a time when urban renewal was the norm, these projects and others (see Summary of Existing Built Form - 'Yorkville Complexes' below) marked a local development approach that was responsive to context, and often integrated older fabric within new projects.

Along Bloor East, the Crown Life Insurance building (120 Bloor East; 1953; Marani & Morris architect; extant) continued the example of the Manufacturers' Life building (1926) as a large, single tenanted building. The Manufacturer's Life high-rise office at 250 Bloor East (1968; Marani, Rounthwaite & Dick architect; extant) added to the insurance company's existing complex and terminated the vista at the north end of Jarvis Street. Along Bloor West, Bregman and Hamann designed the 11 storey office building at 130 Bloor (1960; extant) while 'the Colonnade', an imposing building combined residential, office and retail functions (1963; Tampold and Wells & Gerald Robinson architect; extant).

The following themes and sub-themes were significant in shaping the CHRA study area during the 1940s - 1960s period of development:

- **Transportation and Infrastructure**
 - Commuter Transit
 - Road Networks
- **Commercial Development**
 - Retail, Service and Financial Industries
- **Community**
 - Community Organisations

3.6.1 TRANSPORTATION AND INFRASTRUCTURE

Commuter Transit

In 1944, the Toronto Transportation Commission received a recommendation from their engineering consultants for a rapid transit (subway) system to replace streetcar service for Yonge Street. Construction began in 1949 with the 7.3 km line between Union and Eglinton stations officially opening on March 30, 1954. The track alignment was below Yonge Street between Front Street at Union Station until College Street where it swung east continuing underground until Church Street and continued above ground to Eglinton Station.

The station layouts were determined by the consulting engineers with architectural

advice from Toronto architects A.S. Mathers and John B. Parkin.²⁹ Although A.S. Mathers was first approached to be the architect, he asserted that the stations required a distinctly modern architectural approach and suggested that the TTC bring in the firm of John B. Parkin as a consulting architect. Of the above ground stations, Wellesley and Rosedale (adjacent to the CHRA study area) were notable for their striking architectural design.

Planning for the Bloor-Danforth subway began in 1956, just two years after the opening of the Yonge Street subway with the engineering report submitted in 1957 and approved in 1958. The line was constructed 1962-1966 with new stations at Bay, Sherbourne, Castle Frank, Broadview, Chester, Pape, Donlands and Greenwood. The existing stations at St. George and Bloor required an additional level where the lines intersected. For the majority of its length, the Bloor-Danforth line runs under the north side of Bloor Street. Within the CHRA study area, several houses on the south side of Cumberland Avenue were demolished, creating concerns from local residents about the changes to their community (Figure 36).

Road Network Alterations

The Clifton Road extension was a major infrastructure project started by the City of Toronto in 1945. The project was prompted by the difficulties of traversing MacLennan Hill while travelling north-south by road (north of the CHRA study area). Clifton Road was extended and connected to Mount Pleasant which was in turn connected to Jarvis Street. This required a new bridge over Bloor Street East at the intersection of Huntley and Jarvis streets, necessitating removal of some homes and creating the current Y-shaped configuration of the roads (Figure 37). On January 23, 1950, the Clifton Road Extension was renamed Mount Pleasant Road and opened to traffic on May 17, 1950.

3.6.2 COMMERCIAL DEVELOPMENT

Retail Industry

In 1945, Yorkville village had only a handful of businesses serving local residents but by 1961 the number had grown to 45 businesses.³⁰ These new businesses included interior decorators, haute couture shops, dress and gown designers, milliners, photography studios, art galleries, antique shops, hair salons and restaurants serving a broader population (see Appendix B maps). One of the earliest of these new business owners was Mary Millichamp who took over the house at 115 Yorkville Avenue in 1947 and re-

²⁹ In 1947, John B. Parkin invited John C. Parkin (no relation) to become partner-in-charge of design at John B. Parkin & Associates while John B. maintained overall responsibility for the firm. The firm was originally located at 96 Bloor Street West in a building also accommodating the architects Mathers and Haldenby, John Layng and Gordon Adamson. In 1950 the Parkin practice moved to 717 Church Street into a one and a half storey building of their design. The firm subsequently built a third floor and then had to rent space to accommodate their growing staff. In 1955 the firm moved its office to Don Mills.

³⁰ Henderson, p. 122-3.

fashioned it into a ‘charming and expensive restaurant with city-wide appeal.’³¹ Another early and influential business owner was Budd Sugarman who established an interior design shop and antique business on Cumberland Street in 1948. A row of antique dealers and interior decorators’ shops also established itself in the residential buildings on the north side of Davenport which created a ‘pleasant streetscape.’³²

In 1955, high-end retail made an appearance on Bloor Street West when Holt Renfrew opened its new store (144 Bloor Street West; 1955; Gordon S. Adamson Associates architect; extant; modified) in a 6 storey building billed as “The most modern, most beautiful store in Canada. An architectural triumph in stainless steel and glass.”³³ At the new store on Bloor Street West, Holt Renfrew added shoes, sportswear and clothes for boys and girls in addition to the furs and fashions for which they were known (Figure 38). Bloor Street West established itself as a ‘quality’ retail street with city planners wanting to maintain the portion between Avenue and Yonge as pedestrian-shopper oriented and discouraged ground floor offices.

During the same period, many small businesses moved from the Gerrard Village to streets within Yorkville village. These included John and Nancy Pocock who relocated their jewellery store from Gerrard Street to Hazelton Avenue in 1956. Additionally, several art galleries moved to Yorkville village during this period. By the mid-1960s galleries operating in the CHRA study area were: Tygesen Galleries (118 Yorkville Avenue), Galerie Dresdnere (130 Bloor West), Gallery Moos (169 Avenue Road), Cooling Galleries (1215 Bay Street), Gallery Pascal (104 Yorkville Avenue), Monya Art Gallery (84 Yorkville Avenue) and Sobot Gallery (128 Cumberland Street; extant).

By the late 1960s, city planners viewed Yorkville village as a special area of Toronto which should be retained. They recognized that visitors to Yorkville usually visited Bloor Street West and vice versa. In its *Plan for Yorkville*, the Toronto Planning Board encouraged infill with shops built in a contemporary style but in scale with existing development. It also encouraged pedestrian links between Bloor/Cumberland and Yorkville/Scollard. While this ‘carriage-trade’ (shops catering to the wealthy) was viewed positively by city planners, long-time residents, many of whom were widows, were concerned about these changes to their residential community and increases to their property taxes.³⁴

31 Henderson, p. 121. Millichamp was from a wealthy family who were Canada’s largest manufacturers of glass display cases. In 1961, Millichamp’s became the Gaslight restaurant featuring opera singers. 1961 also saw the opening of L’Aiglon at 121 Yorkville which stayed in business until 1981. See [ChefDB](#) website.

32 Toronto Planning Board, *Plan for Yorkville* (1968), p. 32.

33 Advertisement, *Globe & Mail*, September 1, 1955, p. 15. Established in 1837 as a Quebec-based furrier, Holt Renfrew became synonymous with high-end fashion after being appointed as royal furriers to several British monarchs. In 1889, Holt Renfrew opened its first store outside Quebec at 71-3 King Street East in Toronto.

34 “The battle to save Toronto’s Past, Front No.1: Yorkville,” *Toronto Star*, February 21, 1963, p. 25. The term “carriage trade” came to figuratively mean “wealthy people” because only the wealthy could afford to keep a carriage for private use. However, the expression survived into the automobile age to refer to wealthy consumers.

*Service Industry*³⁵

Another significant influence on Yorkville village was the coffee house. In the early 1950s, increasing European immigration to Toronto brought immigrants who established coffee houses in the rows of 19th century houses along Gerrard Street West around Bay Street and University Avenue. This portion of Gerrard Street was also home to several galleries and artisan shops and became known as Gerrard Village.³⁶ As the Toronto General Hospital began taking over Gerrard Village in the 1960s, these small businesses began moving north to the Yorkville area, likely attracted by the similar small-scale building stock.

The early 1960s saw the first coffee houses open in Yorkville among the rows of narrow, Victorian houses on Yorkville Avenue. These were the Purple Onion (35 Avenue Road; extant as York Square), the 71 (71 Yorkville Avenue) and the Half Beat (49 Avenue Road). As places for espresso, chess and conversation, Yorkville's coffee houses attracted bohemian writers, musicians and actors. By 1963, so many coffee houses had been crammed into Yorkville village that municipal authorities considered a moratorium on awarding licences in the area (Figure 39). By the summer of 1965, Yorkville village reached a peak number of coffee houses with more than 22 in operation, most relying on folk music for their livelihood.³⁷

The rows of Victorian housing along Yorkville Avenue were well-suited to small businesses and they came to exist side by side in a very small geographic area. As many featured music, patrons could hop from place to place catching a variety of acts on any given night of the week. At the Penny Farthing (110-2 Yorkville Avenue; extant), you could hear Lonnie Johnson's blues, the jazz sounds of the Metro Stompers or the Latin folk of Jose Feliciano. The neighbouring Mynah Bird (114 Yorkville Avenue) featured go-go dancers and gave future funk star Rick James a start as a blues-rock singer. At the Purple Onion (35 Avenue Road; extant as York Square) Buffy Sainte-Marie wrote her famous Vietnam protest anthem, *Universal Soldier*. The Avenue Road Club (45 Avenue Road), billed itself as "the home of the Toronto Sound," featuring popular rhythm and blues bands the Mandala, Luke & the Apostles as well as Jon & Lee and the Check-mates. At the Village Corner (174 Avenue Road; extant) future Canadian Music Hall of Famers Ian & Sylvia Tyson first performed their folk harmonies.

But it was the Riverboat (134 Yorkville Avenue) owned by Bernie Fielder which became Yorkville's most famous club. Situated in the basement of a Victorian row house, the 120-seat club featured red booths, pine lined walls and brass portholes. The intimate venue quickly came to host music's top names including Simon & Garfunkel, John Prine, Arlo Guthrie, Kris Kristofferson, John Lee Hooker, Doc Watson, Seals & Crofts, James Taylor and Phil Ochs who penned his famous ballad *Changes* there. More significantly, the Riverboat gave many of Canada's biggest musicians their first taste of performing. Gordon Lightfoot, Joni Mitchell, Bruce Cockburn, Murray McLauchlan, Dan

35 This section is based on Nicholas Jennings' excellent article "[The Riverboat and Yorkville's rich music history](#)," Heritage Yorkville website.

36 Henderson, p. 115.

37 Henderson, p. 129.

Hill and Neil Young all performed at the club, often writing songs in the tiny, graffiti-lined rehearsal room.

Joni Mitchell first performed at the Riverboat in November 1966 and it was there she first played *Both Sides Now*. As a fledgling folksinger, Neil Young appeared at one of the Riverboat's "Hoot nights," returning for a week in 1969 as a solo star. Gordon Lightfoot recalled the importance of the club, "For me, the Riverboat was my first taste of the big time. It indicated that you must be really doing something."³⁸ (Figure 40).

Folk music predominated Yorkville's music scene until 1965 when the music became more eclectic encompassing jazz and rock n' roll. Yonge Street bars started to move to Yorkville and coffee houses declined as the number of licensed nightclubs increased. Neil Young paid tribute to the folk music scene and the Riverboat in *Ambulance Blues*, in which he sang "back in those old folkie days, the Riverboat was rockin' in the rain."

Financial Industry

In the 1950s Bloor Street East was transformed by a number of insurance companies and financial organisations who built substantial modern classicist quarters in its vicinity. These included the Crown Life building (1953; extant), the Institute of Chartered Accountants of Ontario building (1954; extant), the Confederation Life Building (1956; extant), and the Traders Building (1956; extant). The companies were likely persuaded by the new subway to build headquarters so far north of the traditional financial district. Not to be outdone by its new neighbours, the 1925 Manufacturer's Life Building received an addition in 1953, and an entirely new complex was built directly east in 1968.

3.6.3 COMMUNITY

Community Organisations

In 1957, the Bay Avenue Road Ratepayers' Association (now ABC Residents Association) was formed to address the rights of small home owners, tenants and to improve community life. At the time, Yorkville was still a working class neighbourhood but it was feeling the effects of change brought on by the Bloor-Danforth subway which required demolition of houses on Cumberland Street and brought other developments in the form of mid and high rise buildings and parking lots.

The conversion of houses for small businesses was another change and led to the creation of another community association. In 1963, Budd Sugarman the unofficial 'Mayor of Yorkville,' and fellow business owners including John and Nancy Pollock (John and Nancy Handmade Jewellery) and John and Marilyn McHugh (Penny Farthing) formed the Village of Yorkville Association (VYA). Initially, the VYA and ABC associations shared a common goal of protecting the village atmosphere with its coffee houses and galleries from unsuitable changes such as parking lots and intense development. However in the 1970s, differences emerged over the right mix of residential and commercial prop-

³⁸ As quoted in Jennings, [The Riverboat and Yorkville's rich music history](#).

erties.³⁹

Another local group with significant influence on the history of the area was the Diggers. Based upon the American Digger groups, the Toronto chapter was organised in the 1960s to provide food, shelter and medical services for village youth - eventually establishing a soup kitchen at St. Paul's Avenue Road United Church and later the Digger House shelter on Spadina Avenue (outside CHRA study area). The Diggers played a part in organising several key events in the late 1960s. First, was a 'Love In' at Queen's Park on May 22, 1967 attended by over 4,000 people. Then in August, the Diggers organised a protest to shut down traffic on Yorkville Avenue and turn it into a pedestrian mall (Figure 41). 300 people sat in the middle of the street, blocking traffic, singing and chanting. The police responded with several arrests and then with a paddy wagon parked at the corner of Hazelton and Yorkville avenues on the weekends to enforce a 10 pm curfew for those under 18. The following summer the Vagabonds motorcycle gang became more prominent - selling drugs and providing enforcement. Finally widespread press reports of an apparent hepatitis epidemic led to vaccine stations being set up along Yorkville Avenue.

By the end of 1967, Yorkville's counterculture found itself bumping up against an increasingly sceptical city hall and uncomfortable public. At the same time developers were buying properties and in some ways using the existing counterculture as a rationale for development. In early 1969, developer Harry Jordan organised a public meeting about his proposed 21 apartment hotel at the corner of Yorkville and Hazelton avenues. Reporting on the meeting, the *Toronto Star* noted Jordan's pitch that "the hotel offered the 'best chance' to correct the village's chronic problems," adding "presumably hippies."⁴⁰ Other developers, such as Ian Richard Wookey bought so many properties that it essentially blocked large-scale and high-density development along Yorkville Avenue, Cumberland Street and Hazelton Avenue. His role in transforming Yorkville from a counterculture hub to a high-end retail and residential neighbourhood earned Wookey the moniker of the 'squire of Yorkville.'⁴¹

39 "[The 'Fightingest' Ratepayers](#)," ABC Residents Association.

40 "Developer seeks OK for Yorkville Hotel," *Toronto Star*, January 24, 1969, p. 29.

41 Tara Deschamps, "Ian Wookey, "the squire of Yorkville," dead at 85," *Toronto Star*, 17 July 2014.

Summary of Existing Built Form and Related Themes: 1940s to 1960s

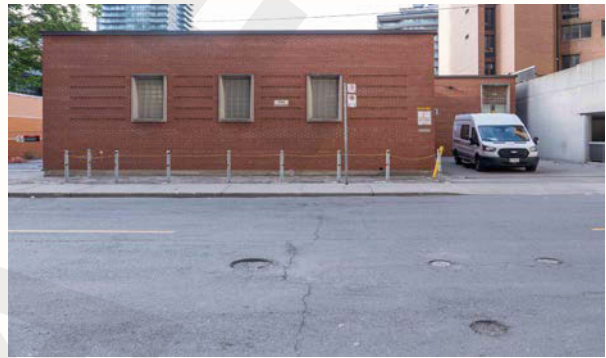
Description of Existing Built Form: The Yonge subway (1954) and Bloor-Danforth subway (1966) are evident in the above ground portions of the Rosedale and Bay stations, the substation on Asquith Avenue and the removal of houses along Cumberland Street which provided space for the current Village of Yorkville Park.

Theme: Transportation and Infrastructure

Sub theme(s): Commuter Transit and Road Networks



Bay Station subway entrance at 1240 Bay St. (CBCollective 2022).



TTC Substation building at 30 Asquith Ave. (CBCollective 2021).

Description of Existing Built Form: The extension of Mount Pleasant Road (1950) required a new bridge over Bloor Street East at the intersection of Huntley and Jarvis streets and created the current Y-shaped configuration of the roads.

Theme: Transportation and Infrastructure

Sub theme(s): Commuter Transit and Road Networks



Looking north at the Mount Pleasant subway under Bloor St. E. (Placeholder image: Google 2021).

Summary of Existing Built Form and Related Themes: 1940s to 1960s

Description of Existing Built Form: Conversion of residential buildings into commercial or mixed use for the retail and service industries along Davenport Avenue, Yorkville Avenue and Cumberland Street.

Theme: Commercial Development

Sub theme(s): Retail and service industries



Residential buildings converted to commercial uses at 180-182 Davenport Rd. (CBCollective 2021).



Residential buildings converted to a restaurant at 98-100 Cumberland St. (CBCollective 2021).

Existing Built Form: Large-scale office buildings east of Yonge Street including the Crown Life building (1953), the Traders Building (1956) and the expansion of the Manufacturer's Life complex (1968).

Theme: Commercial Development

Sub theme(s): Financial industries



The Trader's Building at 625 Church St. (CBCollective 2021).



The Crown Life Building at 120 Bloor St. E. (CBCollective 2021).

Summary of Existing Built Form and Related Themes: 1940s to 1960s

Existing Built Form: Unique Yorkville commercial complexes, often named as squares or courts. This term refers to the type of the development that occurred in the Yorkville core during this period, generally characterized by contextually-sensitive architect-designed interventions providing commercial or mixed uses. Yorkville Complexes typically utilized contemporary design to respond to and enhance the existing urban fabric, through thoughtful use of scale, massing and setbacks; integration of historic structures; and improvement of pedestrian and public realm connectivity (Figures 42 & 43). Projects reflecting this development approach include Old York Lane (1963, 115 Yorkville Ave.), Lothian Mews (1964; demolished 1984), and York Square (1968, demolished 2022). Development of the type continued into the 1970s with Cumberland Court (1972, 99 Yorkville Ave.), Hazelton Lanes (1973, 55 Avenue Rd.) and 101 Yorkville Avenue (1978). The term refers as much to a development approach as a specific style or building type.

Theme: Commercial Development

Sub theme(s): Service & retail industries



Former Hazelton Lanes at 55 Avenue Rd. (CBCollective 2025).



Cumberland Court at 99 Yorkville Ave. (CBCollective 2025).

3.7 1970s - PRESENT

Period Synopsis

This period saw the continued development of high rise towers particularly along Bloor Street, for both residential and commercial purposes as well as the continued draw of Bloor-Yorkville as a tourist destination (Figure 44). Today, Bloor-Yorkville is one of Canada's most exclusive and expensive shopping districts, in particular the 'Mink Mile' along Bloor West between Avenue Road and Yonge Street.

The following themes and sub-themes were significant in shaping the CHRA study area during the 1970s - present period of development:

- **Commercial Development**
 - Retail Industry
 - Financial Industry
- **Residential Development**
 - Infill Development
- **Civic Government and Institutions**
 - Education
- **Community**
 - Community Organisations

3.7.1 COMMERCIAL DEVELOPMENT

During this period, commercial development in the CHRA study area was typified by two trends. The first was high-rise buildings along Bloor Street West accommodating the financial and retail industries and second, the continued adaptation of the existing built form within Yorkville village for retail businesses.

Along Bloor Street, high-rise buildings were constructed at 60 Bloor Street (1970; Craig, Zeidler and Strong architect; extant), 80 Bloor Street (1973; Bregman and Hamann architect; extant), 101 Bloor Street (1970; John H. Daniels architect; extant) and the landmark Manulife Centre at 55 Bloor Street and 44 Charles Street (1972 and 1974; Clifford & Lawrie and Moriyama and Teshima Architects; extant). An exception to the high rise construction was the new Holt Renfrew Centre (1978; Crang & Boake architect; extant). In Yorkville village, the architectural firm of WZMH designed the Cumberland Court shopping centre (1972; extant) and Hazelton Lanes (1976; extant) a mixed use commercial/residential project.⁴²

3.7.2 RESIDENTIAL DEVELOPMENT

Generally, residential development during this period took the form of towers - either as dedicated residential buildings such as the tower at 235 Bloor East (1979; Edward I. Richmond architect; extant) or combined with commercial functions like the Marriott Hotel / Plaza Apartments at 90 Bloor East (1975; Crang & Boake architect; extant). The McMurrich neighbourhood, bounded by Yonge Street, Davenport Road and Belmont Street, is a notable example of residential development during this time period with a combination of low, mid and high-rise buildings constructed.

3.7.3 CIVIC GOVERNMENT AND INSTITUTIONS

A major initiative in the area was the construction of the Toronto Reference Library at 789 Yonge Street (1977; Raymond Moriyama Architects; extant). The origins of the proj-

⁴² Cumberland Court won a Canadian Architect Award of Excellence in 1972.

ect date to 1968 when the Metropolitan Toronto Library Board decided that the original reference library, constructed in 1909 at St. George and College Street (Wickson & Gregg and A.H. Chapman; extant) could no longer meet the demands of an expanding metropolitan area. In 1971, the Board hired Raymond Moriyama Architects to report on a location for the new library based on two criteria. First, that it be within walking distance of Yonge Street and the subway and second, that it should be located between Queen Street and St. Clair Avenue.⁴³

While Moriyama reported back on three options, the Yonge Street location at the junction of two subway lines was an obvious choice. Although the original design went through many iterations, including the replacement of mirrored glass with brick for the exterior cladding, the building is well-used and known today. It combines research functions on the upper floors with a public gathering space on the ground floor.

3.7.4 COMMUNITY

Community Organisations

The Bloor-Yorkville Business Improvement Area (BIA) was founded in 1985 and continues to spearhead infrastructure projects and promote events and tourism in the area. In 1990, the Greater Yorkville Residents Association (GYRA) was formed when the Renaissance Plaza Board of Directors invited neighbouring condominium boards to meet and discuss matters of common interest. Nine condominium buildings responded and became the founding members of GYRA. In 2003, the Bloor Street East Neighbourhood Association (BENA), was organised and then incorporated in 2010. The BENA includes the portion of the CHRA study area east of Yonge Street with the exception of Asquith Avenue and Collier Street. Since this area does not include a BIA, the BENA includes businesses, individuals, churches, rental buildings and condominium corporations.

In 1994, the Village of Yorkville Park was completed after years of lobbying by Budd Sugarman to transform a parking lot on Cumberland Street into public space. Designed by Oleson Worland Architects, the park is a series of gardens reflecting the diversity of the Canadian landscape.⁴⁴

In 2008 the Bloor-Yorkville BIA and the City of Toronto partnered to update the Bloor Street streetscape between Church Street and Avenue Road. The initiative improved the pedestrian experience with widened sidewalks, trees, flower gardens, modern lighting and public art. The project was completed in 2013.

⁴³ OAA, "Toronto Reference Library," 19 February 2016.

⁴⁴ The park has received the American Society of Landscape Architects Award 1997, the International Downtown's Association Award of Merit 1997 and the City of Toronto Urban Design Award of Excellence 1997. In 2012, the American Society of Landscape Architects reviewed the Village of Yorkville Park upon restoration bestowed the Award of Excellence in the Landmark category.

In addition, Heritage Toronto recently created a series of plaques to commemorate the music scene in Yorkville village and on Yonge Street. Within the CHRA study area these are:

- Yorkville’s Music Scene
- Eastern Sound System
- Penny Farthing
- Riverboat
- Purple Onion
- Club Bluenote

Heritage conservation efforts during this period resulted in the Hazelton Avenue Heritage Conservation District Plan in 2002 (outside CHRA study area) and the Historic Yonge Street Heritage Conservation District Plan completed in 2016.

In 2011, Yorkville was home to 9,990 residents with 40% over the age of 55, many of them living on their own. Almost 60% of the housing in Yorkville was in condominiums, well above the city average at the time. In 2011, the top three countries of origin of Yorkville residents were the United Kingdom, United States and the Russian Federation. Of languages spoken at home besides English, the top three were Arabic, Persian (Farsi) and Spanish. The average household income was over \$130,000, making Yorkville one of the wealthiest neighbourhoods in Toronto’s core.⁴⁵

Existing Built Form and Themes: 1970s to present

Description of Existing Built Form: High-rise buildings along Bloor Street East and West accommodating the retail, service and financial industries. In these developments retail was provided at grade with offices or a hotel above.

Theme: Commercial Development

Sub theme: Retail, Service and Financial Industries



Commercial complex at 2 Bloor St. E. (CBCollective 2021).



The Manulife Centre at 55 Bloor St. W. (CBCollective 2021).

⁴⁵ City of Toronto/City Planning with Canadian Urban Institute. *TOCore Neighbourhood Population Profiles*. July 2016, p. 29.

Existing Built Form and Themes: 1970s to present	
Description of Existing Built Form: High-rise buildings along Bloor Street East and Yonge Street (south of Ramsden Park), either as dedicated residential buildings or as residential buildings with retail at grade. Theme: Residential Development Sub theme: Infill Development	 Residential tower at 877 Yonge St. (CBCollective 2021).
Description of Existing Built Form: The Toronto Reference Library occupies the majority of the block bounded by Yonge Street, Collier Street, Church Street and Asquith Avenue. Theme: Civic Governance and Institutions Sub theme: Education	 The Toronto Reference Library at 789 Yonge St. (CBCollective 2021).

4.0 FIGURES

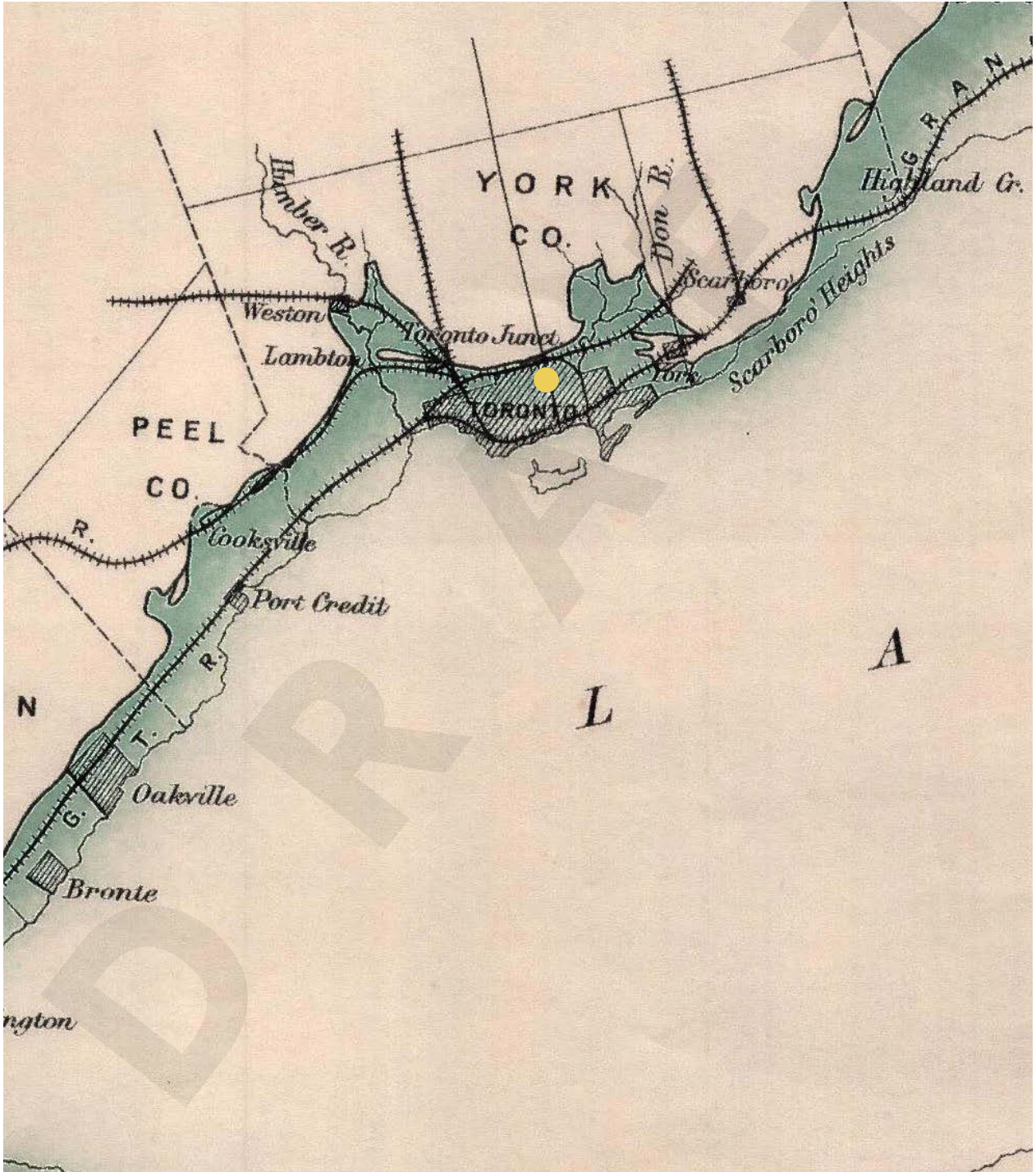


Figure 1: Detail of 1904 map showing the historic extent of the Lake Iroquois shoreline in teal, relative to the 20th century shoreline. A yellow circle approximates the centre of the study area (*University of Toronto Map & Data Library*).



Figure 2: c.1797 map Copy of a c.1797 Aitken survey plan of the Township of York. A purple arrow indicates the location of a dashed line believed to be Indigenous trail, located south of the bluff and traveling through the study area shaded in blue (Archives of Ontario).

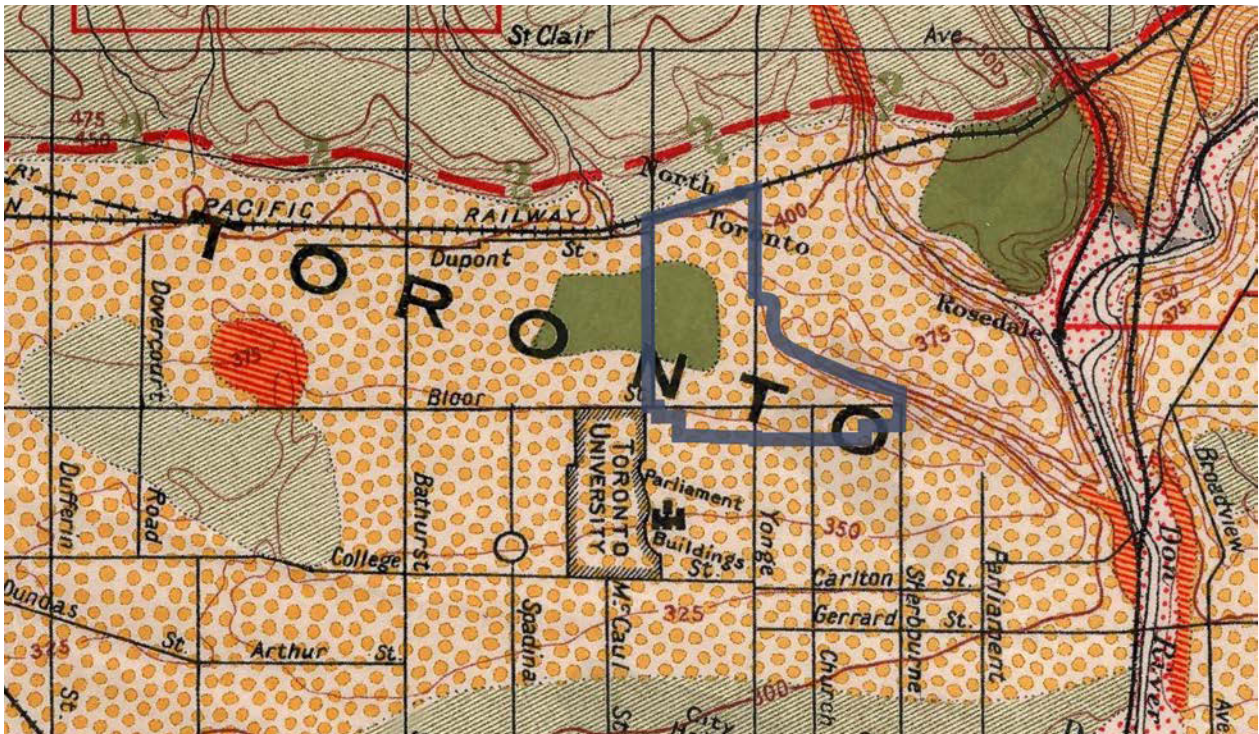


Figure 3: Detail of an 1891 plan showing the study area and CHRA areas outlined in blue. The yellow dots indicate sand and the dark green areas identify clay deposits (University of Toronto Map & Data Library).

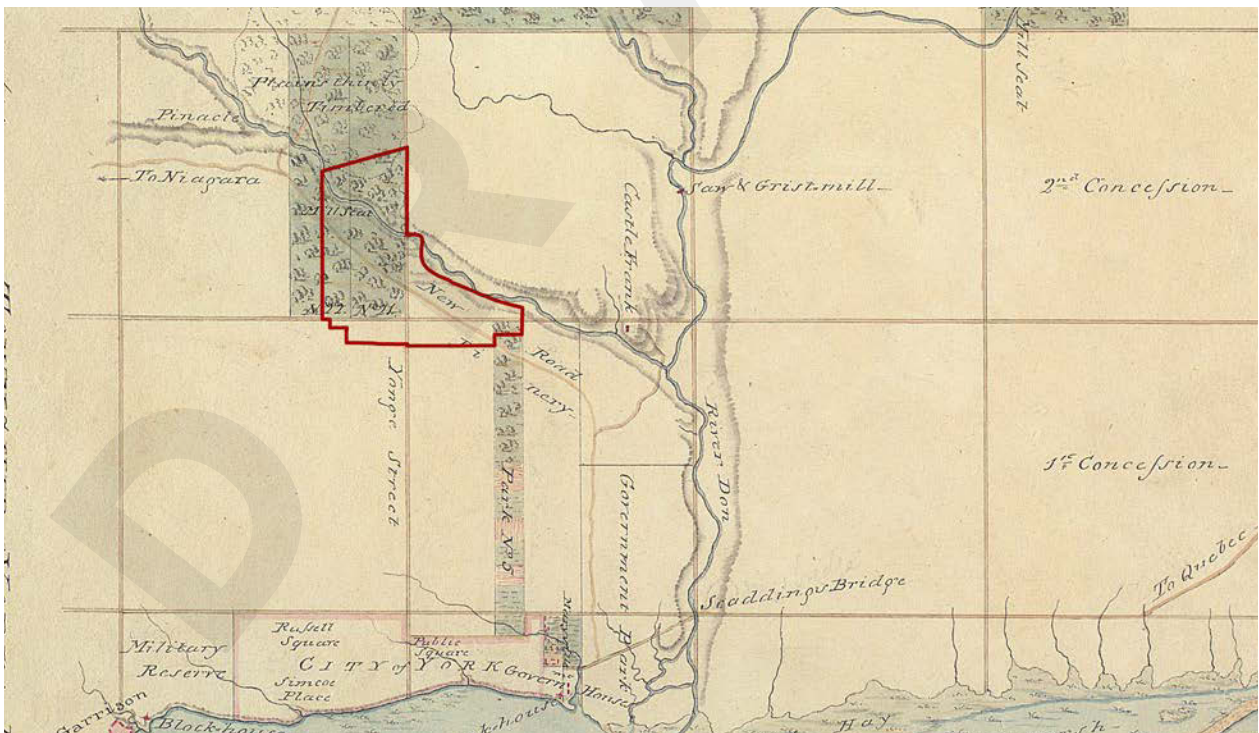


Figure 4: Detail of an 1802 Chewett plan showing the survey grid, with Yonge Street and Bloor Street intersecting at the bottom of the study area (in red). Davenport Road is shown crossing diagonally, connecting Niagara with York, and is referred to as "New Road" (Toronto Public Library).



Figure 5: Photograph of the Yonge Street toll gate in 1870, when it was located north of Marlborough Avenue (*Toronto Public Library*).

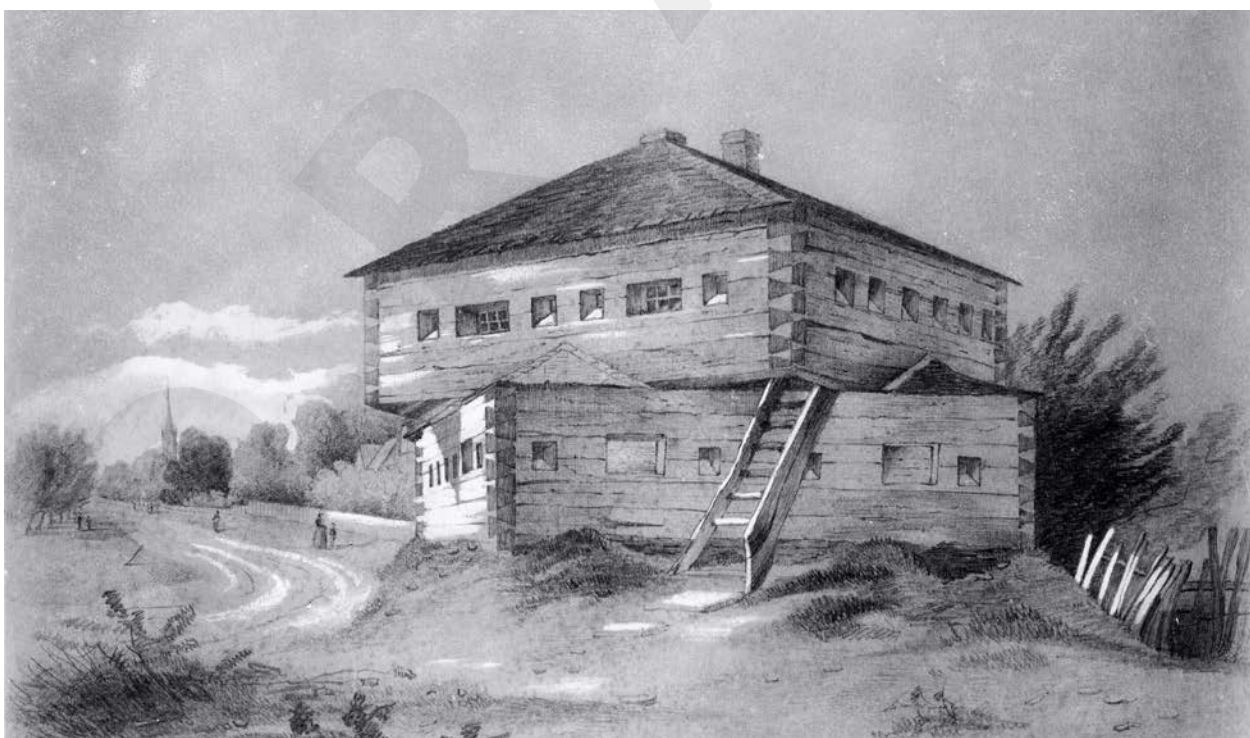


Figure 6: 1862 drawing looking east at the Sherbourne Street blockhouse, built following the 1837 Upper Canada Rebellion (*Toronto Public Library*).



Figure 7: 1886 photograph of the Red Lion Inn on the east side of Yonge Street north of Bloor, two years before its demolition (Toronto Public Library).

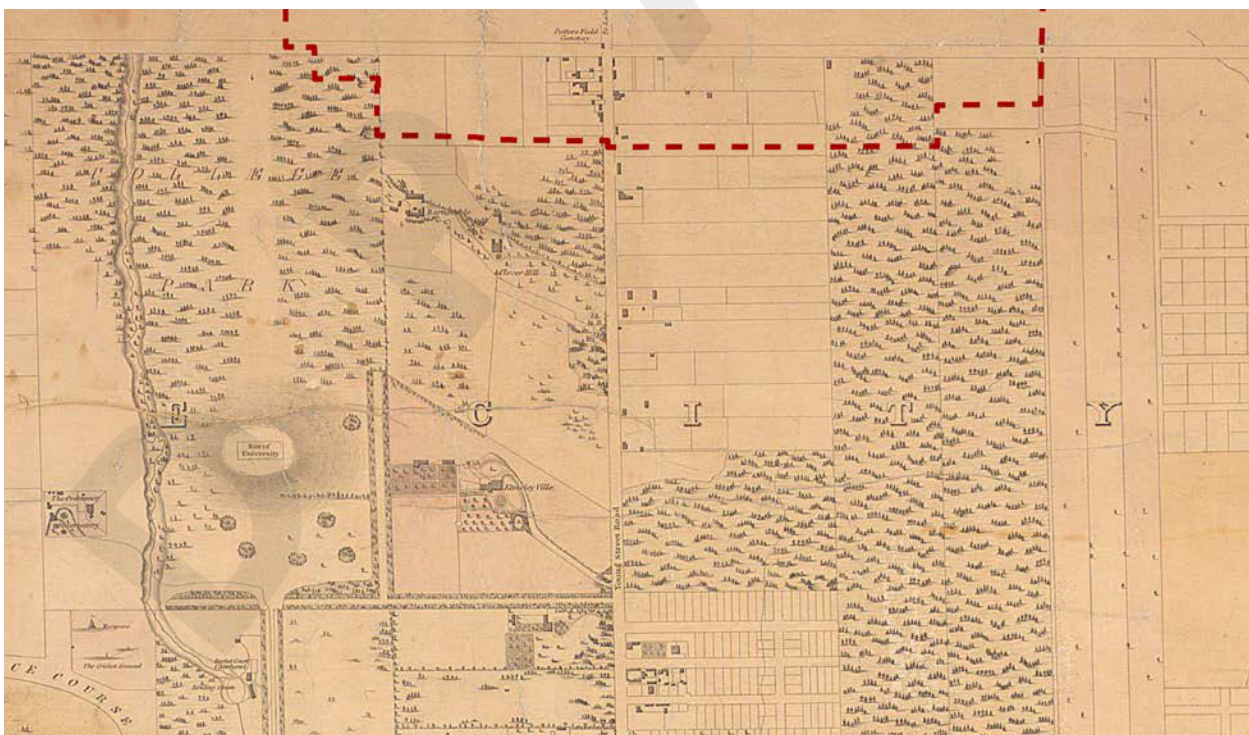


Figure 8: Detail of the 1842 Cane map with the Bloor and Yonge intersection at top centre. Yonge Street is seen as the major road north from York, and development becomes denser closer to Yorkville (Toronto Public Library).

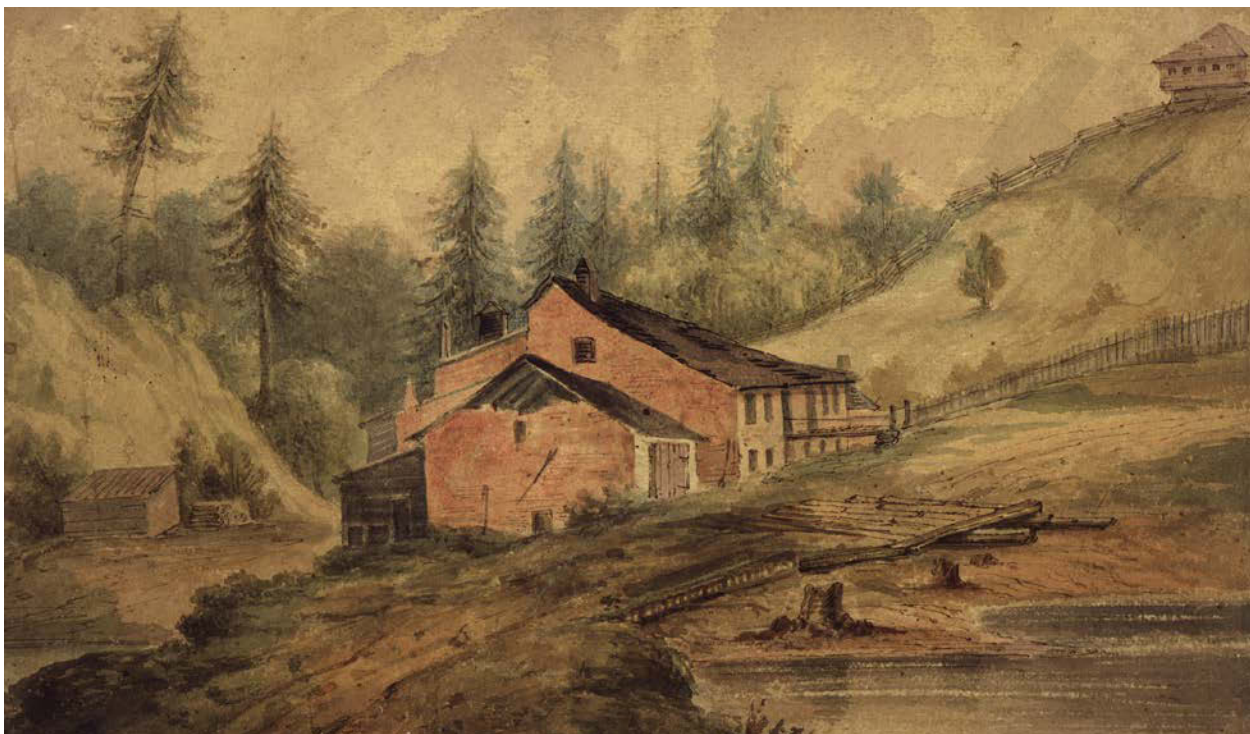


Figure 9: 1865 painting by Richard Baigent of Bloor's Brewery, by this time known as Castle Frank Brewery. The Sherbourne blockhouse is visible at top right (*Toronto Public Library*).



Figure 10: Watercolour of the first St. Paul's church on Bloor Street in 1848 (*Toronto Public Library*).

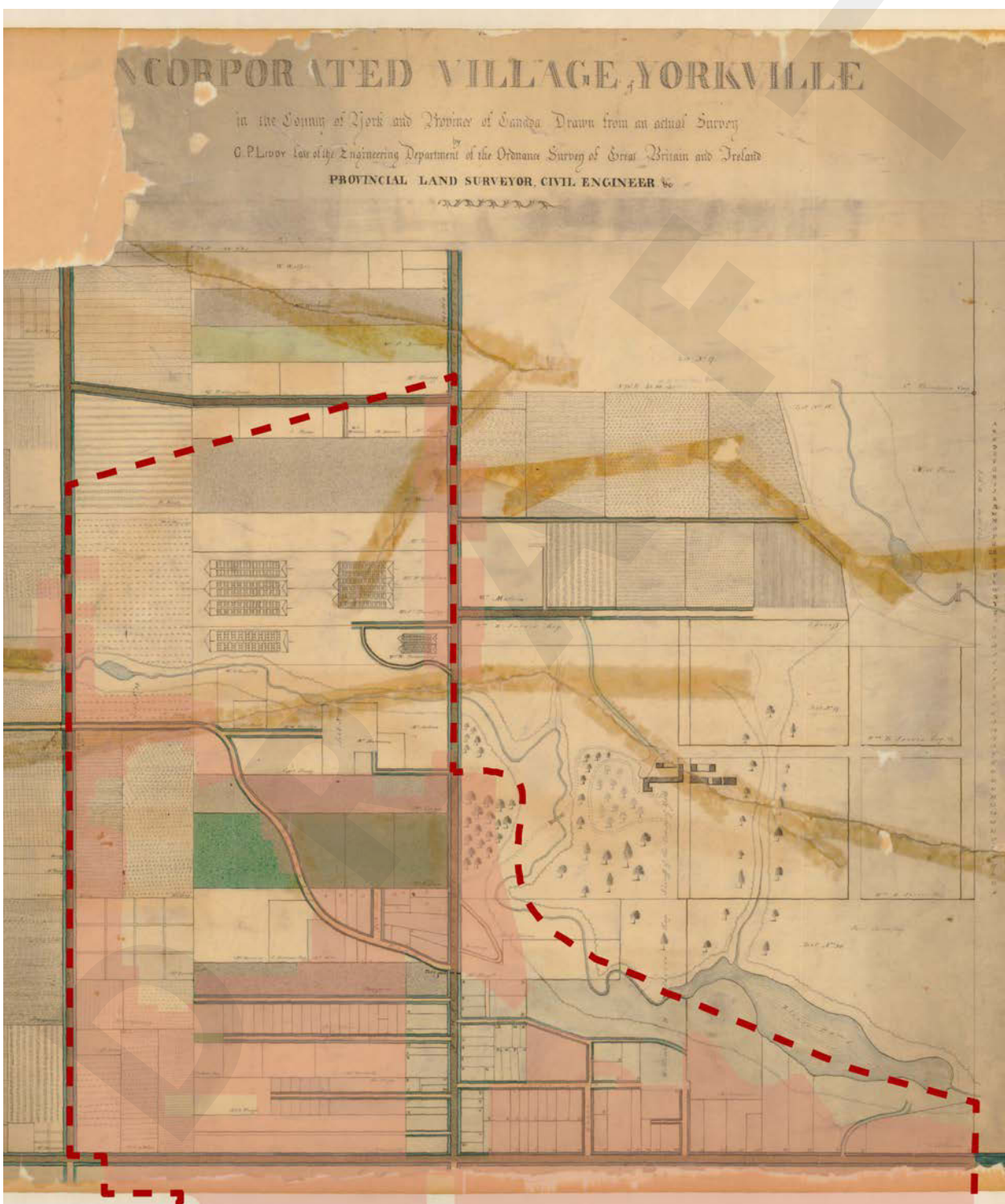


Figure 11: Detail of the 1852 Liddy map of the incorporated Village of Yorkville. This rich map shows geographic features, roads, property lines, farms and the brickyards. The roads and property lines between Davenport and Bloor probably represent the early subdivision plans (*Ontario Ministry of Natural Resources, Office of the Surveyor General*).

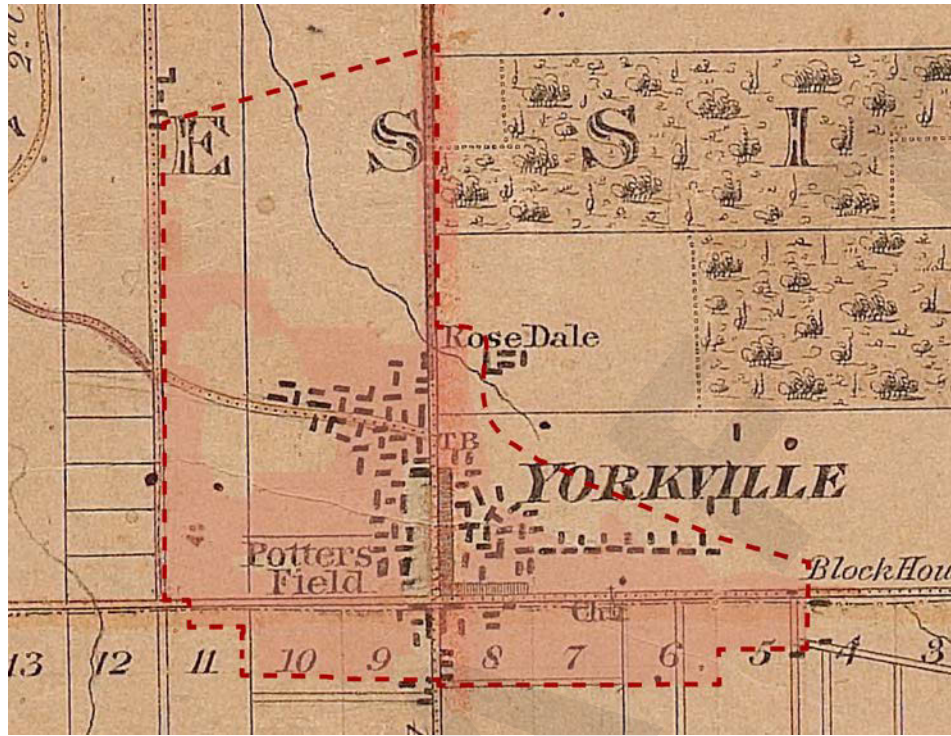


Figure 12: Detail of J.O. Browne's 1851 York Township map with the study area and CHRA areas overlaid. The map approximates the contemporary built extents along Davenport, Yonge and Bloor streets (City of Toronto Archives).

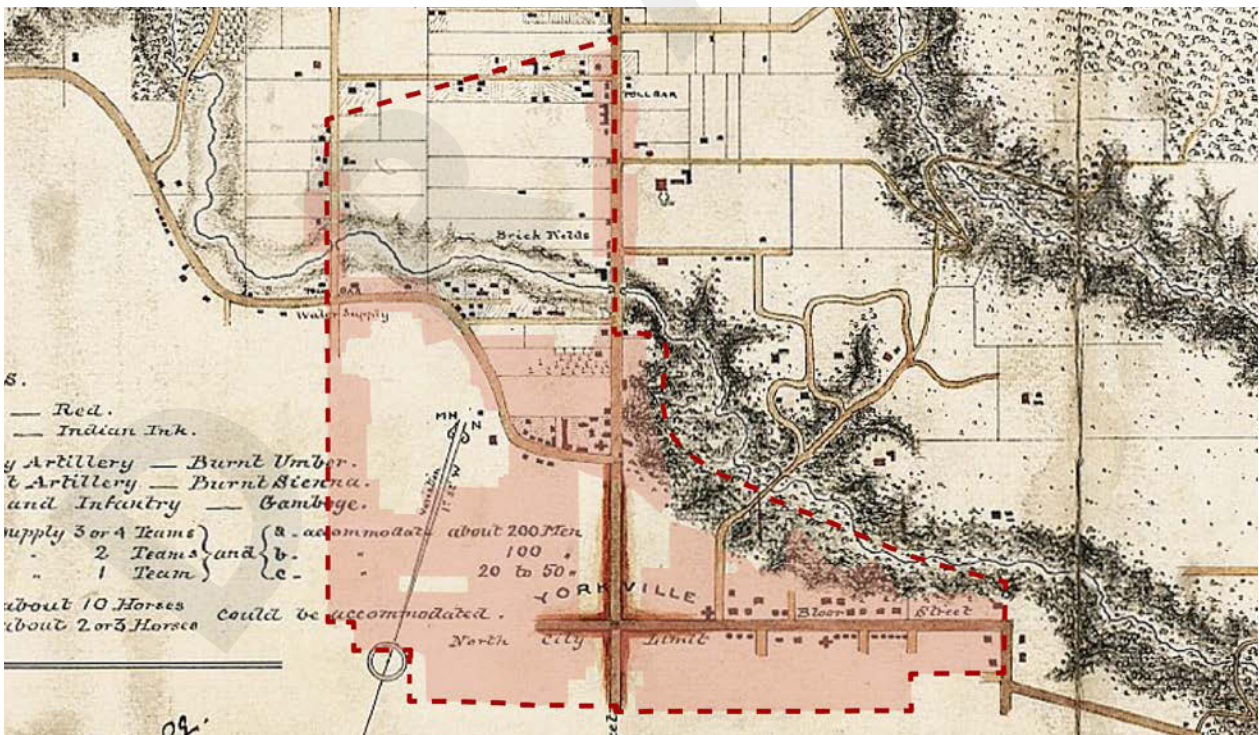


Figure 13: Detail of the 1868 Fawkes and Hassard military reconnaissance plan with the study area and CHRA areas overlaid. The map also approximates the contemporary built extents along Davenport, Yonge and Bloor streets (Library and Archives Canada).

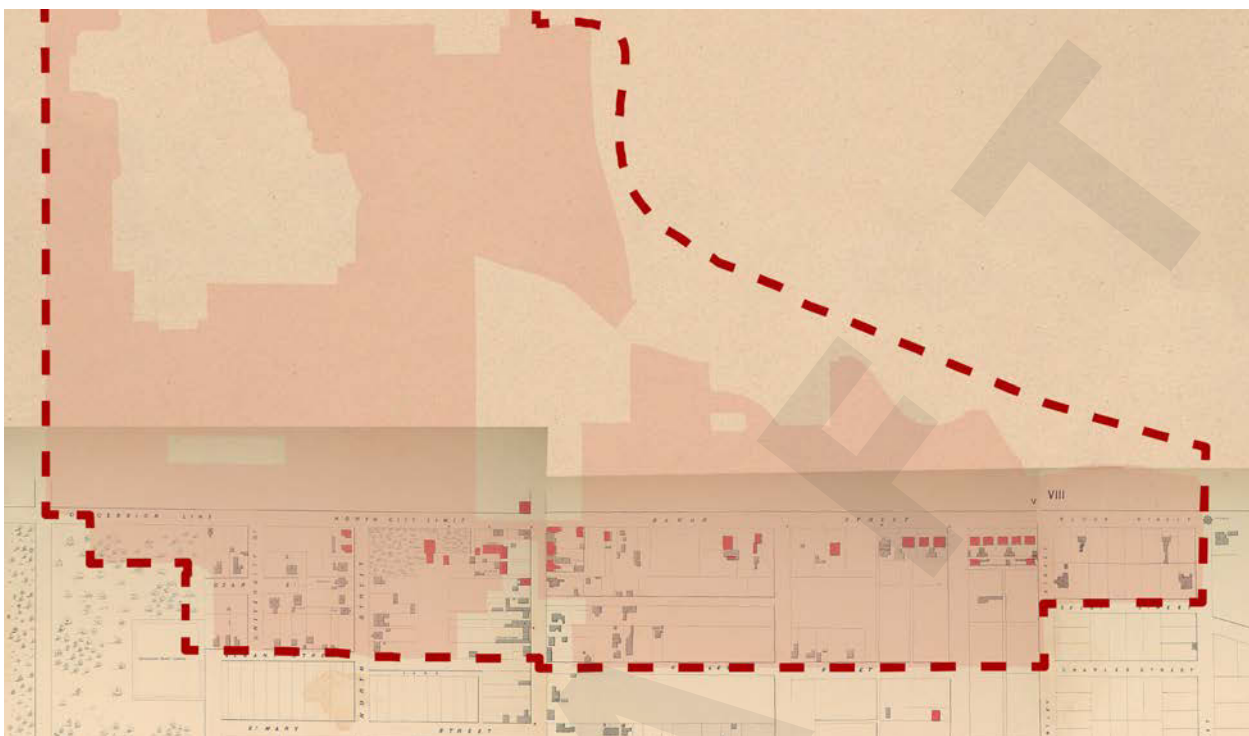


Figure 14: Composite of plates from the 1858 Boulton Atlas, showing development within Toronto's liberties. Development is heaviest on Yonge and Bloor streets, with the latter tending toward brick residences and greater setbacks (*Toronto Public Library*).



Figure 15: 1861 photograph looking north up Yonge past Cumberland Street to the Yorkville Town Hall (with tower still to be built). The image conveys the commercial character of Yonge Street even by the mid-19th century (*Toronto Public Library*).

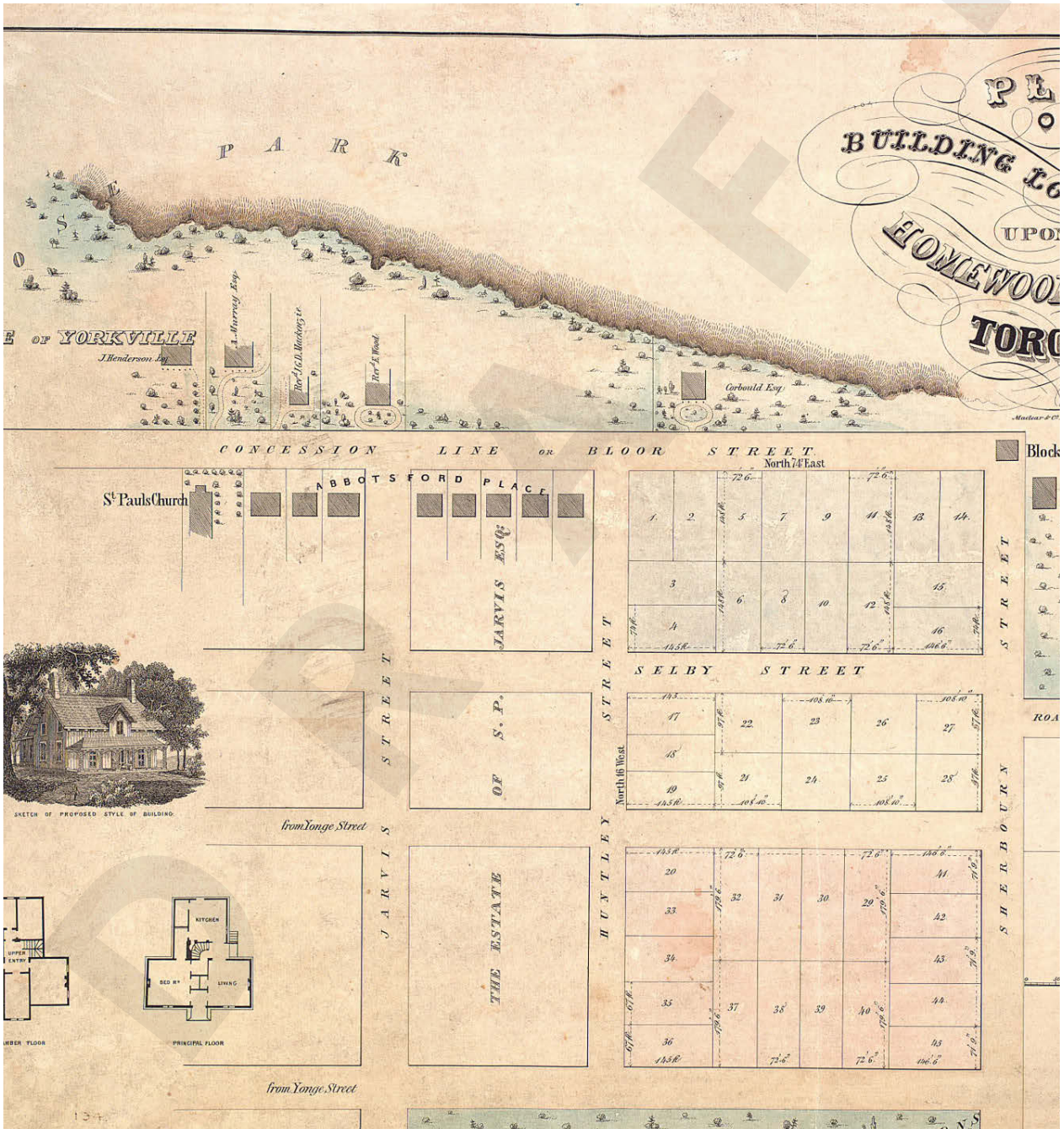


Figure 16: Detail of an 1855 promotional subdivision plan for the Homewood Estate, showing the residential nature of Bloor Street at the time. The blockhouse is visible at right (Toronto Public Library).



Figure 17: Detail of P.A. Gross Bird's 1876 Bird's Eye map of Toronto. It conveys the built extents of the study area, various building types, as well as the topography of the ravine valley and former Lake Iroquois shoreline to the north (*University of Toronto Map & Data Library*).

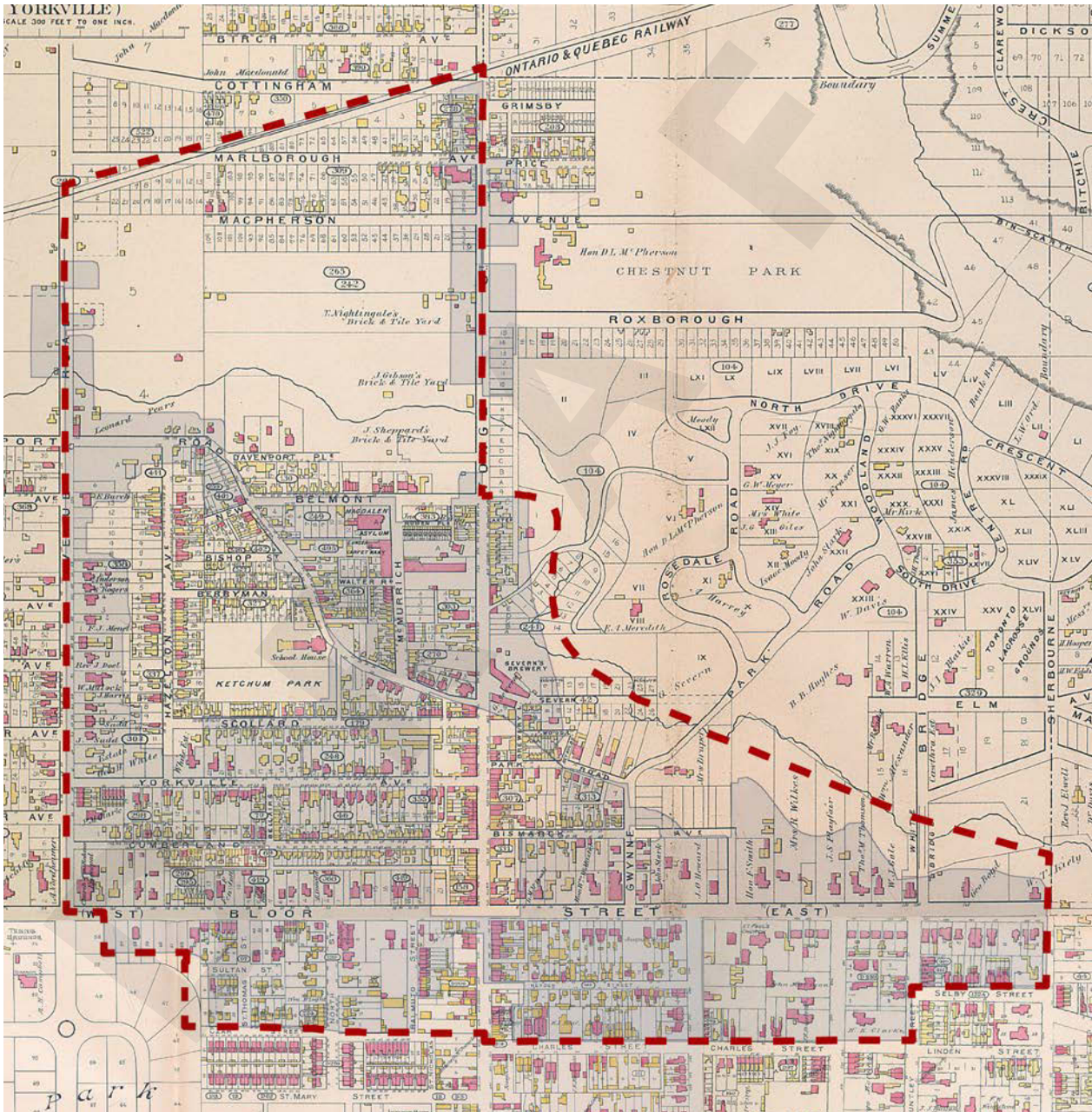


Figure 18: Composite of plates from the 1884 Goad's Fire Insurance Atlas showing the built extents of the study area at that time (University of Toronto Map & Data Library).



Figure 20: 20th century photograph of houses between 25 and 33 Lowther Avenue. The houses are typical of the former Village of Yorkville according to Eric Arthur. They are located west of the study area (*No Mean City*, p.70).

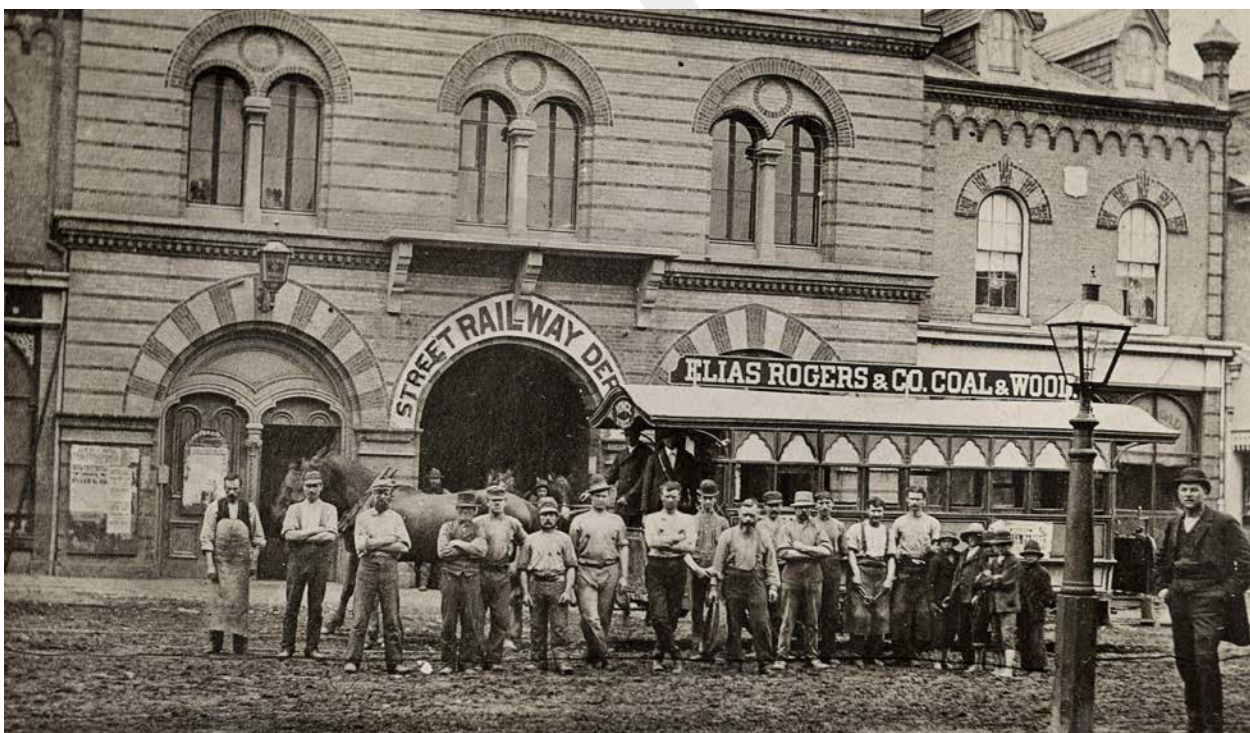


Figure 19: 1870 photograph showing a street railway car in front of the Town Hall. The entrance to the TSR's stable was via the central arch of the building (*Toronto Public Library*).

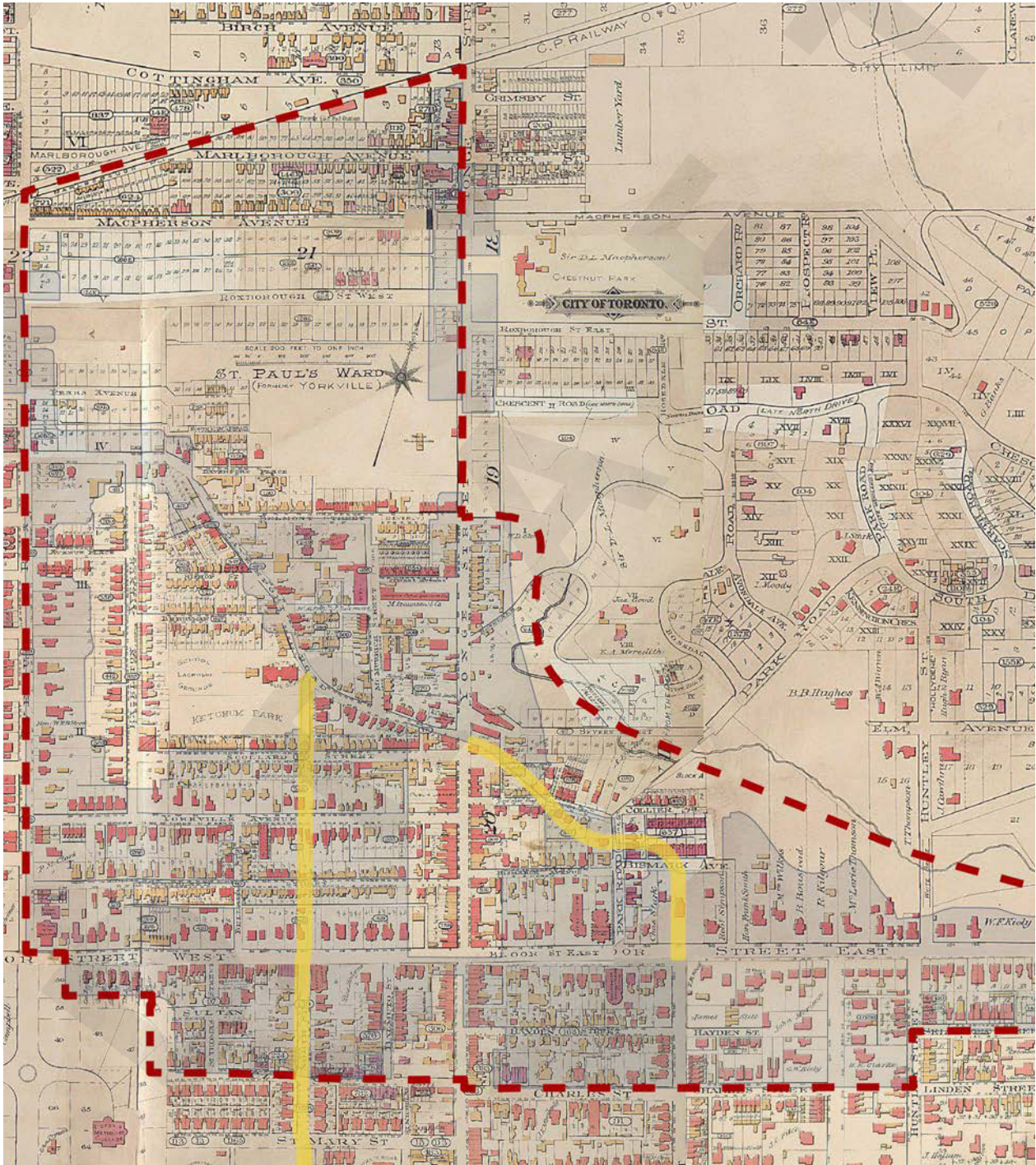


Figure 21: 1899 Fire Insurance Plan with the future Bay and Church street extensions outlined in yellow. The plan conveys the degree to which the projects impacted the historic fabric and layout of the former village core (University of Toronto Map & Data Library and CBCollective 2021).



City of Toronto Archives, Fonds 1244, Item 7230

Figure 22: c.1907 archival photograph looking east at the termination of Bloor Street East at Sherbourne Street (*City of Toronto Archives*).



City of Toronto Archives, Series 372 s0372_ss0010_it3012

Figure 23: 1915 archival photograph looking northeast to Bloor and Sherbourne streets, with the Toronto Dominion Bank building in the background. In the foreground an embankment is being build-out over the Rosedale Ravine to support the extension of Bloor Street East (*City of Toronto Archives*).

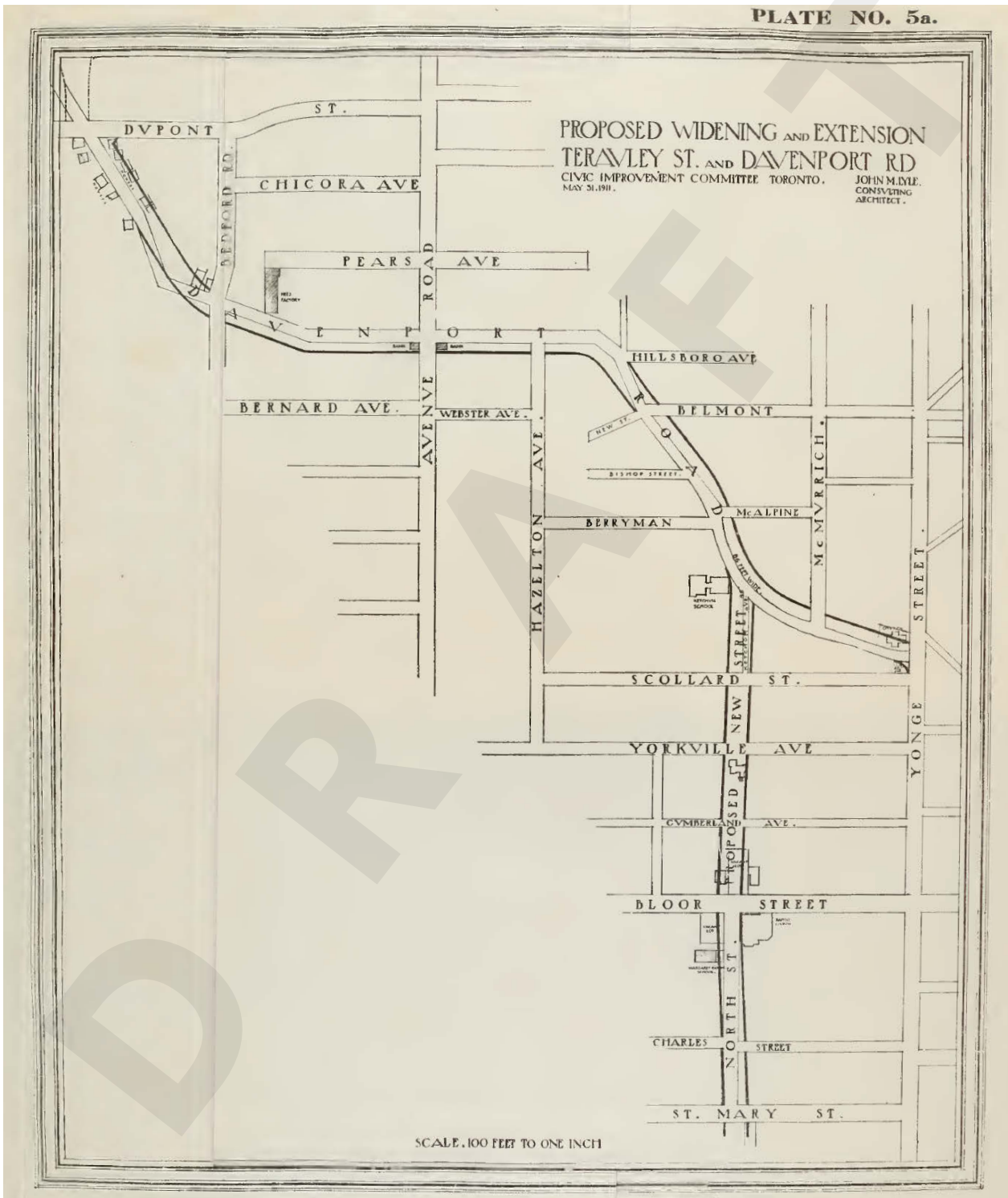


Figure 24: 1911 plan showing the proposed route of the Terauley Street extension north of Bloor to Davenport Road. The plan also outlines the intended widening of Davenport Road (1911 *Civic Transportation Committee Report*).

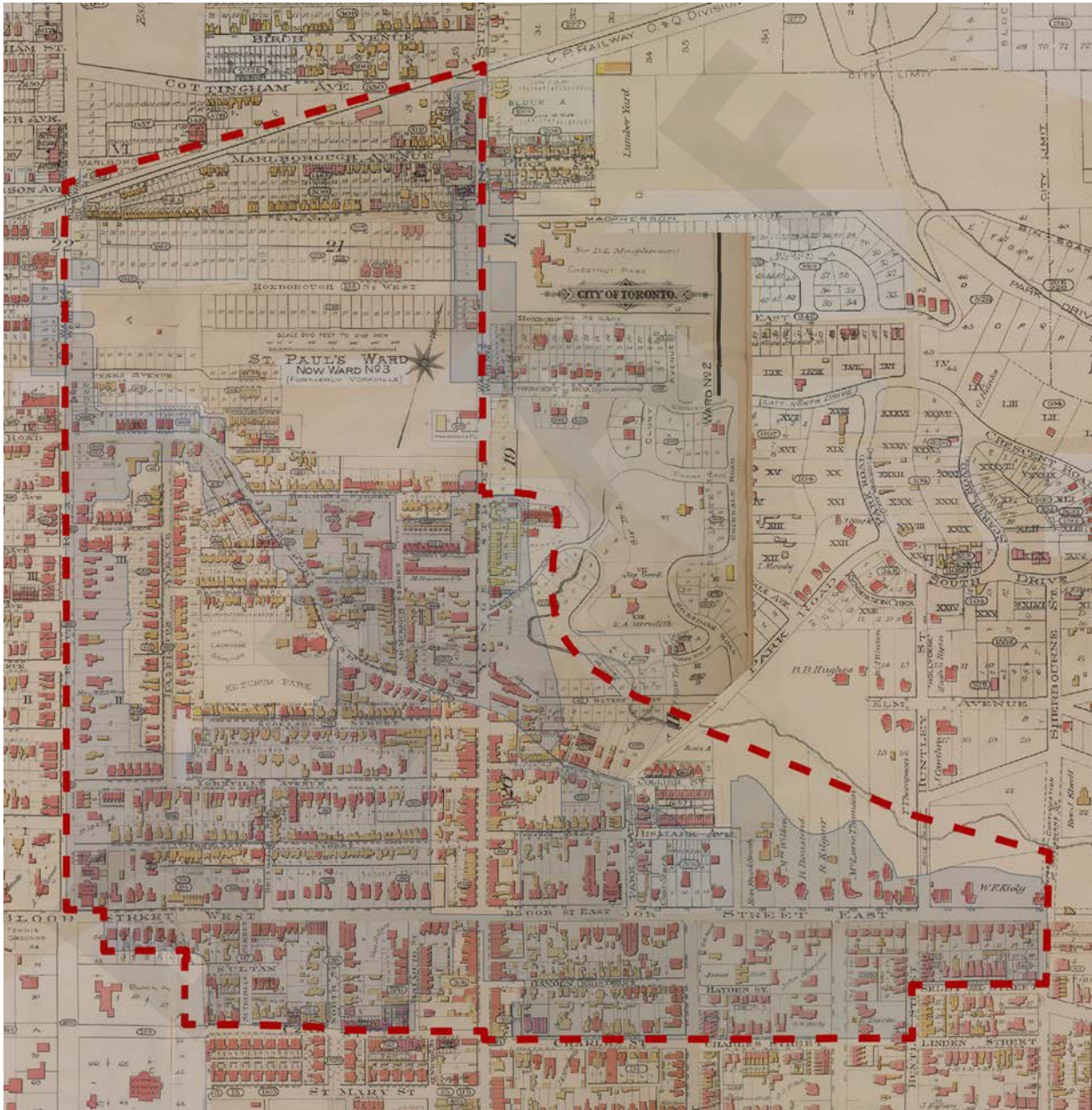


Figure 25: Composite of plates from the 1903 Goad's Fire Insurance Atlas showing the built extents of the study area at that time (University of Toronto Map & Data Library).



Figure 26: Composite of plates from the 1913 Goad's Fire Insurance Atlas showing a notable increased in buildings since 1889 (*University of Toronto Map & Data Library*).

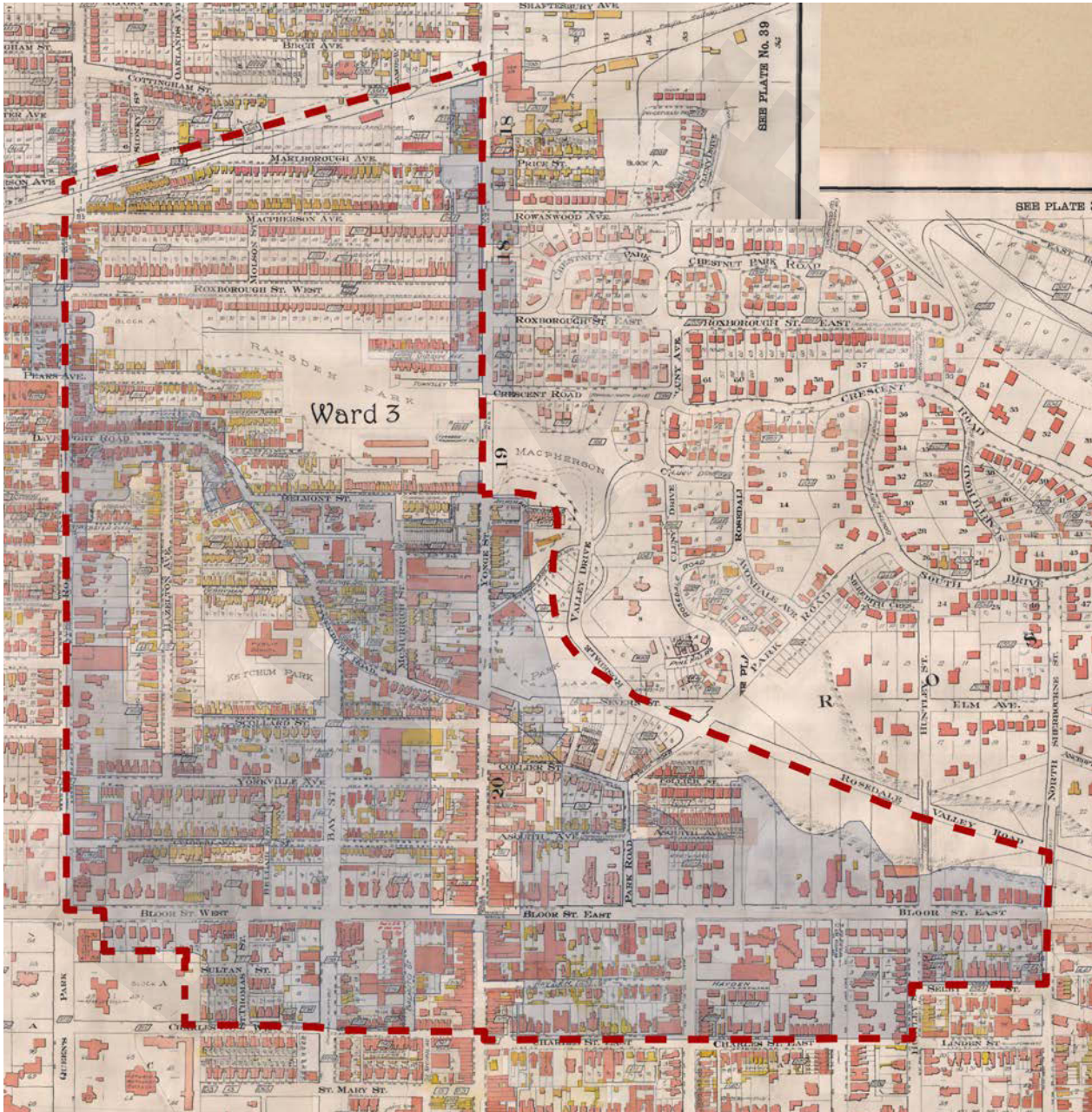


Figure 27: Composite of plates from the 1923 Goad's Fire Insurance Atlas showing the completely built-out study area and Bay Street Extension (University of Toronto Map & Data Library).



Figure 28: 1971 photograph of the Canadian Bank of Commerce (Darling and Pearson architects) at the northeast corner of Yonge and Bloor. The size and ornate execution of the Art Nouveau building speak to the early importance of that particular intersection (*Toronto Public Library*).



Figure 29: c.1890 photograph showing a butcher on Davenport Road. The business was likely a conversion from the original residential form, and is located on a street corner as was often the case (*Toronto Public Library*).



Figure 30: Detail of a classified occupancy map from 1915, with the study area at centre. Yellow corresponds to residential uses, black to commercial, and red to industrial (*University of Toronto Map & Data Library*).



Figure 31: 1924 photograph of 83-85 Bloor Street West, an example of a former residence using a commercial addition to support new uses (*City of Toronto Archives*).



Figure 32: 1924 photograph of the Toronto Orthopedic Hospital located in a former detached dwelling at 199 Bloor Street West (*City of Toronto Archives*).



Figure 33: 1929 Photograph of Bloor Street looking west from Park Road. The large detached houses contrast with the towers in the distance to convey the street's changing character (*City of Toronto Archives*).



Figure 34: 1926 photograph of the 6-storey Bloor Building still under construction at the southeast corner of Bay and Bloor streets (*City of Toronto Archives*).



Figure 35: 1983 photograph of the Physicians and Surgeons Building at 86 Bloor Street West. The eastern bay of 96 Bloor Street West is seen at the left (*City of Toronto Archives*).

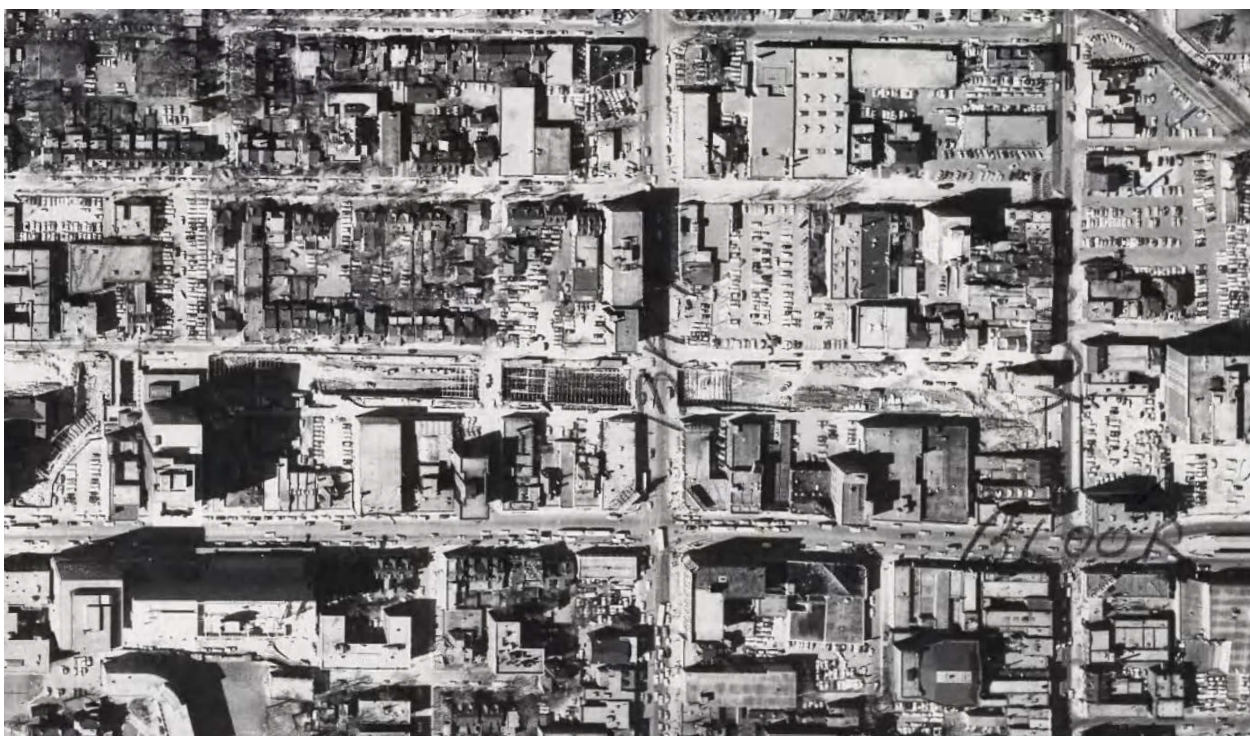


Figure 36: 1963 aerial photograph showing construction of the Bloor-Danforth subway between Yonge Street and Avenue Road where houses on the south side of Cumberland Street were demolished (City of Toronto Archives).



Figure 37: 1950 aerial photograph showing Mount Pleasant Road under construction where it connects to Jarvis Street (City of Toronto Archives).



Figure 38: Holt Renfrew's new store at 144 Bloor Street West, constructed 1955 and demolished c1970 (RAIC, Vol. 35, No. 12, December 1958, p. 474).



Figure 39: The crowded patio at the Penny Farthing coffee house at 110-2 Yorkville Avenue, 1963 (Toronto Public Library).



Figure 40: Gordon Lightfoot and Harry Belafonte speaking at the Riverboat, 1967 (York University, Toronto Telegram Fonds, ASC00607).



Figure 41: The August 1967 protest to stop the traffic in Yorkville caused in part by 'gawkers' driving through the area clogging the streets (York University, Toronto Telegram Fonds, ASC00615).

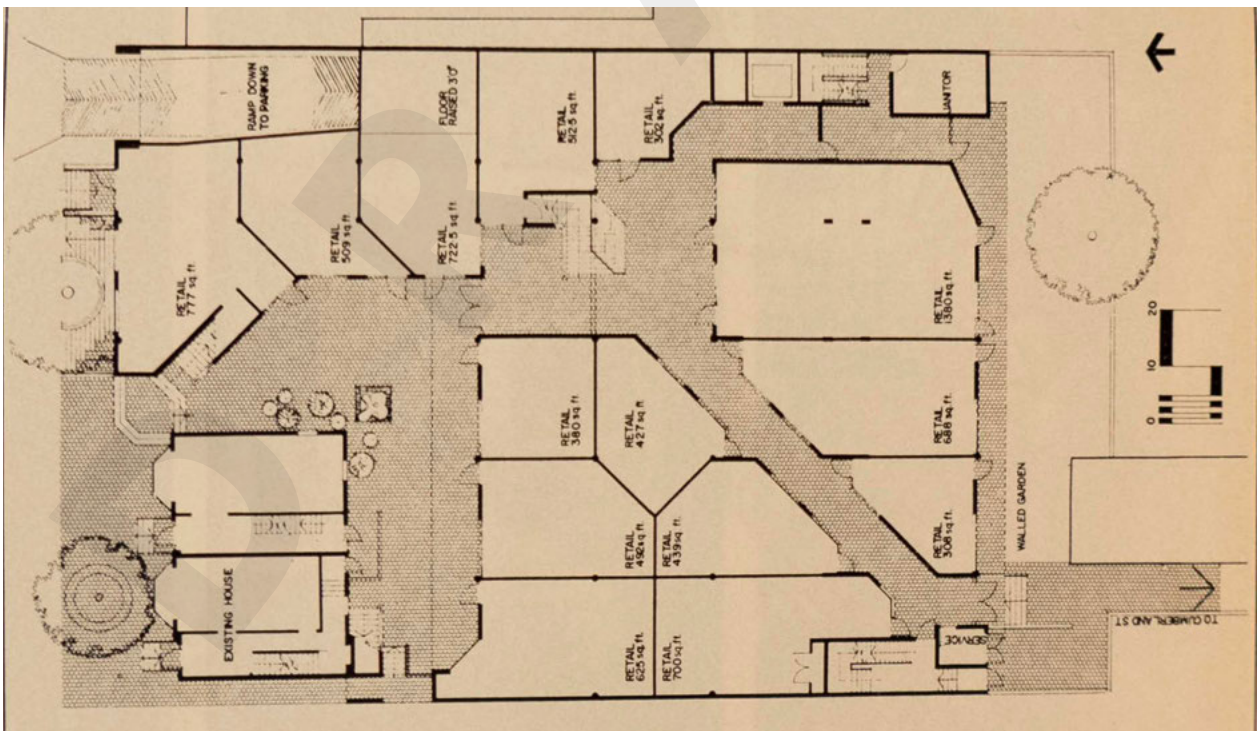


Figure 42: 99 Yorkville Avenue (Cumberland Court) ground floor plan. The grey area indicates the project's public realm and pedestrian areas, which provide a mid-block connection between Cumberland Street and Yorkville Avenue (The Canadian Architect, Yearbook/December 1972, p. 73).

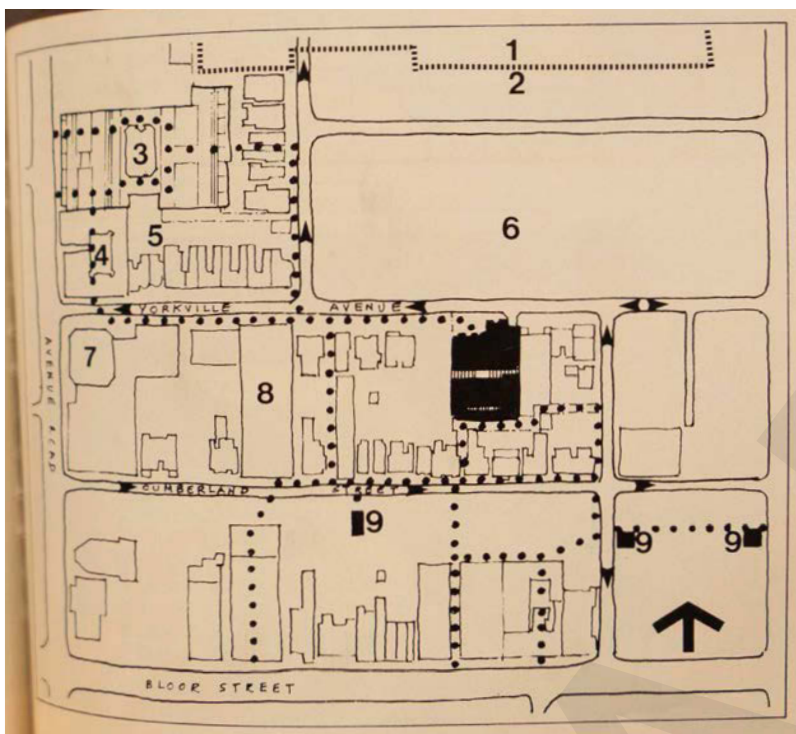


Figure 43: Plan for the Yorkville village core area, with dotted paths showing the network of mid-block connections and their related development (The Canadian Architect, May 1974, p. 37).

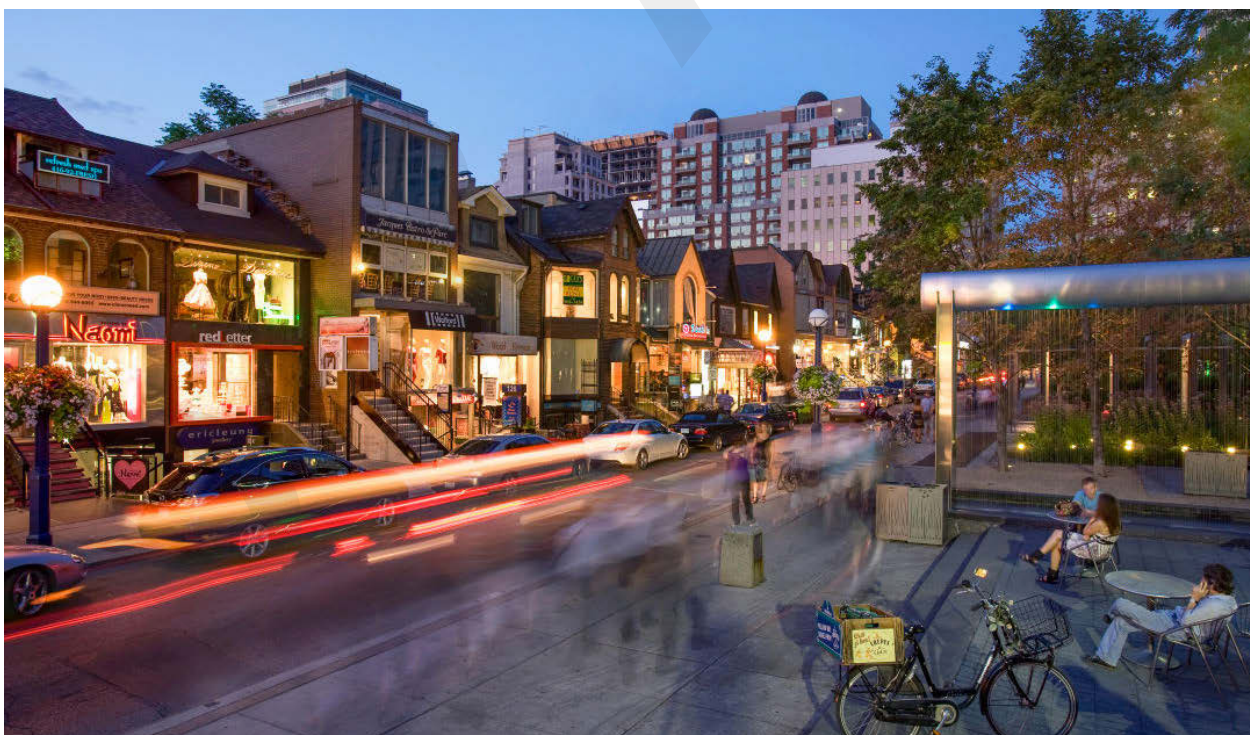


Figure 44: Cumberland Street in 2010 with businesses lining the north side and the Village of Yorkville Park on the south (COTA, Fonds 589, Item 205).