

Inclusion on the City of Toronto's Heritage Register – Don Mills Crossing Properties

Date: November 6, 2019

To: Toronto Preservation Board
North York Community Council

From: Senior Manager, Heritage Preservation Services, Urban Design, City Planning

Wards: Ward 16 – Don Valley East

SUMMARY

This report recommends that City Council include 16 properties identified in Recommendation 1 of this report on the City of Toronto's Heritage Register. The properties are located within the Don Mills Crossing Cultural Heritage Resource Assessment (CHRA) study area.

As part of the Don Mills Crossing Study, which resulted in the Don Mills Secondary Plan (Official Plan Amendment 404), City Planning initiated a CHRA to ensure that all properties of cultural heritage value or interest were appropriately identified, understood and conserved as part of an up-to-date planning framework. The planning framework is supported by analysis of the broader context through a number of component studies, including the CHRA, to enable a thorough review of the area context. The CHRA Study Area (noted as 'Study Area' within this report) includes properties currently located between Leslie Street to the west, Barber Greene Road and Green Belt Drive to the north, and the Canadian National Railway line to the south and east.

The CHRA identified a collection of company headquarters, institutional and clean industrial buildings constructed between 1950 and 1975 whose Modernist design, low-rise scale, and landscaped settings linked together by a series of curvilinear roads has resulted in a unique cultural heritage landscape informed by the Garden City principles combined with Modernist architecture style. This approach to architecture and a generous landscaped setting was fundamental to the planning of Don Mills. The CHRA also identified housing that responded to the principles of incorporating Modernist architecture in a landscaped setting.

All of these properties meet Ontario Regulation 9/06, the provincial criteria prescribed for municipal designation, which the City also applies when assessing properties for its Heritage Register. Properties on the City's Heritage Register will be conserved and maintained in accordance with the Official Plan Heritage Policies.

RECOMMENDATIONS

The Senior Manager, Heritage Preservation Services, Urban Design, City Planning recommends that:

1. City Council include the following properties on the City of Toronto's Heritage Register:

81 Barber Greene Road
789 Don Mills Road
849 Don Mills Road
1200 Eglinton Avenue East
15 Gervais Drive
33 Green Belt Drive
95-155 Leeward Glenway
1123 Leslie Street
1133 Leslie Street
1135 Leslie Street
44-52 Prince Andrew Place
20 Wynford Drive
39 Wynford Drive
50 Wynford Drive
90 Wynford Drive
100 Wynford Drive

FINANCIAL IMPACT

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

DECISION HISTORY

In August 2014, City Council identified Don Mills and Eglinton as a Focus Area through its adoption of the Eglinton Connects study, and provided direction to staff to develop a Secondary Plan for the Focus Area:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.PG35.3>

As part of an Ontario Municipal Board settlement with Celestica with respect to Official Plan Amendment 231 (Employment Policies), in June 2016, City Council adopted Site and Area Specific Policy (SASP 511) which requires a comprehensive planning framework prior to new development:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.CC19.8a>

At its meeting of January 11, 2017, Planning and Growth Management Committee adopted the Don Mills Crossing Phase 1 Report. The report presented a profile of the study area and its immediate surroundings. The Don Mills Crossing Profile outlined how the study area is a collection of single use precincts, developed at a large scale

between expansive natural valleys of the Don River. The Profile Report focused on the history and demographics of the study area, and also updated and confirmed the findings of Eglinton Connects on community infrastructure needs:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.PG17.7>

At its meeting of December 5, 6, 7 and 8, 2017, City Council adopted the Don Mills Crossing Phase 2 Report, which presented a Public Realm Plan for the Study Area to guide future development and serve as the organizing structure for the preparation of a Secondary Plan.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.PG24.9>

At its meeting of June 26, 27, 28 and 29, 2018, City Council adopted the Don Mills Crossing Proposals Report, which presented the draft Don Mills Crossing Secondary Plan.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.PG30.6>

At its meeting of June 26, 27, 28 and 29, 2018, City Council adopted a Request for Direction Report for appeals of applications for Official Plan Amendment, Zoning By-law Amendment and Plan of Subdivision approval for 844 Don Mills Road, 1150 and 1155 Eglinton Avenue East (Celestica lands) including conservation and commemorative strategies for heritage resources within the application area.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.PG30.7>

At its meeting of April 16 and 17, 2019, City Council adopted the Don Mills Crossing Secondary Plan (Official Plan Amendment 404) and Final Report and referred the Cultural Heritage Resource Assessment back to staff.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.PH4.1>

COMMENTS

Policy Framework

The conservation of cultural heritage resources is an integral component of good planning, contributing to a sense of place, economic prosperity, and healthy and equitable communities. Heritage conservation in Ontario is identified as a provincial interest under the Planning Act and are valuable resources noted under the Provincial Policy Statement (2014) and Growth Plan (2019). Heritage Conservation is further enabled through the Ontario Heritage Act. The City of Toronto's Official Plan implements provincial planning policy and provides policies to guide decision making within the city.

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

The Planning Act, R.S.O. 1990 establishes the foundation for land use planning in Ontario, describing how land can be controlled and by whom. Section 2 of the Planning Act identifies heritage conservation as a matter of provincial interest and directs that municipalities shall have regard to the conservation of features of significant architectural, historical, archaeological or scientific interest. Heritage conservation may also contribute to other matters of provincial interest, such as the promotion of built form that is well-designed and that encourages a sense of place.

The Planning Act requires that all decisions affecting land use planning matters shall conform to the Growth Plan and shall be consistent with the Provincial Policy Statement, both of which position heritage as a key component in supporting key provincial principles and interests.

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

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

The Growth Plan for the Greater Golden Horseshoe (2019) builds on the Provincial Policy Statement to establish a land use planning framework that supports complete communities, a thriving economy, a clean and healthy environment and social equity. Section 1.2.1 Guiding Principles states that policies in the plan seek to, among other principles, "conserve and promote *cultural heritage resources* to support the social, economic, and cultural well-being of all communities, including First Nations and Metis communities". Cultural heritage resources are understood as being irreplaceable, and are significant features that provide people with a sense of place. Section 4.2.7 Cultural Heritage Resources directs that cultural heritage resources will be *conserved* in order to foster a sense of place and benefit communities, particularly in *strategic growth areas*. Strategic growth areas include the downtown urban growth centre where these properties are located.

The Ontario Heritage Act is the key provincial legislation for the conservation of cultural heritage resources in Ontario. It regulates, among other things, how municipal councils can identify and protect heritage resources, including archaeology, within municipal

boundaries. This is largely achieved through listing on the City's Heritage Register, designation of individual properties under Part IV of the Ontario Heritage Act, or designation of districts under Part V of the Ontario Heritage Act.

The City of Toronto's Official Plan, updated through the approval of OPA 199 contains a number of policies related to properties on the City's Heritage Register and properties adjacent to them, as well as the protection of areas of archaeological potential. Stressing the role that heritage conservation plays in city-building, Section 3.1.5 of the Official Plan states that, "Cultural heritage is an important component of sustainable development and place making. The preservation of our cultural heritage is essential to the character of this urban and liveable City that can contribute to other social, cultural, economic and environmental goals of the City."

Policy 3.1.5.4 states that heritage resources on the City's Heritage Register will be conserved and further, Policy 3.1.5.6 encourages the adaptive re-use of heritage properties. Additionally, Policy 3.1.5.26 states that, when new construction on, or adjacent to, a property on the Heritage Register does occur, it will be designed to conserve the cultural heritage values, attributes and character of that property and will mitigate visual and physical impacts on it.

Listing on the City's Heritage Register

Official Plan Policy 3.1.5.14 directs that potential and existing properties of cultural heritage value or interest, including cultural heritage landscapes and heritage conservation districts, will be identified and included in area planning studies and plans with recommendations for further study, evaluation and conservation. Pro-active listing of properties is intended to give greater clarity to property owners with regards to the City's interest and the application of Official Plan policies. The primary aim will be to achieve an informed, timely listing of properties in tandem with local area studies.

Section 27 of the Ontario Heritage Act gives municipalities the authority to maintain and add to a publicly accessible heritage register. The register includes a list of all designated properties, including conservation districts within the municipality. In addition, the register may also contain 'Listed' properties - those that are not designated, but are believed to be of cultural heritage value or interest.

Properties that are believed to have cultural heritage value but are not designated can be included on the municipal heritage register. These 'listed but non-designated properties' are commonly known as 'listed' properties.

Including listed properties in the municipal register is a means to identify properties that have cultural heritage value or interest to the community. The municipal register is an important tool in planning for the conservation of heritage properties as it:

- Demonstrates a council's commitment to conserve cultural heritage resources.
- Enhances knowledge and understanding of the community's cultural heritage.
- Recognizes properties of cultural heritage value or interest in the community.

- Provides a database of properties of cultural heritage value or interest for planners, property owners, developers, the tourism industry, educators and the general public.
- Requires consultation by municipal staff when reviewing development proposals or permit applications.

Heritage Impact Assessments (HIA) will be required for development applications that affect listed and designated properties. An HIA shall be considered when determining how a heritage property is to be conserved.

It is also important to note that when a property is listed it does not necessarily mean that it will be subsequently "designated". Designation generally happens within one of three scenarios:

- a property owner gives notice of an intention to demolish the listed building and staff evaluation recommends designation;
- a listed property is included within a planning application and subsequent evaluation directs appropriate conservation measures and designation within the planning approval process; and,
- a property owner wishes to take advantage of one of the city's heritage incentive programs and requests a further staff evaluation and designation, as appropriate.

Listed properties do not have any protection under the Ontario Heritage Act, except insofar as an owner must give the council at least 60 days' notice of their intention to demolish or remove a structure on the property. This allows the municipality time to decide whether to move forward with designation of the property under Part IV of the Ontario Heritage Act. City staff undertake further research and evaluation of the property and may recommend designation of the property under Part IV of the Ontario Heritage Act.

Don Mills Crossing Cultural Heritage Resource Assessment (CHRA)

The Don Mills Crossing Study launched in 2016 to address Council direction that directed a comprehensive planning framework be prepared for lands in the vicinity of Don Mills Road and Eglinton Avenue East. The Don Mills Crossing Study focused on the intersection of Don Mills Road and Eglinton Avenue East. Larger areas of influence were examined for impacts with respect to municipal servicing, community services and facilities, mobility and cultural heritage resources.

As part of the Don Mills Crossing Study, City Planning retained an expert heritage consultant, Archaeological Services Inc. (ASI), to conduct a Cultural Heritage Resource Assessment (CHRA) of the Study Area. The CHRA Study Area included properties generally located between Leslie Street to the west, Barber Greene Road and Green Belt Drive to the north, and the Canadian National Railway (CNR) line to the south and east.

The CHRA Study Area includes two named neighbourhoods, the south portion of Don Mills and the entirety of Flemingdon Park and is centred on the intersection of Don Mills Road and Eglinton Avenue East. The Study Area sits on the tablelands between the

east and west branches of the Don River and comprises residential, office, industrial and institutional properties (including cultural centres, churches, and schools) as well as some commercial properties.

The CHRA helped inform the Don Mills Crossing Study, by ensuring that all properties of cultural heritage value or interest were appropriately identified, understood and conserved as part of an up-to-date planning framework. The CHRA includes a historical overview of the Study Area, and through the application of provincial criteria, identifies built heritage resources for inclusion on the City's Heritage Register.

ASI undertook a CHRA from November 2017 to January 2019. The CHRA report is available online on the City Planning Don Mills Crossing Study website. The CHRA includes 3 phases supported with community consultation through the Don Mills Crossing Study.

Phase 1 - Research of Thematic History and Preliminary Area Scan

Phase 1 included background research to establish a thematic history, determine character areas and screen properties to identify built heritage resources to be evaluated further in Phase 2 (Heritage Evaluation).

The Study Area was intensively redeveloped from agricultural lands in the middle of the twentieth century. The period of redevelopment began in 1951 and continued through the 1970s. Construction in the area slowed dramatically after 1980. There are no extant buildings from the pre-1951 periods. However, the Study Area is strongly characterized by natural landscape features that influenced its development in the mid-twentieth century and also retains known and potential archaeological resources.

The results of the background historical research and site survey confirmed that land use development patterns in the Study Area were significantly constrained, influenced, and characterized by its location within the Don River watershed. Analysis of mid-twentieth-century development patterns in the Study Area also confirmed that the Study Area rapidly developed in the post-war period, functioning as a backdrop for development of expansive, iconic, and celebrated Modernist projects such as the IBM headquarters, the Ontario Science Centre, the Flemingdon Park residential community and its associated industrial area of corporate headquarters located north of Eglinton Avenue East, and industrial areas related to the Don Mills community. Together, these features strongly define the area and express its design and physical, historical and associative, and contextual values.

The Study Area currently contains 8 properties that have been included on the City's Heritage Register. These properties include 770 Don Mills Road, 844 Don Mills Road (Notice of Intention to Designate under Part IV of the Ontario Heritage Act was issued on October 13, 2016), 1150 Eglinton Avenue East (Notice of Intention to Designate under Part IV of the Ontario Heritage Act was issued on October 13, 2016), 6-8 Garamond Court, 55 Gateway Boulevard, 19 Green Belt Drive, 10 St. Dennis Drive, and 123 Wynford Drive.

The consultant reviewed the North York Heritage Inventory. In addition, 7 properties have been nominated by North York Community Preservation Panel for inclusion on the Heritage Register between April 2011 and January 2017. They include 789 Don Mills Road, 797 Don Mills Road, 1123 Leslie Street, 1135 Leslie Street, 39 Wynford Drive, 90 Wynford Drive, and 100 Wynford Drive.

Portions of the Study Area have been the subject of previous planning and heritage studies, in particular the Eglinton Avenue East corridor as part of planning and design for the Eglinton Crosstown L.R.T. line and anticipated growth of the area. The CHRA reviewed these studies and other various documents. All properties within the Study Area (337 properties) were reviewed through a high-level survey by ASI in December 2017 and a shortlist of properties was photographed in January 2018. High resolution aerial mapping and site photography was also utilized to further describe properties within the Study Area.

The CHRA focused on the period of development between 1951 and 1975 and excluded 231 properties constructed post-1980. The majority (195 properties) of these properties are townhouses constructed in 2000 and within the area bounded by Ferrand Drive, Rochefort Drive and Eglinton Avenue East. To eliminate possible errors in the age screening, building dates of construction were verified and updated using aerial photography for the Study Area.

Properties carried forward for further review were screened against Ontario Regulation 9/06. Of all properties that were screened, 103 properties were identified as having potential cultural heritage value. Primary research was conducted for all of these properties.

Phase 2 - Heritage Evaluation

In Phase 2, the 103 surveyed properties with potential cultural heritage value were reviewed by City staff and it was determined that 30 of these properties merited further in-depth research and review. Additional work was completed and draft Statements of Significance were prepared by ASI.

The evaluation of the identified 30 properties, prepared by ASI, determined that 19 of the 30 properties meet the Ontario Regulation 9/06 under design or physical, historical or associative, and contextual value. These properties retain buildings and landscape features that are early or representative examples of the International Style and of Modernist design principles; early examples of the use or application of construction methods or materials engineered in the mid-twentieth century; associated with significant architects, builders, or designers; and are valued for their craftsmanship or artistic merit.

Phase 3 – Recommendations

The reporting phase, Phase 3, consisted of the preparation of the final CHRA report presenting research, analysis and findings compiled as part of Phases 1 and 2.

ASI identified the following 19 properties in their CHRA to have cultural heritage value or interest:

81 Barber Greene Road
789 Don Mills Road
849 Don Mills Road
1200 Eglinton Avenue East
15 Gervais Drive
33 Green Belt Drive
61 Grenoble Drive
95-155 Leeward Glenway
1123 Leslie Street
1135 Leslie Street
44-52 Prince Andrew Place
18-22 St. Dennis Drive
4 Vendome Place,
6-8 Vendome Place
20 Wynford Drive
39 Wynford Drive
50 Wynford Drive
90 Wynford Drive
100 Wynford Drive

Community Consultation

The CHRA was part of the overall consultation process of the Don Mills Crossing Study and community input was sought related to the area's history and cultural heritage resources. Heritage Preservation Services also interviewed key stakeholders including members of the TCHC to receive their comments on the draft CHRA and the built heritage resources identified for inclusion on the City's Heritage Register.

On February 26, 2018, ASI and City Planning staff presented a summary of historical evolution of the CHRA Study Area, the study methodology, and preliminary findings to the North York Community Preservation Panel (NYCPP). The NYCPP members confirmed the importance of undertaking the CHRA and identification of cultural heritage resources in the Study Area as part of a larger Planning Study. They commented on the Phase 1 work that discussed the history and evolution of the Study Area, the identified historical themes and character areas, particularly in the southern Don Mills industrial and Wynford Drive area, Flemingdon Park residential area, and the crucial role that IBM's headquarters at 844 Don Mills Road played in the early development of the area.

The NYCPP also recommended that CHRA final report indicate the important influence of the earliest industrial buildings on those built after. They asked the heritage consultant to discuss their approach and methodology in identifying the built heritage resources located in the southeast section of the Study Area. Feedback received during this meeting informed the identification of historical themes and patterns within the Study Area, and informed the recommendations regarding built heritage resources.

On April 19, 2018, a summary of historical evolution of the Study Area and preliminary findings and recommendations were presented at the Don Mills Crossing Study Public Open House (Open House No. 4). The purpose of the meeting was to present Don Mills

Crossing's draft Secondary Plan policy directions and Mobility Plan Preferred Solution for review and feedback. At this meeting, participants expressed interest in the thematic heritage areas and how they could be interpreted in the public realm as the area evolves. Participants also suggested prioritizing the adaptive re-use of heritage properties, where possible.

On January 30, 2019, the completed CHRA (prepared by ASI) including the list of 19 potential heritage properties was presented at a Public Open House (Open House No. 5) held at the Ontario Science Centre. City Planning notified all landowners whose properties were identified as being built heritage resources through the CHRA were sent tracked mail to inform them of the study completion. This communication was in addition to the public notice through local print media and the Don Mills Crossing distribution list. All owners also received information on how to access research associated with their property. A copy of the CHRA (ASI's report) was made available on the study website following the meeting.

Many attendees at the Public Open House were interested in the findings and recommendations of the CHRA. Some, whose properties have been identified as built heritage resources had questions about next steps in the identification process. Most of the attendees appreciated that the CHRA researched heritage attributes of properties outside the Don Mills Crossing Secondary Plan boundaries, and were interested in the approach to evaluating the heritage potential of Modernist buildings. There were also a few questions related to the CHRA's next steps, and how to support the City's efforts to protect identified built heritage resources.

Throughout the community consultation and engagement activities, most participants have supported the CHRA process and its recommendations.

Toronto Community Housing Corporation Properties

The four potential heritage properties identified by ASI in the CHRA are owned by Toronto Community Housing Corporation (TCHC). These properties are located within the Flemingdon Park residential neighbourhood. They include 18-22 St. Dennis Drive, 4 Vendome Place, 6-8 Vendome Place, and 61 Grenoble Drive. City staff recommend that further consultation with TCHC be undertaken on reviewing these properties. City staff will provide recommendations on the TCHC properties in a separate report.

Properties Recommended for Inclusion on the City's Heritage Register

In preparation of this report, City staff undertook additional research and analysis of the remaining 15 potential heritage properties identified in the CHRA and the property located at 1133 Leslie Street.

1133 Leslie Street

The property located at 1133 Leslie Street was reviewed by ASI who determined that it met one of the criteria outlined in Ontario Regulation 9/06, but was not recommended for inclusion on the Heritage Register as there had been many alterations. City Planning reviewed ASI's recommendations which provided a basis for staff's final list of built heritage resources recommended for inclusion on the Heritage Register. Staff undertook additional research and analysis and determined that the property at 1133

Leslie Street was worthy of inclusion on the Heritage Register for its cultural heritage value and meets Ontario Regulation 9/06 under design, associative and contextual value criteria. Although the building has had some alterations, staff have determined that the adaptive reuse of the building and the overlay of new elements are valued as they represent the Korean Canadian Cultural Centre (KCCC) and the cultural layering of an evolving site. The adaptive reuse by the KCCC respects and retains the design value of the former Art Centre and together with this new use merits identification of cultural heritage value as associated with the Korean community in Don Mills.

The 16 properties recommended for Inclusion on the City's Heritage Register were evaluated according to Ontario Regulation 9/06, the provincial criteria prescribed for Part IV designation under the Ontario Heritage Act, which the City also applies when considering properties for its Heritage Register. All of the properties meet the criteria under design or physical, historical or associative, and contextual value.

City staff recommend the properties located at 81 Barber Greene Road, 789 Don Mills Road, 849 Don Mills Road, 1200 Eglinton Avenue East, 15 Gervais Drive, 33 Green Belt Drive, 95-155 Leeward Glenway, 1123 Leslie Street, 1133 Leslie Street, 1135 Leslie Street, 44-52 Prince Andrew Place, 20 Wynford Drive, 39 Wynford Drive, 50 Wynford Drive, 90 Wynford Drive, and 100 Wynford Drive be included on the Heritage Register as these properties meet the provincial criteria of Ontario Regulation 9/06.

A map showing the built heritage resources in the Study Area is appended as Attachment 1. A background report on the Study Area including a historic overview, building typologies, and architectural styles is provided in Attachment 2. Attachment 3 provides the Statement of Significance (Reasons for Inclusion), identifying the cultural heritage values and attributes, along with location maps and photographs for the 16 properties identified for inclusion on the City's Heritage Register. The CHRA prepared by ASI is also provided in Attachment 4.

CONTACT

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SIGNATURE

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ATTACHMENTS

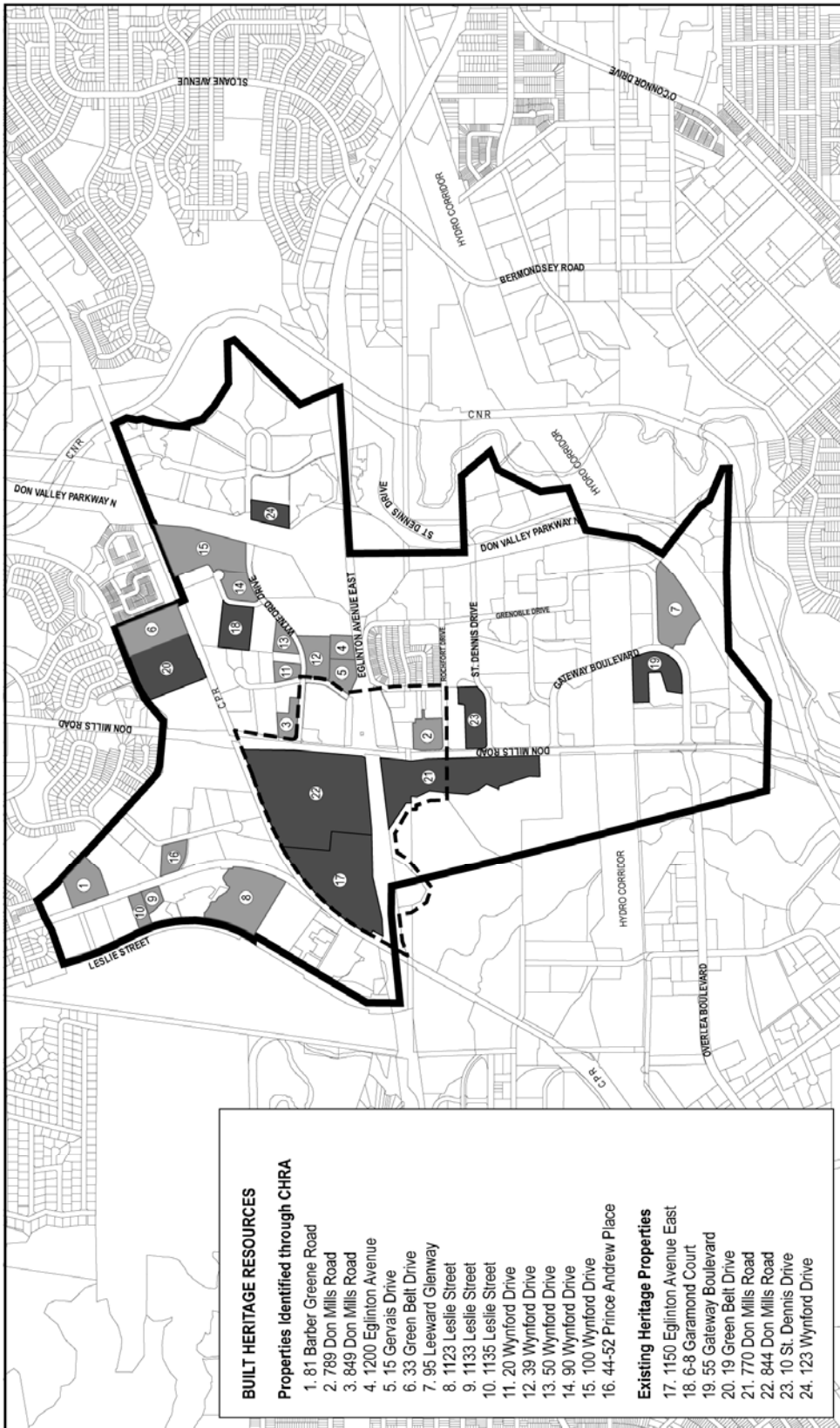
Attachment 1: Location Map, Don Mills Crossing Cultural Heritage Resource Assessment

Attachment 2: Background Report (Historic Overview, Building Typologies, and Architectural Styles)

Attachment 3: Location Maps, Photographs, and Statement of Significance (Reasons for Inclusion)

Attachment 4: Don Mills Crossing Cultural Heritage Resource – ASI's Report

LOCATION MAP: DON MILLS CROSSING CULTURAL HERITAGE RESOURCE ASSESSMENT



- BUILT HERITAGE RESOURCES**
- Properties Identified through CHRA**
1. 81 Barber Greene Road
 2. 789 Don Mills Road
 3. 849 Don Mills Road
 4. 1200 Eglinton Avenue
 5. 15 Genvais Drive
 6. 33 Green Belt Drive
 7. 95 Leeward Glenway
 8. 1123 Leslie Street
 9. 1133 Leslie Street
 10. 1135 Leslie Street
 11. 20 Wynford Drive
 12. 39 Wynford Drive
 13. 50 Wynford Drive
 14. 90 Wynford Drive
 15. 100 Wynford Drive
 16. 44-52 Prince Andrew Place
- Existing Heritage Properties**
17. 1150 Eglinton Avenue East
 18. 6-8 Garamond Court
 19. 55 Gateway Boulevard
 20. 19 Green Belt Drive
 21. 770 Don Mills Road
 22. 844 Don Mills Road
 23. 10 St. Dennis Drive
 24. 123 Wynford Drive

Don Mills Crossing Cultural Heritage Resource Assessment (CHRA)
Built Heritage Resources



- - - Secondary Plan Boundary
- Cultural Heritage Resources Assessment Study Area
- Properties Identified through CHRA
- Existing Heritage Properties

Not to Scale
10/23/2019

BACKGROUND REPORT (HISTORIC OVERVIEW, BUILDING TYPOLOGIES, AND ARCHITECTURAL STYLES)

CHRA Study Area Context

The Study Area is situated on the tablelands of the Don River and is characterized by its containment on its east and west edges by the east and west branches of the Don River and its lush valley landscape. The layout of Leslie Street on the west and the DVP to the east and the adjacent CNR railway line follow the contours of this river valley landscape extending nature's qualities into the urban context.

To the north of the Study Area, Don Mills, laid out on Garden City principles in 1952-3 provides a curving street layout, complimentary to the natural river valley setting, whose southern edge, Barber Greene Road and Green Belt Drive demarcates the northern limit of the Study Area. Within the perimeter of Leslie Street, the DVP, Barber Greene Road and Green Belt Drive and Eglinton Avenue to the south, a designed cultural heritage landscape has emerged. Primarily occupied by regional and international company headquarters constructed between 1951 and 1970 to the designs of leading architects who together created a sequence of campus-style headquarters, featuring well-crafted modernist low-rise offices and manufacturing facilities located in expansive landscaped settings, accessed from on curvilinear drives.

The first company headquarters to locate in the Study Area was IBM with its offices and manufacturing building at 844 Don Mills Road, completed in 1951 before Eglinton Avenue East had been extended to Don Mills. It also preceded the creation of Don Mills and at the time the area was characterized as a primarily rural of farms with small towns.

In the early 1950s, however, the name Don Mills was associated with the 19th century settlement which had grown to the north, around the intersection of the fifth concession (now Lawrence Avenue) and the Don Mills Road, after the arrival of the earliest settlers following the war of 1812. These new settlers arrived in a landscape that has been continuously occupied by Indigenous populations.

*Historic Overview**Timeline*

Key Date	Historical Event
12,500 BP	As early as the retreat of the Laurentide glacier occupation of Southern Ontario by migratory Indigenous people is known
9,000 BP	With changing environmental conditions and a warming of Southern Ontario, small bands of hunter gatherers responded to various seasonal resources
9,000 BP - 500	Societies grow in complexity, establish trade networks bringing interaction between various groups throughout Ontario and beyond
500	The population of southern Ontario has increased to approximately 10,000 and with an estimated 500 people living along each on

	Toronto's major rivers. Semi-permanent settlements emerge with farming and horticulture
1600	French traders and missionaries arrive in eastern and central Canada establishing trading posts and forts along Lake Ontario and Toronto's rivers
1787	Following the fall of Quebec and the transfer of lands held by the French to the British in the area known as Lower Canada, the British expand their land holdings with the Toronto Purchase (which is renegotiated in 1805 and again in 2010)
1793	With the establishment of the Town of York as the capital of Upper Canada, land is surveyed to encourage settlement
1816	As the 19 th century settlement of Don Mills begins, amongst the earliest settlers are the Gray brothers, James, William and Alexander, who build a mill at the current intersection of Leslie Street and Eglinton Avenue East
1825	Farmers initiate the construction of Don Mills Road, originally known as the Don Independence Road
1850	A tavern and School Section No. 9 School House are built at the intersection of Don Mills Road and the Fifth Concession (today's Lawrence Avenue) providing a centre for the Don Mills village
1882	The Ontario-Quebec Railway (later Canadian Pacific Railway) is constructed and crosses diagonally on land north-east of today's Eglinton Avenue and Leslie Street through the subject area of the study
1904	W. F. MacLean buys over 900 acres of property from the Taylor and Milne families on both sides of Don Mills Road, between Eglinton and Lawrence Avenues creating Donlands Farm
1922	North York (including the village of Don Mills) becomes an independent municipality
1922	Donlands Farm is purchased by Robert J. Fleming, a former mayor of Toronto. The Fleming estate would later be developed as part of the current Study Area and include properties occupied by IBM, the Ontario Science Centre, Flemingdon Park and the Don Valley Parkway
1945	"At the end of World War II, North York was little more than a constellation of tiny settlements separated by miles of farms." (<i>Hart, p 273</i>)
1951	IBM relocates its Toronto operations to its new Canadian head office and factory, designed by Clare G. MacLean at 844 Don Mills Road, initiating the development of the area as an office headquarters and clean industrial campus
1951-1952	To the north of IBM, at the intersection of Don Mills Road and Lawrence Avenue East, E. P. Taylor purchases 31 parcels of land totalling 2,200 acres and Don Mills Developments Ltd. with Macklin Hancock as the lead planner begins the planning and construction of a new development based on Garden City ideals
1956	Eglinton Avenue East is extended eastwards along the southern border of the IBM property connecting Laird Drive with Victoria Park Avenue

1958	Leslie Street is extended south to Eglinton Avenue East
1958	Flemingdon Park, the first planned high-rise community is begun south of Eglinton, on former Donlands Farm property, commemorating R. J. Fleming with an industrial sector north of Eglinton Avenue, east of Don Mills Road
1961-1967	The first portion of the Don Valley Parkway is constructed linking Don Mills with downtown Toronto through the Eglinton on-ramps
1962	Wynford Drive is constructed resulting in the construction of numerous cultural centres over the next 50 years
1972	The former municipality of North York introduced a District Plan identifying the area as the Flemingdon Business Park
1990s-2013	Within the Flemingdon Park industrial estate and along Leslie Street, a number of the original 1950s-1960s Modernist buildings were demolished
1997	The Corporation of the City of North York publishes, <i>North York's Modernist Architecture</i> . A revised edition was produced in 2009.
2010	Initial construction begins on the new Eglinton LRT. A station is proposed for the intersection of Don Mills Road and Eglinton Avenue East
2014	Substantial re-development is proposed for the IBM/Celestica site
2018-2019	The Don Mills Crossing Cultural Heritage Resource Assessment is completed on the Study Area

Indigenous and European Settlement

As glaciers retreated at the end of the last Ice Age, the lands comprising the Study Area emerged to overlook what is now the Don River Valley. The first peoples to occupy southern Ontario almost 12,500 years ago were bands of early hunters. They pursued migratory caribou and other game, and lived on the shores of the glacial meltwater lakes in an environment of open spruce forest mixed with tundra. Their camps were often located on the elevated shorelines of these ancient lakes. By 9,000 years ago small bands of hunter gatherers were adapting to changing environmental conditions and moving to take advantage of seasonal resources. Over millennia, societies grew in complexity, trading and interacting across Ontario and beyond. The population rose to roughly 10,000 people in southern Ontario by 1,500 years ago, with possibly 500 people living along each of Toronto's major rivers. While hunting, fishing and gathering continued, a shift toward horticulture and farming led to the development of semi-permanent year-round villages consisting of longhouses, stockades and cultivated fields. The sophisticated cultural practices, trade networks and settlement patterns reflect a complex and deep history of occupation by aboriginal peoples in southern Ontario.

Europeans arrived in southern Ontario as early as the 17th century, initially represented by French missionaries and traders following the previously established routes of the Toronto Carrying Place along the branches of the Humber and Rouge Rivers. By 1763 following the Treaty of Paris and the transfer of lands held by the French in the area known as Lower Canada (now identified as the province of Quebec) to the British, the British sought to expand their land holdings north of Lake Ontario and in 1787

purchased the Toronto from the Mississaugas.¹ (*Image 1*) With the establishment of the Town of York in 1793 as the capital of Upper Canada, the land was surveyed with concession roads running parallel to the lake, starting with Queen Street (known as Lot Street) with subdivisions into 200 acre farm lots north of Bloor Street (the Second Concession). The Study Area is located around the intersection of Eglinton Avenue (the Fourth Concession) and Don Mills Road.

After the war of 1812, Europeans began to settle in the Study Area. The first settlers, arriving in 1816, included the Scottish Gray family who built one of the earliest mills, near the intersection of today's Eglinton Avenue and Leslie Street. By 1830, Alexander Milne, another mill owner, moved to what is now the intersection of Lawrence Avenue and Don Mills Road and his mills were augmented by mills built by the Taylor family brothers who would own property on both sides of Don Mills Road between Eglinton and Lawrence Avenues. (*Image 2*) With the addition of a tavern, and School Section No. 9 school house in the 1850s and a post office in 1868, the Don Mills village had a firmly established centre at the intersection of Lawrence Avenue and Don Mills Road.

The name, Don Mills Road commemorates the continued importance to the settlement and development of the Town of York, and later the City of Toronto, of both the Don River and the mills that sprang up on its banks soon after York was established in 1793. The river has many Indigenous names including that of the Mississaugas of the New Credit First Nations: *Wonscotonach*.² As with the naming of the Town of York, the British re-named the river after the Don in Yorkshire. The Don was an important means of transport for the settlers, as well as a source of food, as salmon was plentiful.

Don Mills Road was first known as the Don Independence Road, and was built by farmers on their land. Its north-south route cut across their two-hundred acre lots at their mid-point. (*Image 3*) By 1852, the road crossed the Don joining the Mill Road on the south side of the river, which had been constructed in the 1790s extending from today's Queen Street East to the mills on the Don at Todmorden (today's Broadview Avenue and O'Connor Drive). As the village of Don Mills and its surrounding farms were cut off by the river valleys to the east and west, (Eglinton Avenue was not extended through this area until 1956) Don Mills Road was essential for connecting the village with the City of Toronto.

In 1882 the arrival of the Ontario-Quebec Railway line (later owned by Canadian Pacific Railway) provided an important new form of transportation for the mill owners. This was augmented by the Canadian Northern Railway (later owned by the Canadian National Railway) in 1905. The two lines ran northwards, parallel to the Don River, and then just north of the fourth concession, (now known as Eglinton Avenue), the railway diverged with the CNR line, swinging to the north-west. In contrast, the CPR line curved north-eastwards across lands that are now part of the Study Area. (*Image 4*)

The Taylor family, played a significant role in the mills on the Don, taking over the Todmorden mills site in the 1850s and building the Don Valley Brickworks in 1880.

¹ This sale and a clearer identification of the boundaries of Toronto was renegotiated in 1805 and subsequently ratified in 2010.

² Mississaugas of the New Credit First Nation <http://mncfn.ca/wp-content/uploads/2018/04/The-History-of-MNCFN-FINAL.pdf>, map 2, p.3

Besides owning mills, the family also farmed and bred cattle and horses. Along the Don River, they had substantial property holdings with mill sites in the second, third and fourth concessions (from Danforth Avenue to Lawrence Avenue). By the 1880s they had acquired 900 acres of property south of the Don Mills village between Eglinton and Lawrence avenues.

In 1904, William Findlay MacLean (1854-1929), the journalist, founder of the *World* newspaper and former MP for York bought over 900 acres of Taylor and Milne property between Eglinton and Lawrence avenues with Don Mills Road at the centre and named the estate Donlands Farm. In 1922, Donlands was purchased by Robert J. Fleming (1854-1925), a former mayor of Toronto, a director of the Board of Trade and a general manager of numerous companies including the Toronto Railway Company and the Toronto and Niagara Power Company. On his death, his property passed to his widow Lydia (d. 1937). The future sites of IBM, the Ontario Science Centre, the high-rise community of Flemingdon Park and the extension of Eglinton Avenue and the Don Valley Parkway were once part of the Lydia Fleming estate.

Don Mills was part of North York, which became an independent municipality in 1922. As Patricia Hart would write evocatively, "at the end of World War II, North York was little more than a constellation of tiny settlements separated by miles of farms."³ Although within 7 miles of Toronto's city centre, it was geographically isolated between the Don River Valleys, with access only via Don Mills Road and the CPR line.

Post War Development: Don Mills, Flemingdon Park and Clean Industry

Within 20 years of World War II's end, this picture was dramatically changed by numerous factors. The first was the Toronto Industrial Commission's support for rezoning the farmland for industrial use. IBM was the first industry to take advantage of this change in land use with the purchase of their property in 1949. The second factor was E. P. Taylor's accumulation from the late 1940s of 2,200 acres, north of the CPR line and centred on the intersection of Don Mills Road and Lawrence Avenue and his subsequent development through his company, Don Mills Developments Ltd., to building the new Don Mills, a fully-planned subdivision, based on Garden City principles designed in the spring of 1952 by the urban planner and landscape architect student, Macklin Hancock.

Hancock set out five principles to guide the development of the new subdivision which informed the construction of the subdivision.⁴ (*Image 5*)

The first was that Don Mills was planned as a 4 neighbourhoods at the intersection of Don Mills Road and Lawrence Avenue East with a common town centre with a shopping centre and parking at its heart, located just south of the intersection. The second was to reduce traffic within the neighbourhoods by creating a surrounding ring road (The Donway) and restricting access to minor streets with a separation of vehicular and pedestrian traffic. The third principle was to allocate 20% of lands to green space and to integrate it throughout the development. The fourth was to promote Modern

³ Hart, p. 258.

⁴ BAU, p. 50, Armstrong, p. 176-177.

architecture, buildings had to be architect-designed and the designs were to be approved by Don Mills Developments Ltd.

Self-sufficiency was the final principle which meant the provision of a mix of housing types and locations were reserved for schools, libraries, churches and recreational and sporting facilities and local employment for residents was to be provided through the location of industry to the south near Eglinton Avenue and to the north of Lawrence Avenue. This coincided with the former City of North York Planning Board targeting the area as a location for a large concentration of industry. *(Image 6)* It was intended that the industry would be non-polluting producers of goods like pharmaceuticals and electronics and the properties would be subject to design controls."⁵ *(Image 7)* The other principles included a provision of and integration of green space with every aspect of the neighbourhood and the promotion of Modern architecture.⁶

Flemingdon Park, located to south of Don Mills, was initiated by Toronto Industrial Leasehold (TIL)'s 1958 purchase of 600 acres east of Don Mills Road and north and south of Eglinton Avenue. TIL, with Webb and Knapp Canada developers, engaged Macklin Hancock to design the layout of the new community. The south side of Eglinton Avenue East was to be a residential development and the north side was allocated for clean industry with office towers at the intersection of Don Mills Road and Eglinton Avenue East. The industrial area was on the south side of the railway line that formed the southern limit of the Don Mills industrial area. When Webb and Knapp went bankrupt, Flemingdon Park was purchased by the Reichmann brothers, who had established the Olympia and York Industrial Development Association, later known as Olympia and York. They were involved throughout the 1960s with the development of various properties in Don Mills, but their biggest project was Olympia Square which featured two 16 and 24 storey towers. The tallest would be the world headquarters for the International Order of Foresters, which became a landmark in Don Mills. By 1962 Wynford Drive, had been completed and within 7 years, 10 new office headquarters and light industrial facilities would be constructed in this area. *(Images 8 & 9)*

Coinciding with the development of Don Mills and Flemingdon Park, another factor in the area's transformation was the improvement in transportation which included the extension of Eglinton Avenue in 1956, and its bus-route which connected with the new subway station, the completion of the Don Valley Parkway with an interchange at Eglinton Avenue and the proximity of Highway 401. *(Image 10)*

Within the Study Area a series of new curvilinear roads responsive to the river valley terrain and to the new picturesque Garden City principles of Don Mills were constructed: Leslie Street was extended to Eglinton Avenue East, Wynford Drive created a circuitous route from IBM and Don Mills Road eastwards across the DVP and south connecting with St. Dennis Drive which provided a parallel route south of Eglinton through the residential Flemingdon Park back to Don Mills Road. Minor roads such as Gervais Drive and Garamond Court added to the scenic street layout and were accessed from Eglinton Avenue and/or intersected with Wynford Drive.

⁵ Op cit., p. 179.

⁶ Bureau of Architecture and Urbanism, p. 50

As a result of these factors, commerce and industry located, and relocated from Toronto's downtown, to Don Mills. Although the focus had been on establishing a zone for clean industry between the two residential areas of Don Mills to the north and Flemingdon Park to the south, a variety of uses were attracted to the area with its ease of access and well-designed environment. Luxury hotels such as the Inn on the Park, and cultural centres such as the Japanese Canadian Cultural Centre, the Ontario Science Centre and, recently, the Aga Khan Museum followed. (*Images 11, 12 & 13*) The distinguishing factor of the town design and the buildings that populated it was the implementation of regulations that required high quality design modern design, green space and landscaped setbacks for buildings in the industrial zone.

As a result, Don Mills was studded with significant modern masterpieces by the country's leading architectural firms, set on the Don Valley's plateau between two verdant ravines. The timing of the development of Don Mills including the areas to the south and Flemingdon Park, coincided with the adoption of the Modernist International Style in the 1950s and a second wave of Modernism in the 1960s which was more sensitive to nature. This was evident in the settings and plans of buildings as well as in the choice of materials, which departed from the earlier flat white modernism of the International Style, bringing colour, texture and an integration of the topography of the area.

Post 1970 Development

In 1972, the former municipality of North York introduced a District Plan identifying the area as the Flemingdon Business Park. The District Plan underscored design criteria through policies which encouraged extensive landscaping and ensured that views were visually attractive through the planting of trees and sharing of parking facilities. In the 1970s, the most concentrated development has occurred in the area east of the Don Valley Parkway that was originally set aside as part of the Flemingdon Park development as lands to be used for a new radio and television complex for the Canadian Broadcast Corporation (CBC). CBC opted not to move to the site in 1967. When CBC backed out of this area, a wave of residential and commercial construction started the following year and continued until 1972. Two identical towers were constructed along Ferrand Drive in the 1970s, contributing to the original Flemingdon Park vision of situating commercial offices on parcels of land nearest to Eglinton Avenue. However, not all developments have adhered to this plan as a large residential townhouse development bounded by Ferrand Drive was constructed on land that was originally intended for office use.

Within the Flemingdon Park industrial estate and along Leslie Street, a number of properties have been demolished and replaced. The Bata International headquarters at 59 Wynford Drive and the Shell Canada at 75 Wynford Drive were demolished and replaced with the Aga Khan and Ismaili Centre. (*Image 14*) Imperial Oil's Ontario regional headquarters at 825 Don Mills Road, at the northeast corner of Don Mills Road and Eglinton Avenue East, was replaced with a Real Canadian Superstore. (*Image 15*) The Oxford University Press Building at 70 Wynford Drive and the Sony Music Canada Building at 1121 Leslie Street were also demolished.

The Study Area has been subject to a number of large-scale proposals and public infrastructure projects. Properties located at 844 Don Mills Road and 1150 Eglinton Avenue East are proposed for a large-scale mixed-use redevelopment. The proposal, informed by the development of the Don Mills Crossing Secondary Plan, integrates these lands into the larger community through new streets and mobility improvements, providing direct at-grade and underground connections to the future Eglinton LRT. (Image 16)

Chronological Table of Manufacturing, Headquarters, Institutional and other buildings constructed in Don Mills from 1950-1975

Date built	Building
1951	IBM relocates its Toronto operations to its new Canadian head office and factory at 844 Don Mills Road, designed by Clare G. MacLean
1953	Barber Greene Canada Ltd. constructs its first plant and offices, designed by John A. Layng at 81 Barber Greene Road, which is the western half of southern perimeter of Don Mills
1955	Grand & Toy builds its head office and manufacturing plant, designed by John B. Parkin Associates at 33 Green Belt Drive, the eastern half of the southern perimeter road of Don Mills
1957	Barber Greene Canada Ltd. extends its premises with a large plant and office component designed by John B. Parkin Associates Architects
1959	Peacock & McGuigge construct a new office headquarters at 1135 Leslie Street designed by Gordon S. Adamson & Associates
1961	Pringle & Booth construct The Art Centre, designed by S. D. F. Resztnik at 1133 Leslie Street
1962	Imperial Oil constructs new headquarters at 825 Don Mills Road to the designs of John B. Parkin Associates [DEMOLISHED]
1962	William Wrigley Jr. Co. relocates its Toronto offices to 1123 Leslie Street with a new premises designed by Gordon S. Adamson & Associates
1963	A. C. Nielsen Co. open their new headquarters building at 39 Wynford Drive, designed by Webb Zerafa Menkes Housden
1963	Japanese Canadian Cultural Centre by Raymond Moriyama at 123 Wynford Drive now known as the Noor Cultural Centre
1964	Bata Head office is designed at 59 Wynford Drive by John B. Parkin Associates [DEMOLISHED]
1964	Gestetner Ltd relocated its King Street premises to 849 Don Mills Road, designed by Crang & Boake
1964-9	The Ontario Science Centre (originally known as the Ontario Centennial Centre of Science and Technology), is constructed at 770 Don Mills Road to the designs of Raymond Moriyama
1965	One Medical Place designed by Ogus & Fisher Architects is opened at 20 Wynford Drive
1966	The Presbyterian Church in Canada open their head offices at 50 Wynford Drive, designed by Somerville, McMurrich & Oxley Architects

1966	Olympia and York construct a three-part office-warehouse property for lease at 44-52 Prince Andrew Place, designed by Levine & Lawrence Architects
1966-7	The new IBM Headquarters, designed by John B. Parkin Associates is constructed to the west of the original IBM buildings at 1150 Eglinton Avenue East
1967	Independent Order of Foresters, a 24-storey tower building at 789 Don Mills Road, was designed by Bregman and Hamman Architects in partnership with Craig, Zeidler and Strong as part of the Olympia Square Development
1968	Texaco Canada moves into a new headquarters building at 90 Wynford Drive developed by Olympia & York Developments Ltd. and designed by John B. Parkin Associates
1968	The Ontario Federation of Labour headquarters is constructed to the designs of Sirlin & Kelman at 15 Gervais Drive and includes the offices of the Canadian Labour Congress and the Labour Council of Metropolitan Toronto
1969	The Bell Telephone Company of Canada opens its new Bell Data Centre at 100 Wynford Drive, designed by Webb Zerafa Menkes Housden
1971	The Computer Sciences Canada building jointly owned by CP, CNR and the American Computer Sciences Corporation is constructed at 1200 Eglinton Avenue to the design of Raymond Moriyama
1973	95–155 Leeward Glen housing complex is constructed to the designs of architects Boigon and Heinonen and Raymond Mandel as part of the Chapel Glen Development in Flemingdon Park.
1973	Global Television occupies the former Barber Greene building at 81 Barber Greene Road and commissions Raymond Moriyama to redesign the interiors
1995	The St. Andrew Kim Korean Catholic Church adaptively re-uses the former Gestetner Ltd. building at 849 Don Mills Road
1996	The Korean Canadian Cultural Centre moves into 1133 Leslie Street with some redesign and expansion of the original building including the construction of the new canopy
2002-05	The Wm. Wrigley Jr. Co. expands its premises and landscaping at 1123 Leslie Street with designs by Sterling Finlayson Sweeney & Co. Ltd.

Study Area Properties Recommended for Inclusion – Typologies

There are three types of properties recommended for inclusion:

1. Low-rise modern buildings in a landscaped setting accessed from a curvilinear route located in the area zoned for industrial development, north of Eglinton Avenue, west of Leslie Street, south of Barber Greene Road – Green Belt Drive and the DVP.
This area was allocated for clean industry and several of the buildings conform to this use and include office components, however as early as 1959 with the Pringle and Booth Art Centre at 1133 Leslie Street, other uses, including the Japanese Canadian Cultural Centre, originally at 123 Wynford Drive, Medical Place, 20 Wynford Drive, the Presbyterian Church Headquarters, 50 Wynford Drive, indicated the attractiveness of

the area to a variety of uses which in their landscaped setting, modernist architecture and low-rise scale create a coherent cultural heritage landscape. (*Image 17*)

2. Mid-rise to high-rise buildings in a landscaped setting accessed from a major arterial road. This type includes mid-high-rise buildings constructed on a rectangular plan and with a primary function of office use and are viewed from major arterial roads. (*Image 18*)
3. Multi-residential housing including modernist low-rise and high-rise buildings located in Flemingdon Park with well-designed open space accessed from a curvilinear route which provides a secondary access route through the neighbourhood, separate from and with less traffic than the major arterial routes. (*Image 19*)

Architectural Styles: The International Style and the Later Modern Style

The planners of Don Mills Development Ltd., led by the urban planner and landscape architect, Macklin Hancock, required that buildings be designed in a Modern style, by architects, and the designs be approved by the developer's architects. The result for Don Mills and Flemingdon Park, which was also laid out by Macklin Hancock, represent two phases of Modern style, the International Style, built primarily in the 1950s and the Later Modern Style, which characterized projects built in the 1960s-1970s and also included the style known as Brutalism.

The International Style

The International Style is a product of the 20th century, and although a relatively new style, its importance for the history of architecture is equivalent to that of the long-running Classical or Gothic styles. The term "International Style" was coined in 1932 by Henry-Russell Hitchcock and Philip Johnson to describe the new architectural style in a book and exhibition launched at the Museum of Modern Art in New York. By the 1930s, the International Style was gaining global prevalence. It represented a break with architectural styles of the past as it integrated technological and aesthetic innovation that was also fuelled by social and political change and for this reason it is sometimes used interchangeably with the term Modern Movement as well as Modernism. However, the International Style refers to a narrower set of characteristics than Modernism.

The technological changes which enabled the International style were the adaptation of reinforced concrete, structural steel grids, the elevator, plate glass and new metal alloys, such as chrome. The early 20th century art movements which emerged such as the abstract work of the Russian Constructivist Malevich who used only black and white, the Dutch de Still painter Mondrian with his restricted palette of vertical and horizontal lines and primary colours of red, blue and yellow,⁷ the works of the American painter

⁷ An indication of the understanding of the influence of these artists on Modernist architecture is conveyed in the words of Macklin Hancock, the lead urban planner and landscape architect who undertook the planning for both Don Mills and Flemingdon Park, when he commented on one of Toronto's most influential modernists, Peter Dickinson's work: "When he saw things in plan form they were composed with the same delicacy as a Mondrian canvas." (Freedman, p. 13)

Georgia O'Keefe, and that of the Italian Futurists with their colourful embrace of anarchy and a rejection of the past, fuelled a forward looking innovative spirit.

This was underpinned by social and political advances and upheavals, such as the Russian Revolution of 1917 and the Winnipeg General Strike of 1919. The rebuilding that took place in Europe after World War I was seen as an opportunity for renewal. Two of the most influential factors which translated these forces into architectural form emerged after World War I. The first of these was the Bauhaus school in Germany where artists and architects from across Europe congregated to teach a new generation under the leadership of Walter Gropius and later Mies van der Rohe. The second factor was the work and publications of the Swiss architect known as Le Corbusier who famously wrote "a house is a machine for living in" and found as models for architecture the functionally determined forms of grain silos, shipping liners, automobiles while the light tubular metal frames of bicycles inspired his furniture and those produced at the Bauhaus.

The architecture which emerged from these two was displayed at a housing exhibition in Stuttgart in 1927 with works from architects based in France, Germany and Holland and was characterized by flat-roofed, geometric forms clad in smooth white stucco with cantilevered planes, thin columns and curving walls. Without ornamentation, they relied for aesthetic effect on the composition of white geometric forms, planes and voids offset by the patterns of thin metal railings and window mullions.

The work was denounced by totalitarian regimes. The Nazis declared the work at Stuttgart "foreign" and the Bauhaus closed. Stalin rejected the revolutionary architecture and art reinstating social realism for painting and classicism for architecture. With rising political oppression across Europe in the 1930s many of the innovators emigrated to England and the United States teaching at the university art and architecture schools influencing the next generation of American and Canadian architects. Both Macklin Hancock, the lead planner for Don Mills and John C. Parkin, one of Toronto's leading modernist architects, were students at Harvard when Gropius taught there. Post-World War II, the innovative and novel qualities of the International Style were embraced by corporate America. Mies van der Rohe, the last head of the Bauhaus, would design the Seagram headquarters building in New York, the Toronto Dominion Centre in Toronto and become the head of the Illinois Institute of Technology's School of Architecture.

To summarize, the general characteristics of early Modernism, as seen in the International Style, were a rejection of past forms including pitched roofs, the massiveness of masonry construction and historic architectural styles with their associated decorative forms, multi-coloured masonry and surface ornamentation. In contrast the International Style presented more abstract and geometric forms made possible by steel and concrete construction, cantilevers and voids which exploited the possibility of the structural technology and which favoured a light-weight aesthetic created by glass or smooth white stucco cladding, thin columns and narrow door frames and window mullions and handrails made possible by the use of metal instead of traditional wood. The concept of the window as a particular opening in the wall, was replaced by a glazed band, known as a ribbon window, which spanned either between structural columns or were independent of structure and provided continuous "ribbons"

of glazing on an elevation. Architectural composition of massing and elevations favoured asymmetry in a departure from traditional symmetrical balance. In summary the typical qualities of early Modernism and the International Style were generally lightness, whiteness, linear elements and asymmetry sometimes identified as a machine aesthetic.

Later Modernism

"What we long knew as 'modern architecture' had entered a late phase."⁸ Henry-Russell Hitchcock writing his epilogue for architecture from 1958-1969.

The second wave of Modernism, or Later Modernism is distinct from the first. The first idealized the structural grid and new technology coupled with new forms (flat-roofed buildings) with smooth skins (glazed or stuccoed) expressive of machine precision and a break with tradition and the past. After the devastation of the Second World War, a new sensibility emerged which was more humanistic. The human scale was evoked in Le Corbusier's modulator, textured surfaces that responded to touch (such as the cast concrete surfaces of Brutalism), as well as a reintroduction of traditional materials, wood and brick, the latter expressive of being constructed by hand rather than manufactured by machine, and having varied earthy tones in contrast to the first wave's preference for white stucco or glass. An expression of the building's mass, its structural weight and an overall sense of heaviness contrasted with the previous sense of lightness of the International Style. These were all well exemplified in Don Mills in 1963 in Raymond Moriyama's Japanese Cultural Centre (now the Noor Centre).

Whereas the architectural forms of the International Style had been abstract geometrical compositions or elegant steel structured boxes to which all uses were adapted, late Modernism was more expressive of use as well as human occupation: "broken silhouettes, uneven sky-lines, masses that were articulated rather than unified and structural elements that were...often sculptural rather than mechanistic in character,"⁹ was how Hitchcock defined the new aesthetic. In contrast to early Modernism's slender metal columns, massive concrete piers expressive of their supporting function were favoured. Window patterns were more varied in size and shape relative to different types of interior function. Buildings responded to the landscape, were more organic in form and expressed the human, as well as the monumental, scale.

These factors were seen in the influential work of Frank Lloyd Wright, Alvar Aalto and Louis Kahn. While Kahn had an impact on Toronto architecture in the 1970s, Aalto's and Wright's work was influential in 1960s works such as New College and Massey College, which with their landscaped courtyards and perimeters, expressive functional forms and use of brick combined with concrete are part of this second wave known as Later Modernism. Toronto's City Hall was an example of the influence of Scandinavian expressionism employed to evoke traditional forms and civic monumentality with an expressive structure which included elements such as a colonnade and a dome and

⁸ Hitchcock, Henry Russell, *Architecture: Nineteenth and Twentieth Centuries*, p 580.

⁹ Hitchcock, p. 579.

articulated through its components, (council chamber, councillor's offices, and two towers of support staff) the variety of civic functions.¹⁰

As with the other projects, open space and landscape architecture, was an important factor as the setting of the building, the design of outdoor space and its relation to the interior was increasingly a significant part of the architecture. City Hall's inclusion of Nathan Phillip Square with its surrounding colonnade, large pool, trees and planting is an example. While Mies retained the International Style in the Toronto Dominion Centre, the asymmetrical arrangement of the original towers with the single story banking pavilion around two public squares, one paved and one landscaped with trees and grass acknowledge the shift to include landscape as an essential element in design. All of these Later Modern stylistic elements are present in the Don Mills Crossing buildings.

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¹⁰ The architect of Toronto City Hall, Viljo Revell, had interned with Alvar Aalto and was an admirer of Eero Saarinen's work .

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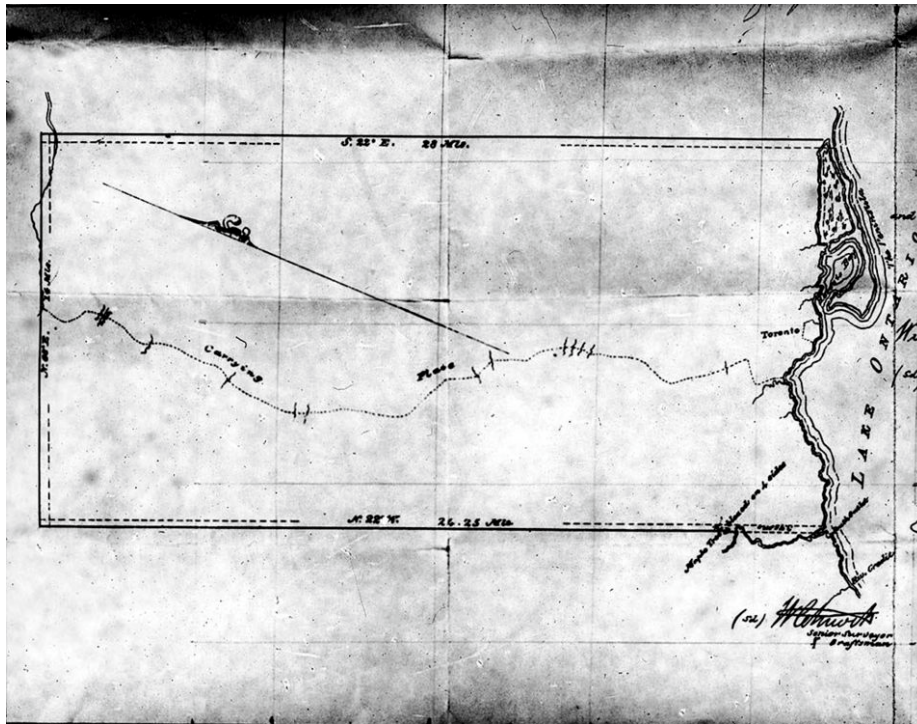
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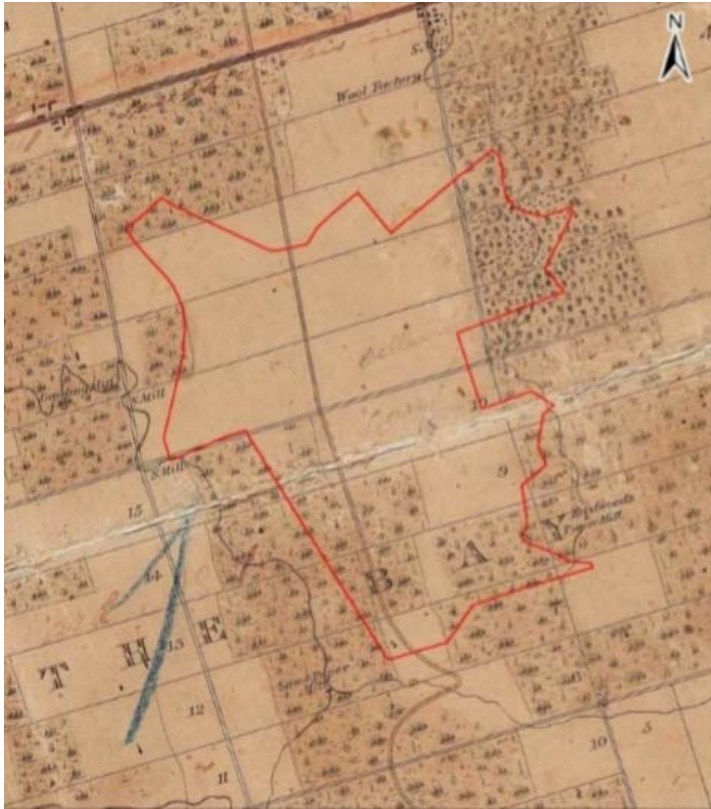
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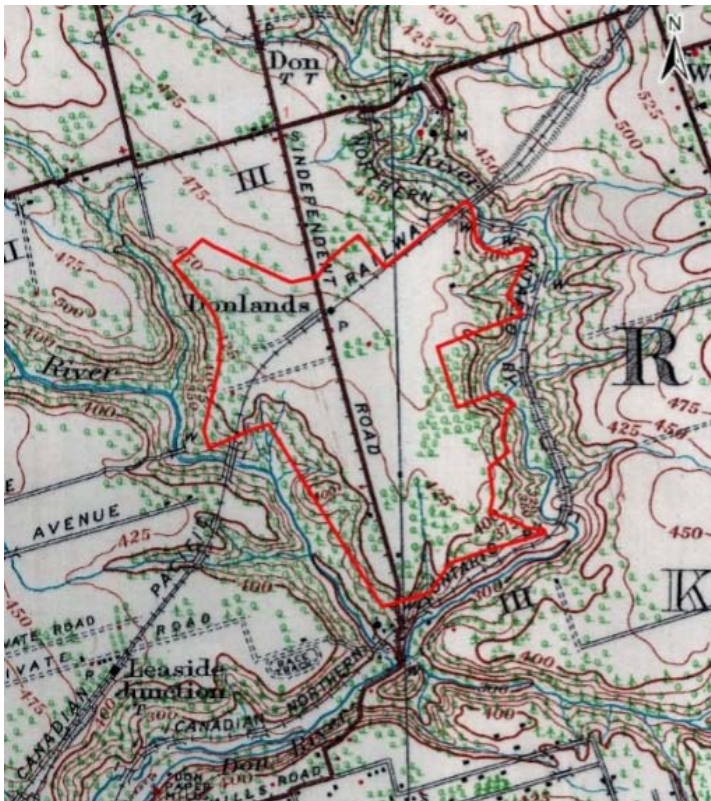
1. Map showing the Carrying Place Trail and Treaty No. 13 (City of Toronto Archives)



2. 1860 Tremaine's Map of the County of York, Canada West, showing the properties owned by Milne and the Taylors (<http://oldtorontomaps.blogspot.com/>)



3. 1851 Browne Map of Toronto showing the CHRA Study Area (ASI)



4. 1909 National Topographic Survey Map showing the CHRA Study Area (ASI)




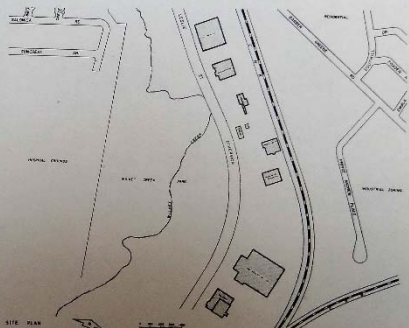


5. Aerial view of Don Mills, 1968 (*T.P.L. tspa_0106262f*)



6. Don Mills Master Plan, 1953 highlighting north and south industrial zones in blue (*University of Toronto, G_3524_T67_2D6_G45_4[1953]_R*)

PLANNING INFORMATION SHEETS
 FILE REFERENCE: M.02.65
 NORTH YORK PLANNING BOARD
 PROJECT: LESLIE STREET (INDUSTRY)

Location	West side of Leslie Street, north of Bayview Avenue.
Use Class	Private Industrial and Office Buildings.
Architects	General architectural firm involved.
Builder & General Contractor	General construction firm involved.
Developer	Don Mills Developments Ltd.
Construction Commenced	1956

Floor Space	McWhigley Co. Ltd. 111,000 sq. ft. Barrick & Company 11,000 sq. ft.
Height	Varies for each building.
Site Area	140 acres.
Number of Units	3 buildings completed.
Floor area ratio	Varies for each building.
Trade Uses	Not applicable.
Uses per Square Foot	Not applicable.
Residential Uses	Not applicable.
No. of Persons Accommodated	Not applicable.
Parkable per Acre	Not applicable.
Parking	4,000 spaces per 400 sq. ft. 10,000 spaces per 1000 sq. ft.
Planning Controls	Industrial zoning (existing) controls imposed by Don Mills (No. 2)

Industrial development fronting Leslie Street, north of Bayview Avenue. Some part of one of the three industrial areas planned within the Don Mills New Town.

The site lies between Leslie Street, a main traffic arterial, and the C.N.R. tracks on Leslie Street to the west. Leslie Street crosses the sloping contours of a deep ravine and its plan is limited as much as 20 feet below the industrial site. The building is constructed along the natural hillside and overlooks the scenic Michael Frank Park located to the west.

Only light, clean industry was encouraged into the area. Storage facilities were required by the developer. Specific controls on setbacks, site work, coverage, outside storage, noise noise or other types of outdoor signs, parking meters, and the kind of material used in plant construction.

7. North York Planning Board, Planning Information Sheet showing plans for Leslie Street as the third industrial zone of Don Mills (*City of Toronto Archives Fonds 220, Series 40, File 39*)

OVERALL SITE PLAN



8. Overall Site Plan for Flemington Park (Flemington Park, R.A.I.C. Journal, October 1961, pg. 53)



9. Intersection of Don Mills Road and Eglinton Avenue East in bottom right corner, view east of the Flemington Park Industrial area (Kirkup 1969)



10. The Eglinton extension across the Don Valley, 1956 (City of Toronto Archives)



11. Inn on the Park, designed by J. Austin Floyd, 1963 – demolished 2006 (*BlogTO*)



12. Ontario Science Centre designed by Raymond Moriyama, 1969
(*Toronto Public Library, Baldwin Collection tspa_0110356f*)



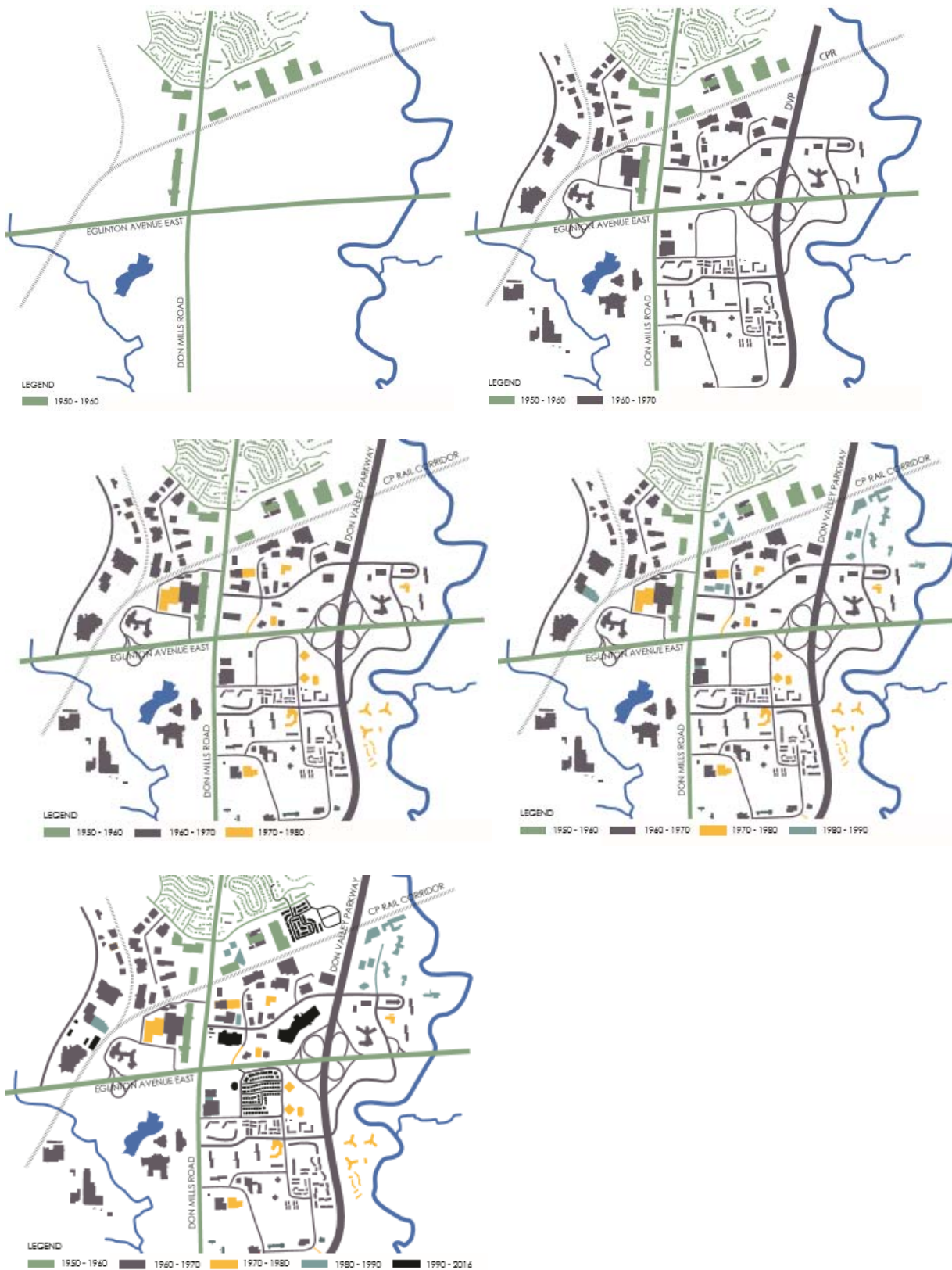
13. Japanese Canadian Cultural Centre at 123 Wynford Drive designed by Raymond Moriyama and built in 1963 (*City of Toronto Archives*)



14. Headquarters of the Bata Shoe Organization, 1965, demolished, 2007 (*Source: Bata Brands SA, Wikimedia Commons*)



15. Ontario Regional Headquarters of Imperial Oil Building at 825 Don Mills Road, designed by John B. Parkin Associates in 1962, demolished in the 1990s (<https://robertmoffatt115.wordpress.com/2012/01/31/imperial-oils-parthenon-of-petroleum/>)



16. Maps illustrating the development history of Study Area from 1950-2016



17. View of the western elevation of 20 Wynford Drive (City of Toronto Archives)



18. 1980s view east along Eglinton Avenue East. Foresters Building at 789 Don Mills Road is the tower on the right (City of Toronto Archives)



19. Housing complex at 95-155 Leeward Glenway was designed by architects Boigon and Heinonen and Raymond Mandel in 1973 as part of the Chapel Glen Development in Flemingdon Park (ASI)

ATTACHMENT 3

LOCATION MAPS, PHOTOGRAPHS AND
STATEMENTS OF SIGNIFICANCE (REASONS FOR INCLUSION)

ATTACHMENT 4

DON MILLS CROSSING CULTURAL HERITAGE RESOURCE ASSESSMENT – ASI'S
REPORT

(Attached separately as a PDF)