

An aerial photograph of a city street intersection, likely in Toronto. The image is overlaid with a blue tint. In the center, there is a large, multi-story building with a flat roof, surrounded by trees and greenery. To the left, a tall, modern skyscraper is visible. To the right, another tall building is partially visible. The foreground shows a multi-lane road with a curved intersection. The overall scene is a mix of urban development and natural space.

175 Wynford Drive, Toronto

HERITAGE IMPACT ASSESSMENT

September 22, 2020

ERA

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Cover image: Axonometric view of 175 Wynford Drive, looking northeast
(Google Maps, 2020).

Project #	20-189-01
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EXECUTIVE SUMMARY

Background

This Heritage Impact Assessment (HIA) has been prepared for the property at 175 Wynford Drive (the “Development Site” or “the Site”), to assess the impact of a development proposal on the adjacent recognized heritage resource at 123 Wynford Drive.

Heritage Status

The property at 175 Wynford Drive is neither listed on the Toronto Heritage Register nor designated under Part IV of the *Ontario Heritage Act* (OHA).

An assessment of the existing hotel building on Site finds that it does not hold design value, associative value nor contextual value such to warrant conservation as a heritage resource.

Adjacent Heritage Context

The Development Site is considered adjacent to one property listed on the Toronto Heritage Register: 123 Wynford Drive, the former location of the Japanese Canadian Cultural Centre (now Noor Cultural Centre), which was designed by Raymond Moriyama and built in 1963.

The adjacent building is described in *North York's Modernist Architecture, 2009* as “a memorial to the Japanese pioneers evacuated from the West Coast after the Second World War”. The document notes that “the Japanese Canadian Cultural Centre demonstrates Moriyama’s signature articulation of materials and emphasis of structural elements,” and that it “appears like a geological artifact, ordered by its symmetry and bold rectilinear forms.”

Further, the adjacent building’s setting is described as “a sloping site with a ravine on the west side, forming a screen that filters the view of the adjacent Don Valley Parkway”.

It is considered a significant example of Moriyama’s work early in his career.

Site History & Evolution

Located along the east branch of the Don River Valley, the Development Site was characterized by wooded ravine land for much of its history. The 1950s extension of Eglinton Avenue and the 1961 construction of the Don Valley Parkway, both adjacent to the Site, drove the area’s development with modern buildings and institutions.

The Holiday Inn Don Valley was designed by Raymond Moriyama and built on the Site in 1969. It consists of three interconnected components on an irregular plan: a single-storey split-level entrance lobby and amenity space, a six-storey v-shaped hotel-room building to the north, and a double-height conference and convention centre wing to the south.

Proposed Development

The proposed development replaces the existing hotel with four mixed-use towers, which will each include retail/commercial and residential uses, with a partial hotel use in Tower 1.

The development is proposed to be phased, beginning with Towers 1 and 2, connected by an eight-storey podium at the Site’s west side.

The second phase consists of Towers 3 and 4, proposed to be connected by an eight-storey podium at the Site’s east side.

Impact Assessment

The development proposal has been evaluated, and was not found to present an impact on any cultural heritage value on or adjacent to the Site.

The proposed development’s built form and siting within green ‘parkland’ responds to the surrounding context and evolving character of this area of North York, resulting in minimal impact on the context of the adjacent heritage resource.

The deep ravine lands between the Site and the adjacent property provide a substantial physical buffer, and wooded green space, between the proposed development and the heritage resource.

1 INTRODUCTION

1.1 Scope of the Report

ERA was retained by DVP Hotel Development LP as the heritage consultant for the redevelopment of the property known municipally as 175 Wynford Drive. This report considers the impact of a development proposal on an adjacent property listed on the Heritage Register.

1.2 Site Location and Description

The Development Site is located at the north east corner of Eglinton Avenue East and the Don Valley Parkway interchange. The property is irregular in plan, and is bounded by Eglinton Avenue East to the south, a Don Valley Ravine to the north, Wynford Drive to the east, and the Don Valley Parkway to the west. The property currently contains a multi-storey hotel building dating to 1969.



Aerial view of the Development Site, highlighted in blue (Google Earth 2020, annotated by ERA).

1.3 Current Context

The area surrounding the Development Site is characterized by a mix of high-rise residential and low-rise commercial and institutional buildings dating to the mid-20th and early 21st centuries. The property is situated against the backdrop of the Don Valley Ravine system, resulting a sloped condition on the Development Site. The immediate context of the Development Site is as follows:

North: Don Valley Ravine, high rise residential buildings and a low-rise institutional building further north at 123 Wynford Drive;

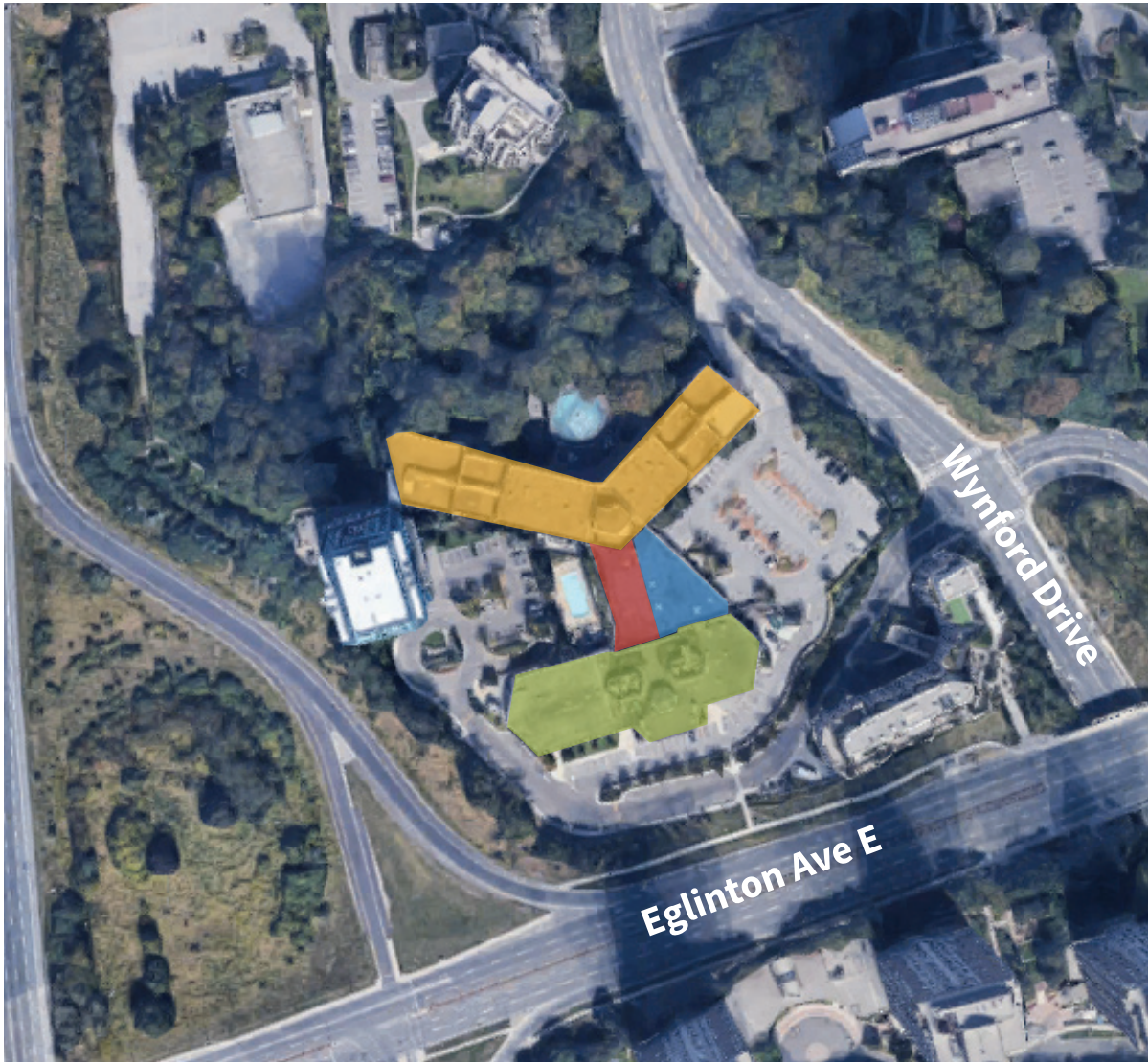
East: Wynford Drive, the Don Valley Ravine, and high-rise residential buildings further east;





South: a six-storey seniors residence, Eglinton Avenue East, and high-rise residential buildings further south;

West: a high-rise residential building at 181 Wynford Drive, the Don Valley Ravine, the Don Valley Parkway interchange.

1.4 Site Photographs

Key Map



-  DRIVEWAY & CANOPY
-  SINGLE-STOREY LOBBY
-  HOTEL ROOM WING (SIX STOREYS)
-  CONFERENCE / CONVENTION CENTRE WING

Driveway & Canopy



East elevation of the lobby, showing the driveway canopy from within the parking lot. Photograph is looking west (ERA, 2020).



Close-up of the main entrance driveway at lobby, facing west (ERA, 2020).



Photograph facing east toward the parking lot from under the driveway canopy (ERA, 2020).

Entrance & Lobby



Looking west through the lobby corridor from under the canopy outside the main entrance (ERA, 2020).



Looking southwest through the lobby corridor from under the canopy outside the main entrance (ERA, 2020).



Looking south toward the conference centre from inside the lobby corridor. Glazing can be seen on each side (ERA, 2020).

Pool Area (west of Lobby)



West elevation of the lobby. Photograph is looking north east at the exit to the outdoor pool area (ERA, 2020).



Pool amenity area located to the left (west) of the central lobby building. The west wing of the hotel room wing is seen in the back. Photograph is looking north (ERA, 2020).

Hotel Room Wing



South elevation of the east wing of the hotel building, looking northeast (ERA 2020).



South elevation of the east wing of the hotel building. Photograph is looking north west and shows the adjacent residential building at 181 Wynford Drive at the rear (ERA, 2020).



South elevation of the hotel wing. Photograph is looking north (ERA, 2020).

Conference / Convention Centre Wing



South elevation of the Eglinton Avenue-facing conference centre wing (ERA, 2020).



South elevation of the Eglinton Avenue-facing conference centre wing. Photograph is looking northeast (ERA, 2020).



South elevation of the Eglinton Avenue-facing conference centre wing. Photograph is looking northwest, and the adjacent residential tower at 181 Wynford Drive (ERA, 2020).

1.5 Context Photographs

181 Wynford Drive (west of Development Site)



Adjacent high-rise residential building at 181 Wynford Drive, looking north. A portion of the Development Site's existing conference/convention wing is shown on the right (ERA, 2020).

123, 133 and 135 Wynford Drive (north of Development Site)



Adjacent recognized heritage property at 123 Wynford Drive, located north of the Development Site. Photograph is looking southeast (ERA, 2020).



Built form context showing the two high-rise residential buildings north of the site at 133 and 135 Wynford Drive. Photograph is looking west taken from Wynford Drive (ERA, 2020).

Eglinton Avenue East (south of the Development Site)



Eglinton Avenue East, south of the Development Site, with Eglinton LRT stations in progress. Photograph is looking southeast (ERA, 2020).



Eglinton Avenue East, south of the Development Site, with Eglinton LRT stations in progress. Photograph is looking south (ERA, 2020).

Wynford Drive Context (east of the Development Site)



Looking southward down Wynford Drive, with the east driveway into the Development Site seen at the right (ERA, 2020).



Built form context along the east side of Wynford Drive, just north of the Development Site (ERA, 2020).

1.6 Heritage Status

On-Site Heritage Resources

The Development Site is neither listed on the City of Toronto Heritage Register, nor designated under Parts IV or V of the OHA.

The Development Site is located in the study area for the Don Mills Crossing Cultural Heritage Resource Assessment, conducted in 2019 by Archaeological Services Inc. (ASI). The Development Site was not identified as a prospective heritage property in this study.

The Development Site is also located in the study area for the Eglinton Crosstown LRT. A Cultural Heritage Resource Assessment was undertaken in 2010 by Unterman McPhail Associates, and Heritage Analysis in 2013 by ERA Architects. The Development Site was not identified as a prospective heritage resource in either of these studies.

The Development Site is also located in the general boundary area for the North York Modern inventories, undertaken in 1997 by the City of North York, with comprehensive updates in 2009 and 2010 by ERA Architects with the North York Community Preservation Panel. The Development Site was not identified for any contribution to North York's modernist character in any of these three studies.

Adjacent Heritage Resources

The Development Site is considered adjacent, as defined in Chapter 3.1.5 of the Official Plan, to one property listed on the City of Toronto Heritage Register.

123 Wynford Drive (Listed)

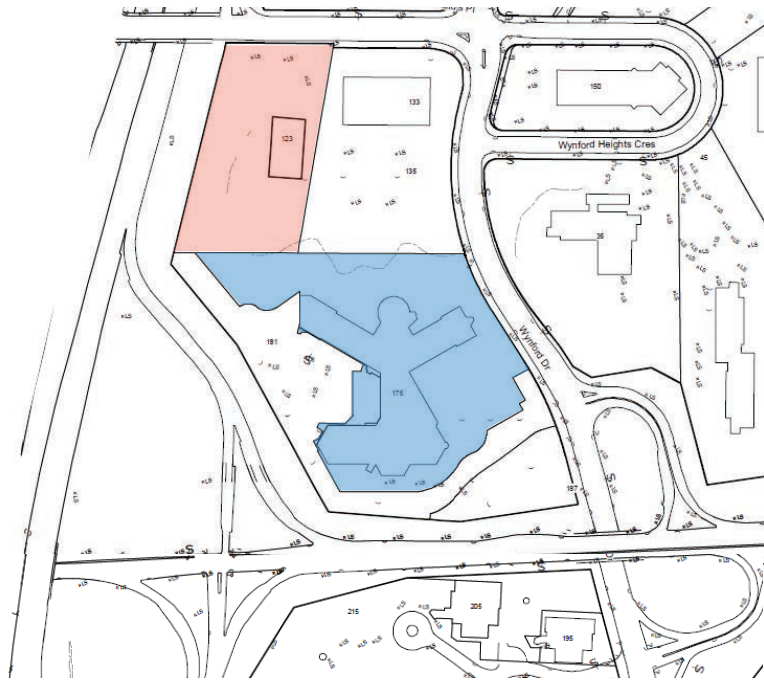
123 Wynford Drive is a three-storey institutional building built in 1963. The property was listed on the Toronto Heritage Register on September 27, 2006.

Provincial Policy Statement, 2020

Adjacent: for the purposes of policy 2.6.3, those lands contiguous to a protected heritage property or as otherwise defined in the municipal official plan.

City of Toronto Official Plan, Chapter 3.1.5:

Adjacent: means those lands adjoining a property on the Heritage Register or lands that are directly across from and near to a property on the Heritage Register and separated by land used as a private or public road, highway, street, lane, trail, right-of-way, walkway, green space, park and/or easement, or an intersection of any of these; whose location has the potential to have an impact on a property on the heritage register; or as otherwise defined in a Heritage Conservation District Plan adopted by by-law.



Property data map showing the heritage context surrounding the Development Site (City of Toronto 2014, annotated by ERA).

- DEVELOPMENT SITE
- LISTED PROPERTY (123 WYNFORD DRIVE)

The adjacent property at 123 Wynford Drive is identified as a significant contribution to Toronto's modernist landscape in *North York's Modernist Architecture*, a 2009 inventory published by ERA Architects which updates the 1997 document produced by the former City of North York in 1997. The 2009 report was produced by ERA Architects in partnership with the North York Community Preservation Panel. An extract from the inventory is below:

Japanese Canadian Cultural Centre

Designed by Raymond Moriyama as a memorial to the Japanese pioneers evacuated from the West Coast after the Second World War, the Japanese Canadian Cultural Centre was to integrate this distinctive culture with the Canadian mosaic. Built on an extremely limited budget, the resulting design is an impressive assemblage of standard materials. The building is located on Wynford Drive, on a sloping site with a ravine on the west side, forming a screen that filters the view of the adjacent Don Valley Parkway. The design merges a strong Japanese influence with the severe massing and use of heavily textured concrete (béton brut) of Brutalism.

Raised one-half level above grade, the two-storey structure has a transparent first floor and a visually floating second storey. The exterior is clad in precast concrete with a wide band of quartz-pebble panels wrapping around the middle. Two large lanterns of wood construction illuminate the main entrance. Just in front of the building, a stone sculpture appears to force itself out of the ground by tectonic movement.

The Japanese Canadian Cultural Centre demonstrates Moriyama's signature articulation of materials and emphasis of structural elements. A terrace that wraps around three sides of the building, and projecting elements in the rear are supported by "béton brut" concrete pylons. They were designed to anchor the four corners of the building with their overscaled monumentality and exaggerated taper. Four concrete eaves, projecting from the east and west roof lines, feature chains which descend to the ground, directing water runoff and creating an interesting vertical connection of earth and sky. The severity of these forms is softened by the glazing, which have unusually long, slender panes of glass with darkly stained wooden mullions.

The interior is finished with concrete masonry, with a horizontal emphasis created by smoothing vertical mortar joints flush with the masonry surface. A double height auditorium is the focus of activity, accommodating theatrical productions, socials and dances. This is a flexible space with a stage and fly-tower at the south end. Access to the auditorium is through a low, recessed lobby that spans the front of the building. Stairwells on either side of the auditorium lead up to the administration offices or down to the workshop and seminar areas and a room for the martial arts.

The Japanese Canadian Cultural Centre appears like a geological artifact, ordered by its symmetry and bold rectilinear forms.

1.7 Archaeological Potential

An area of archaeological potential has been identified along the north portion of the Development Site, seen on the City of Toronto's Map of Archaeological Potential in light pink below.



City of Toronto map showing areas of archaeological potential shaded in light pink, with the Development Site outlined in blue (City of Toronto 2020, annotated by ERA).

2 SITE HISTORY & BACKGROUND CONTEXT

2.1 Historical Context

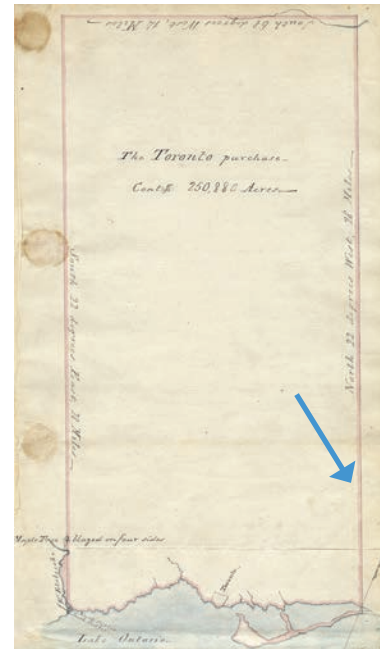
Pre-Contact

The Development Site is located on the traditional territory of the Wendat, the Anishnaabeg, Haudenosaunee, Metis, and the Mississaugas of the Credit First Nation. The Site is located between the forks of the Don River, which was used ancestrally by each of these groups for transportation, fishing and adjacent settlement. The Don River is known as Wonscotonach by the Mississaugas, a name that may refer to the ancestral practice of torchlight salmon spearing that occurred along the river.

Archaeological evidence suggests that the Wendat (Huron) occupied and cultivated portions of the land that would become Toronto as early as the 15th century. European contact, the fur trade, and disease initiated the displacement of the Wendat in the 17th century, whereupon the Iroquois occupied the territory.

The territory then became the subject of the Dish with One Spoon Wampum Belt Covenant, an agreement between the Haudenosaunee Confederacy and the Anishnaabeg and allied nations to peaceably share and care for the resources around the Great Lakes.

In 1787, British Loyalists negotiated the first “Toronto Purchase” treaty from the Mississaugas of the New Credit, purchasing over 250,000 acres of land for small amounts of money and supplies, including gunflints, rifles, mirrors, and western clothing. The deed contained no accurate description of the lands purchased and lacked signatures. Due to the illegitimacy of the first Treaty, in 1805, the 1787 Purchase was revised and the two documents were amalgamated as Crown Treaty Number 13. The 1805 Treaty encompassed the territory between Ashbridges Bay and Etobicoke Creek, and north from Lake Ontario to King Township. In 2010, the 1805 “Toronto Purchase” treaty was subject to a successful land claim by the Mississaugas of the Credit, who contended that the Crown obtained more land than originally agreed upon for an unreasonable sum.



1805 map of the “Toronto Purchase” treaty showing the approximate location of the Development Site with a blue arrow (Toronto Public Library, annotated by ERA).

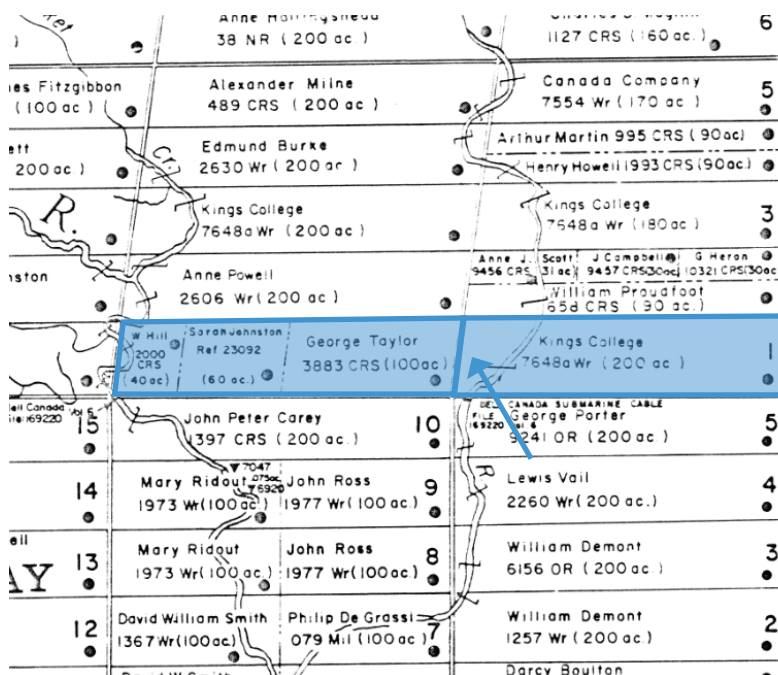
19th-Century European Settlement

Following the establishment of the Town of York in 1793, Lieutenant Governor John Graves Simcoe authorized the surveying of Yonge Street as a military road north of the town limits. On September 20, 1793 Governor Simcoe sent a letter to Britain that included a map of the Town of York; a simple plan of 10 square town blocks located west of the Don River, with boundaries extending north to Queen Street.

The rural concessions of York Township began north of Bloor Street. Between 1796 to 1798, the concessions running east and west of Yonge Street north of Eglinton Avenue were surveyed into 200-acre farm lots.

In these rural concessions, farm lots of 200 acres were laid out in a north-south pattern west of Yonge Street, and in an east-west pattern east of Yonge Street. These original farm lots were granted to prominent members of York's early military and political communities.

The Development Site is located on the farm lot surveyed as Lot 1, between Concessions 3 and 4 east of Yonge, in the Township and County of York. The lot was first granted to King's College, as part of 549,000 acres of land throughout Upper Canada reserved to support educational institutions.



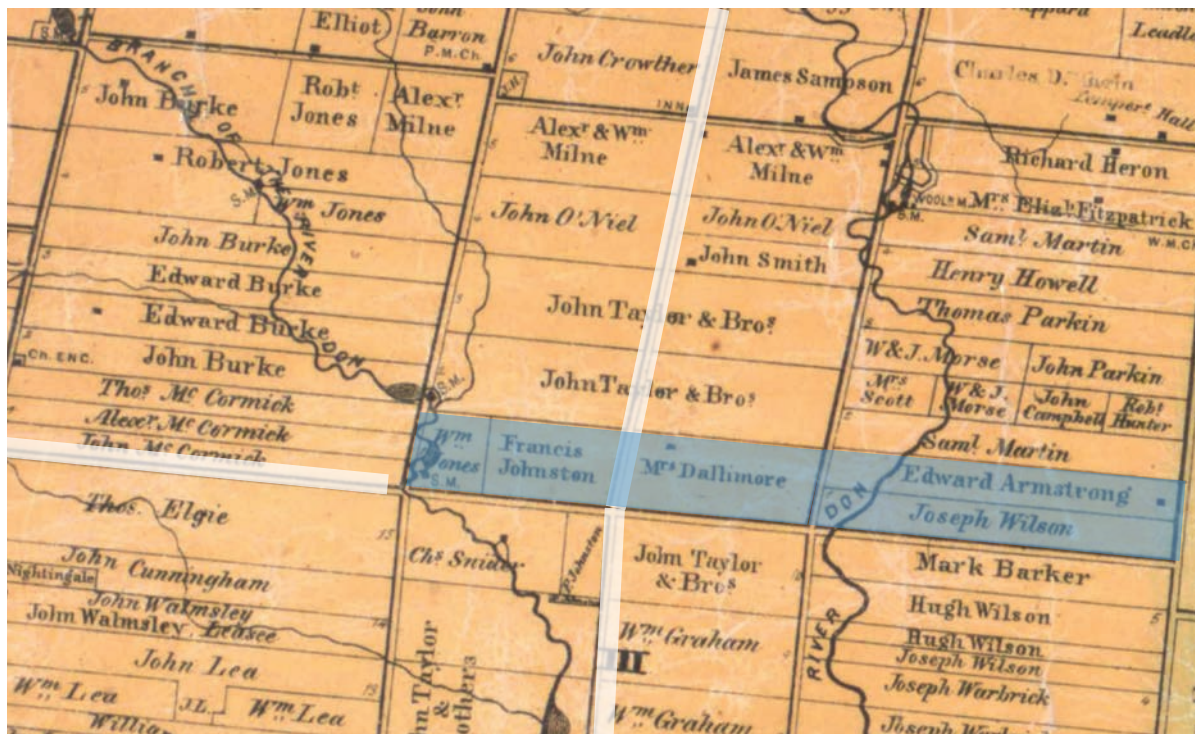
1976 map showing the 1793 Disposition of Crown Lands indicating early land grant information. Lot 1, Concession 3 and 4 east of Yonge are shaded in blue. The approximate location of the Development Site is indicated with a blue arrow (OldTorontoMaps.blogspot.com, annotated by ERA).

Agricultural Development

The northern sections of the Township of York experienced steady growth through the late 19th century. By the 1850s, the small farming village of Eglinton centred around present-day Yonge Street and Eglinton Avenue had been established, and contained mills and farm complexes on both sides of Yonge Street.

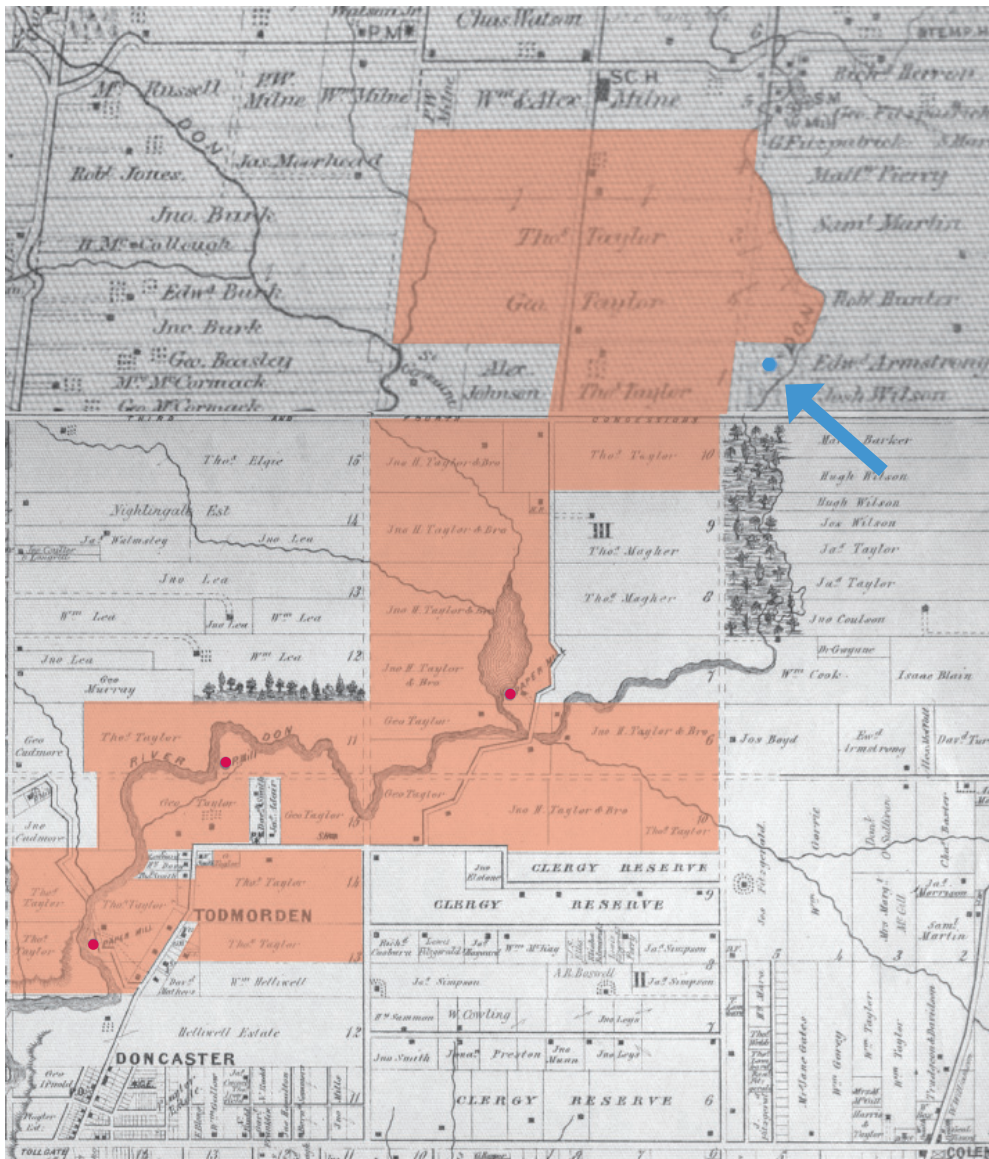
While much of the land had been cleared for agricultural activity, the area was not well suited to development for much of its history. The Development Site area is situated on tablelands located between the branches of the Don River, which flows south from the Oak Ridges Moraine and drains into Lake Ontario. As a result of the steep conditions and wide ravines flanking the Don River Valley, the area was inaccessible for development for much of its history.

East-west roads such as Eglinton Avenue terminated at the edge of the valley. The Development Site area was accessible only through Don Independent Road (now Don Mills Road) in the early 1800s and extended further south in the 1850s to connect with the City of Toronto.



1860 Tremaine Map of the County of York, Canada West, showing Lot 1 Concessions 3 and 4 in blue. The approximate locations of Don Independent Road (now Don Mills Road) and the terminus of Eglinton Avenue during the mid-19th century is indicated in white. While concession lines and sideroads are shown running through the valley, today's Eglinton and Woodbine Avenues were not built at this time (University of Toronto Maps & Data Library, annotated by ERA).

In the mid-1800s, siblings John, George and Thomas Taylor assembled a large swath of land within the Don Valley, and established the John H. Taylor & Bros. paper company. They capitalized on the Don River's potential for industry, operating three paper mills: the Upper Mill, the Middle Mill, and the Lower Mill (today's Papermill Theatre at Todmorden Mills). The 1878 York County map shows the extensive Taylor Brothers holdings within the Don River Valley.



1878 Atlas of the County of York showing the approximate location of the Development Site in blue. Land holdings by the Taylor Brothers are shaded in orange, with three small papermills indicated in pink, far south of the Development Site (University of Toronto Maps & Data Library, annotated by ERA).

During the expansion of the rail network in the late 1880s, the Canadian Pacific Rail line was introduced to the area, and the Donlands station was constructed northwest of the Development Site. In 1904, newspaperman and politician W.F. Maclean purchased 955-acres of property from the Taylor and Milne families on both sides of Don Mills Road near the Development Site. Donlands Farm was established west of the Development Site, where the MacLean family raised thoroughbred horses.

20th Century Urbanization

The Township of North York was established in 1922, which included the agricultural lands of the former Township of York. Although the area surrounding Yonge Street was experiencing growth, the area around the Development Site remained agricultural.

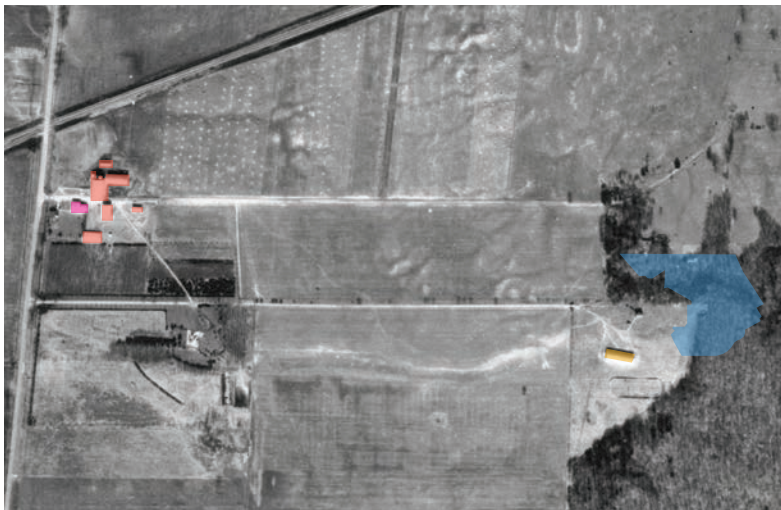
Around this time, the family of 1890s mayor of Toronto Robert John Fleming purchased the Donlands Farm. The Fleming family bred cattle on the property, and continued to raise thoroughbred horses. The property was frequently the site of social gatherings of organizations like the Eglinton Hunt Club.



W.F. Maclean's Donlands Farm, circa 1909 (City of Toronto Archives).



Circa 1925 view down Don Mills Road, with the Fleming family's Donlands Farm buildings at the left (City of Toronto Archives).



1942 aerial map showing the Donlands / Fleming farm just west of the Development Site. The farmhouse, a remnant of the Taylor Brothers' days, is highlighted in pink, with the farmstead barns highlighted in orange. The Fleming horse stables are shown in yellow, and the future Development Site (175 Wynford Drive) is shown in blue).



Circa 1925 view of the Fleming farmstead barns, west of the Development Site along Don Mills Road (City of Toronto Archives).

Development pressures for regional infrastructure and comprehensive planning lead to the incorporation of Metropolitan Toronto in 1953. The new government body began a period of infrastructure investment that included the extension of Eglinton Avenue across the Don Valley in 1956. This provided the area with an east-west connection and, along with the completion of the Don Valley Parkway, helped to catalyze a new wave of development. The Fleming family's agricultural lands were ultimately replaced with large-scale infrastructural development.

In 1952, E.P. Taylor acquired 2,200 acres of land surrounding the intersection of Don Mills and Lawrence Avenue to build his vision of a self-sustaining, fully-planned community. He hired urban designer and planner Macklin Hancock to design the Don Mills subdivision development based on Garden City principles.

Six years later, in 1958 the Toronto Industrial Leasehold purchased 600 acres of land east of Don Mills Road on both sides of Eglinton Avenue East for the development of Flemingdon Park, an innovative master-planned community directly influenced by Macklin Hancock and Don Mills to the north.

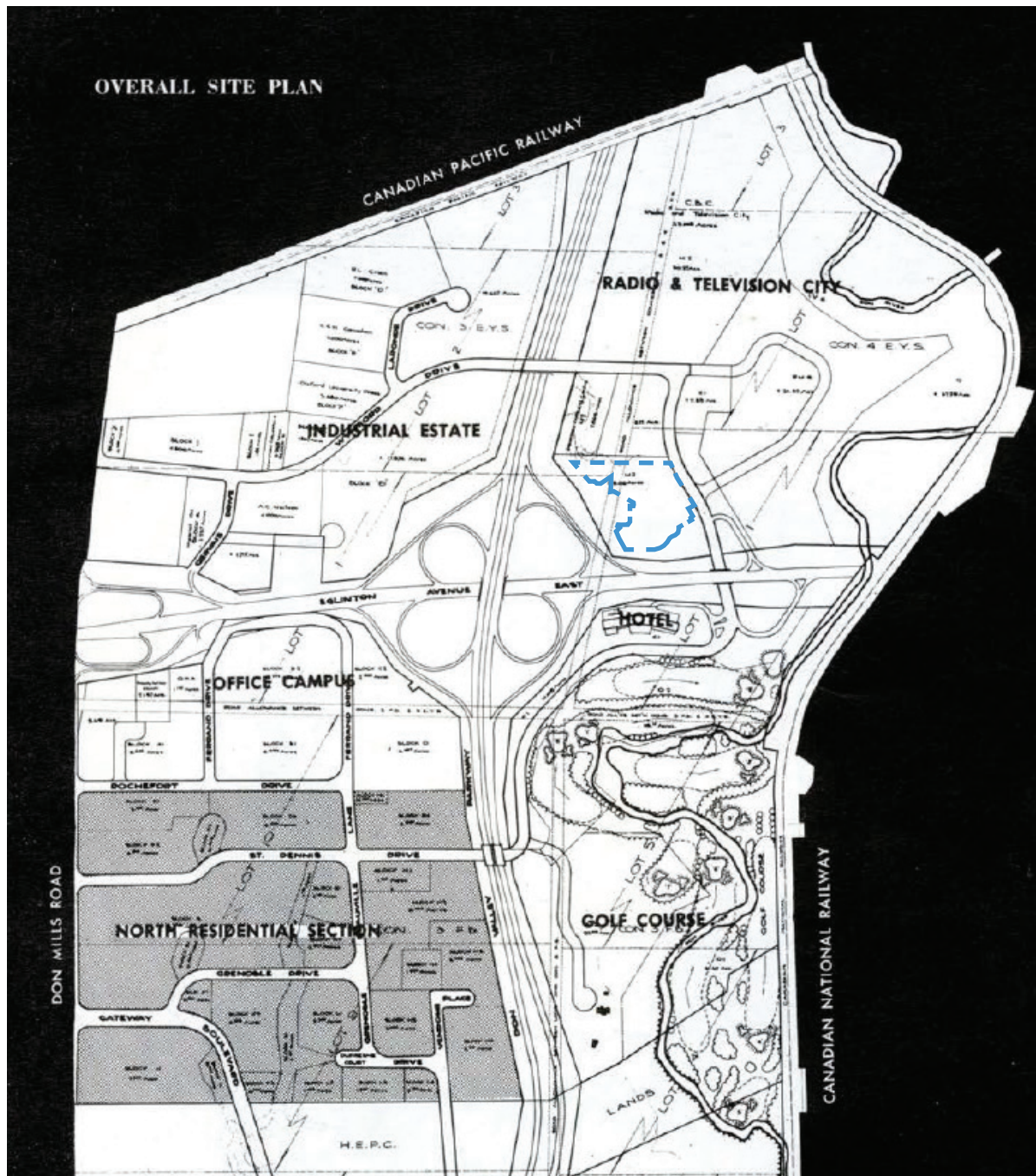
The development was coined a "complete community", and included a residential housing development with space set aside for commercial, industrial, institutional and park lands (Stewart, 2008).

The master plan for the Flemingdon Park development followed Garden City principles of separating land uses. The Development Site is located on the Radio & Television City lands of the Flemingdon Park Master Plan, an extension of the Flemingdon Park Industrial Estate which was originally reserved for the new headquarters of the Canadian National Broadcasting Corporation (CBC).

In the 1960s, the CBC plans were abandoned after its headquarters were established elsewhere in the city, and the industrial portion was left vacant. The remaining lands of Flemingdon Park were eventually sold to the Reichmann Brothers, who became prominent builders in Don Mills through their company Olympia & York. During this period, the area saw the rapid development of corporate offices, high-rise residential, and institutional buildings constructed in the modernist style. Prominent buildings such as the former Japanese Canadian Cultural Centre at 123 Wynford Drive (1963) were built on curvilinear streets designed to respond to the river valley terrain. Original plans for road networks such as Wynford Drive were realized in the late 1960s.



1956 photograph showing the construction of the eastward expansion of Eglinton Avenue through the Don River Valley at Don Mills Road (City of Toronto Archives).



1961 map of the Flemingdon Park Master Plan showing the approximate location of the Development Site in blue.

The Development Site is within the Radio & Television City lands, originally intended for the new headquarters of the CBC. (RAIC, 1961, annotated by ERA).

Japanese Canadian Cultural Centre (JCCC)

The JCCC at 123 Wynford Drive was built in 1963 through the efforts of the Japanese-Canadian community to create a living memorial for Japanese settlers and descendants following the Second World War. Conceived a decade after the internment of Japanese-Canadians, community leaders envisioned a centre to stabilize the emotionally and economically impoverished Japanese-Canadian community, with a renewed spirit of contributing Japanese culture to all Canadians.

Three principles dominated the centre:

- Honour the pioneers of the Japanese community through welding the *Issei* and *Nissei* (Japanese-born and Canadian-born Japanese) through the centre,
- Provide a setting for social and recreational activities for the existing 34 active organizations within the community,
- Represent a gift to the cultural mosaic of Canada (Kritzwiser, 1959).



1964 photograph of the JCCC building during the opening and cornerstone ceremony (Japanese Canadian Cultural Centre).

The project, with limited budget, was assigned to Canadian architect Raymond Moriyama, who designed a Brutalist structure merging Japanese influence with Canadian construction technology. The building was established on a sloping site against the Don River Valley ravine, and features a strong connection to its natural surroundings. Landscape architect George Tanaka capitalized on the site's ravine character to incorporate elements of Japanese heritage into the original landscape design, including a teahouse, stone paths and a pond.

123 Wynford Drive was home to the JCCC until it was sold in 2001 to the Lakhani family, who engaged Moriyama & Teshima in 2003 for its conversion to the Noor Cultural Centre. Following direction from the Arabic word “Noor” which means spiritual light, enhancing the quality of light at the existing building was one of the themes of the building's adaptation. Subtle renovations such as the installation of ornate wooden screening on windows of the prayer hall (converted from judo practice facilities), and the incorporation of Arabic calligraphy on existing lanterns at the main entrance alluded to Islamic building traditions. Today the Noor Cultural Centre serves as a hub for education and dialogue on Islam and other world faiths (Moriyama & Teshima, 2020).



Moriyama sketch c. 1962 of the JCCC view from the southwest. The west (side) and south (rear) elevations can be seen. The building is intended to be connected to its natural surroundings, with stone footpaths descending into the sloped valley lands (Canadian Architectural Archives).



Photograph of the Noor Cultural Centre showing the side elevation with ornate wooden screens at the base windows (Noor Cultural Centre).



Photograph of the Noor Cultural Centre showing the top portion of the primary elevation with adapted lanterns (Noor Cultural Centre).

Late 20th Century Development to Present

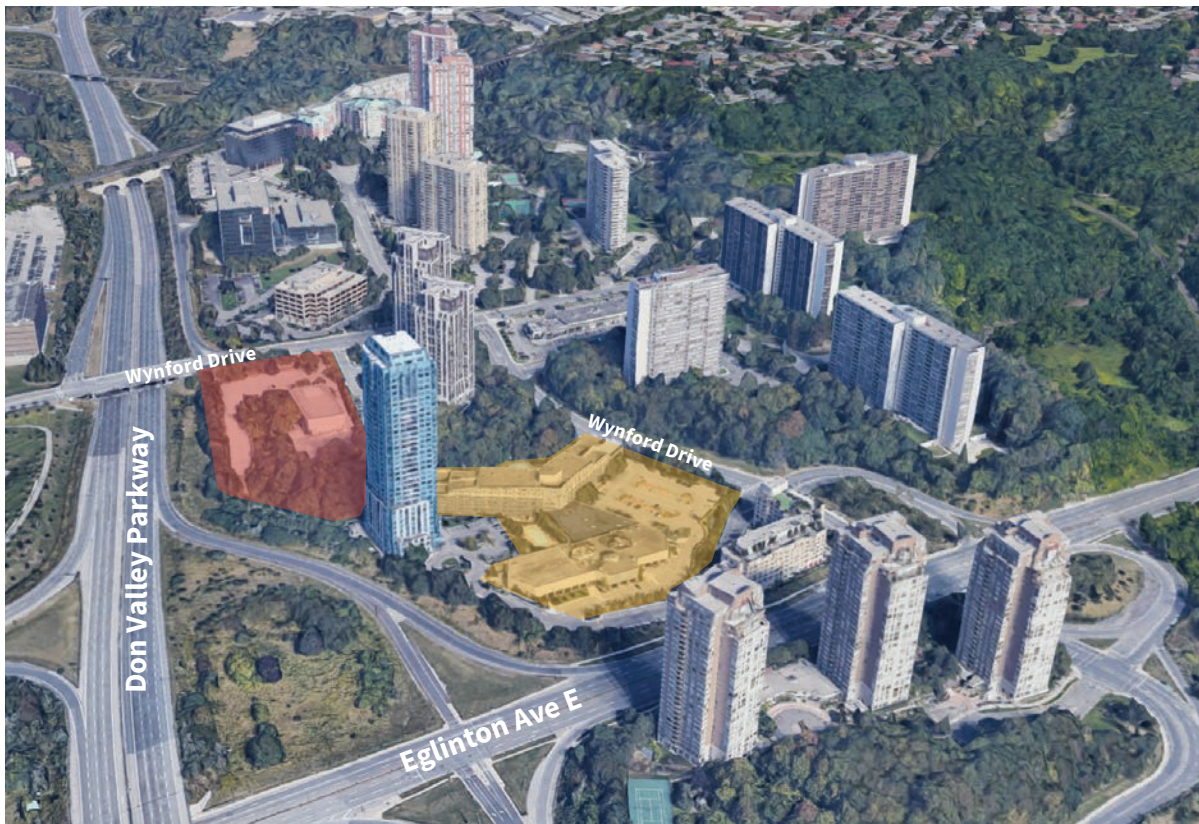
Beginning in the 1970s, concurrent with the construction of a hotel on the Site, development and intensification continued in the vicinity. Tower in the Park-style developments were common, characterized by high-rise buildings sited within green ‘parkland’, often along suburban curvilinear street networks. 1980s road construction north of Wynford Drive brought further offices and high-rise residential buildings to the area.

Tower in the Park-style development has continued in the vicinity to the present, and various eras and styles of high-rise buildings are represented in the Site’s immediate context. The area’s commercial and residential developments are accompanied by notable institutional buildings, including the Aga Khan Museum and the Ismaili Centre, both located just west across the Don Valley Parkway.

Most recently, the area has been subject to a number of large-scale proposals and public infrastructure projects, including the redevelopment of the former I.B.M. Canada site and the Eglinton Crosstown LRT.

Below: 2020 Google Satellite view looking northeast from the Don Valley Parkway interchange at Eglinton Avenue. The northeast “Radio & Television” quadrant of the original Flemingdon Park Master Plan is today characterized by high-rise buildings of various eras and styles.

- DEVELOPMENT SITE
- 123 WYNFORD DRIVE



South of Development Site



3 residential towers, built 1983, at 195, 205, 215 Wynford Drive (ERA, 2020).

Northeast of Development Site



2 residential towers, built 1984, at 1-3 Concorde Place (ERA, 2020).

West of Development Site



East of Development Site



4 residential towers, built 1968, at 35-55 Wynford Heights Crescent (ERA, 2020).

North of Development Site



2 residential towers, built 2010, at 133-135 Wynford Drive (ERA, 2020).

Left: Residential tower, built 2009, at 181 Wynford Dr (ERA, 2020).

2.2 Site History

The Development Site is located on the tablelands between the branches of the Don River Valley. The development of the property has been strongly influenced by the surrounding natural and built landscape features including major transportation networks.

Until the early 20th century, the Development Site was located on uncleared ravine lands adjacent to farmlands. The 1942 aerial map indicates the west portion of the Development Site was part of a farm property.

The construction of Eglinton Avenue East followed by the Don Valley Expressway initiated rapid change in land use on the Development Site in the mid-20th century. In 1961 after the adjacent farmlands were cleared, the Don Valley Expressway interchange was built immediately west of the Development Site. This was followed by the clearance of a portion of the Development Site to create the parcel located at the north east of the interchange. After the completion of the Don Valley Parkway and the opening of Wynford Drive, in 1969 the Holiday Inn Don Valley hotel was constructed on the Development Site, with an original address of 1250 Eglinton Avenue East. The 353-room hotel consisted of three components and a surface parking area to the east. The hotel was designed by Raymond Moriyama and situated in a way to offer views of the ravine to the north.

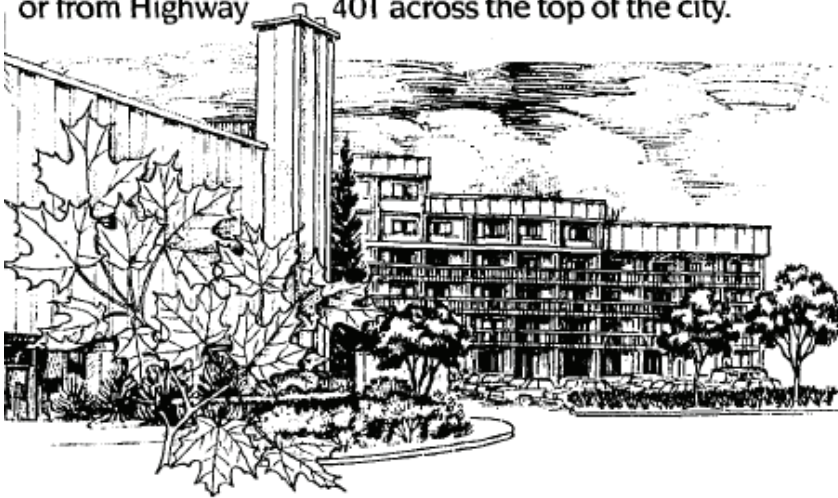
The Holiday Inn Don Valley hotel represented an evolution in the typology of roadside accommodations from the earlier motels concentrated along intercommunity highways like Kingston Road and Lakeshore Road, to the “family hotel” typology built along freeways. This new typology blended the affordability of roadside convenience of a motel with the amenities of higher-end hotels located within city centres. “Family hotels” were typically multi-storey buildings and offered ample parking spaces (ASI, 2019). The now-demolished Inn on the Park at 1100 Eglinton Avenue East built in 1963 similarly represents an early modernist family hotel typology.

In 1985, two storeys were added onto the previously four-storey v-shaped hotel-room wing. In 1988 the hotel was sold to the Radisson to become the Radisson Hotel Toronto - Don Valley. In 1997, the hotel entered bankruptcy and eventually came under new ownership. Additional major renovations were undertaken in 1999 to upgrade

the hotel interiors, and the hotel became the Toronto Don Valley Hotel & Suites. In 2008, the property was severed to accommodate additional residential development east and south of the Site. No major modifications appear to have been made since this time.

The Radisson Hotel Toronto-Don Valley

Open now, Toronto's first Radisson Hotel is situated in resort-like quietude just north of Eglinton Avenue East at the Don Valley Parkway. Yet you are only a short expressway drive away from downtown or from Highway 401 across the top of the city.



More than \$10 million in renovations have created a beautiful and innovative environment for business and leisure travellers. There are now 350 rooms with a private Concierge Floor for executive hospitality. Superb new dining, entertaining and meeting facilities offer a truly special setting for corporate seminars, occasions and conventions. In addition, the indoor pool, saunas and fitness rooms have made The Radisson's new Ravine Club second to none in the city.

1988 newspaper advertisement for the renamed Radisson Hotel Toronto - Don Valley at 175 Wynford Road (Globe and Mail).

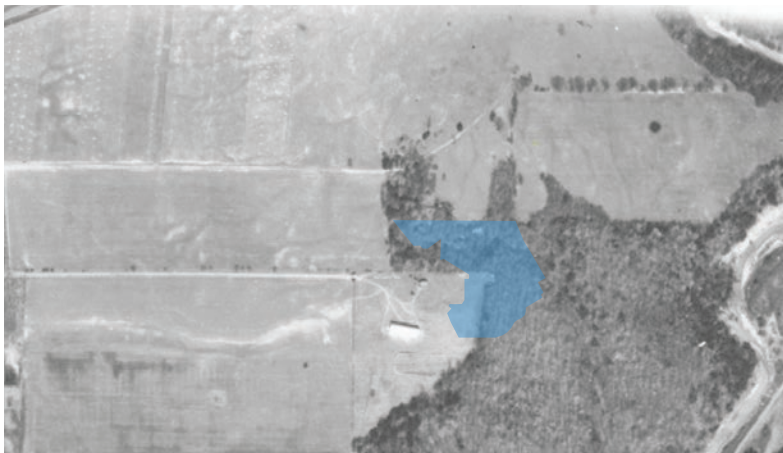


Aerial map of the mid-1950s (top) and mid-1970s (bottom) looking east along Eglinton Avenue East and Don Mills Road. North York experienced rapid development of agricultural lands during the mid-20th century. The approximate location of the Development Site is in blue (City of Toronto Archives, annotated by ERA).

2.3 Site and Context Evolution



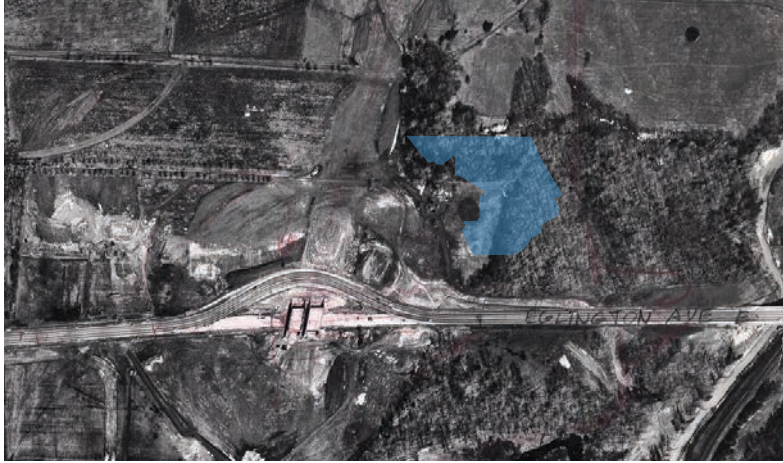
1918 National Topographic Map showing the approximate location of the Development Site in blue. The Development Site is located within a wooded area of varied topography (University of Toronto Maps & Data Library, annotated by ERA).



1942 aerial map showing the approximate location of the Development Site in blue. The building straddles part of the ravine and the agricultural property of the Fleming family (City of Toronto Archives, annotated by ERA).



1957 aerial map showing the approximate location of the Development Site in blue. Note the construction of Eglinton Avenue East south of the Development Site. The horse stables of the Fleming family are shown immediately west of the Site (City of Toronto Archives, annotated by ERA).



1960 aerial photograph showing the approximate location of the Development Site in blue. Note the start of construction of the Don Valley Expressway interchange to the south west of the Development Site (City of Toronto Archives, annotated by ERA).



1961 aerial photograph showing the approximate location of the Development Site in blue. The Don Valley Parkway interchange is complete (City of Toronto Archives, annotated by ERA).



1964 aerial photograph showing the approximate location of the Development Site in blue. Both Wynford Drive and the adjacent listed building at 123 Wynford Drive, the Japanese Canadian Cultural Centre, have been constructed by this time (City of Toronto Archives, annotated by ERA).



1969 aerial photograph showing the approximate location of the Development Site in blue. The existing hotel building at 175 Wynford Drive has been constructed (City of Toronto Archives, annotated by ERA).



1973 aerial photograph showing the approximate location of the Development Site in blue. Surface parking and a driveway connecting with the adjacent property to the north has been paved. The pool north of the hotel rooms has been completed (City of Toronto Archives, annotated by ERA).



1991 aerial photograph showing the approximate location of the Development Site in blue. A driveway exit to Wynford Drive to the east has been made (City of Toronto Archives, annotated by ERA).



2005 aerial photograph showing the approximate location of the Development Site in blue. (City of Toronto Archives, annotated by ERA).



2009 aerial photograph showing the approximate location of the Development Site in blue. The adjacent residential condominium to the west and south east are nearing completion. The hotel pool is being reconstructed (City of Toronto Archives, annotated by ERA).

2.4 Design

175 Wynford Drive is a multi-storey hotel designed in the Brutalist style, and composed of three interconnected components on an irregular plan. At the centre is the single-storey entrance lobby, from which a six-storey building with hotel rooms is connected to the north, and a double-height building with a conference and convention wing connected to the south.

The central entrance lobby building is an irregular triangle shape in plan and modernist in design. The east side contains the primary entrance with a protected entrance driveway for vehicles and pedestrians under a large roof structure with square skylights providing natural light. The lobby building faces a large surface parking lot to the east, and a swimming pool to the west. The façade is glazed at the ground level and clad in a ribbed concrete material above.

The six-storey wing which contains the hotel rooms, features modernist influences with its v-shaped plan and painted ribbed concrete façade. The building opens toward the ravine at the north where a minor tributary of the Don River passes through. The tallest point of the building is at the apex where the elevator shaft overrun is located, from which the height of the building steps down at the outer wings. The north and south elevation features wooden balcony railings on the second to fourth storeys. A domed indoor swimming pool is located to the immediate north of the bend in the structure.

The double-height conference and convention wing is an elongated hexagon shape in plan, and modernist in design. The building is primarily clad in the same concrete cladding as the central lobby building, with the exception of the ground floor of the south elevation which is glazed. At the centre of the south elevation is a projecting bay on concrete columns, overhanging above the ground floor. The east half of the south elevation also features a recessed ground floor with concrete columns. The roof contains a hexagon-shaped skylight.

The Site is surrounded by landscaping at the north, east and south elevations. A curvilinear driveway wraps around the south, west and east of the property providing access to Wynford Drive.

2.5 Architect

Raymond Moriyama

Raymond Moriyama is a prominent Canadian architect who studied architecture at the University of Toronto and Civic and Town Planning at McGill University. In 1958 he founded his firm, and later joined into partnership with Ted Teshima in 1970.

Throughout his career, Moriyama designed prominent civic buildings which have been recognized as major contributions to Canadian architecture. The neighbourhood of Don Mills in particular contains a collection of Moriyama's modernist works, including the former Japanese Canadian Cultural Centre at 123 Wynford Drive, the former Computer Sciences Canada building at 1200 Eglinton Avenue East, and the Ontario Science Centre at 770 Don Mills Road, reflecting contributions to Toronto's modernist architecture.

Moriyama's projects are widely recognized for their intimate relationship to land, nature and community. Early design works such as the Civic Garden Centre (1964) and Japanese Canadian Cultural Centre (1963) often merged architectural influences of his Japanese heritage with elements native to the Canadian landscape. Moriyama's later works were largely commissioned by institutions. He instilled a humanistic approach into the design of civic buildings, expressing values of democracy, inclusivity and equality through features like central public spaces. Buildings such as the Japanese Canadian Cultural Centre (1963) and the Canadian War Museum (2004) address deep collective histories which raise thought-provoking questions for their visitors.

Moriyama's childhood experience in a World War II-era internment camp for Japanese-Canadians informed his approach to architecture as an adult. His experiences in nature during these years were frequent inspirations for his later architectural works.

Throughout his career, Moriyama was the recipient of numerous awards for his contributions within Canada and abroad. He was the recipient of the Order of Ontario, Order of Canada, the Gold Medal from the Royal Architectural Institute of Canada, Japan Architects Top Honour Award, and is an Honorary Fellow of the American Institute of Architects. He also received the Governor General's Medals for Architecture for the Scarborough Civic Centre, the Metropolitan Toronto Reference Library and Sudbury Science North.



1963 archival photograph showing Raymond Moriyama, Prime Minister Lester B. Pearson and their wives in front of the Development Site during the official opening ceremony (Japanese Canadian Cultural Centre).



1969 archival photograph of the Ontario Science Centre building, located atop a dramatic slope and surrounded by a wooded area (Japanese Canadian Cultural Centre).

Several of Moriyama's works have been recognized by the City of Toronto for their contributions to Toronto's architectural landscape, and have been listed on Toronto's Heritage Register. These include:

- Japanese Canadian Cultural Centre, 123 Wynford Drive
- Civic Garden Centre and Pavilion, 777 Lawrence Avenue East
- Ontario Science Centre, 770 Don Mills Road
- Scarborough Civic Centre, 150 Borough Drive
- Goh Ohn Bell Shelter, 955 Lakeshore Blvd West (part of Ontario Place).



Former JCCC/Noor Cultural Centre at 123 Wynford Drive (Moriyama & Teshima Architects).



Civic Garden Centre at 777 Lawrence Avenue East (ACO, 2016).



Civic Garden Centre Pavilion at 777 Lawrence Avenue East (ACO, 2016).



Ontario Science Centre at 770 Eglinton Avenue East (Moriyama & Teshima Architects).



Scarborough Civic Centre at 150 Borough Drive (Toronto Public Library)



Toronto Reference Library at 789 Yonge Street (easternconstruction.com).

3 HERITAGE POLICY REVIEW

The following were among the sources reviewed in preparing this HIA:

- Parks Canada Standards and Guidelines for the Conservation of Historic Places in Canada;
- The Province of Ontario's 2020 Provincial Policy Statement for the Regulation of Development and Land Use;
- The Growth Plan for the Greater Golden Horseshoe (2019);
- The Ontario Heritage Act (R.S.O. 1990);
- City of Toronto Official Plan Chapter 3.1.5;
- Don Mills Crossing Secondary Plan;
- Eglinton Connects Planning Study;
- Tall Building Design Guidelines;
- Eglinton Avenue Design Guidelines;
- Heritage Impact Assessment Terms of Reference, City of Toronto (see Appendix A);
- City of Toronto Heritage Register.

4.1 Review of Key Heritage Policy

The following section contains a summary of all relevant in-force and emerging policy and guideline documents applicable to the Development Site.

Provincial Policy Statement (2020)

On May 1, 2020, the updated Provincial Policy Statement (PPS) 2020 came into effect. With respect to cultural heritage, PPS 2020 continues the long-established approach within provincial planning policy to conserve built heritage resources and significant cultural heritage landscapes. The PPS "is intended to be read in its entirety and the relevant policies are to be applied to each situation" (PPS Part III).

Section 2.6 provides direction regarding cultural heritage resources.

Policy 2.6.1 states:

Provincial Policy Statement, 2020

Conserved: means the identification, protection, management and use of built heritage resources, cultural heritage landscapes and archaeological resources in a manner that ensures their cultural heritage value or interest is retained. This may be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment, and/or heritage impact assessment that has been approved, accepted or adopted by the relevant planning authority and/or decision maker. Mitigative measures and/or alternative development approaches can be included in these plans and assessments.

Significant: means
e) in regard to cultural heritage and archaeology, resources that have been determined to have cultural heritage value or interest for the important contribution they make to our understanding of the history of a place, an event, or a people.

Significant built heritage resources and significant cultural heritage landscapes shall be conserved.

Further, Policy 2.6.3 states:

Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (GPGGH) (2019)

The Growth Plan for the Greater Golden Horseshoe (“the Growth Plan”) offers a framework for implementing the Government of Ontario’s vision for building stronger, prosperous communities by better managing growth in the region. Section 4.2.7 of the Growth Plan addresses cultural heritage, and states:

Cultural heritage resources will be conserved in order to foster a sense of place and benefit communities, particularly in strategic growth areas.

City of Toronto Official Plan Chapter 3.1.5

Chapter 3.1.5 of the City of Toronto Official Plan contains policies relating to heritage conservation.

Policy 5 states:

Proposed alterations, development, and/or public works on or adjacent to, a property on the Heritage Register will ensure that the integrity of the heritage property’s cultural heritage value and attributes will be retained, prior to work commencing on the property and to the satisfaction of the City. Where a Heritage Impact Assessment is required in Schedule 3 of the Official Plan, it will describe and assess the potential impacts and mitigation strategies for the proposed alteration, development or public work.

Growth Plan, 2019

Cultural Heritage Resources: *Built heritage resources, cultural heritage landscapes and archaeological resources that have been determined to have cultural heritage value or interest for the important contribution they make to our understanding of the history of a place, an event, or a people. While some cultural heritage resources may already be identified and inventoried by official sources, the significance of others can only be determined after evaluation.*

Policies 22-25 of Chapter 3.1.5 specifically relate to Heritage Impact Assessments.

Policy 23 states:

A Heritage Impact Assessment will evaluate the impact of a proposed alteration to a property on the Heritage Register, and/or to properties adjacent to a property on the Heritage Register, to the satisfaction of the City.

Policies 26-29 of Chapter 3.1.5 concern properties on the Heritage Register.

Policy 26 states:

New construction on, or adjacent to, a property on the Heritage Register will be designed to conserve the cultural heritage values, attributes and character of that property and to mitigate visual and physical impact on it.

Don Mills Crossing Secondary Plan

While the Development Site was contained within the study boundaries for the Don Mills Crossing Cultural Heritage Resource Assessment, it is not contained within the Don Mills Crossing Secondary Plan Area. As such, the policies pertaining to cultural heritage value and resources within the Don Mills Crossing Secondary Plan do not apply.

Don Mills Crossing Cultural Heritage Resource Assessment (CHRA)

In January 2019, Archaeological Services Inc. prepared the Don Mills Crossing Cultural Heritage Resource Assessment on behalf of the City of Toronto to identify and evaluate potential cultural heritage resources within the CHRA Study Area. The CHRA study area boundaries were between the Canadian National Railway (CNR) line to the east, Leslie Street to the west, Barber Greene Road and Green Belt Drive to the north, and the CNR line to the south. The CHRA was intended to inform and guide the development of the heritage policies of the Don Mills Crossing Secondary Plan, and to identify prospective heritage resources within the study area.

175 Wynford Drive was evaluated as part of this study and was not recommended for listing on the Toronto Heritage Register.

Eglinton Connects Planning Study

The Eglinton Connects Planning Study was a comprehensive review of Eglinton Avenue conducted to inform the development of the Eglinton Crosstown LRT.

In October 2013, ERA Architects prepared a Heritage Analysis which informed Volume 1 of the Eglinton Connects Planning Study (Background and Analysis).

Under ERA's Heritage Analysis, the Development Site falls within the Don Valley Corridor character area. The description of the streetscape character is as follows:

The Don Valley Corridor contains a collection of post-war planning experiments of national and international significance, representing a significant and unique era of Toronto's planning and cultural history. The Don Valley Corridor is an example of a Designed Landscape for which principles of conservation may be considered.

Neighbourhoods within the Don Valley Corridor were developed between the 1950s and 1970s, including Don Mills, Thorncliffe Park, and Flemingdon Park. Planned as modern satellite "new towns," these communities took advantage of the unique opportunities provided by the topography of the Don Valley. These Neighbourhoods are noteworthy for their aim of self-sufficiency and range of uses. Organized as autonomous satellites, each contains a central commercial area, office areas, industrial zones, community facilities, large parks, and range of residential districts. Each is also defined by a pedestrian network and central ring road. They are also integrated into the natural system of the surrounding Don Valley in various capacities. (See section 2.4 Post-war Neighbourhoods – Planned Communities and Apartment Neighbourhoods).

These neighbourhoods include several significant examples of modern and contemporary architecture by Irving Grossman, Peter Dickinson, and Raymond Moriyama, among others. They also contain a growing cultural precinct that includes the Japanese Canadian Cultural Centre, the Noor Centre, Ontario Science Centre, and the Aga Khan.

The collection of communities within the Don Valley Corridor together form a modern significant Designed Landscape. While the resolution of original planning principles have eroded in some cases, the communities of the Don Valley Corridor present clear examples of innovation in Canadian modern planning, and provide a strong foundation on which to build, moving forward.

ERA's heritage analysis outlined the following conservation objectives for the Don Valley Corridor character area:

Reinforce and enhance the juncture of Eglinton Avenue with the regionally significant natural conservation, cultural and recreation areas of the forks of the Don Valley Ravine system; the architecturally significant modern planned communities built in the plateaus adjacent to the Don Valley of Don Mills, Flemingdon Park, Thorncliffe Park, and Wynford/Concord; the regionally significant cultural destinations including the Ontario Science Centre, the emerging mixed-use commercial district at the intersection of Don Mills; the intersection with the Don Valley Parkway; and the juncture of these assets with the topography of the Don Valley System.

ERA's Heritage Analysis does not identify the Development Site as a "Potential Heritage Resource" within the Don Valley Corridor character area.

The Eglinton Connects Planning Study Volume 2 (Recommendations and Implementation), issued 2014, refined the list of character areas from Volume 1, identifying only those where "unique groups of buildings create a special public realm experience and are a physical expression of the history of this important street." The Development Site is not located within any of the refined character areas.

In May 2014, City Council considered a Final Directions Report for the Eglinton Connects Planning Study, and adopted 21 recommendations under the themes of Travelling, Greening, and Building Eglinton.

Under the *Building Eglinton* theme, the following recommendations provide guidance for incremental redevelopment and intensification of significant portions of Eglinton Avenue.

Study Recommendation #21: Implement additional Performance Standards to support local character areas & heritage.

Performance Standards for new buildings in Character Areas and adjacent to heritage resources should guide a complementary built form that reflects the diversity found along Eglinton Avenue

Tall Building Design Guidelines

Section 1.6, Heritage Properties and Heritage Conservation Districts, describes the appropriate design response for locating tall buildings on or adjacent to heritage properties and Heritage Conservation Districts (HCDs). These guidelines, as they relate to the Site, state:

c. When a tall building is adjacent to a lower-scale heritage property:

- *design new base buildings to respect the urban grain, scale, setbacks, proportions, visual relationships, topography, and materials of the historic context;*
- *integrate the existing heritage character into the base building through high-quality, contemporary design cues;*
- *provide additional tall building setbacks, stepbacks, and other appropriate placement or design measures to respect the heritage setting (see also 1.5 Prominent Sites and Views from the Public Realm); and*
- *ensure consistency with applicable HCD Plan requirements.*

d. Tall buildings will not visually impede the setting of properties on the heritage register. The objective for the long-term preservation, integration, and re-use of heritage properties may mean that not all sites with or adjacent to heritage properties are appropriate for tall building development.

Eglinton Avenue Urban Design Guidelines

City Council adopted the Eglinton Avenue Urban Design Guidelines in August, 2014, to elaborate on the intent and provide guidance on implementing specific elements of the Eglinton Vision and Public Realm Concept Plan. The document contains guidelines applicable to the design of the Eglinton Avenue frontage of new developments. It does not provide heritage policies or guidelines, with respect to adjacent heritage properties.

4 CULTURAL HERITAGE VALUE ASSESSMENT

3.1 Evaluation of 175 Wynford Drive under Ontario Regulation 9/06

An assessment of cultural heritage value is undertaken below for the Development Site at 175 Wynford Drive, using the evaluation criteria in *Ontario Regulation 9/06*.

This evaluation concludes that the existing building on Site does not hold design value, associative value nor contextual value such to warrant conservation as a heritage resource.

1. The property has design value or physical value because it:

- i. is a rare, unique, representative, or early example of a style, type, expression, material, or construction method;*
- ii. displays a high degree of craftsmanship or artistic merit, or;*
- iii. demonstrates a high degree of technical or scientific achievement*

175 Wynford Drive is a hotel building comprised of multiple components dating to 1969.

It is not considered a good representative example of the Brutalist style, nor an early, rare or unique example of concrete construction in large-scale developments like hotel buildings.

While the v-shaped hotel-room wing is embedded into a sloped ravine edge, the site design does not make use of the interplay between building and landscape in a way that would constitute a notable representation of modernist design principles.

The v-shaped hotel wing itself is a common form found in large-scale developments of the era. However it is not considered significant as an isolated element.

The property's design does not reflect a high degree of craftsmanship, artistic merit, or technical achievement.

2. The property has historical value or associative value because it:

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

175 Wynford Drive was designed by prominent Canadian architect Raymond Moriyama, but the building is not considered a notable example of his architectural work.

Moriyama is best known for large-scale institutional developments, which are often sprawling and low-scale, and embedded into / rising from the surrounding natural landscapes and topography. They often incorporate subtle detailing in their forms and ornamentation to convey concepts associated with their institutional uses. Celebrated Moriyama works can be found in the vicinity throughout North York, including the award-winning Ontario Science Centre at 770 Don Mills Road, the former Japanese Canadian Cultural Centre adjacent to the site at 123 Wynford Drive, and the Civic Garden Centre at 777 Lawrence Avenue East.

While there are minor elements of the existing building that reflect Moriyama's design approach (specifically the driveway, canopy and lobby entrance), the building on Site is not considered to be an important or substantial contribution to his oeuvre.

The Development Site was originally part of the Radio & Television City Lands of the Flemingdon Park Master Plan, and intended to host the new headquarters for the CBC. As these plans never materialized on Site, and this northeast quadrant of the Flemingdon Park Master Plan was eventually sold and developed by other builders, the property is not associated with this early master-planned community.

Finally, while 175 Wynford Drive was purpose-built as a commercial highway-side hotel following the construction of the Don Valley Parkway, the existing building is not a notable representation of the theme of late 20th-century highway-side development.



Ontario Science Centre, early promotional image (EDN, 2015).



Canadian War Museum, by Raymond Moriyama in 2005 (Tourisme Outaouais).



Japanese Canadian Cultural Centre, 1963, west elevation (ERA, 2020).

3. The property has contextual value because it:

i. is important in defining, maintaining, or supporting the character of an area;

ii. is physically, functionally, visually, or historically linked to its surroundings, or;

iii. is a landmark.

175 Wynford Drive is not important in defining, maintaining nor supporting the character of its context. 175 Wynford Drive is located within the Don Valley Corridor character area of Eglinton Avenue East (identified in Eglinton Connects - Heritage Analysis, 2013). The Don Valley Corridor is characterized by features like designed landscapes, modernist buildings, curvilinear ring roads, and planned communities.

While the Site at 175 Wynford Drive does exhibit some of these features, including its relationship to the curvilinear Wynford Drive, the existing building does not constitute an important modernist building to contribute to this area character. It was not identified as a prospective heritage resource in three recent area studies, and has not been recognized for any contribution to North York's modernist character in any of the three North York Modern inventories.

175 Wynford Drive is not physically, functionally, visually or historically linked to the adjacent heritage resource at 123 Wynford Drive, which was also designed by Raymond Moriyama, and built in 1963. There are no physical, visual or functional links between the two properties; there does not appear to have been any design intent by Moriyama to link the two buildings through their function or design. The buildings on both sites are physically separated by a deep wooded ravine landscape. A physical road link between the two properties, running parallel with the Don Valley Parkway, was removed with the construction of the tower at 181 Wynford Drive circa 2009.

175 Wynford Drive is not considered a landmark.

5 DESCRIPTION OF PROPOSED DEVELOPMENT

The development proposal contemplates the replacement of the Site's existing hotel building with four mixed-use towers, which will each include retail/commercial and residential uses, with a partial hotel use (125 units) in Tower 1.

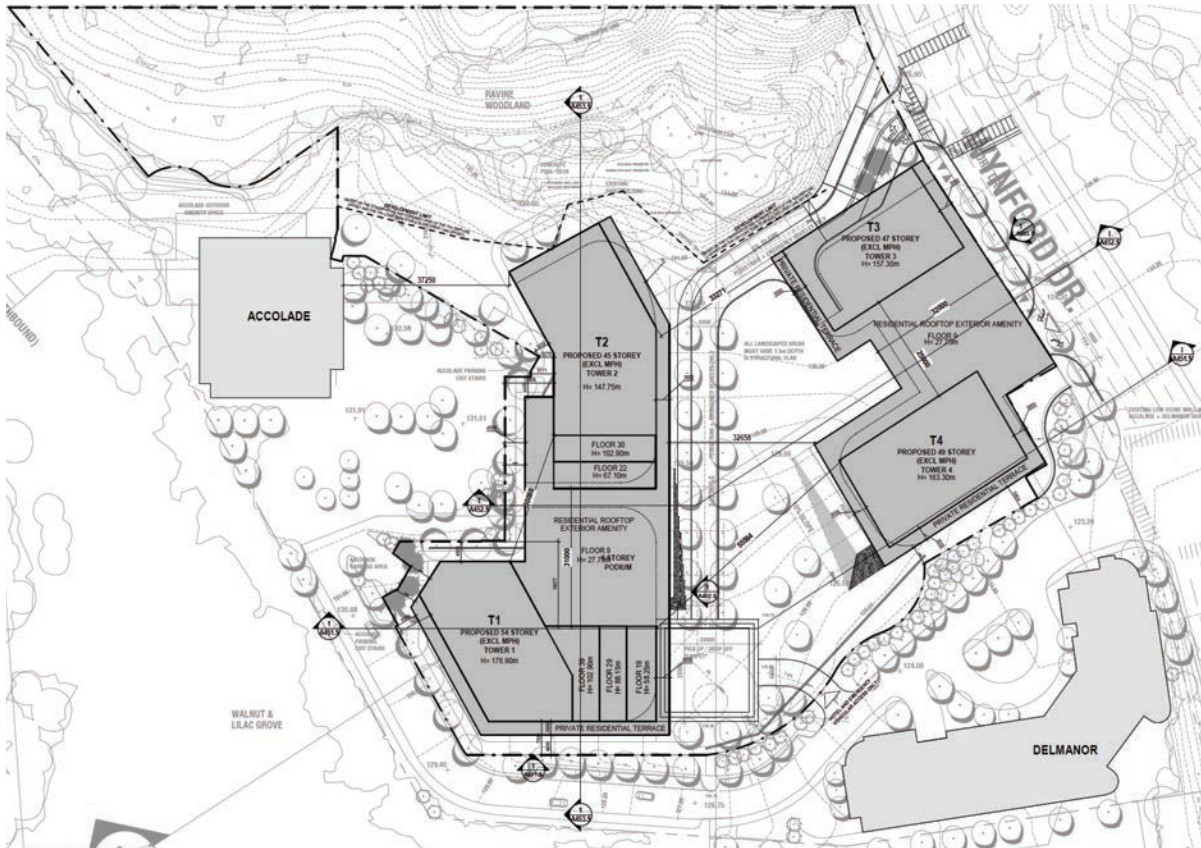
The development's first phase involves the construction of Towers 1 and 2, connected by an eight-storey podium at the Site's west side.

The development's second phase involves the construction of Towers 3 and 4, also connected by an eight-storey podium at the Site's east side.

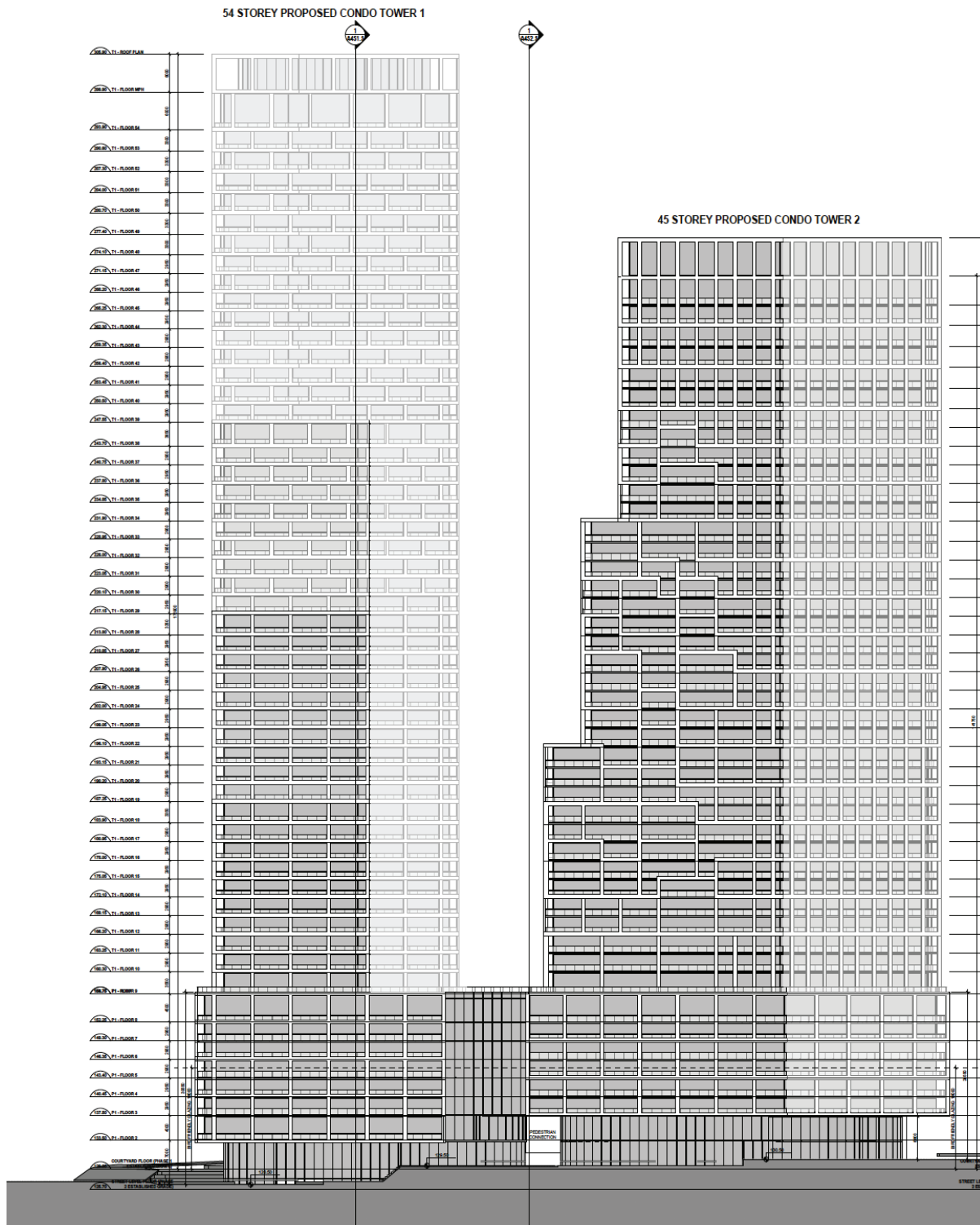
All four towers are rectilinear in massing, and contemporary in design, featuring prominent glazing along each elevation.

The Site's landscaping is predominantly characterized by a green central courtyard, connecting the two podium buildings.

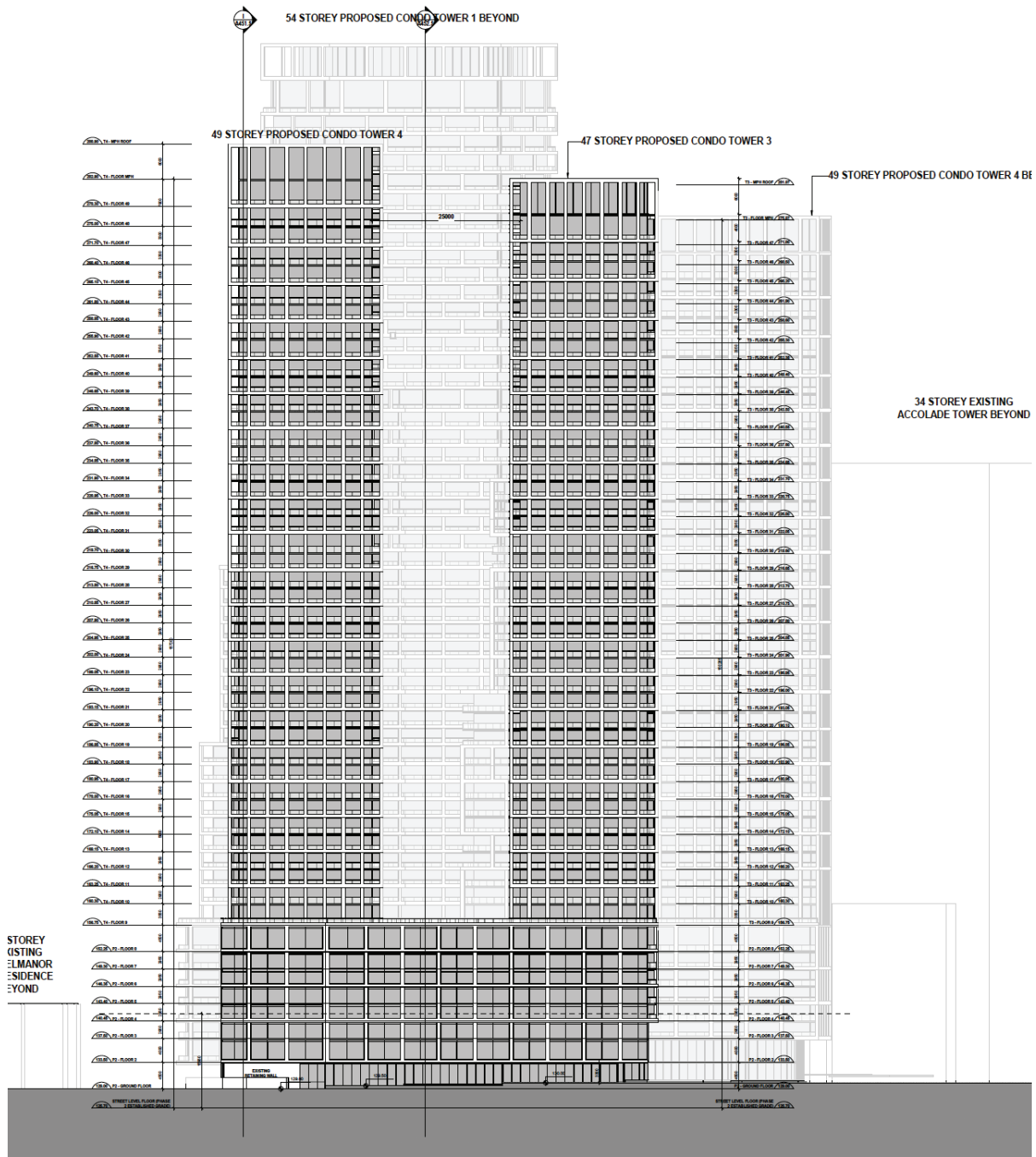
See Appendix B for the complete set of architectural drawings by Quadrangle Architects Limited.



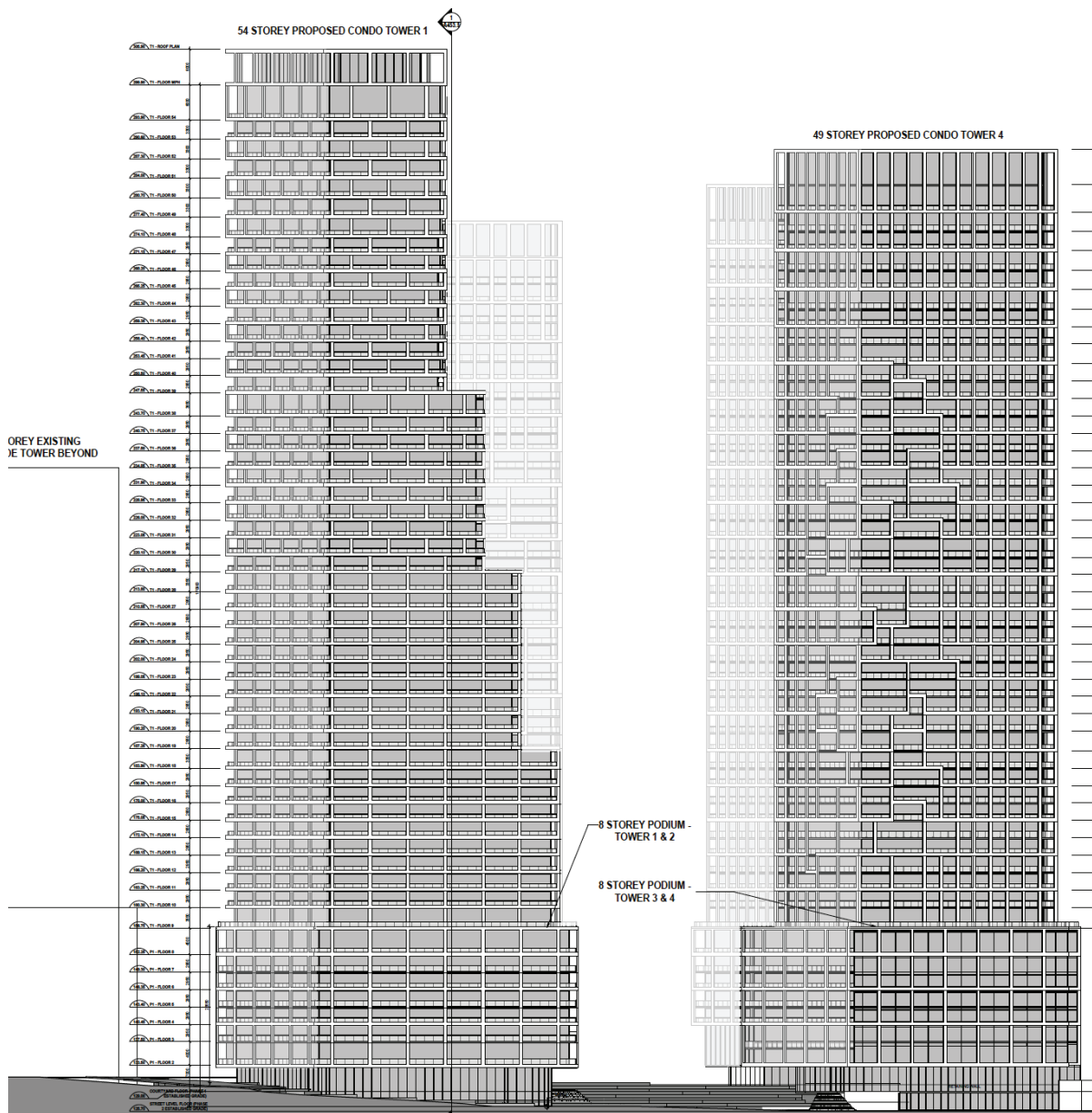
Proposed site plan of the Development Site (Quadrangle Architects, 2020).



Proposed east elevation of Phase 1. Tower 1 (hotel) at the left, and Tower 2 at the right (Quadrangle Architects, 2020).



Proposed east elevation of Phase 2. Tower 4 at the left, and Tower 3 at the right, with Phase 1 in the background (Quadrangle Architects, 2020).



Proposed south elevation the full development. Tower 1(hotel) is at the left, with the existing blue Accolade tower at the far left, Tower 4 (residential) is at the right, and Towers 2 and 3 are in the background (Quadrangle Architects, 2020).

6 IMPACT ASSESSMENT & MITIGATION

As described in Section 5.0 of this report, the proposed development replaces the existing hotel building at 175 Wynford Road with four multi-storey buildings.

6.1 Development Impacts

On-Site Heritage Resources

The Development Site does not contain any properties listed on the Heritage Register or designated under Part IV of the Ontario Heritage Act. An assessment of the existing hotel building on Site finds that while the Site holds minimal associative value, it is not considered a significant heritage property.

Adjacent Heritage Resources

The proposed development is adjacent to the listed heritage property at 123 Wynford Drive.

The two properties are physically separated by shared ravine lands at the Development Site's north edge, and 123 Wynford Drive's south edge. A minor tributary of the Don River runs between the two sites, creating a deeply sloped wooded creek that provides a physical and visual buffer between the sites. Due to this buffer, the Development Site is not perceived as abutting the listed property. Further, the architectural impact of the listed property is experienced at close proximity, within and amid the landscape of its own site; it does not occupy a presence along the public street, and adjacent development is not anticipated to have bearing on the resource's ability to convey its value.



The heritage resource at 123 Wynford Drive currently sits amid a context of tall buildings, visible from all angles (ERA, 2020).

The existing building on the Development Site is proposed to be replaced with a development of a more substantial height and scale. As such, the proposed development may present some impact on the visual context of the heritage resource.

6.2 Mitigation Measures

Mitigation measures have been undertaken to ensure that the proposed development does not present undue impact on the context of the adjacent heritage resource:

- The tower built form of the proposed development is in keeping with the existing built form context;
- The proposed development represents a contemporary architectural contribution to the area that is distinctly of its time, like the other tall buildings in the vicinity;
- The siting of the proposed buildings amid a green courtyard, set back from the curvilinear Wynford Drive, is in keeping with the 'Tower in the Park'-style developments constructed in the vicinity over the last half century; and
- The proposed development does not infringe into the Site's ravine lands at the north, maintaining the deep ravine buffer between the development and the heritage resource at 123 Wynford Drive.



The proposed buildings are sited amid a green courtyard, consistent with the area's 'Tower in the Park' character, and do not infringe into the ravine lands to the north, which constitute a buffer between the Site and the heritage resource at 123 Wynford Drive. (Claude Cormier + Associes 2020, annotated by ERA).

7 CONCLUSION

This report finds that the proposed development at 175 Wynford Drive conserves the cultural heritage value of the adjacent heritage property, while allowing for intensification of the Development Site.

Through the design and mitigation measures discussed in Section 7 of this report, the development proposal conserves the cultural heritage value of 123 Wynford Drive. The proposal also represents an appropriate contemporary addition to the area's built-form character of high-rise towers.

At this time, no further heritage-related reports or studies are recommended.

8 PROJECT PERSONNEL

Philip Evans

Philip Evans is a registered architect with the OAA, principal of ERA Architects and the founder of small. In the course of his career, he has led a range of conservation, adaptive reuse, design, and feasibility planning projects. Philip is a professional member of CAHP AND RAIC.

Julie Tyndorf

As an Associate with ERA Architects, Julie Tyndorf MCIP, RPP, CAHP, engages in the field of heritage conservation through urban planning. Her key areas of focus are on municipal heritage policies and the heritage approvals process as they relate to new development. Julie specializes in the interpretation and preparation of complex policy and assessment documents, and works with property owners on the adaptive reuse and rehabilitation of heritage buildings in evolving urban environments.

In addition to her position at ERA, Julie is actively involved with the School of Urban and Regional Planning at Ryerson University as a sessional lecturer, as the past Chair of the Ryerson Planning Alumni Association, and as a mentor to current students and recent grads from Ryerson's undergraduate and graduate-level planning programs.

Julie is a member of the Canadian Institute of Planners, a Registered Professional Planner with the Ontario Professional Planners Institute, and a Professional Member of the Canadian Association of Heritage Professionals.

Emma Abramowicz

Emma Abramowicz is a Project Manager at ERA Architects. She holds a Master of Planning in Urban Development from Ryerson University, as well as a Bachelor of Arts from Queen's University.

Janice Quieta

Janice Quieta is an OAA registered architect, and a LEED Green Associate. She received her Master of Architecture degree from Dalhousie University after completing a Bachelor of Architectural Science degree at Ryerson University. Her graduate thesis examined the feasibility of retrofitting post-war residential towers in Toronto's St. Jamestown using a socially and ecologically sustainable program.

She has studied and worked in Toronto, Halifax, Dusseldorf, and Koln and participated in a number of national and international design competitions in Canada and Germany.

Before joining ERA, Janice worked as an assistant architect on master planning, urban design, and residential and industrial projects. At ERA, her work focuses on restoration, renovation, and new construction, with a particular interest in sustainable technology at the intersection of new and existing materials.

Yuki Naganuma

Yuki is a member of the urban planning team at ERA Architects. She holds a Post-Baccalaureate degree in Urban and Regional Planning from Ryerson University, as well as a Bachelor of Arts in Political Science from the University of Waterloo. Prior to joining ERA, she had worked in municipal heritage planning in the Niagara Region.

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The following sources were unavailable at the time of this report's preparation due to the COVID-19 pandemic, and will be accessed as restrictions are lifted:

Archives of Ontario

- Historical photos of 175 Wynford Drive

10 APPENDICES

APPENDIX A:

Heritage Impact Assessment Terms of Reference, City of Toronto (2014)

APPENDIX B:

Architectural Drawings by Quadrangle Architects Limited

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