

Cultural Heritage Evaluation Report (CHER)

Section 1: Cultural Heritage Research and Section 2: Evaluation

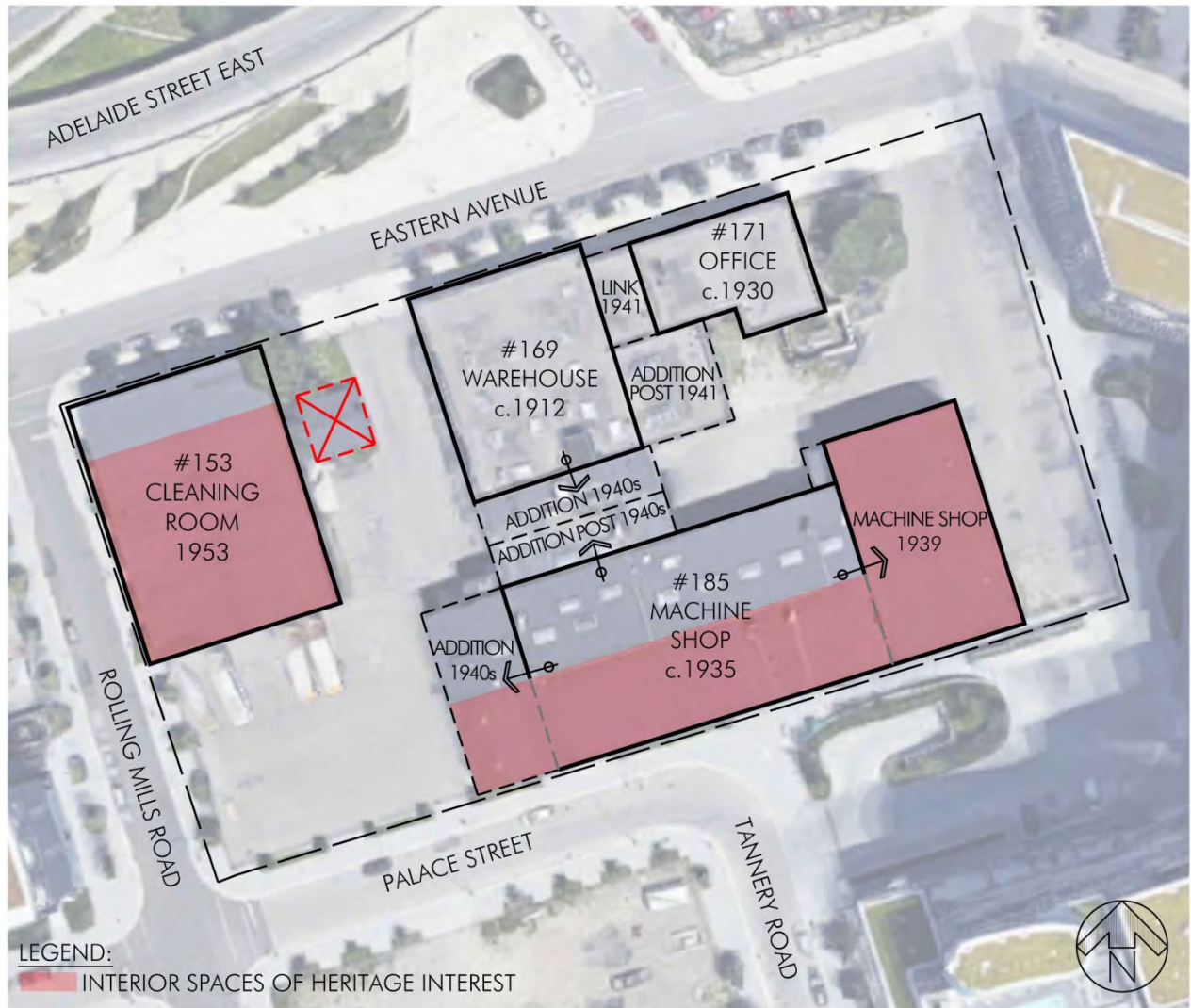
153-185 Eastern Avenue, City of Toronto
(Former Dominion Wheel & Foundries Ltd.)

B80086 No. 153 Eastern Avenue

B81484 No. 169 Eastern Avenue

B80102 No. 171 Eastern Avenue

B80129 No. 185 Eastern Avenue



FINAL - Submitted without prejudice
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Section 1: Cultural Heritage Research and Section 2: Evaluation
153-185 Eastern Avenue*

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Executive Summary

Infrastructure Ontario (IO) on behalf the Ministry of Government and Consumer Services (MGCS) retained Stevens Burgess Architects Ltd. (SBA) on February 22nd, 2021 to undertake a Cultural Heritage Evaluation Report (CHER) for the provincially owned property at 153-185 Eastern Avenue to determine its cultural heritage value (CHV).

Provincial legislation and policies provide the framework for this report. Part III of the *Ontario Heritage Act* (OHA) (amended in 2005) enables the Ministry of Heritage Sport Tourism and Culture Industries (MHSTCI), in consultation with ministries and affected public bodies to prepare standards and guidelines for conservation of provincial heritage properties. In 2010, the MHSTCI produced the *Standards and Guidelines for the Conservation of Provincial Heritage Properties*. This document requires all ministries and public bodies that have been prescribed by regulation to identify, protect and care for provincial heritage properties that they own or control as well as those properties considered for disposal.

153-185 Eastern Avenue is known locally as “The Foundry Site” and is the former location of the Dominion Wheel & Foundry Ltd. Co., a prominent manufacturer of railway products during the early to mid-20th century in Toronto that had a broader Canadian market, notably in a time of railway expansion in both the City of Toronto and the country between 1910 and 1960. There are four buildings on the property: the Cleaning Room, the Warehouse, the Office, and the Machine Shop. The property is located in the vicinity of the West Don Lands comprised of the area east of the Don River, north of Lakeshore Blvd, west of Parliament Street, and south of Queen Street. Historically, the area helped to comprise Corktown – a neighbourhood characterized by its population of Irish immigrants employed in labour trades before the area became more industrial in tenor due to its association with the railway manufacturing industry.

The CHER has been organized as per the Heritage Identification and Evaluation Process (MOI, August 2016) and *Standards and Guidelines for the Conservation of Provincial Heritage Properties* (OHA, 2010). There are two sections contained within the report: Section 1: Cultural Heritage Research and Section 2: Evaluation. The first section contains the research, advice from qualified persons, community input, and information related to archaeology that informs the evaluation in Section 2.

SBA conducted site investigations in February and March 2021 as well as read extensive background material inclusive of prior reports and analyses about the property inclusive of its setting and its buildings and conducted its own corroborative research. Over the course of this work, SBA synthesized previous information into a single document and ensured that all information and analysis reflected the most up-to-date standards, processes of identification, and evaluation.

Based upon the information collected SBA concluded that the property meets the criteria of O.Reg 9/06 under the *Ontario Heritage Act* in all three evaluation categories: design and physical value, historical and associative value, and contextual value. It is within the purview of the municipality as to whether to seek designation for the property. It is a provincial heritage property (*Standards and Guidelines*, provision B.2.c) because it meets the criteria of O.Reg 9/06. The property did not meet the criteria established in O.Reg 10/06, and therefore does not merit identification as a provincial heritage property of provincial significance (PHPPS)

1. Introduction

Infrastructure Ontario (IO) on behalf the Ministry of Government and Consumer Services (MGCS) retained Stevens Burgess Architects Ltd. (“SBA”), a firm that specializes in heritage conservation, on February 22nd, 2021 to undertake a Cultural Heritage Evaluation Report (CHER) for the provincially owned property at 153-185 Eastern Avenue. The property contains four buildings municipally identified as 153, 169, 171, and 185 Eastern Avenue, which have been vacant since c.1988. Since the cease of operations, the property has remained mostly underutilized. Certain buildings have been used intermittently and partially for uses such as storage and filming. The property is also listed on the City of Toronto municipal heritage registry.

Under the approved MOI I&E Process, Section 3.0, a property evaluation was triggered because the property had not yet been evaluated and the property is being transferred out of provincial control. The property has potential cultural heritage value or interest as determined by previous studies and the inclusion of the properties/site on the municipal heritage register.

Previously, numerous background studies were completed for the property. In particular, an excellent study completed in 2006 undertook research and analysis that closely paralleled a cultural heritage evaluation. In order to inform the analysis at that time, the property was also assessed in tandem with other provincially owned former industrial properties in the broader area of the West Don Lands. The 2006 study pre-dated the 2006 *Heritage Act*, Regulation 9/06 and 9/10 under the Act, the Ministry of Tourism, Heritage, Sport and Culture Industries’ (MTHSCI) Ontario Heritage Toolkit 2006, *Standards and Guidelines for the Conservation of Provincial Heritage Properties* (2010) and MOI *Heritage Identification and Evaluation Process* (2016), and is not itself a CHER. There have since been a number of other reports issued for the property, but to date no comprehensive report that adheres to the current *Standards and Guidelines* and that considers the buildings on the property as well as its setting.

To provide a comprehensive evaluation of the property IO commissioned SBA to undertake this independent CHER inclusive of independent site investigations, a synthesis of information, updates, and additions to numerous reports on the site completed since 2006, corroborating research, and analysis of the property in conformity with current evaluation standards. In concert with the report, the Province also prepared a plan to conduct Community Engagement as set out in the *Standards and Guidelines for the Preservation of Historic Places*. This CHER incorporates the current property context and conditions, addresses the community engagement undertaken, and applies current evaluation criteria.

The CHER follows the process established in the MOI Heritage Identification and Evaluation Process (dated August 2016) and approved by MHSTCI as per provision B.2 of the *Standards and Guidelines for the Conservation of Provincial Heritage Properties*. These *Standards and Guidelines* were issued under Section 25.2 of the *Ontario Heritage Act*.

Through the course of its work SBA consulted with: the City of Toronto Heritage Planning Services, the Ministry of Heritage, Sport, Tourism and Culture Industries, Infrastructure Ontario, the authors of previous reports/studies, and heard engagement from local community groups in order to gauge the community interest in the property and to gain a fuller appreciation of the context of the property, its buildings and setting, and its potential cultural heritage value.

Jane Burgess, Heritage Architect and Project Lead, attended the site in February and again in March. Julia Rady, a Historian with SBA, undertook the synthesis of historical research and historical assessment. Their qualifications can be found in Appendix C.

2. Description of the Property

The property is located on the south side of Eastern Avenue, east of Cherry Street and opposite the entrance to St. Lawrence Street in Toronto, Ontario. The Don Valley Parkway and Lakeshore Blvd, two major thoroughfares in the city, are to the east and south respectively. The property is part of the West Don Lands area of the city.

2.1 Property Location



Figure 1: Context Plan

Credit: Base Map Google Maps, Annotated by SBA 2021

2.2 Legal Description of Property

The property's legal address is:

PIN 21077-0322 (LT), being Block 26, Plan 66M-2488, City of Toronto; and
PIN 21077-0313 (LT), being Block 17, Plan 66M-2488, City of Toronto

The property is 2.3 acres.

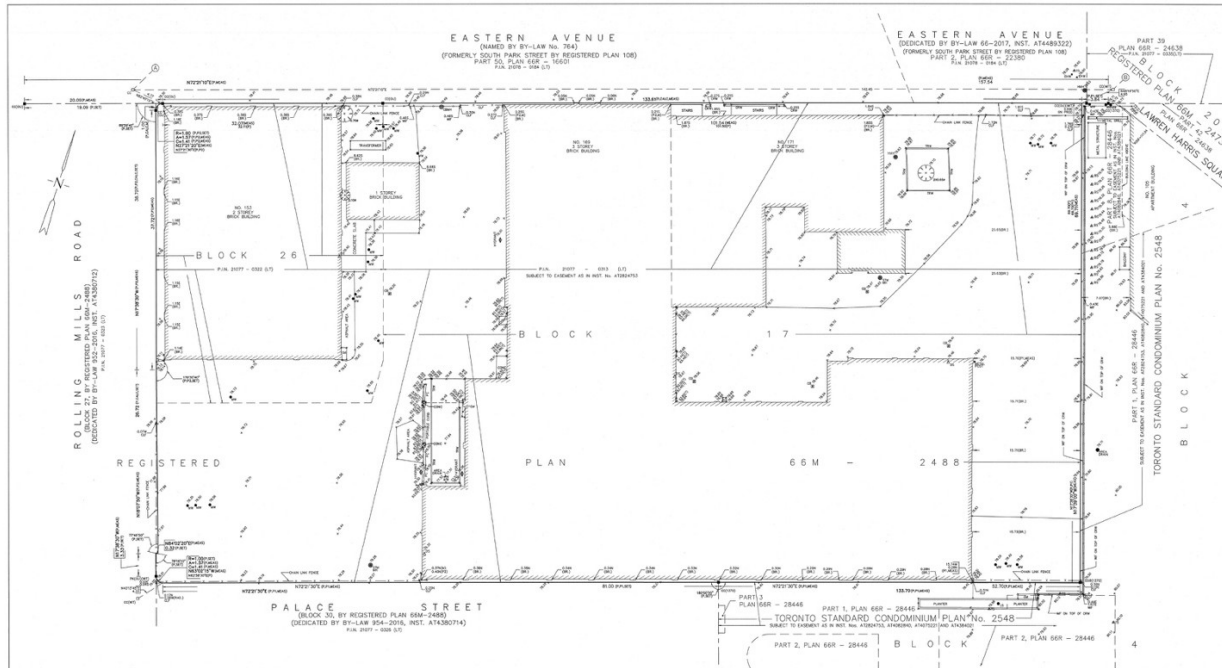


Figure 2: Survey

2.3 Physical Description of Property

The property is the remaining vestige of the larger former industrial complex of the Dominion Wheel & Foundry Ltd. that originally extended westwards onto an adjacent parcel. The structures on the property consist of the Cleaning Room – sometimes erroneously referred to as the Foundry (153 Eastern; built 1953 – the main Foundry was once located in the western parcel of the original, larger property), the Warehouse (169 Eastern; built 1912), the Office (171 Eastern; built 1930), and the Machine Shops (185 Eastern; built 1935/39) replacing workers houses that occupied the parcel and surrounding area prior to the early 20th century reformation of the area from residential to industrial and railyards.

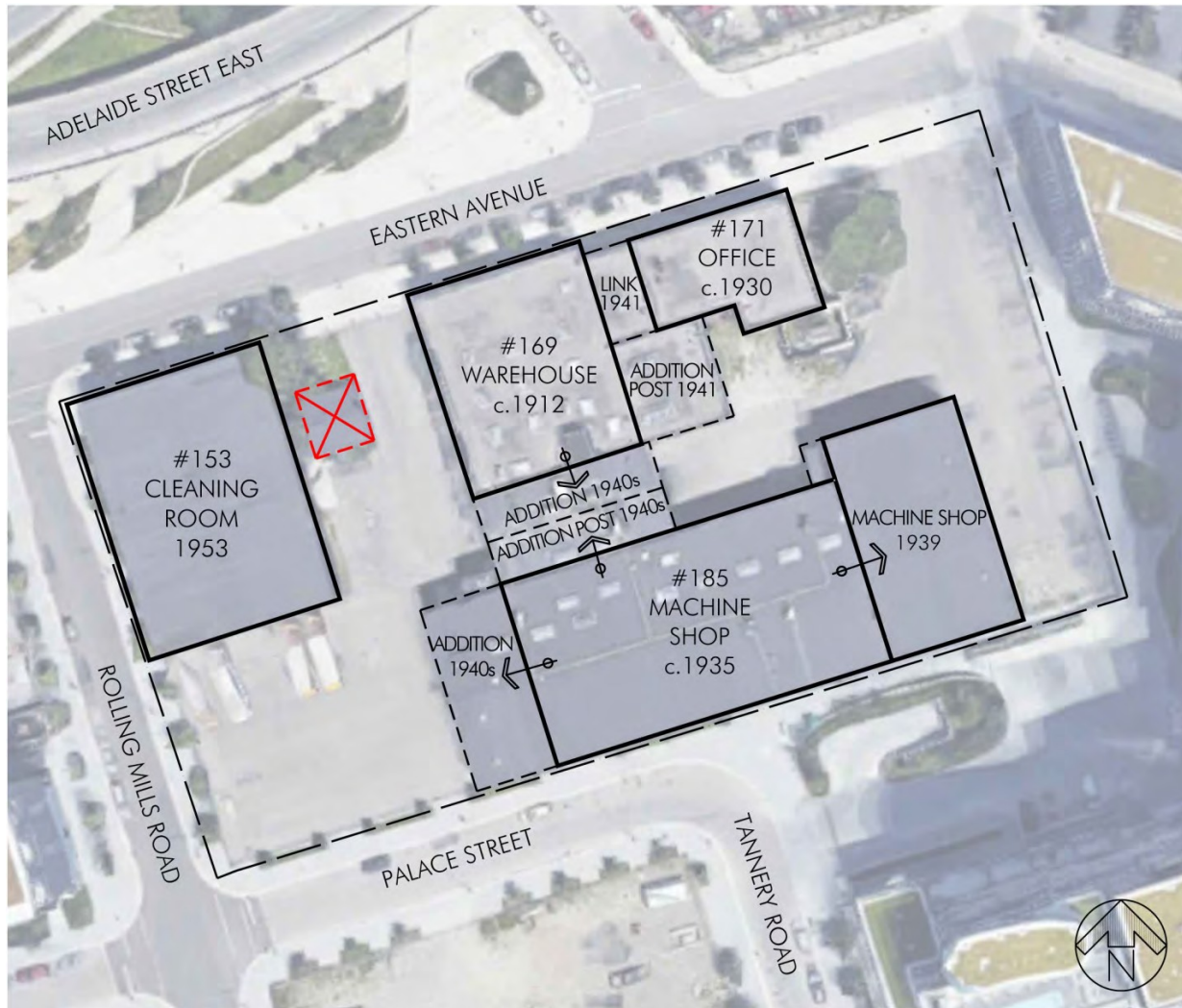


Figure 3: Site Plan

2.4 Description of Heritage Context

2.4.1 Municipal and Provincial Recognition

The property was listed on the City of Toronto’s Municipal Heritage Register in 2004. It is not designated under Part IV of the *Ontario Heritage Act*.

2.3.2 Adjacent Heritage Properties

The following neighbouring properties have been recognized as having cultural heritage value or interest:

Name	Address	Listed/Designated	Notes
Consumers’ Gas Co. Station A	51 Parliament Street (296 Front St. E)	Designated (ByLaw 7-78)	Municipal Heritage Easement Agreement, 1996
Don Station (2 nd Station)	Originally located west of the Don River and just south of Queen Street		Moved to the Todmorden Mills Museum in 1969; Moved to Toronto Railway Museum at Roundhouse Park in 2008
Enoch Turner Schoolhouse	106 Trinity Street	Designated (By Law 180-00)	
General Distilling Company Building	52 Mill Street (18 Trinity St)	Designated (ByLaw 301-97)	
Gooderham & Worts Distillery Complex	55,60 & 70 Mill Street	Designated (ByLaws 154-76, 1994-0397)	Municipal Heritage Conservation Easement Agreements National Historic Site (September 1989)
Little Trinity Church	425 King Street East	Listed	
Little Trinity Church Rectory	417 King Street East	Designated (ByLaw 620-02)	
Palace Street School (Former) and Canary Restaurant	409 Front Street East (433 Cherry Street)	Listed	
Former CNR Rail Office	425 Cherry Street	Listed	
Sackville Street Public School	19 Sackville Street	Listed	
Site of Upper Canada Parliament Buildings	265-271 Front Street East	Designated (ByLaw 091-97)	
Canadian National Railways Office Building	207 Eastern Ave (197 Eastern Ave)	Listed	

The property also neighbours the Distillery District, currently under study by the City of Toronto as a heritage conservation district.

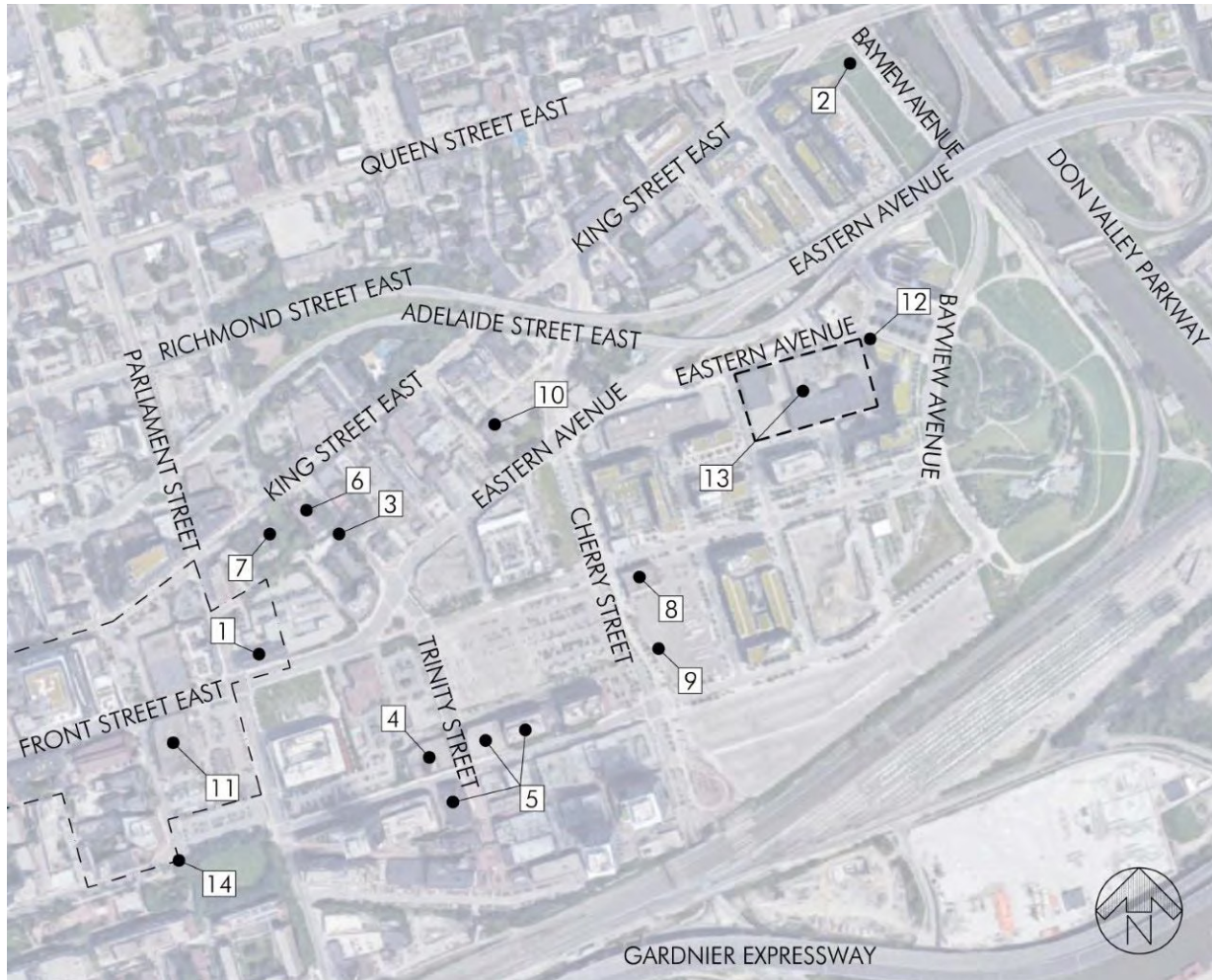


Figure 4: Map of Adjacent Heritage Properties
 Credit: Google Maps (2021) with SBA Annotation

LEGEND:	
1. Consumers' Gas Co. Station A (51 Parliament Street)	8. Palace Street School (Former) and Canary Restaurant (409 Front Street East)
2. Don Station (2nd Station) (Originally located west of the Don River and just south of Queen Street)	9. Former CNR Rail Office (425 Cherry Street)
3. Enoch Turner Schoolhouse (106 Trinity Street)	10. Sackville Street Public School (19 Sackville Street)
4. General Distilling Company Building (52 Mill Street)	11. Site of Upper Canada Parliament Buildings (265-271 Front Street East)
5. Gooderham & Worts Distillery Complex (55,60 & 70 Mill Street)	12. Canadian National Railways Office Building (207 Eastern Ave)
6. Little Trinity Church (425 King Street East)	13. Former Dominion Wheel and Foundries Company) (153, 169, 171 and 185 Eastern Avenue)
7. Little Trinity Church Rectory (417 King Street East)	14. St. Lawrence Neighbourhood Heritage Conservation District Boundary

3. Research

3.1 Overview

SBA engaged in an extensive program of research for the property and its setting. It relied on the excellent and thorough work of previous studies and reports undertaken about the West Don Lands area, the Dominion Foundry property inclusive of its setting as well as specific buildings. The information contained within the sections of these reports was carefully fact-checked and, as required, expanded to reflect independent online and archival research undertaken by SBA as well as to reflect consideration of the property's setting and the relationship of the buildings to the property and each other as a complex. Please refer to 6 – *Summary of Resources/Sources Cited* for the comprehensive lists of reports and studies consulted.

3.2 Geographic Context

The property is situated within the Don River Valley. The Don River rises at the southern edge of the Oak Ridges Moraine and then slopes as it terminates at Lake Ontario at the south, creating a flood plain that at pre-contact times was a large marshland.¹ “Over time, the consequent changes to the landscape have been dramatic, including not only the southerly extension of waterfront lands, but also modifications to the flow of the Don River, burial and channelization of its tributaries, and alterations to other pre-existing natural features such as sand spits, marshes and the peninsula which led to the present day Toronto Islands.”²

The property is located in an area where the land shifted significantly: from marshy landscape to an industrial landscape centered on the railway to the current context of mixed commercial and residential use. This area has come to be referred to as the West Don Lands.

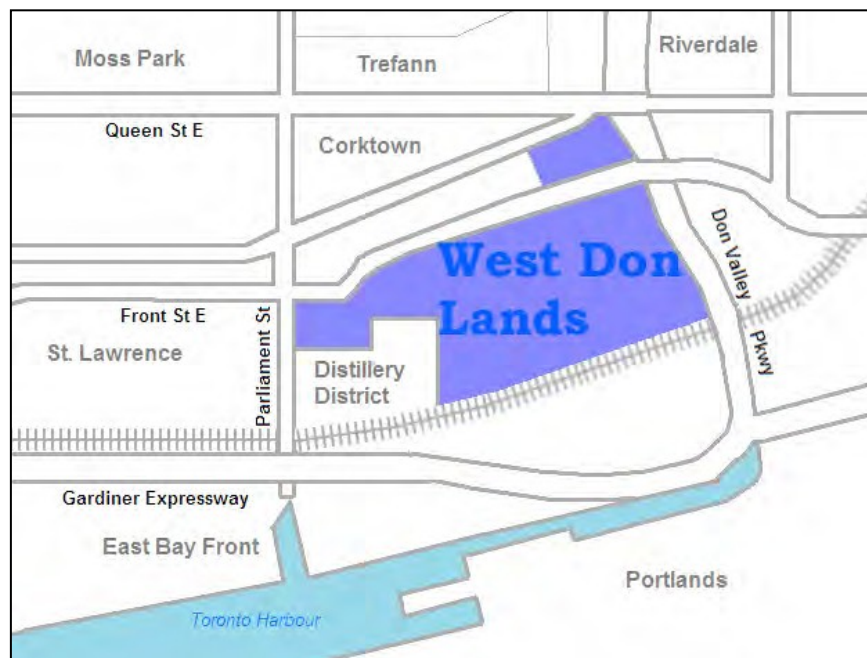


Figure 5: Site Context of West Don Lands area
Credit: Wikipedia

¹ ASI, Stage 1 Archaeological Assessment of Ten ORC West Donland Properties, City of Toronto (2006), 2.

² Ibid

The complex is buttressed by the Corktown Commons to the east and the Distillery District to the west. The Commons was a City-led initiative to reinstate green space within this former industrial area, and the Distillery District has transformed from a commercial and industrial area to a tourist destination within the city.

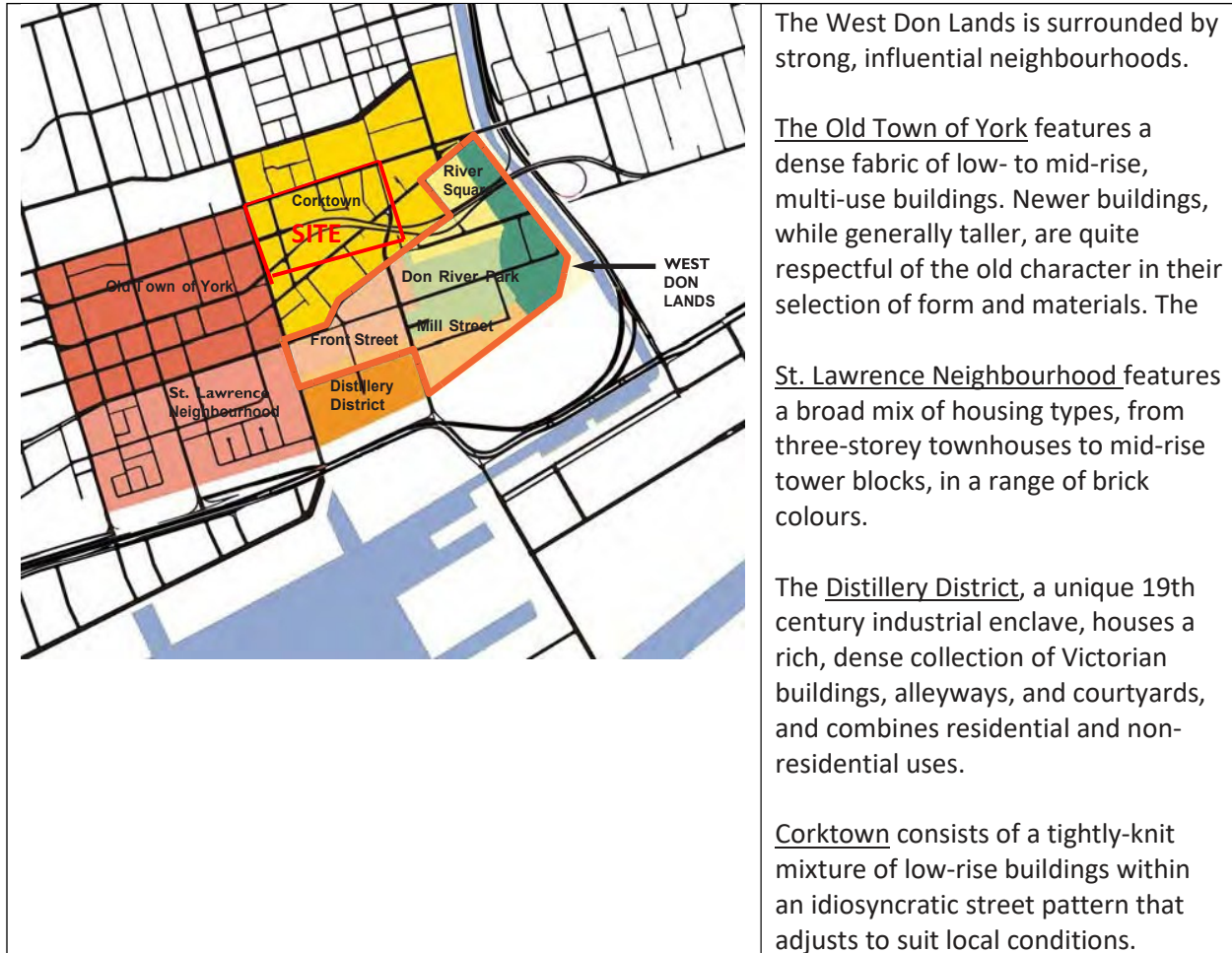


Figure 6: Block Plan and Urban Design Guide
Credit: *Neighbourhoods within the Precinct* (2006)

3.3 Archaeological Background

In December 2003, Archaeological Services Inc. (ASI) conducted the Stage 1 Archeological Assessment of ORC Ten West Don Lands Properties (CIF# P047-017, P047-018, P047-033, and P-047-040). ASI concluded that this site had extensive and repeated redevelopment related primarily to industrial uses and did not exhibit potential of significant pre-contact or Euro-Canadian archaeological resources.

3.4 History of the Area West of the Don River³

Preindustrial History to 1800

The property is located on the traditional land of the Mississaugas of the Credit River, the Anishnabeg, the Chippewa, the Haudenosaunee, and the Wendat peoples.⁴ Prior to documented history, the land along the shores was a junction for portage and water routes used by indigenous groups. Archaeological evidence and oral histories point to the presence of settlements located at the mouths of the Rouge and Humber Rivers.⁵ Within the area west of the Lower Don River there is less evidence of permanent settlements, but instead later records suggest seasonal encampments in this marshy area for hunting and fishing activities.⁶

Indigenous groups established trading networks amongst themselves and later with early European voyageurs (or fur traders). One of the most significant established trading networks extended from Lake Ontario at the site of present-day Toronto north to Georgian Bay. Colloquially referred to as the Carrying Place Trail, the Wendat (Huron), Onondawahgah (Seneca), and the Mississauga First Nations first traversed the 45 km piece of land to conduct trade along the banks of the Humber River.⁷ Later, fur traders and the French used the ancient portage route as a conduit to the north.⁸

In the 18th century, Britain established their colonial power in British North America. Over the course of the latter 18th century officials established military and economic infrastructure to shore their position, which included the signing of the Toronto Treaty in 1787 with some of the tribes of the Mississauga and which the British government used as means to entrench their colonial hold within the area. During this time, the British also encouraged settlement to the new province of Upper Canada. In 1791 Sir John Graves Simcoe became the first Lieutenant-Governor of Upper Canada. He founded the town of York (now Toronto) and made strong advances to establish colonial rule in the colony.

The 586-acre area within the West Don Lands demarcated by Taddle Creek at the west and the Lower Don River at the east were originally part of a large Government Reserve that became colloquially referred to as “the Park.” Until the early 19th century, the lands provided a defensive buffer of York and inhabitants would walk or ride in this large meadowland.⁹ This park slowly became populated and settled during the early 19th century as more settlers came to Toronto and the capital of Upper Canada grew and expanded.

³ As noted in Section 1.0, this area history relies heavily upon the excellent work of Unterman McPhail Associates, in both their Cultural Heritage Study Report (2006) and their Heritage Impact Assessment, (2010) for the site. While not expressly footnoted for the sake of clarity and readability, most of the work and words in this section should be credited to this report. The UMA report has been augmented by the authors of this CHER, especially as it reflects information or data produced within the last decade and which ensures the completeness of the information to the current time. While having not footnoted the UMA, SBA has provided footnotes to other sources used.

⁴ <https://www.toronto.ca/city-government/accessibility-human-rights/indigenous-affairs-office/land-acknowledgement/>

⁵ ERA, “West Don Lands Heritage Analysis and Interpretation Plan, (2011) 2-3.

⁶ Ibid

⁷ Glenn Turner, *The Toronto Carrying Place: Rediscovering Toronto’s Most Ancient Trail*, (Toronto: Dundurn, 2015).

⁸ <https://www.thecanadianencyclopedia.ca/en/article/toronto-feature-carrying-place-trail-humber-river>

⁹ ERA, “West Don Lands Heritage Analysis,” 5.

Industrial Growth (1800-1860)

The land in the vicinity of Nos. 153-185 Eastern Avenue within the St. Lawrence Ward remained unoccupied in the first part of the 19th century. The land was surveyed, subdivided, and sold in the 1820s to help fund the construction of a hospital in the growing Town.¹⁰ Roads were laid out south of Queen Street between Cherry Street and the Don River in the 1830s and the area was developed for mixed industrial and residential use.

Predominantly Irish immigrants from County Cork who could not afford the higher rents further west near St. James settled in the area giving the neighbourhood the epithet of Corktown. The land was laid out in small lots for workers' housing set in proximity to neighbouring industrial activities. The housing was characterized by small frame buildings of the lowest price and class. These poor immigrants worked in the brickyards and local breweries located in the area and that dominated its economic makeup throughout the 19th century.¹¹

Much of the development and evolution in this part of the Don Lands area relates to the formation of the Worts flourmill in 1832 and the growth and expansion of the Gooderham & Worts Distillery throughout the 1800s. A large number of large and small plants, distilleries, and businesses began to proliferate after 1830 due to the inexpensive land, access to transportation routes, and the presence of a local workforce.¹² The rise of Gooderham & Worts paralleled that of Toronto's development as Upper Canada's largest industrial centre. The distillery site extended up to Mill Street by 1850 and the Worts' estate was located on the north side of Mill Street, east of Trinity Street at this time. The cooperage was situated close by on Front Street, just east of Cherry Street.



Figure 7: A network of local roads was laid out to the east of Parliament Street and south of Lot Street (Queen Street) in the 1830s
Credit: Chewett's Map, 1834

¹⁰ ERA, "West Don Lands Heritage Analysis," 3-4.

¹¹ Coralina Lemos, *Corktown: The History of a Toronto Neighbourhood and the People Who Made It* (Toronto: Coralina Lemos, 2018), 146.

¹² ERA, "West Don Lands Heritage Analysis," 3-4.

In addition to Gooderham & Worts, Enoch Turner, a local philanthropist, established his own brewery and granary at the corner of Parliament and Front Streets. Turner was an active member of his community. He funded the construction of the first school in the area, and helped to provide funding for other projects, such as the Little Trinity Anglican Church.¹³ These institutions helped to reinforce this area as a working-class industrial neighbourhood where people lived, worked, and socialized locally.

Working Class Industrial (1860-1910)

The construction of the railways in the 1850s beginning with the Grand Trunk Railway stimulated Toronto's economy further and allowed it to become the centre of the grain trade of Canada West (formerly Upper Canada and later Ontario). Steam powered machinery precipitated later growth in industrial enterprises during the 1870s. The West Don Lands area featured six breweries, a gas works, bottling suppliers, meat-packing facilities, and tannery operations. Fire Insurance Plans indicate that housing was located along Eastern Avenue with St. Lawrence Square located at the end of the block at Cherry Street.

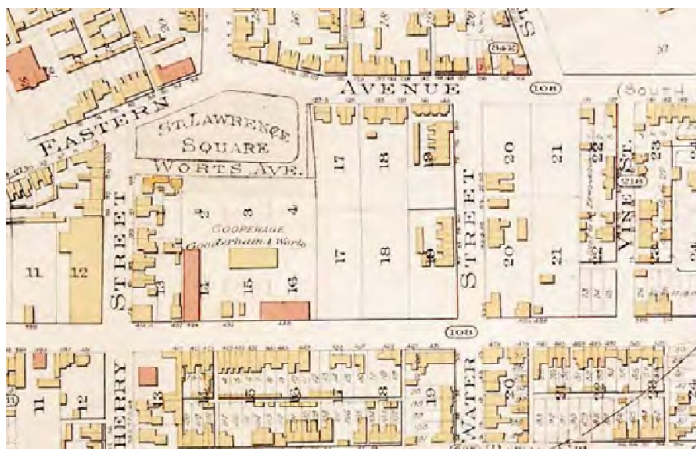


Figure 8: Eastern Avenue was developed for housing east of Cherry Street in the second half of the 1800s. Note St. Lawrence Square.
Credit: Goad's Atlas, 1894

The St. Lawrence Foundry, Toronto Rolling Mills, Consumers' Gas, and Davies Meat Packers provided employment for many of the locals.¹⁴ The St. Lawrence Foundry particularly helped to construct railway vehicles for other companies and supported the construction in other parts of Toronto.¹⁵ By 1867 the Toronto Rolling Mills was one of the largest employers of Corktown residents, employing 300 people.¹⁶

The Corktown and the Don Lands area remained a poor neighbourhood in this period despite the presence of industries. Wages were low and life remained precarious. For example, a national depression in 1873 forced the closure of Toronto Rolling Mills, demonstrating that no industry was immune to broader economic forces.

The cycles of growth and decline over this fifty-year period transformed the original working-class neighbourhood and local economy dramatically. As industry grew, the resident community in the area declined.¹⁷ Industries needed to expand, which pushed the residential community further north in the city and created a distinctly industrial sector dominated by the railway.

¹³ ERA, "West Don Lands Heritage Analysis," 3-4.

¹⁴ Ibid.

¹⁵ Ibid.

¹⁶ Ibid

¹⁷ Ibid 5

Railway Expansion (1910-1960 - Note: This is the period of historical interest for the property)

In the early 20th century the West Don Land area underwent a dramatic shift in use and appearance as a result of the purchase of a significant portion of the land to the east of Cherry Street and south of Eastern Avenue by the railway companies. In 1905 the Canadian Pacific Railway (CPR) purchased all of the former lands of the Grand Trunk Railway that spanned between Front Street and Eastern Avenue. The CPR then demolished over two hundred houses to make way to construct more railways, which was completed by 1915. Lands to the west of Cherry Street evolved in the following decades from housing to transfer/storage functions supported by the nearby railway companies.

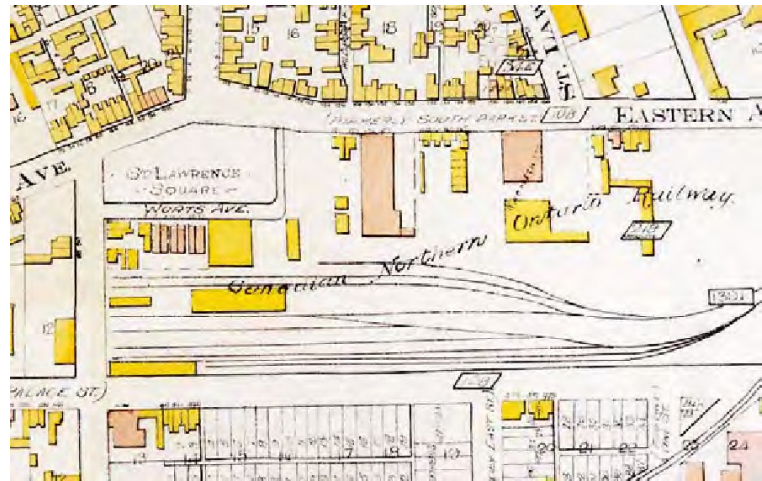


Figure 9: The Canadian Northern Railway purchased land to the east of Cherry St. in 1911. Goad's Map depicts Eastern Avenue prior to Dominion Wheel & Foundries' tenancy.
Credit: Goad's Atlas, 1912

The area's character became defined by the dominant industrial/manufacturing sector, and the completion of the expansive railyards that established the basic pattern of use as an industrial centre for the area for the ensuing five decades (Please refer to Appendix A for aerial maps showing the transition).

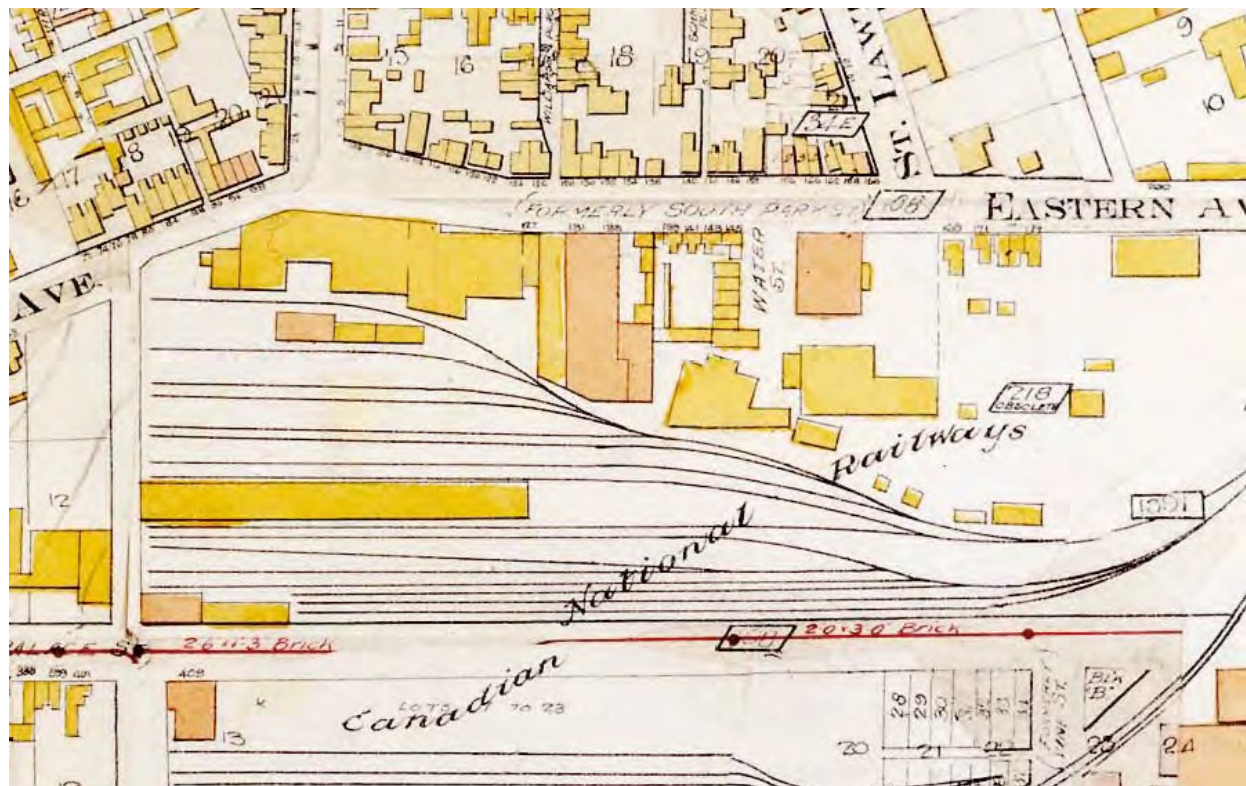


Figure 10 Dominion Wheel & Foundries Ltd. constructed a number of buildings east from Cherry St. on the south side of Eastern Avenue.
Credit: Goad's Atlas, 1923

Decline of traditional use and an area in transition (1960-2000)

The transportation and industrial functions of the West Don Lands area declined after 1960 with an increasing reliance on highways and changing industrial trends through to the 1980s, and much of the land became derelict. The land from Parliament Street east to the Don River and from Eastern Avenue south to the railway embankment, with exception of the Gooderham & Worts complex, was expropriated in 1988. The industrial setting of the area drastically changed with the reduction of the amount of land occupied by industrial complexes as companies reduced their footprints.



Figure 11: Aerial Photo, 1959 (City of Toronto), with SBA annotation to show site

By the 1980s the residential vacancy rate had dropped below 1%, prompting concern about the accessibility of affordable housing.¹⁸ “With financial backing from the Province, and the City acting as developer, 80 acres of industrial land just east of the downtown core were to be redeveloped as a mixed-use development of six to seven thousand new residential units, sixty per cent of which were to be subsidized.”¹⁹ Called the Ataratiri development after the Wendat word meaning “supported by clay,” the development was envisioned by city and provincials alike as a place for community growth. Unfortunately, the recessed economy of the early 1990s and the elevated costs related to flood and environmental planning to compensate for the area’s heavily industrial usage deflated the investment. The province declined to contribute more money to the project and the City could not proceed with the project on its own.²⁰ With hundreds of millions already invested, the land remained unused after the failed investment. It had the further effect of destabilizing the remaining industry in the area.²¹ The Gooderham & Worts Distillery complex ceased operations in 1990. The meat-packing and tannery buildings and the spur lines that crossed the area were removed. As noted in Figures 11 and 12, the dense and active industrial character of the area drastically changed over the course of four decades. By the end of the 20th century railway lines were no longer in use and large sites had reduced footprints. The remaining industrial complexes, sites, and buildings along Eastern Avenue and Front Street have been used by the film and television industry in the intervening years.

¹⁸ <https://www.toronto.ca/city-government/accountability-operations-customer-service/access-city-information-or-records/city-of-toronto-archives/whats-online/web-exhibits/no-little-plans-alternative-building-and-transportation-visions-for-toronto/no-little-plans-housing/>

¹⁹ <https://www.toronto.ca/city-government/accountability-operations-customer-service/access-city-information-or-records/city-of-toronto-archives/whats-online/web-exhibits/no-little-plans-alternative-building-and-transportation-visions-for-toronto/no-little-plans-housing/>

²⁰ Ibid

²¹ ERA, “West Don Lands Heritage Analysis,” 8.d

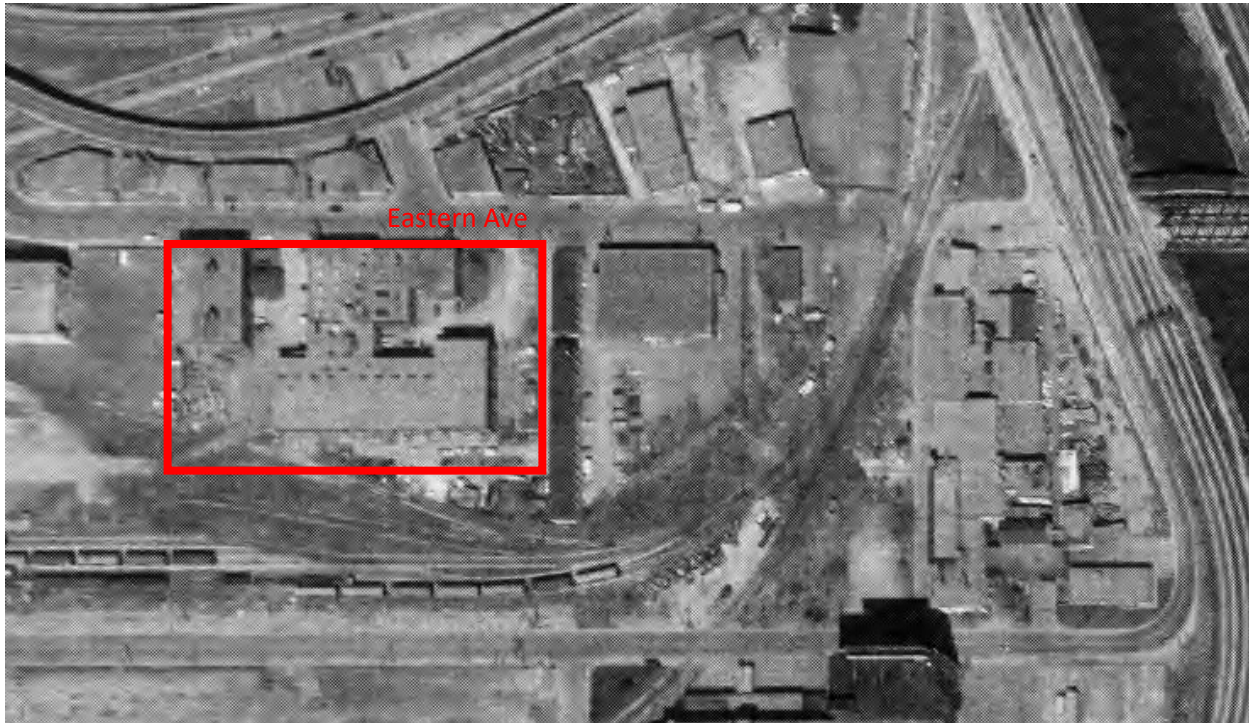


Figure 12: Aerial Photo, 1989 (City of Toronto), annotated by SBA to show property

Redevelopment of the West Don Lands / Pan Am Village / Canary District (2001+)

In 2001, the newly created Waterfront Toronto agency was commissioned by the federal, provincial and municipal governments to redevelop the Toronto waterfront. It was given the responsibility to take lands owned by any of the three levels of government in the waterfront area and make them available for development, sometimes building infrastructure such as parks or roads to make development possible. A flood protection landform was built to allow development to proceed.

In 2006, the agency announced a new plan to create a residential community in the abandoned area. Under the overall plan of the Waterfront Toronto initiative, plans for the area included nearly 6,000 new residential spaces with twenty percent being allocated as 'affordable' or 'subsidized' housing

Similarly, in 2009 Infrastructure Ontario/ Ontario Realty Corporation announced the development of the Athletes' Village for the 2015 Pan American Games in the West Don Lands area and now referred to as the Canary District. The village included the construction of buildings that accommodated 787 units, and which were completed in time for the PanAm games. After 2015, these were refitted or refinished for residents. This development helped to contribute to a growing residential renaissance in the area.

In 2013, the Corktown Commons was completed. It was designed to provide green space in the area and access to the Don Valley Trail.²² Three years later in April 2016, the conversion of the Pan-Am Games village was completed. The fencing around the area was removed and residents of the Canary District development moved into their buildings in May 2016. A YMCA also opened in the same month. In fall 2016, the George Brown Student Residence building opened to students.

Over the course of the early 21st century, the area evolved to become mixed-use residential and commercial in character and offers a connection point between formerly discrete neighbourhoods within the city.

²² <https://waterfronttoronto.ca/nbe/portal/waterfront/Home/waterfronthome/projects/corktown+common>
SBA No. 20073.2 – FINAL–June 2021

3.5 Property History

3.5.1 Chronology of Current Property and Occupancies

	Date	Event	Notes
	Pre 1900	Undeveloped	Workers' residential housing peppered the area
	c. 1900-1905	St. Lawrence Square	A small urban pedestrian, open, market space
Railway Expansion	1910	Canadian Northern Ontario Railway buys the site (CNOR)	<ul style="list-style-type: none"> This site is larger than today stretching from Cherry St to Cyprus. (East of Overland Lane) The CNOR is the predecessor of the Canadian National Railway (CNR)
	1912	Warehouse built @ 169 Eastern	First masonry building on the current property likely for DW&F who become the first tenant
	1913	Dominion Wheel & Foundries Co. Ltd. become a tenant of the CNOR on the site	
	1912-30	Wooden industrial structures built	Rail spurs increased
	by 1923	Water St interrupted by rail lines	CNOR site is solidified from Cherry to Overland
	1930	Office Building built @ No.171 Eastern	
	1935	Machine Shop built @ No. 185 Eastern	
	1939	Second Machine Shop built @ No. 185	
	1941	Infill between No. 169 & No. 171	James, Proctor & Redfern Engineers
	1940's	West and north additions to No. 185, South addition to No 171, South addition to No 169,	
	1953	Foundry built (aka "Cleaning Room") built @ No. 153	Proctor, Redfern & Laughlin, Consulting Engineers, (The Foundry was on the property to the west.)
	1955	Canada Iron Foundries Ltd. of Montreal takes over the foundry operations	<ul style="list-style-type: none"> End of Dominion Wheel and Foundries Ltd. on site Railway and Power Engineering Corp. Ltd occupy No. 169 By 1958, No. 171 is occupied by Canadian Botsfield Refractories Co. Ltd., and the Canadian Controllers Ltd.
Area in Transition	1970s	Canron Ltd. Foundries takes over more of the property	<ul style="list-style-type: none"> Canron occupies No. 169-171
	Late 1980s	Canron Ltd. (formerly Canada Iron Foundries Ltd.) leaves site	End of the site's use as an industrial complex
	1987	Province Expropriates	Until 2001, the City attempts to redevelop the property and surrounding area for subsidized housing. The venture was referred to as the Ataratiri Project The property is used occasionally in the Television and Film Industry
Redevelopment of the Area	1988+	Vacant but for intermittent use	The site is used occasionally in the Television and Film Industry or as storage
	2020	Minister's Zoning Order 595	The buildings shown in the 2006 precinct plan have been constructed with the exception of the site immediately to the west, 145 Eastern Avenue. Currently this site is a self-storage facility. The heritage buildings shown north of the site along eastern avenue have been demolished
	2021	January: Demolition commences at No. 153 Foundry Building	Ancillary building to 153 demolished and all services cut off
	2021	January 29: – Injunction to stop demolition	

3.5.2 History of the Property²³

The history of the Dominion Wheels & Foundries Ltd. is linked to the theme of the development of the area into an industrial centre in the City of Toronto in the early 20th century as a result of the expansion of the railway. As noted in *Section 3.4* this period spanned approximately 1910 to 1960.

Prior to 1910, this area remained largely undeveloped, as noted in Boulton's Atlas of Toronto (1858) and the Goad's Fire Insurance Plans dated 1884 and 1894 (*please refer to Figure 7*). By 1903, the site was occupied by a park identified in the fire insurance plans as St. Lawrence Square (*Figure 7*). Within the following decade, however, this park was cleared as the area became increasingly industrial in character.

The Canadian National Overland Railway (CNOR) acquired the land between Front Street and Eastern Avenue in 1905. By 1910, the CNOR owned several houses on the south side of Eastern Avenue east of Cherry Street according to the City's Assessment Rolls.²⁴ The vacant land on the corner of Eastern Avenue east of Cherry Street was assessed the year after,²⁵ and in 1913 the Dominion Wheel & Foundries Ltd. became a tenant of the CNOR on the site.

As the long-term tenants of the CNOR (which later became the Canadian National Railway or CNR), the Dominion Wheel & Foundries Ltd. had latitude with respect to developing the site. The company expanded their building program from an initial Foundry Building and four acres on the site of the former St. Lawrence Square to Water and Overend Streets. The company replaced workers' housing with industrial buildings during the first half of the 20th century.



Figure 13: Eastern Avenue looking East towards the Don River c.1907

Credit: 980-30-37, Baldwin Collection, Toronto Public Library

The Dominion Wheels & Foundries Ltd. was a company incorporated in 1913 with capital of \$250,000 (the equivalent of about \$5.4M in 2020). Its President, Mr. Joseph Albert Kilpatrick, was the former General Manager of the Canada Iron Corporation of Montreal. The company manufactured chilled iron car wheels, brakes, and other railway castings.²⁶ Kilpatrick was a noted Canadian industrialist during the early 20th century.²⁷ Ontario-born in Routhsay in 1868, Kilpatrick began humbly. He apprenticed as a mould maker within the railway manufacturing trade. He slowly worked his way to become an owner of

²³ This section has been heavily borrowed/constructed from the excellent histories produced in two reports by Unterman MacPhail: The Cultural Heritage Study Report produced for ORC in May 2006 and the Heritage Impact Assessment of 153 Eastern Avenue produced for Waterfront Toronto in November 2010. The content has been augmented to ensure clarity and that it is up-to-date, and to expand on details such as the brief biography of Joseph Kilpatrick. The footnotes have been reproduced to ensure the original source material is properly credited.

²⁴ City of Toronto Assessment Rolls, Ward 2, Division 1, 1910 for 1911.

²⁵ Ibid, 1911 for 1912

²⁶ *Canadian Machinery and Manufacturing News* (Toronto: Maclean Publishing Co.) IX, January 2, 1913, 56.

²⁷ Obituary, *The Globe and Mail*. November 13, 1948.

his own foundry and expanded his network. By the end of his career he had established a network of foundries, and had chaired foundry boards in Albany, New York, Vancouver, Montreal and Toronto.²⁸ Kilpatrick died in 1948 and his obituary noted he had made his home in Toronto but travelled widely and frequently between all of the operations that he oversaw across Canada and through the US. He had three children, a son who lived in New York and two daughters who lived in Toronto.²⁹

The first foundry building was constructed by January 1913 and had the ability to manufacture 300 wheels per day. The Dominion Wheels & Foundries Ltd. gave the construction contract for the steel work of the foundry to the Canada Foundry Company of Toronto. After the completion of the initial building, construction continued into the spring on additional structures that would enable the Dominion Wheel & Foundries Ltd. to also manufacture brake shoes, journal brasses, and general railway castings. During this period of railway expansion in the province, the DWR's products were in demand. The Canadian Northern Railway was an early client of the Foundry.

Business was lucrative. The Dominion Wheel & Foundries Ltd. site was assessed at \$3000 from 1913 to 1917, and \$3,500 for 1918.³⁰ The company also expanded their building program. In 1917, City of Toronto building permit records show that a permit was issued to the Dominion Wheels & Foundries Ltd. to erect a Machine Shop at 131 Eastern Avenue.³¹ Over the course of the 1920s the site expanded into a complex of buildings that extended from Cherry Street to Overend Streets, slowly displacing row houses as the company expanded its building programme. The complex included the original foundry building extended with additions, chipping room, cleaning room, machine shop, pattern storage and travelling crane at the west end of the site, and an office, machine shop, pattern storage building, and garage at the east end of the site.



Figure 14: Housing at the southwest corner of Water Street and Eastern Ave., 1917 - later the location of No. 153 Eastern Ave. TA, Series 372, Subseries 32, Health Department, Item 521, Oct. 1, 1917

Expansion continued during the late 1930s and 1940s, most likely as a result of Canada's mobilization during the Second World War. Between 1940 and 1941 the Dominion Wheels & Foundries Ltd. built two new structures valued at \$10,000 and \$11,000 respectively and several additions that ranged from \$1000 to \$5000.³² Refer to Figures 13 and 14 below.

²⁸ Obituary, *The Globe and Mail*. November 13, 1948.

²⁹ Ibid.

³⁰ City of Toronto Assessment Room, 1916 for 1917 and 1917 for 1918.

³¹ City of Toronto Building Permit No. 13767, September 24, 1917.

³² City of Toronto Building Permit No. B68089, May 30, 1940.

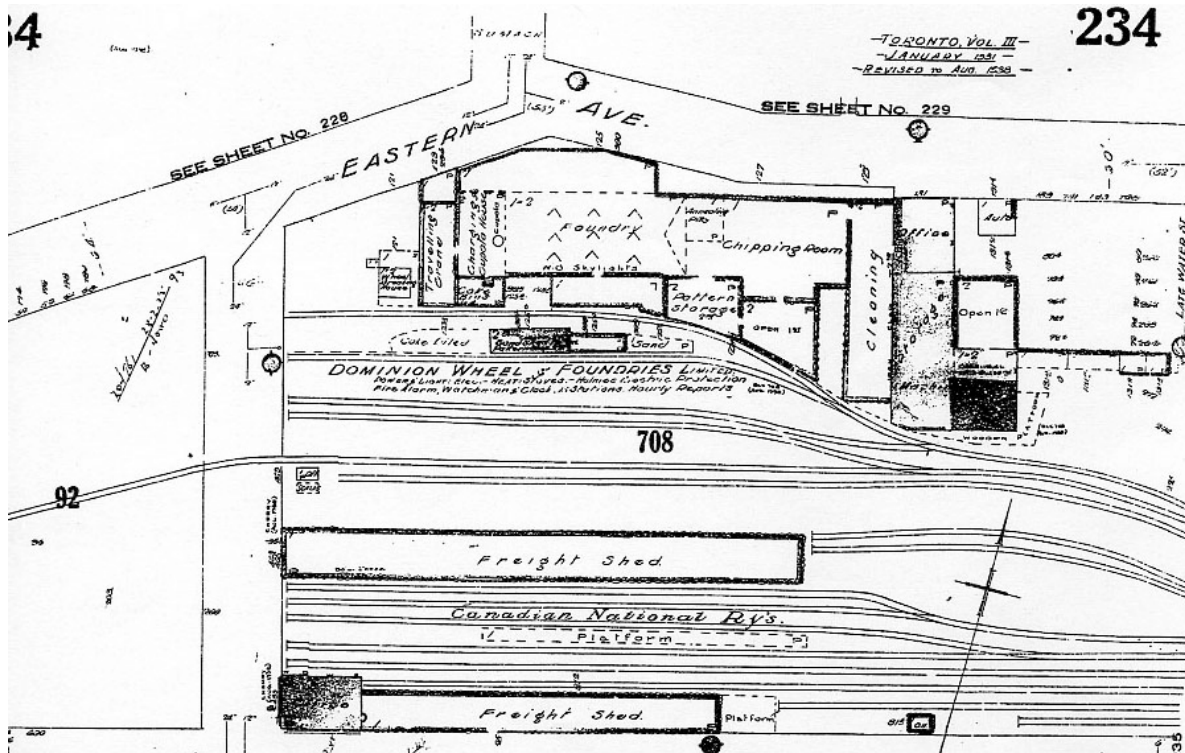


Figure 15:
The office, machine shop and cleaning room were located initially with the foundry at the west end of the site.
Credit: Insurance Plan of the City of Toronto, Volume 3, Plate 234, 1931, rev. 1938

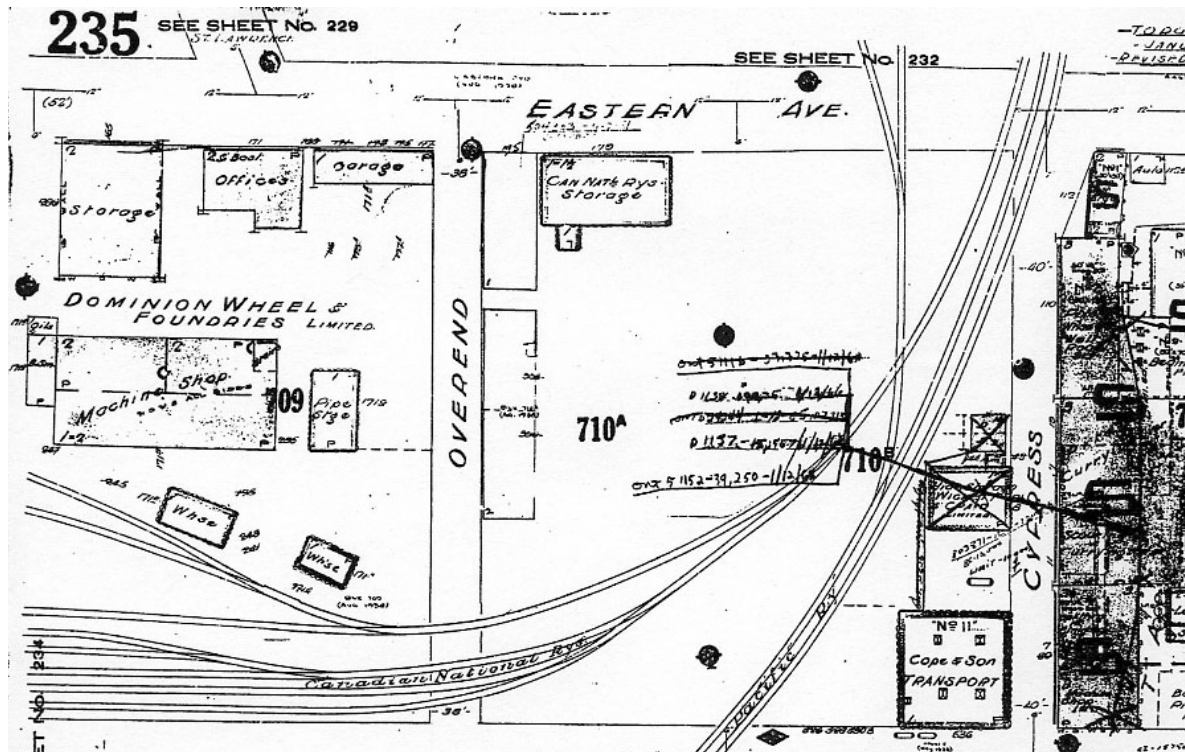


Figure 16:
Expansion activities provided additional office, storage and machine shop facilities at the property's east end.
Credit: Insurance Plan of the City of Toronto, Volume 3, Plate 235, 1931, rev. 1938

In May 1941, the Dominion Wheel & Foundries Ltd. obtained a building permit for No. 171 Eastern Avenue for an addition to its factory office.³³ The addition was designed by James, Proctor, and Redfern. Russell Construction Co. Ltd. Harbour Commission Building, Toronto, was awarded the general contract for a \$12,000 machine shop addition for Dominion Wheel & Foundries Ltd. in April 1940.³⁴ The Dominion Wheels & Foundries Ltd. engaged the firm of James, Proctor, and Redfern for consulting on numerous projects over the course of its history. They were also noted as the engineers for a new machine shop addition worth \$15,000 for the Dominion Wheel & Foundries at No. 121 Eastern Avenue in 1941.³⁵

The Toronto firm was established as James, Proctor and Redfern in 1916. The firm became known as Proctor, Redfern and Laughlin from 1946 to 1957 and then Proctor and Redfern. Earth Tech Canada, Inc. acquired Proctor & Redfern in 1999, and in 2008, Earth Tech (Canada) was acquired by AECOM.

Edgar Augustus James (1874-1927), Edward Moore Proctor (1888-1972) and Wesley Blaine Redfern were the founding partners. James, Proctor and Redfern all received BA.Sc degrees from the University of Toronto. James graduated in 1905 and joined the Canadian Society of Civil Engineers in 1907. Proctor completed his studies in 1908 and Redfern in 1909. James, Proctor and Redfern provided the early engineering services for the expanding municipalities that were beginning to encircle the City of Toronto. The firm worked with John Lyle in 1931-32 on the High Level Bridge in Hamilton.³⁶ Proctor was instrumental in the company's expansion and diversification of services after World War II. He was a charter member of the Association of Professional Engineers of Ontario and a life member of the Engineering Institute of Canada, the American Water Works Association and the American Society of Civil Engineers.³⁷

Donald Blaine Redfern, possibly the son of Wesley Blaine Redfern, joined the firm after graduating in 1948 with a Bachelor of Science a degree in Civil Engineering from the University of Toronto.³⁸ He was responsible for the design and construction supervision of twenty sewage treatment plants in the early years following graduation and acted as Project Engineer on several major engineering projects throughout Ontario. He was made a Partner of the firm in 1954, elected Vice-President of Proctor and Redfern Limited in 1969, and President and General Manager in 1974. He assumed the additional responsibilities of Chairman of the Board in 1977. Redfern served as a Member of Council, Association of Professional Engineers of Ontario and as its President (1965-1966), President, Association of Professional Engineers of Ontario; President, Canadian Council of Professional Engineers (1968-1969) and Chairman, Practice and Ethics Committee, Association of Professional Engineers of Ontario. He received the Sons of Martha Medal (1972) and was appointed as a Fellow of the Engineering Institute of Canada.³⁹ Edgar James, Edward Moore and Donald Redfern are all inductees of the Hall of Distinction, Faculty of Applied Science and Engineering, University of Toronto.

³³ City of Toronto Building Permit No. B68089, May 30 1940.

³⁴ *Engineering and Contract Record*, (April 24, 1940), p. 23.

³⁵ Please also refer to Appendix A: *The additions and new construction are depicted on an aerial photograph (1950) and Block Plan of the Dominion Wheel & Foundries Ltd. site prepared by James, Proctor & Redfern Ltd. (April 1935, revised August 3, 1945).*

³⁶ J. W. Disher and E. A. W. Smith. *By Design: The Role of the Engineer in the History of the Hamilton Burlington Area*. Hamilton, ON: Hamilton Engineering Interface, Inc., 2001, 142.

³⁷ University of Toronto Alumni. Edward Moore Proctor.

Access:<<http://alumni.utoronto.ca/s/731/index.aspx?sid=731&gid=36&pgid=2043>>.

³⁸ University of Toronto Alumni. Donald Blaine Redfern.

Access:<<http://alumni.utoronto.ca/s/731/index.aspx?sid=731&gid=36&pgid=2164>>.

³⁹ University of Toronto Alumni. Donald Blaine Redfern.

Access:<<http://alumni.utoronto.ca/s/731/index.aspx?sid=731&gid=36&pgid=2164>>.

The value of the buildings for the Dominion Wheels & Foundries Ltd. markedly increased between 1941 and 1943. The building assessment value for Nos. 121-171 Eastern Avenue increased from \$75,000 to \$96,000.⁴⁰ By 1945 the central part of the site was largely filled in, and a storage shed was located on the site of the future No. 153. During the latter half of the 1940s the building value for the site increased substantially again. From \$128,000 in 1948 to \$251,500 in 1951.

This growth was echoed in further additions to the complex. In June, 1953 an addition was constructed to the foundry for a cleaning room located at No. 153 Eastern Ave.⁴¹ Once completed in 1953, this new structure housed equipment and abutted existing structures: shipping and receiving and the core room to the west, and the box and pattern shops to the south.

The work at the Dominion Wheel & Foundries Ltd. for the manufacture of railway related items remained largely the same over the course of its history. In the 1950s it manufactured chilled tread car wheels, flanged pipe and fittings, and alloy iron castings in addition to foundry and general engineering work.⁴² By the mid-20th century, the Dominion Wheel & Foundries Ltd. based its head office in Toronto and had expanded with works in other cities including Cobourg, Ontario, St. Boniface, Manitoba, and Trenton, Nova Scotia.

In 1955, the Iron Foundries Ltd. of Montreal had taken over the operations of the Foundry and occupied much of the site. A subsidiary of Canada Iron Foundry Ltd., the Railway & Power Engineering Corp. Ltd., was also noted on the property. Canada Iron Foundry Ltd, which later became known as Canron Ltd. remained at the complex on Eastern Avenue until the 1980s.

After 1960, railway expansion was no longer a driving force within the industrial sector in the city, and the buildings on the site were not used within the rail industry. Instead, Canron Ltd. supplied products for the steel, aluminum, and brass industries as well as for the automotive industry, all sectors that were on the rise.

In addition to Canron, during the latter half of the 20th century the buildings were leased to varying businesses. The occupants of No. 169 included various management services companies, mixed office and storage use. Occupants of No. 171 in the 1990s to 2000 included MSR Inc., a computer software distributor.⁴³ The site of the former foundry at the west end of the block at Cherry Street has most recently been used for as self-storage facility.

⁴⁰ Assessment rolls 1940 to 1944.

⁴¹ City of Toronto Building Permit No. B16820, June 5, 1952.

⁴² Ibid

⁴³ City of Toronto Directories, 1950 to 2000.

3.5.3 History of the Foundry Property and its Buildings (1910-1960)

The buildings on the property functioned as part of a larger operation that extended further east towards the Don River. Gradually, the complex's footprint shrank to its current configuration. Four surviving buildings on Eastern Avenue relate to the operations of the Dominion Wheel & Foundries Ltd. on the site. The buildings served as a cleaning room (No. 153), a pattern storage building and later a warehouse (No. 169), an office building (No. 171) and a machine shop (No. 185, to the south/rear of the site). When in use as part of the Dominion Wheel & Foundries Ltd (and later Cannon Ltd.) the buildings' histories were tied together as a complex, each with a significant use or role in the activities of an operational foundry.

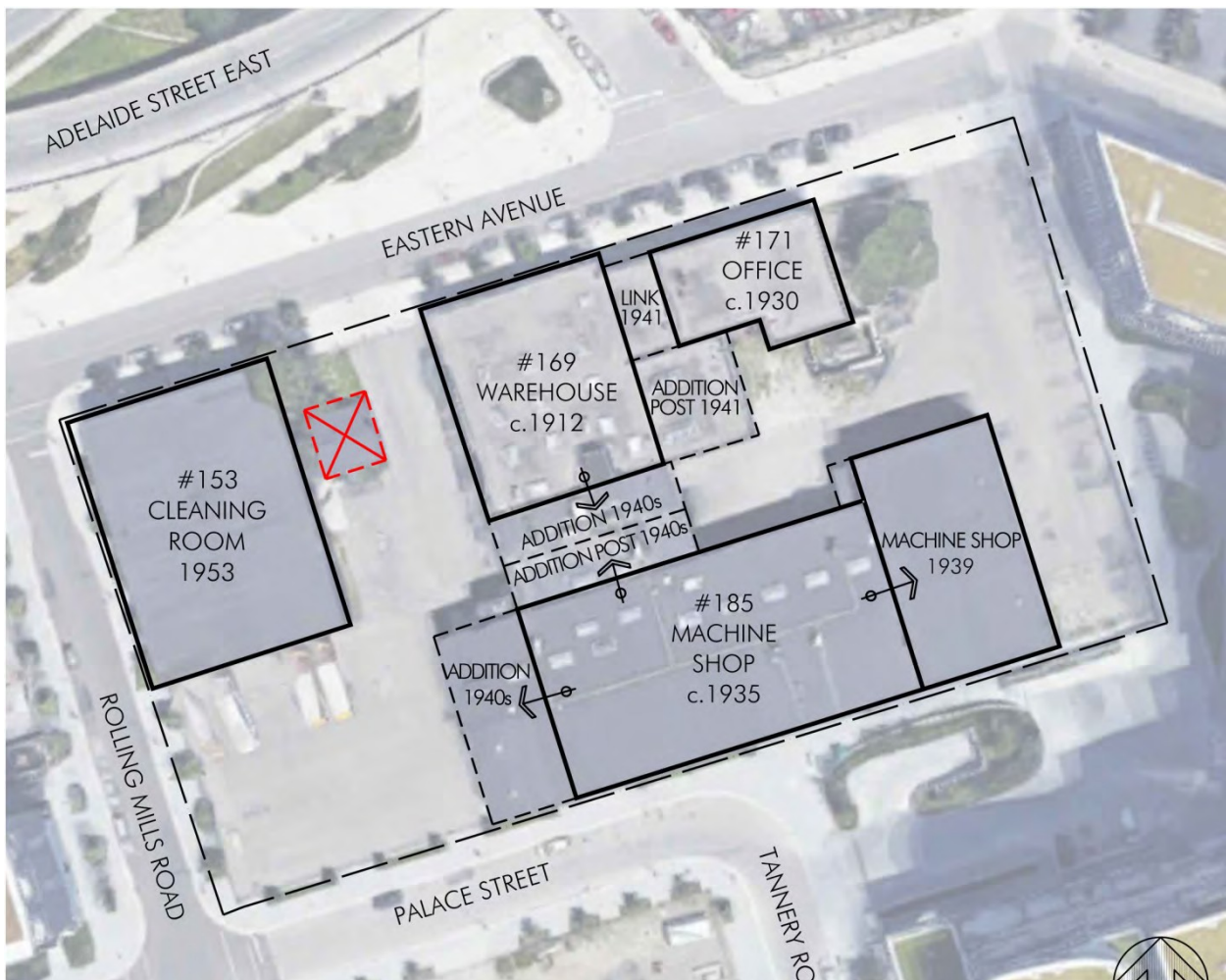


Figure 17: Site Plan of Foundry Complex showing buildings, additions, and dates of construction
Credit: SBA

The Foundry Complex

The buildings were purpose-built as part of the operations of a foundry. Dominion Wheel & Foundries Ltd. was an iron foundry that manufactured products through a casting process involving the pouring of molten metal into moulds that resembled the final product shape. After the metal had cooled, the casting was separated from the mould and cleaned to remove sand, scale and excess metal from the casting. Further processing such as machining might be required to meet specifications for the product. Inspection and testing also formed part of the process.

The complex comprised the typical elements of an iron foundry and incorporated structures for the preparation of molten metal, pattern, mould and core making, casting, cleaning and machining along with ancillary functions such as office, warehouse, storage and shipping facilities. The cupola room noted on the Fire Insurance Plan (1931, rev.1938 – *Figure 13/14*) identifies the location of the furnace where the molten metal was prepared. Cupolas relate solely to iron foundries and consist of a shaft with a coke bed. Metal, coke and limestone are charged into the furnace from the top. Molten metal trickles through the coke picking up carbon while the impurities react with the limestone to form waste slag. The molten metal and slag are continuously tapped out at the bottom of the shaft. The main casting floor was located nearby. Finishing took place in the adjacent cleaning room and machine shops. Travelling cranes throughout the complex assisted with the lifting and moving of the heavy castings.

The Fire Insurance Plan (1931, rev. 1938 – *Figure 13/14*) shows a cleaning room, constructed in 1935 located at the east end of the foundry building. Dominion Wheel & Foundries Ltd. commenced work in 1952 for a new cleaning room to be located to the east of the existing structure on the site of an existing storage shed. Speight, van Nostrand, Ward & Anderson, Ontario Land Surveyors prepared a “Plan Showing Part of Lots 18 & 19 and Part of Water Street, Registered Plan 108, Toronto” (January 12, 1952). Drawings and specifications for the new cleaning room were dated March 1952.

The Cleaning Room - 153 Eastern Avenue

The application for a building permit was dated March 27, 1952 and a permit was duly issued on June 5, 1952. The initial cost estimate of \$75,000 for the building was later revised to \$90,000. The inspector’s daily reports indicate construction started shortly after the permit was issued and the foundation walls were constructed by July 1952, the structural steel was underway in September followed by the brickwork in October, and the installation of the crane in November. The building was completed in April 1953.

The building used a rectangular floor plan that measured 84-ft. 4-in. east to west and 120- ft. 4-in. north to south with a height of 40-ft. 7-in. The Specifications Covering Cleaning Room (March 1952) (Appendix B) describe the new building as a steel and brick structure with concrete footings and floor, steel sash, wood roof with Ten-Test and tar and felt covering and steel structure to support the roof and the travelling crane. The principle elements of the structural steel included purlins, truss, beams, spandrel beams, columns, crane beams as well as lintels, door frames and window framing imposts. Equipment in the building comprised a new 10-ton electric overhead travelling crane and hydro sand blasting machine as well as four existing tumbling barrels and two existing floor grinders to be relocated from the old cleaning room. The machinery would be used for foundry and general engineering work. Drawing 4859 depicts rails with a 4-ft. 8 in. track gauge extending the width of the building in line with large doorways on the east and west walls. Notes indicate the east opening was fitted with “Richard Wilson” folding doors while the west opening generally would be left open, providing access to the adjacent building.

The Warehouse - 169 Eastern Avenue

Assessment rolls note Dominion Wheel & Foundries as a tenant of the Canadian Northern Railway on the southeast corner of Eastern Avenue and Cherry Street by 1913. Dominion Wheel & Foundries Co. Ltd. appears to have built a structure on the southeast corner of Cherry Street and Eastern Avenue on land owned by the Canadian Northern Railway by 1912. The building located on Eastern Avenue on the Goad’s Atlas (1912) appears to be the same footprint as the one presently located at No. 169 Eastern Avenue.

The Office - 171 Eastern Avenue

Assessment rolls indicate Dominion Wheel and Foundries Co. Ltd. expanded their operations on the location in 1925 and again in 1930, constructing an office building at No. 171 Eastern Avenue in 1930.¹³ The Insurance Plan (1931, rev. 1938) depicts an office building at No. 171 Eastern Avenue with a garage at No. 173 Eastern Avenue (now demolished). At this time the office building was not linked to No. 169, which was noted as a storage facility.

The Machine Shops - 185 Eastern Avenue

Goad's Atlases (1912 and 1923) show an earlier frame building on the west part of the present location of No. 185 Eastern Avenue. At this time housing was still located west of Water Street at No. 153 Eastern Avenue and west of Overend Street at the location of No. 171 Eastern Avenue. No. 185 Eastern Avenue seems to have been built circa 1935. It appears on the insurance plan (1938) as a machine shop without its present east addition. The insurance plan (1938) also shows former buildings (now demolished) in the immediate area east and south of No. 185. They included two, one storey warehouse buildings to the south and a pipe storage building to the east. Railway tracks were located to the immediate south of No. 185 with spur lines to the Dominion Wheel and Foundry buildings near Cherry Street.

An aerial photograph (dated 1938, *refer to Appendix A*) shows that the eastern gable section on the machine shop building at No. 185 had not been built. A \$12,000 contract was awarded to Russell Construction Co. Limited for machine shop addition to No. 171 Eastern Avenue. James, Proctor & Redfern Ltd. was noted as the engineer. It is believed that this addition was probably the east and west addition to No. 185 shown on an aerial photograph (1949).

4. Description of Property

4.1 Setting – Cultural Heritage Landscape

Eastern Avenue is a relatively quiet stretch of road that terminates at Lawren Harris Square at the east. The surrounding area of the West Don Lands has been transformed into a dense residential neighbourhood that is buttressed by the Distillery District to the west and the Don River/Don Valley Parkway to the east but more immediately by the recently created green space of the Corktown Commons.

The buildings are tight to the property line and together form a 2-storey brick masonry streetwall along both Eastern Avenue and Palace Street punctuated by open gaps. The streetscape of the Foundry complex located along and facing Eastern Avenue forms the northern border of the West Don Land Area.

This streetscape (*refer to Appendix B*) provides a visual link to the industrial history of the property and the theme of railway expansion 1910-1960. The complex is one of the only remaining examples of an industrial complex borne of the time of railway expansion within the immediate area. Four surviving buildings comprise the complex, which at one time had a more extensive footprint in the area.

Within this redeveloping district, the property is now the head of a new street, Tannery Road that forms a key access point to the district.

The buildings that comprise the Foundry Complex on the property – the Cleaning Room (153), the Warehouse (169), the Office (171) and the Machine Shops (185) - can be read across this streetscape inclusive of their additions and provide a contradistinctive element to the area.

4.2 Building Descriptions (Current Conditions)

4.2.1 The Cleaning Room - 153 Eastern Avenue

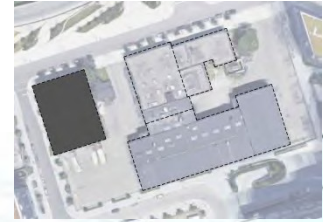


Figure 18: North (Front) Elevation
Credit: Commonwealth, 2008



Figure 19: West (Side) Elevation
Credit: SBA, November 2020



Figure 20 East (Side) Elevation, Looking Northwest: Prior to Partial Demolition
Credit: SBA, November 2020



Figure 21 East (Side) Elevation: Post Partial Demolition
Credit: SBA, February 2021



Figure 22: South (Rear) Elevation: Prior to Partial Demolition
Credit: SBA, November 2020



Figure 23: South (Rear) Elevation: Post Partial Demolition
Credit: SBA, February 2021

4.2.1.1 Style

The vernacular industrial building is an excellent example of a mid-twentieth century industrial building with restrained Classical detailing.

4.2.1.2 Masonry & Massing

The rectangular building is oriented north-south with a shallow front gable roof to Eastern Avenue.

While two storeys in height on the exterior the interior of the foundry is essentially one large space. The masonry structure is simply detailed with brick piers dividing the end walls into four bays and the side walls into six bays.

The building uses masonry technology typical of the period: a concrete foundation and red clay smooth faced double wythe brick walls laid in a common bond.

The steel frame, shallow gable roof is finished in a composite material. The floor is a concrete slab on grade concrete. The masonry piers support the open web steel truss system running east to west. Steel purlins running north to south support a wood timber deck. The roof is shallow pitched with gables at the north and south ends. There are no skylights.

4.2.1.3 Windows

Large rectangular window openings are located within each bay on the north, east and south walls. The south windows are set high in the wall and traces on the bricks below the windows locate a one-storey structure that formerly extended from this wall. The west wall is devoid of windows and a large doorway has been closed in.

The window openings feature concrete sills, flat steel lintels and original multi-pane industrial steel sash. Commonwealth Historic Resources Management Ltd. undertook a comprehensive condition assessment of these windows and noted the following with regard to the industrial sash windows:

The window assemblies consist of banks of steel sash that are bolted to vertical steel T-mullions and three horizontal angles set back to back in an inverted T with an additional inverted angle welded at the exterior face that extend between masonry piers. The unit's light configuration is typically 36 lights with a centre pivot hopper vent of 4 lights. The windows are typically banked in sets of three sash side-by-side and stacked 2 units in height. The steel T-mullions are embedded in the cast concrete sills and secured/bolted to the steel lintel angles. A continuous horizontal steel plate is secured to the C-channel with machine screws on the exterior to weatherproof the joint. The units are glazed with opaque and clear wired glass set in a bed of putty.



Figure 24: Exterior detail at steel angle.
Credit: Commonwealth, 2010.

4.2.1.4 Doors

The one large door opening on the east elevation consists of layers of plywood secured to a welded square hollow section frame. The east elevation entrance door has been replaced with a modern steel door set in a steel frame.

One entrance door on the south elevation which is constructed of a lattice of steel flat bar stock bolted to a steel sheet door most likely dates to the construction of the building. This door is currently covered with plywood on the exterior.



Figure 25: Interior view of steel plate door, which may date to the c. 1950 period.
Credit: Commonwealth, 2010.

4.2.1.5 Interiors

The interior is an open double storey space except for a mezzanine in the northeast corner, which is not original. The walls are exposed painted brick and the ceiling exposed stained wood roof decking.



Figure 26: Interior View of Cleaning Room looking Southeast from Mezzanine
Credit: SBA, November 2020

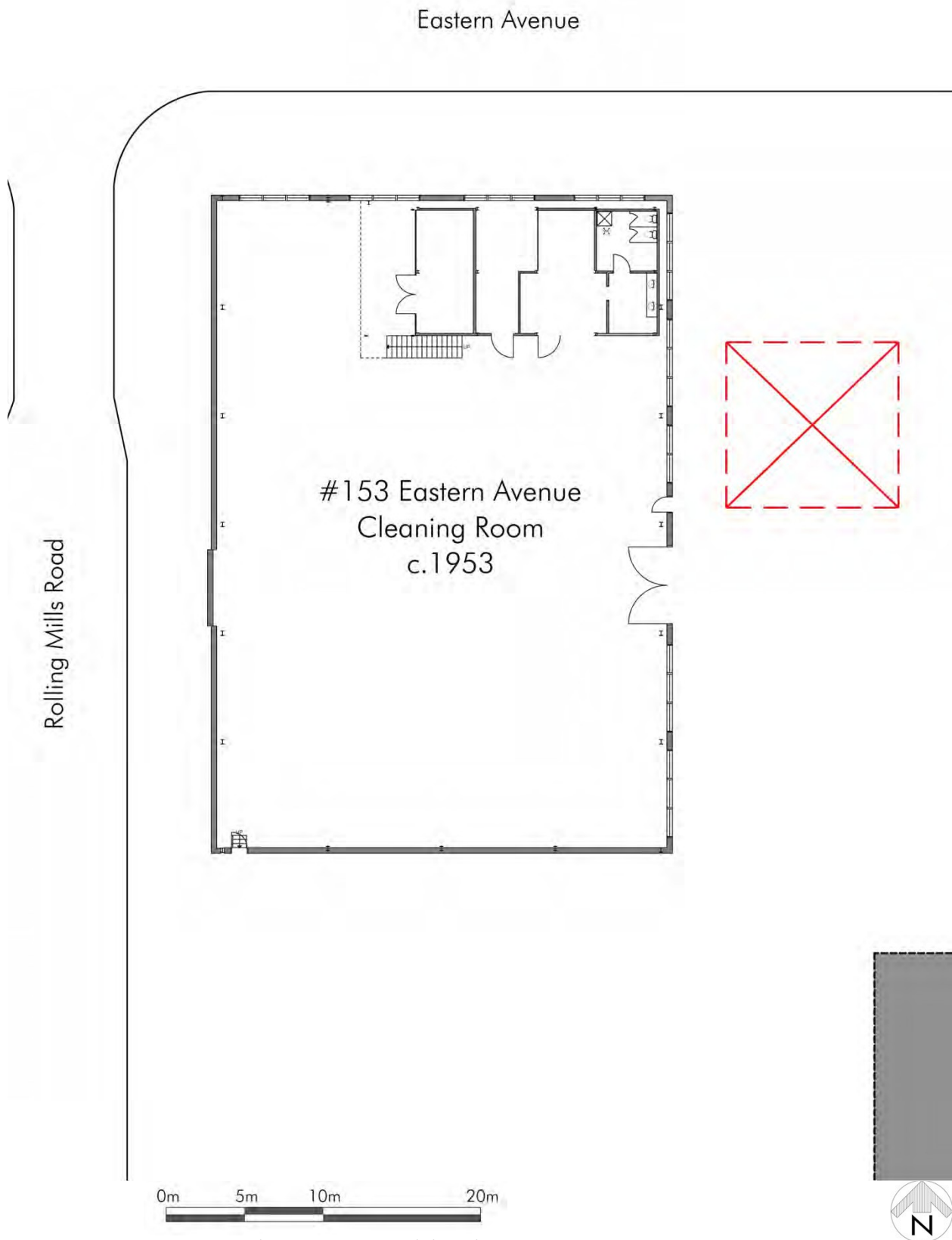


Figure 27: 153 Eastern Avenue – Cleaning Room Ground Floor Plan
Credit: Base drawings provided by ECOH 2020, Google Maps and Annotated by SBA, February 2021

4.2.1.6 Additions

There are no additions. A small stand-alone brick laboratory and transformer building was adjacent, but it was demolished in January 2021.

4.2.1.7 Fitments & Equipment

Steel rails and structural support for a gantry crane, manufactured by Sir William Arrol & Co Ltd, Glasgow Scotland, run along the upper edge of the long walls.



Figure 28: Gantry Crane at Northwest Corner
Credit: SBA, November 2020



Figure 29: Crane Name Plaque
Credit: SBA, February 2021

4.2.1.8 Condition Assessment

In January 2021 the masonry and glazing infill of the two eastern bays and the south side and the three bays on the east side was demolished.

Masonry: With the exception of the area of demolition the masonry walls are in good condition. There are no cracks that would indicate any problems with the foundation

The roofing was recently replaced, and the supporting structure is in good condition

The following window condition assessment is from the Commonwealth report. There has not been any remedial work undertaken in the last decade so it should be anticipated that the condition will have worsened.

Glazing is a mix of clear and opaque wired glass some of which is broken or missing and the lower portions of the sash have been covered with plywood to deter vandalism. All of the window units are in fair condition. The nature of the material and the design of the window assemblies preclude sealing the units effectively to get a good weather-seal at the horizontal steel angles. The joint has to be allowed to expand and contract with thermal variations to prevent warping and bowing of the horizontal steel as well as prevent shearing of fixed bolted connections. A weather tight seal at the slip joint will never be possible which limits the type of use the building can be put to.

In order for the buildings to be used for other than industrial purposes the industrial steel sash windows will have to be replicated.

4.2.2 Warehouse – 169 Eastern Avenue



Figure 30: 169 Eastern Avenue – Warehouse – North (Front) Elevation
Credit: SBA, November 2020



Figure 31: 169 Eastern Avenue – Warehouse – West (Side) Elevation
Credit: SBA, November 2020



Figure 32:169 Eastern Avenue – Warehouse – East (Side)
Elevation
Credit: SBA, November 2020



Figure 33: 169 Eastern Avenue – Warehouse – East (Side)
Elevation
Credit: SBA, November 2020

4.6.2.1 Style

The vernacular two-storey warehouse/office vaguely relates in design to the Edwardian Classicism architectural style popular in Canada from 1900 to 1930. The building design and materials is very utilitarian.

4.2.2.2 Masonry & Massing

The structure features a rectangular plan-oriented north to south that is located tight to the Eastern Avenue property line and slightly proud of Eastern Avenue.

The Warehouse building has a large rectangular plan, running north to south, and is slightly proud of the adjacent 171 Eastern Ave. The building is accessed by the main entrance door on the east elevation.

There is no basement and the two storey structure has a flat roof with multiple original steel and wire glass skylights that extend across the rear of the flat roof. The building uses technology typical of the period. The flat roof complete with industrial skylights is finished with composite material.

The smooth face red clay brick walls laid in a running bond with header ties every fourth course bear on a concrete foundation with a concrete slab on grade -main warehouse level. The warehouse was initially a detached building. The north (front) wall is symmetrically organized into seven bays. Two brick piers featuring decorative concrete detailing highlight the centre bay. Unterman and McPhail in their 2006 Cultural Heritage inventory record the existence of a decorative concrete cornice and decorative brickwork, soldier course with alternating proud rowlock bricks, finish the top of the walls.

Pairs of rectangular windows to either side of the centre bay feature stone sills and exaggerated radiating brick voussoirs on the lower level. Brick banding runs above the voussoirs and between the sills on the ground floor and midway between the windows on the second floor. The pattern of fenestration extends around to the west wall although the openings are larger on the ground floor. The windows of the second floor are higher than the windows on the ground floor.

4.2.2.3 Windows

The smaller wood windows on the ground floors were fitted with two wood sash of unequal size, each with one pane of the glass. Only the windows nearest the entry remains, the rest have been replaced with single pane metal sash windows.

The larger wood windows on the second floor have a smaller three-light upper sash over a single pane lower sash, all but one of these remain extant today.



Figure 34: Original Window Type – Second Floor
Credit: SBA, November 2020



Figure 35: Window Replacement at Original Entrance Location
Credit: SBA, November 2020



Figure 36: Typical Ground Floor Replacement Window
Credit: SBA, November 2020

4.2.2.4 Doors

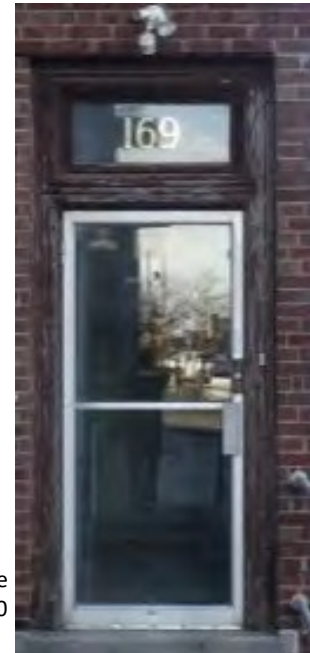
The original entrance to the building is thought to have been at the base of the decorative central bay. The current entrance to the building is tucked into the northeast corner of the building and is accessed via a set of concrete steps on the east. Though the door has been replaced with a glazed aluminum door, the wood frame and glazed transom lettered with the number “169” are extant.

The current entrance enters directly into a stairwell/ landing at the north east corner of the building. To access the ground floor, a door on the south wall of the stairwell leads to an adjacent stairwell and flight of stairs that leads down to the ground floor level.

The second floor is accessed by the stairs that are located immediately inside the stairwell/landing that the current entrance provides access into.

There are no extant exterior doors.

Figure 37: Exterior view of current entrance
Credit: SBA, November 2020



4.2.2.5 Interiors

The office floor above is supported by exposed steel I channel posts and beams with girts supporting solid timber wood flooring. Skylights bring light into the warehouse and office spaces towards the rear. Offices are located along the front, north side on the ground floor and along the north and west and what would have been the rear of the original building. The floor to ceiling height is fairly low for a storage/warehouse space. There is a connection to 171 Eastern Avenue through a single door on the second floor.

Eastern Avenue

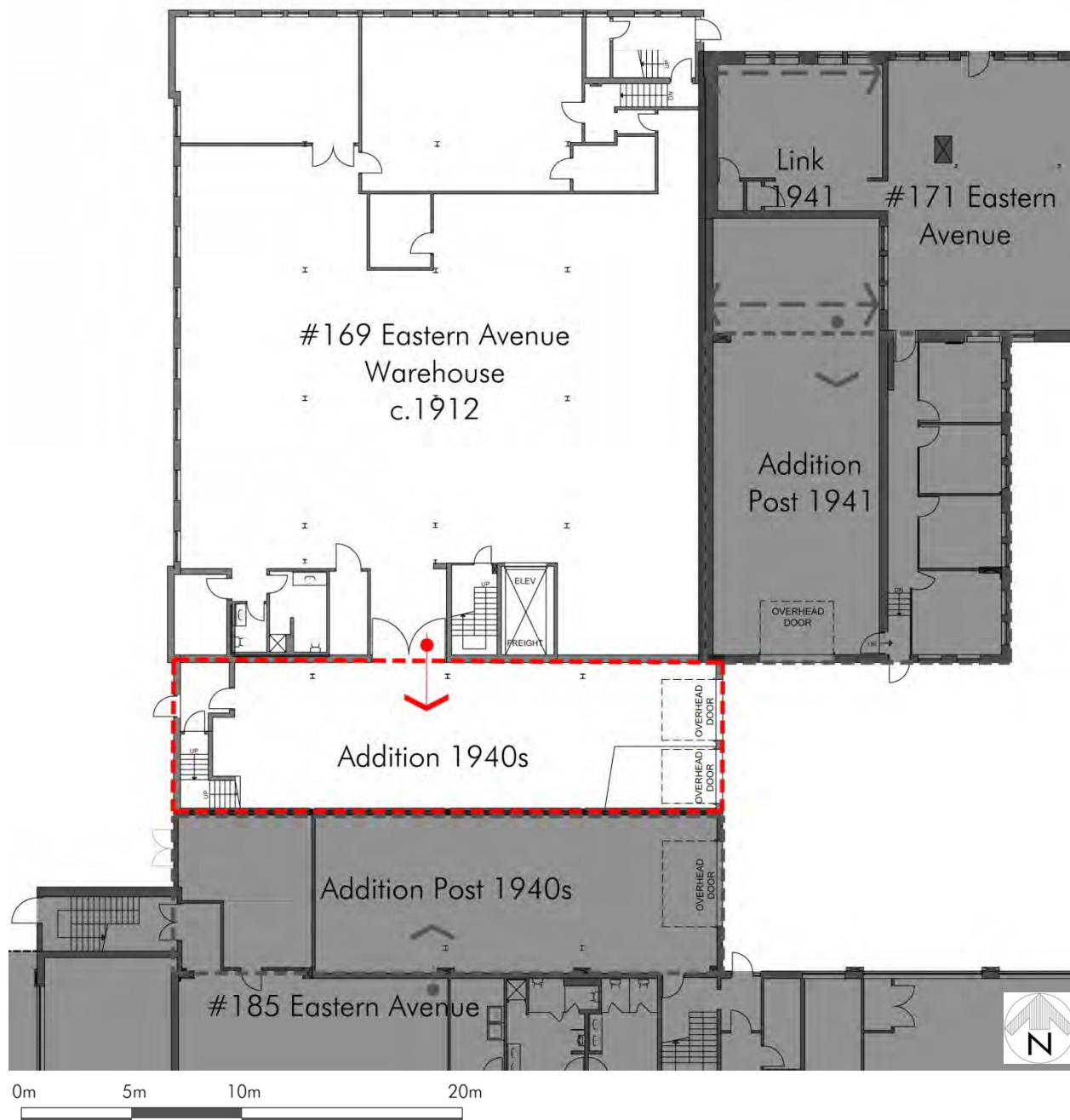


Figure 38: 169 Eastern Avenue – Warehouse Ground Floor Plan

Credit: Base drawings provided by ECOH 2020, Google Maps and Annotated by SBA, February 2021

Eastern Avenue

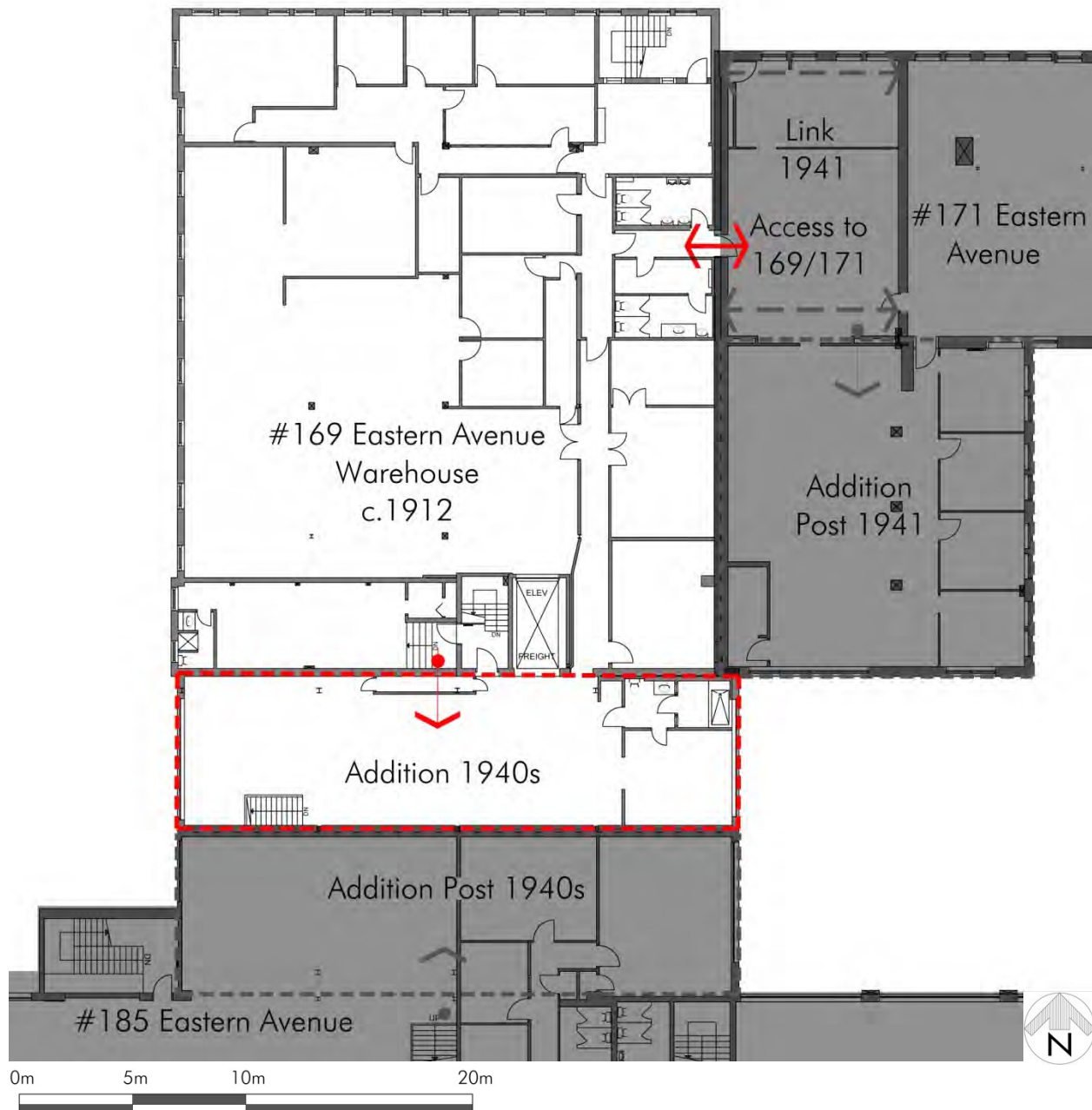


Figure 39: 169 Eastern Avenue – Warehouse Second Floor Plan
Credit: Base drawings provided by ECOH 2020, Google Maps and Annotated by SBA, February 2021

4.2.2.6 Additions

Initially the building was constructed as a stand-alone structure building. In 1941 the Office Building's addition at 171 was linked to the warehouse along the Eastern Avenue façade.

Sometime in the 1940s a two storey addition was built to the south. The addition does not share the office like architectural vocabulary of the warehouse building but rather that of the Machine Shop with an industrial metal sash windows with operable hopper windows on the second floor and an infilled loading bay on the ground floor.

The addition is not of heritage interest.

4.2.2.8 Condition Assessment

The building is structurally sound and the masonry is in fair to good condition with spalling at grade.

There has been extensive repair and replacement of masonry at the parapet level. The decorative concrete cornice complete with pier and corner caps are either covered up with metal flashing or more likely have been removed when the parapet was repaired.

The original wood windows on the second level are in poor condition. Commonwealth's Condition Assessment was that the wood frames and casings that support the sash would have to be replaced while it would be possible to conserve the sash it would be preferable to install complete new assemblies that visually replicated the original while being energy efficient.

4.2.3 Office - 171 Eastern Avenue



Figure 40: 171 Eastern Avenue – Office – North (Front) Elevation including 1941 Link
Credit: SBA, November 2020



Figure 41: Eastern Avenue – Office – East (Side) Elevation
Credit: SBA, November 2020



Figure 42: 171 Eastern Avenue – Office – South (Rear) Elevation
Credit: SBA, November 2020



Figure 43: 171 Eastern Avenue – Office Post 1941 Addition – East (Side) Elevation
Credit: SBA, November 2020



Figure 44: 171 Eastern Avenue – Office Post 1941 Addition – South (Rear) Elevation
Credit: SBA, November 2020

4.2.3.1 Style

It is a modest vernacular office building of the period, mirroring the design of the 1912 Warehouse but with modest art deco detailing added.

The structure features a rectangular two-storey and basement office with a flat roof and solid masonry walls of clay blended orange/brown brick laid in a common bond and bearing on a concrete block foundation. This is the only building on the property to stray from clay bricks of a red hue which was the usual default in this precinct at this time.

4.2.3.2 Masonry & Massing

The building uses technology typical of the period. The roof is finished with composite material. The front (north) elevation was designed with a series of brick piers, starting from the brick water table, and extending beyond the roof line and terminate in concrete caps with diamond shaped detailing. As noted within the Unterman McPhail, report a concrete cornice and pier were extent but have now been covered with metal flashing as per the adjacent #169. A decorative soldier and row-lock course, similar to the adjacent Warehouse, finished the top of the wall while a soldier course of textured bricks highlights the bottom of the bays. A regular pattern of openings is set within the bays: the second floor and basement openings are in line with those on the ground floor. The wider end bays have two windows grouped on either side of a centre opening. The centre bay is slightly narrower and has four equally spaced window openings. The concrete cornice was not noted within the November 2020 site visit by SBA.

The main entry is centrally located in the westerly bay of the ... [original] building. Brick pilasters with concrete caps and a saw tooth ornament underneath flank the entranceway. The pilasters are accented with decorative recessed panels edged with headers and a drip motif at the top. A decorative panel over the doorway is outlined in a soldier course of brickwork like the window voussoirs and features a contrasting checkerboard of tiles and a period light fixture. The central entrance within the bay has a newer door with older wood trim work and a glazed transom. The rectangular window openings have concrete sills, brick lintels/headers and wood windows with three over one sashes. The brick pilaster detailing is carried around to the east elevation.

4.2.3.3 Windows

The original wooden window frames in all openings are extant although covered with prefinished metal. Typically, the original windows have been removed and replaced with fixed double glazed insert units with the exception of the second floor windows on the north elevation and 2 of 3 sets of windows on the original office east elevation. External metal security grills have also been added to most of the windows at the basement and ground floor levels. The majority of windows along the north and east elevations of the original office have been covered with plywood internally on all floor levels.

The typical original window is a single hung wood window assembly with a three over one configuration. Three original exterior windows are located internally within the building at the ground floor level along the east wall of the 1941 Link, which would have been west facing exterior windows prior to the link addition.



Figure 45: Typical Window Replacement – North Elevation - Ground Floor
Credit: SBA, November 2020



Figure 46: Original Windows - North Elevation – Second Floor
Credit: SBA, November 2020



Figure 47: Typical Window Replacement – East and South Elevations
Credit: SBA, November 2020



Figure 48: Original window located internally
Credit: SBA, November 2020

4.2.3.4 Doors

There are two extant historic door types in the building. The front entrance on Eastern Avenue has a single leaf door with a glazed transom above. The door is trimmed out with wooden mouldings on the exterior and interior. The original door has been removed and replaced with a modern insulated unit; however, the original transom sash is in-situ. The second door type is a patent metal clad fire door located on the second floor of the 1940 addition south elevation.



Figure 49: Front Entrance on Eastern Avenue
Credit: SBA, November 2020

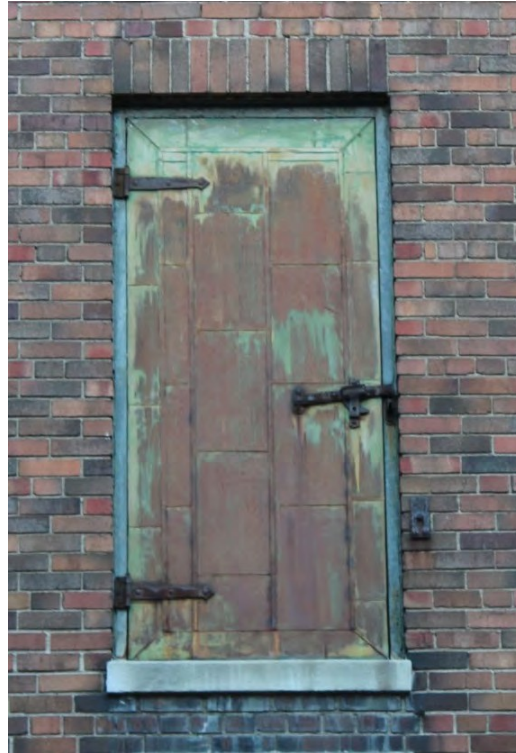


Figure 50: Patent Metal Clad Fire Door
Credit: SBA, November 2020

4.2.3.5 Interiors

The office has a large rectangular plan, running parallel to Eastern Ave. with a relatively open ground floor and a smaller second floor overlooking the ground floor. The removal of portions of the original second floor has exposed a structural grid of steel columns, beams and heavy timber flooring. The building is linked internally to 169 Eastern Ave. through a single door on the second floor. There is a full basement with concrete floor and the structure has a flat roof.

Initially constructed as a stand-alone structure an addition was constructed in the 1940s which linked the building on the west side to 169 Eastern Ave. and extended southward beyond the south wall of 171 Eastern Ave. The 2 storey brick addition matched the height of the existing building, pier details, brickwork, and window shape, height and spacing on Eastern Ave. The former west exterior wall is visible on the ground floor with door and window openings as well as some original wood windows. The overall integrity of the exterior of the Office building is relatively intact though many of the ground floor windows have been replaced. Both the additions to the west and to the south are relatively reversible as the original masonry walls and even some of the original windows remain intact. There have been considerable interior changes over the years.

Eastern Avenue

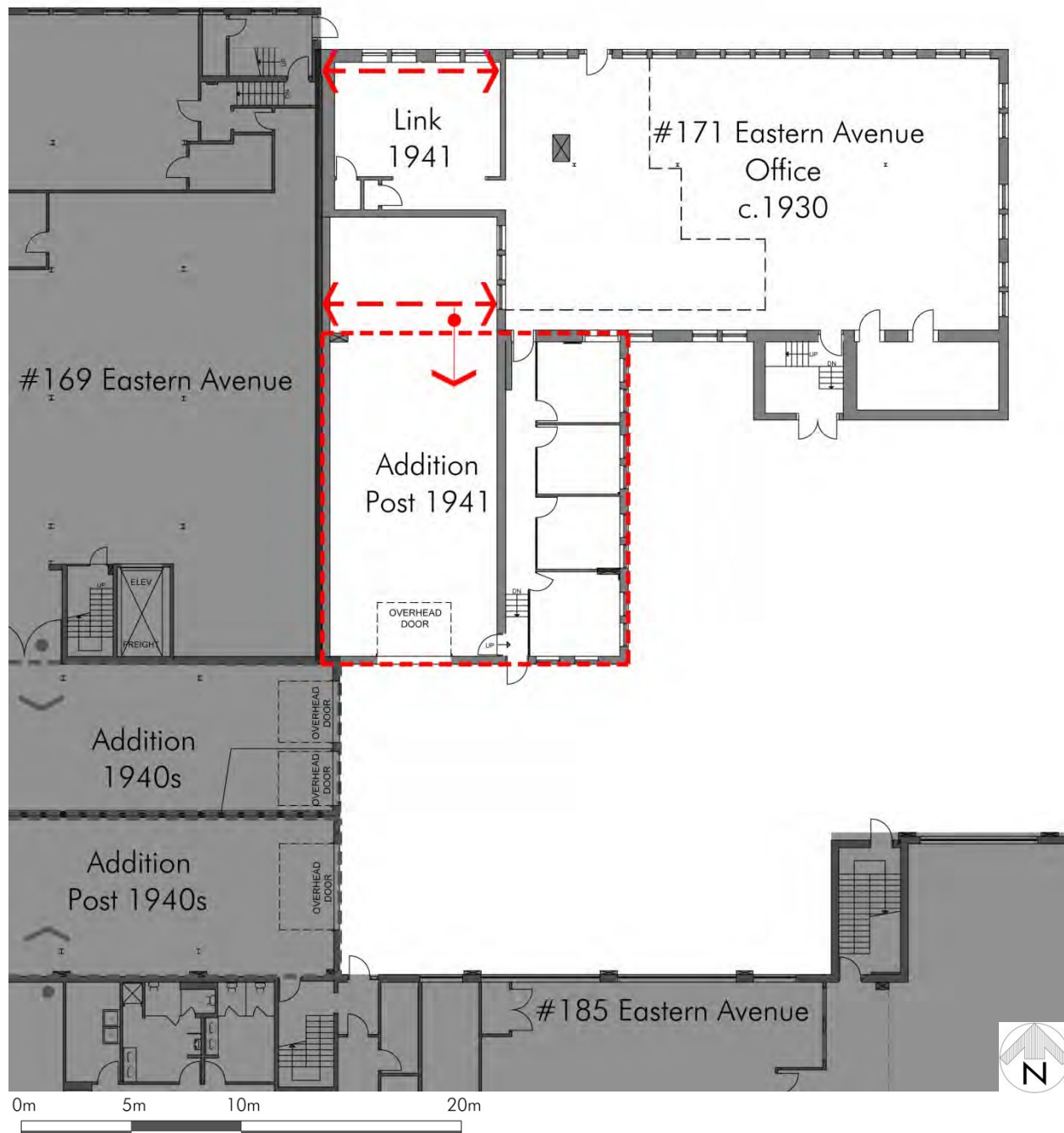


Figure 51: 171 Eastern Avenue – Office Ground Floor Plan

Credit: Base drawings provided by ECOH 2020, Google Maps and Annotated by SBA, February 2021

Eastern Avenue

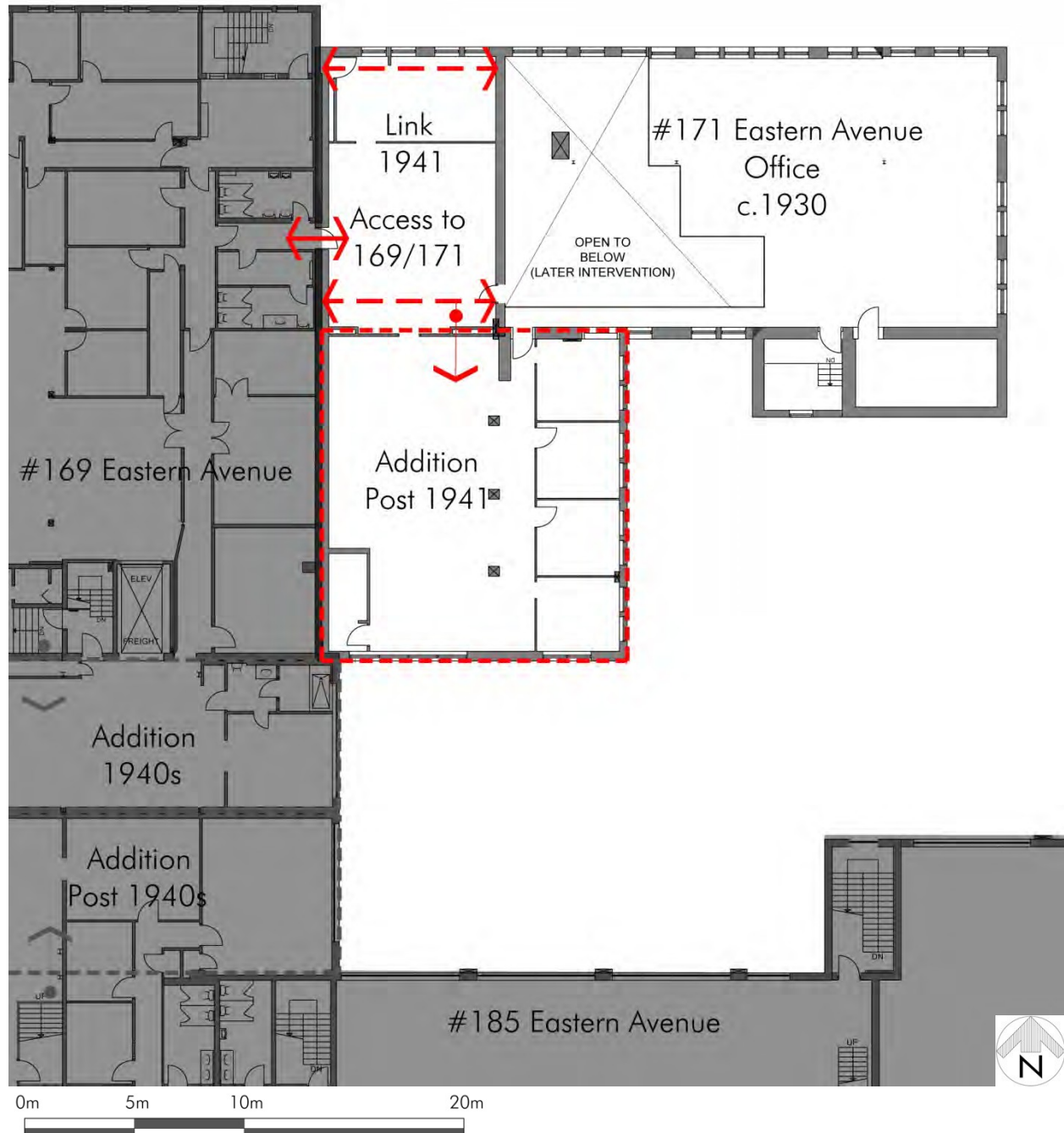


Figure 52: 71 Eastern Avenue – Office Second Floor Plan

Credit: Base drawings provided by ECOH 2020, Google Maps and Annotated by SBA, February 2021

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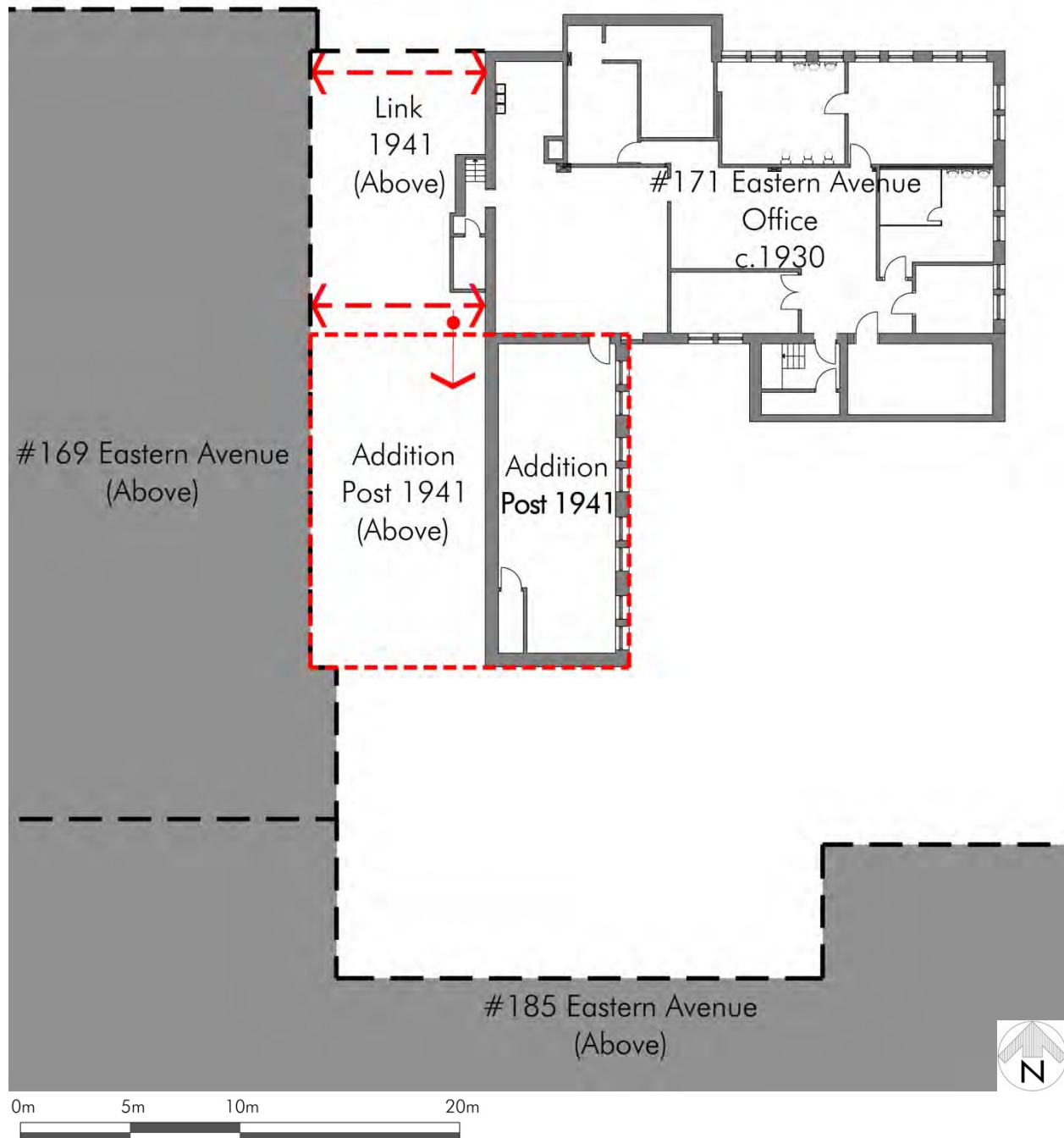


Figure 53: 171 Eastern Avenue – Office Basement Floor Plan

Credit: Base drawings provided by ECOH 2020, Google Maps and Annotated by SBA, February 2021

4.2.3.6 Additions

A building permit was issued on May 30, 1940 for an addition to the office of the Dominion Wheel at No. 171 Eastern Avenue. The insurance plan (1941) shows that No. 171 extended to the west to link with No. 169. A second addition was later constructed to the south beyond the original office building. The firm of James, Proctor & Redfern Ltd. was identified as the engineers. The two-storey link was set at the same height as the initial structure and in design mimicked the pier details, brickwork and window shape, height and spacing of No. 171. The window openings are paired on each side. A decorative concrete band with a diamond motif located in the middle between the window openings runs the full width of the elevation above the ground floor windows. The roof has concrete coping. The east elevation at the rear has paired window openings between brick pilasters. Brick voussoirs and concrete sills accent the openings.

There is another 1940s addition behind the link. This addition has no heritage value.

From 1941 to 1942, a one storey link from the garage(s) (No. 173) at the eastern corner of the property to the office building was constructed. Both the link and the garage no longer exist.

4.2.3.7 Fitments and Equipment

Multiple metal safes manufactured by J.& J. Taylor still exist in-situ. In the basement the vault door and exterior frame and hinges exist, and it appears that the exterior face of the door has been painted white. The J.& J. Taylor signage is installed above the door frame. On the ground floor, two vault doors exist. The vault doors lead into a single vault. The wide trim including exposed bolt fasteners detailing and casing still exists. On the second floor a third vault exists, including its vault door and trim. Similar to the basement vault door, the exterior face and trim is white. The two vault doors on the ground floor are in the best condition.



Figure 54: Ground Floor Vault Door 1 - Exterior
Credit: SBA, November 2020



Figure 55: Ground Floor Vault Door 1 – Interior
Credit: SBA, November 2020



Figure 56: Ground Floor Vault Door 2 –Exterior
Credit: SBA, November 2020



Figure 57: Ground Floor Vault Door 2 – Interior
Credit: SBA, November 2020

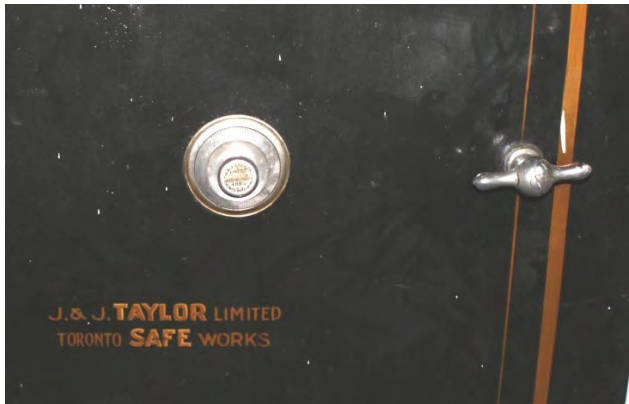


Figure 58: Ground Floor Vault Door 2 – Signage Detail
Credit: SBA, November 2020



Figure 59: Ground Floor Vault Door 2 – Signage Detail
Credit: SBA, November 2020

4.2.3.8 Condition Assessment

The building is structurally sound and in fair to good condition.

Extensive areas of the masonry along Eastern Avenue have been poorly repointed with hard mortar. Given the change in colour of the bricks and mortar closer to the parapet it is possible that some rebuilding of the upper brickwork/parapet may have occurred at some point. This also may account for why the concrete cornice, cited within the 2006 Unterman McPhail report was not extant today. There are additional areas of masonry repairs and modified or infilled opening most with brick not matching the original.

Another noticeable intervention is the replacement of the original wood window sash with fixed units or fixed units with sliders at the bottom. The replacement has occurred on the ground floor along Eastern Avenue and on all three floors on the other elevations.

The integrity of the only remaining original window sash on the second floor of Eastern Avenue elevation is fair condition from the perspective of retention; however, the condition of the window frames on the first and second floor levels are poor and the level of craftsmanship and detail is standard. Other factors that come into play include the degree of craftsmanship or quality, and uniqueness of the window assemblies. By 1930 and 1940, sashes were mass produced in shops to standard sizes, dimension, and profiles so the uniqueness of the existing units is relatively low.

The main entrance doorframe, transom, and trim are in fair condition

4.2.4 Machine Shops (1935 and 1939) – 185 Eastern Avenue



Figure 60: 185 Eastern Avenue – 1935 Machine Shop – North Elevation
Credit: SBA, November 2020



Figure 61: 185 Eastern Avenue – 1935 Machine Shop – South Elevation
Credit: SBA, November 2020



Figure 62: 185 Eastern Avenue – 1935 Machine Shop and 1940s Addition – South Elevation
Credit: SBA, November 2020



Figure 63: 185 Eastern Avenue – 1935 Machine Shop Post 1940s Addition – East Elevation
Credit: SBA, November 2020



Figure 64: 185 Eastern Avenue – 1935 Machine Shop 1940s Addition and Post 1940s Addition – West Elevation
Credit: SBA, November 2020



Figure 65: 185 Eastern Avenue – 1935 Machine Shop 1940s Addition –North Elevation
Credit: SBA, November 2020



Figure 66: 185 Eastern Avenue – 1939 Machine Shop –
North Elevation
Credit: SBA, November 2020

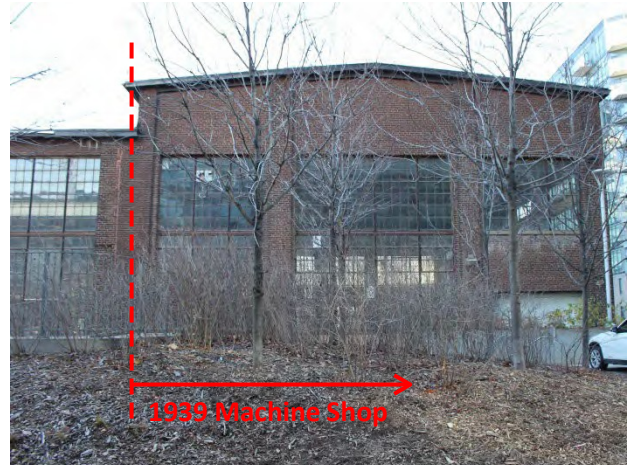


Figure 67 185 Eastern Avenue – 1939 Machine Shop –
South Elevation
(Ground Floor Level hidden by neighbouring retaining wall)
Credit: SBA, November 2020



Figure 68: 185 Eastern Avenue – 1939 Machine Shop – East Elevation
Credit: SBA, November 2020

4.2.4.1 Style

The vernacular industrial building is an excellent example of a mid-twentieth century industrial design where large amounts of natural light are required. The long narrow length of the original shop which extends into the second shop is a reflection of its use for the fit-out of rail cars.

4.2.4.2 Masonry & Massing

The buildings use masonry technology typical of the period, namely concrete foundation and maroon clay smooth faced double wythe brick walls laid in a common bond. The steel frame, shallow gable roofs are finished in a composite material. The floor is a concrete slab on grade concrete. The massing is composed of the long narrow rectangle of the 1940's addition and the original shop adjoined perpendicularly to the slightly higher rectangle of the later shop. Both shops are similar in design and materials to the Cleaning Room at No. 153.

Original 1935 Shop

The original rectangular building with shallow gable roof is oriented east to west at the rear of the Dominion Wheel & Foundries Ltd.'s property. Even though the building has an Eastern Avenue address visually it relates to the former railway yards, now Palace Street, to the south. Brick piers divide the large building into four bays wide and ten bays long. Two storeys in height, the interior of the building is one large open space to the south of a central east-west demising wall and two storeys with a third mezzanine to the north. The interior layout is reflected in the window fenestration with large rectangular openings extending the full height of the wall along the south side and the short exposed north wall. The openings are fitted with industrial multi-pane metal sash.

1939 Shop

The rectangular building extends north to south, in line with the south wall of the original building. It features a shallow pitched gable roof. Brick piers divided the walls into three bays in width and five bays in length. Large window openings, most two storeys in height, are set between the piers on the north, east and south walls. The openings feature the same industrial multi-pane metal sash as the west end of No. 153. Large doorways for the movement of equipment are located at the east end of the end walls. The walls extend two storeys in height; however, the interior is one large open space with no interior floor divisions. There is no demising wall between the shop portion of the original shop and this building.

4.2.4.3 Windows

The original multi-pane steel windows are extant throughout the building. The window assemblies consist of banks of steel sash that are bolted to steel T-mullions and horizontal steel channels and angles that extend between masonry piers. The steel channels and angles are secured to the embedded H columns in the masonry piers (See figure 7). The units vary in size and measure 3' x 9', 4' x 9', 6' x 9', 4' x 7'-6", 6' x 10'-6", and 4' x 10'-6". The window light configurations vary between 27 lights to 42 lights and the lower two tiers of sash are fitted with centre pivot hopper vents in a 4 or 6 light configuration. The windows are typically banked in pairs and sets of 3 or 4 sash set side by side, bolted to the T-mullions and secured to the horizontal C-channels and welded angles with bolts or toggles. The toggles allowed the steel units to expand and contract with temperature variations; some of the toggles have been replaced with a fixed bolted connection. Sash are stacked in two and three rows and are set into the masonry piers and the connection sealed with mortar. The steel T-mullions are embedded in the cast concrete sills and are secured to the steel lintel channels and angles, which extend the full width of the openings and are set into the masonry columns. A continuous horizontal steel plate is secured to the C-channel with bolts on the exterior. The units are glazed with opaque and clear wired glass set in a bed of putty. The muntin bar detail varies between the 1935 sash and the later 1940 sash; the 1935 sash have a distinctive bull-nose profile while the later 1940 units consist of a flat bar profile.

Window units at the west end of the building are a mix of multi-pane steel sash and some have been filled in with glass block.



Figure 69: C channel of south wall of the original shop rotating outward.
Credit: Commonwealth, 2008



Figure 70: Original window hardware
Credit: SBA, February 2012

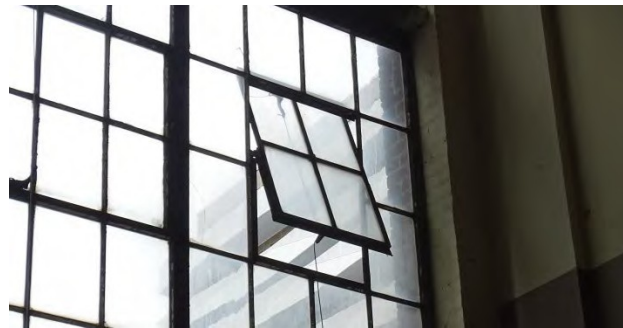


Figure 71: Original Hopper Window
Credit: SBA, February 2021

4.2.4.4 Doors

The only door that dates to the 1935 period is located on the west elevation of the addition. The door is a two leaf wood door with a glazed upper panel and a solid lower panel.

4.2.4.5 Interiors

In the original shop there are punched window openings with modern metal windows on all three levels of the demising wall. There is one door opening on the second level. The opening at the second level cannot be original as the crane structure has been cut at these locations. It is unknown if any of the other openings are original.

The floors are concrete on the ground floor and wood on the upper levels. Tracks in the machine shop allowed heavy machinery, equipment, and rail cars to move down an assembly line. There is a personnel trench to the north of the tracks to allow workers to work on car wheels. The ceiling is exposed steel beams and purlins and wood decking the wall finish is painted bricks.

The interior of the 1939 shop is one large open space extending two storeys in height. The ceiling is exposed metal trusses running the width of the building, purlins and wood decking. The wall finish is painted brick.

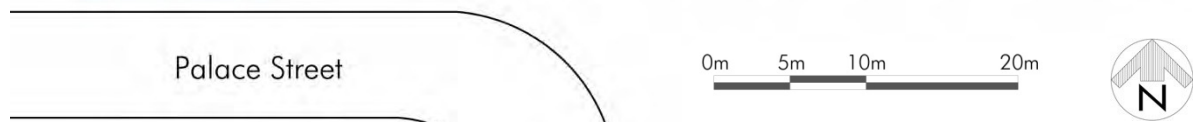
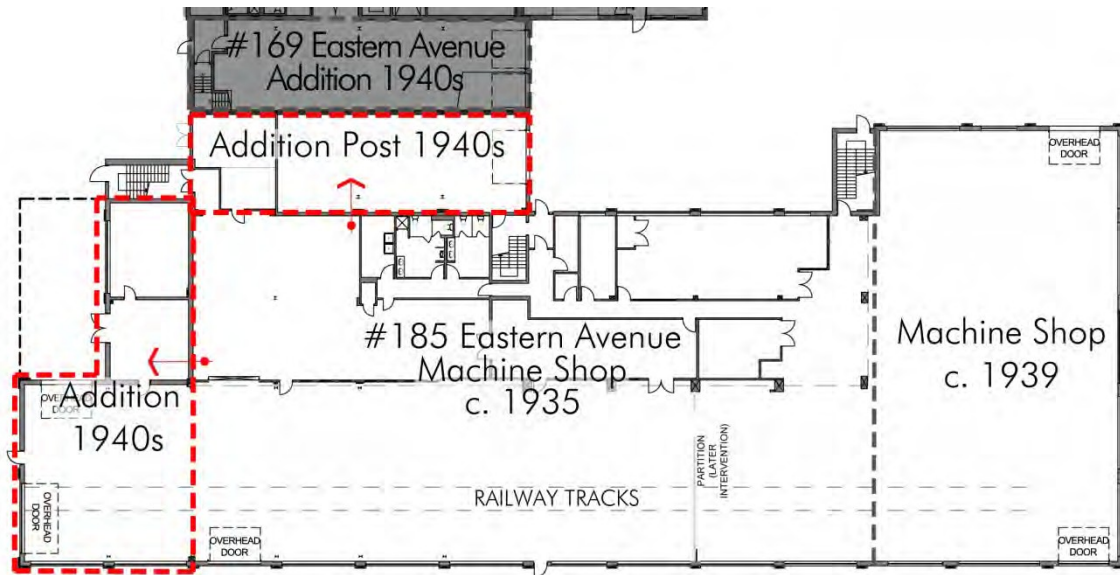


Figure 72: 185 Eastern Avenue – Machine Shop – Ground Floor Plan
Credit: Base drawings provided by ECOH 2020, Google Maps and Annotated by SBA, February 2021

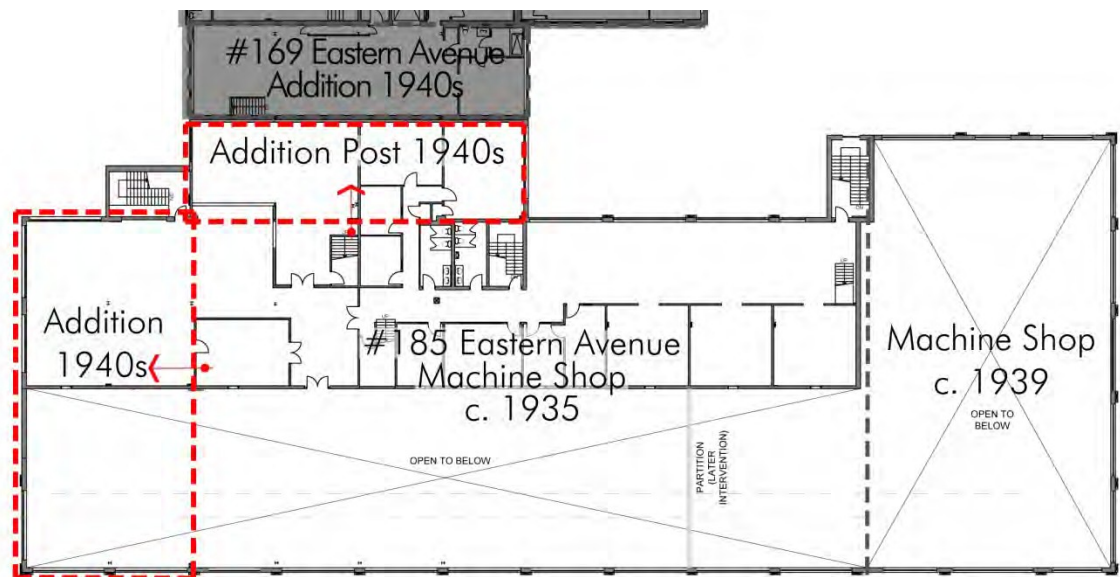


Figure 73: 185 Eastern Avenue – Machine Shop – Second Floor Plan
Credit: Base drawings provided by ECOH 2020, Google Maps and Annotated by SBA, February 2021

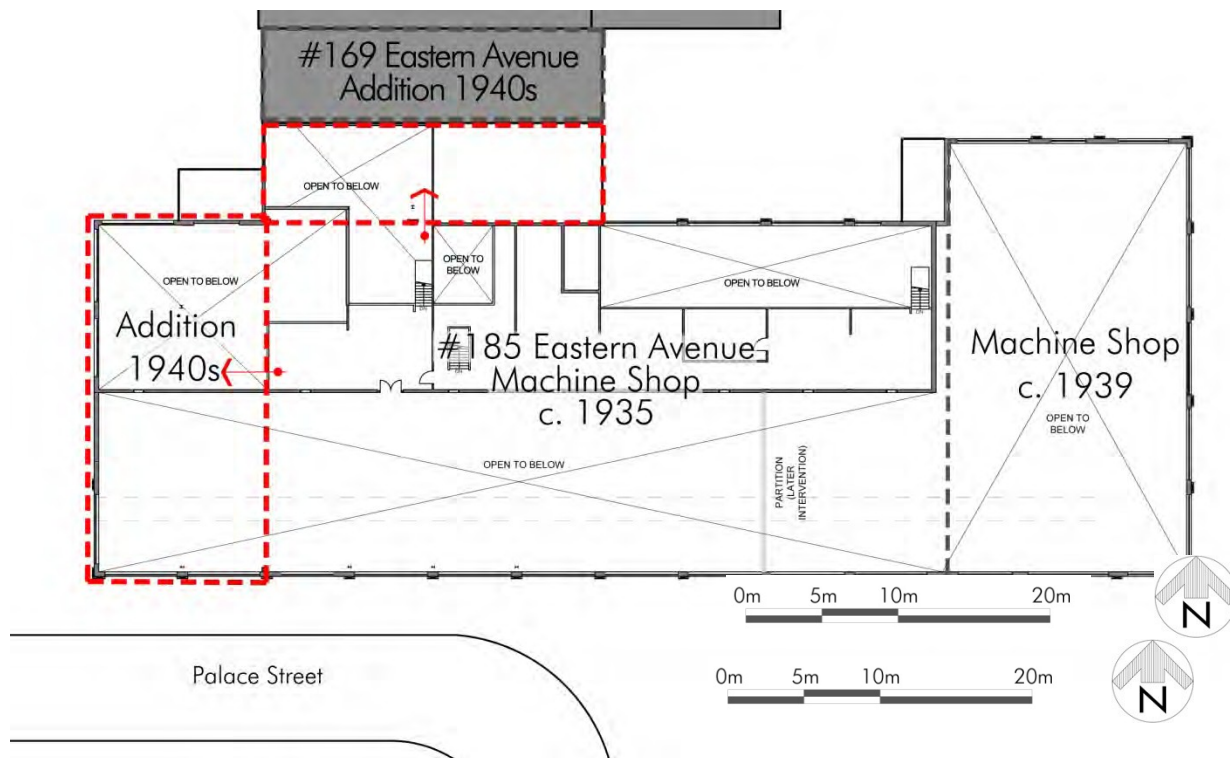


Figure 74: 185 Eastern Avenue – Machine Shop – Mezzanine Floor Plan

Credit: Base drawings provided by ECOH 2020, Google Maps and Annotated by SBA, February 2021

4.2.4.6 Additions

The 1940s addition at the west end mirrors the massing and layout of the original shop with an east-west demising wall. South of the demising wall is an extension of the original shop while north of the wall is shipping and receiving. The extension to the machine shop portion is architecturally similar to that of the shop while the north portion is an open loading bay with storage. Rail tracks and the steel structure for the gantry crane run through the shop portion of the addition.

The west elevation has undergone many utilitarian alterations over the years. The heritage value of the addition is embodied in the south elevation.

There is a second 1940s addition to the north which links the shop to the southern addition of the warehouse at 165 Eastern Avenue. This utilitarian addition has undergone a myriad of changes and is of little heritage value.

4.2.4.7 Fitments & Equipment

Railway tracks embedded in the concrete floor run the entire length of both shops and the addition.

An independent steel structure for the gantry cranes is in both of the shops. The cranes have been removed.



Figure 75: 1935 Machine Shop showing equipment structure on north and south walls
Credit: SBA, November 2020



Figure 76: 1939 Machine Shop showing equipment structure
Credit: SBA, November 2020



Figure 77: 1935 Machine Shop showing railway tracks embedded in the slab
Credit: SBA, February 2021

4.2.4.8 Condition Assessment

The masonry walls are generally in fair to good condition with the exception of discrete areas inclusive of areas adjacent to grade that have been mechanically impacted or affected by snow/ice and salt. Discrete areas of stained masonry were noted below the concrete windowsills, masonry damage at areas of exposed steel and metal fittings, discrete areas of spalled brick, and areas where earlier campaigns of masonry repairs that did not match the original mortar and coursing.

The industrial steel sash windows were found by Commonwealth (2010) to be in a similar condition to those of the Cleaning Room, but the south facing windows in the original shop had an additional problem. The weight of the steel sash and thermal expansion and contraction of the sash is effectively rotating the steel C-channel outward and causing the channel to bow to the centre of the window openings. In some cases, the problem is related to the removal of the toggles that allowed the units to expand and contract with thermal variations. Some of the toggles have been replaced with fixed bolted connections that do not allow the units to move with temperature variations. The problem should be assessed by a structural engineer and corrective measures implemented.

4.3 Heritage Integrity

4.3.1 The Setting

This streetscape (*refer to Appendix B*) provides a visual link to the industrial history of the property and the theme of railway expansion 1910-1960. The complex is one of the only remaining examples of an industrial complex borne of the time of railway expansion within the immediate area. The masonry streetwall formed by the buildings of the property has heritage integrity because it makes the history of the composite property discernible as an industrial complex.

4.3.2 The Cleaning Room – 153 Eastern Avenue

Despite the recent infill demolition in the southwest corner the building retains a high degree of heritage integrity both for its massing and its large open interior space.

Although the windows will have to be replicated for new uses, they are available complete with period hardware.

The gantry crane and its supporting structure is an important element of the heritage integrity.

The large openings caused by the demolition in the southwest corner could remain to exemplify the roll renewed community interest paid in the conserving the building.

4.3.3 Warehouse – 169 Eastern Avenue

Although the oldest building on the property, the building type of a warehouse/office is ancillary to the theme of railway expansion in the early 20th century associated with the foundry and manufacturing use of the original large Dominion Wheel & Foundries Ltd.'s site.

The building no longer resembles a stand-alone warehouse but has been so closely linked to the office building at 171 Eastern that it now resembles an office building with an inverted hierarchy of floors - the lower floor to ceiling level on the bottom and the higher on the upper floor.

The building no longer has a front door. Instead it has a hidden entrance door that is half a level above grade/ground floor level and accesses a fire stair. All but two of the ground floor wood windows have been replaced by unsympathetic fixed double-glazed windows and are not of heritage interest.

4.3.4 Office – 171 Eastern Avenue

The building type, office, is ancillary to the theme of rail associated foundry and manufacturing use of the original large Dominion Wheel & Foundries Ltd.'s site.

Although the original building has undergone few alterations it no longer resembles a stand-alone building but is linked to the Warehouse building at 171 Eastern. This link has heritage value because it strengthens the Eastern Avenue streetwall presence of the complex.

The heritage integrity is also lessened by the loss of all original wood windows except on the second floor facing Eastern Avenue and the decorative concrete coping.

4.3.5 Machines Shops – 185 Eastern Avenue

Both Machine Shops retain a high degree of heritage integrity for massing and their unaltered large open interior spaces.

The two-bay addition to the west that expands the original Machine Shop retains much of its heritage integrity and is of heritage interest.

The north portion of the both the addition and the original shop have been altered over time, contained ancillary uses, and have a lower heritage interest. The addition to the north has no value or interest.

The windows have high heritage integrity, but their condition is such they will have to be replicated for new uses. New steel windows are available complete with period hardware.

The gantry crane, supporting structure, and railway tracks are important elements of the heritage integrity.

5. Community Input

5.1 City Engagement

City staff expressed interest in the potential heritage value of the property and as a result of processes regarding the potential future use of the property the City requested:

- i. An updated Cultural Heritage Evaluation (CHER) with an updated Statement of Cultural Heritage Value (SCHV), both of which to be produced by a qualified independent heritage consultant.
- ii. Community engagement.

Upon being commissioned by IO to undertake the CHER Jane Burgess (SBA) met with Mary MacDonald, Senior Manager of Heritage Planning, and Joseph Muller, Program Manager of Heritage Planning, of City Preservation Services to review the scope of SBA's work and to provide feedback from the City regarding the intended scope.

The completed CHER inclusive of the updated SCHV was forward to Mary MacDonald and Joseph Muller for review and comment, to fulfill the procedures outlined within the MOI Heritage Identification and Evaluation Process (MOI, August 2016), in conformity to the *Standards and Guidelines*, and in response to the above-noted City request. The City received and made minor comments on the CHER, and accepted its analysis and recommendations.

5.2 Public Engagement

There has been community interest in the foundry complex for many years as the surrounding area of the West Don Lands has undergone significant expansion, densification, and development. In January, 2021 public engagement in the property became particularly acute with the commencement of the demolition of structures on the property.

In order to better understand the community's interest, the Government of Ontario organized community engagement sessions both via virtual meetings and written submissions.

5.2.1 Local Community Group Meetings

Three local groups provided presentations about the property at virtual meetings convened on February 24th, 2021: the Corktown Residents and Business Association, the West Don Lands Association, and the St. Lawrence Neighbourhood Association. All three groups noted great interest in the property and presented materials related to the heritage value of the buildings and setting of the property and as part of a cultural heritage landscape, as well as its value to the West Don Lands community. The government attendees included key leaders responsible for affordable housing, government realty and protection of heritage, three Assistant Deputy Ministers from the Ministries of Municipal Affairs and Housing, Government and Consumer Services, and Heritage, Sport, Tourism and Culture Industries, as well as a Senior Vice-President from Infrastructure Ontario.

Themes

All organizations recognized the property and its setting as a landmark within the West Don Lands community and a complex that helped to discern the industrial past of this area of the City of Toronto. All of the groups supported the potential heritage designation of the property.

5.2.2 Web Based Engagement

In addition to the virtual meetings the government engaged the public via the central provincial consultation portal (Ontario.ca/consultation). It was promoted online through social media (Twitter,

LinkedIn). The government received 438 unique written submissions from the public via the online portal.

Themes

The majority of respondents celebrated the heritage of the property and noted that it remained a strong example of the area's industrial past. The Dominion Foundry was noted to have a linkage to the Distillery District to the west.

5.3 Conclusions

The consultation focused on the potential heritage value of the site. The feedback was fairly unified in its themes and content. The property was recognized by the public and by the City alike as having potential cultural heritage value and significance for its relationship to the City's industrial past, and that the complex (even as reduced from its original footprint) was of local interest as a surviving example of an industrial complex.

6. Summary of Resources / Sources Cited

Government Policies and Resources:

Ontario Heritage Act (R.S.O. 1990)
Standards and Guidelines for the Conservation of Provincial Heritage Properties (OHA, 2010)
City of Toronto Official Plan (rev. 2019)
“A Place to Grow,” 2020.
MOI I & E Process (MOI, August 2016)

Reports and Studies

Archaeological Services Inc.
2003 Stage 1 Archaeological Assessment of Ten ORC West Donlands Properties, City of Toronto. CIF
#P047-017, P047-018, P047-033, and P-047-040.

CH2M Hill

2011 Summary of Phase Two Environmental Site Assessment Investigation at 153 Eastern Avenue,
Toronto, Ontario. Technical memorandum to Infrastructure Ontario.

City of Toronto

- 2004 153-185 Eastern Avenue (Dominion Wheel and Foundries Company) – Inclusion on the City of Toronto Inventory of Heritage Properties. Toronto Staff Report.
- 2020 Letter January 24th from Gregg Lintern, Chief Planner to Joshua Paul, ADM (MMAH) regarding concerns with the IO’s HIA October 2020.
- 2021 Public Report – Stopping the Demolition to Protect Ontario’s Heritage Foundry Buildings – 153-185 Eastern Avenue

Commonwealth Historic Resource Management Limited

2008 Conservation Assessment Windows & Doors B80086 No. 153 Eastern Avenue, B81484 No. 169 Eastern Avenue, B80102 No. 171 Eastern Avenue, B80129 No. 185 Eastern Avenue, West Don Lands, Toronto, Ontario.

ERA Architects

2011 The West Don Lands Public Realm. Heritage Analysis and Interpretation Plan

Infrastructure Ontario

2020 Oct Draft Heritage Impact Assessment: 153-185 Eastern Avenue (Former Dominion and Wheel Foundries Company). B80086 No. 153 Eastern Avenue, B81484 No. 169 Eastern Avenue, B80102 No. 171 Eastern Avenue, B80129 No. 185 Eastern Avenue.

Ministry of Heritage, Sport, Tourism and Culture Industries

- 2010 Standards and Guidelines for the Conservation of Provincial Heritage Properties.
- 2016 Information Bulletin 3: Heritage Impact Assessments for Provincial Heritage Properties.

Philip Goldsmith Architect

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Stevens Burgess Architects Ltd.

2020 Cultural Heritage Documentation Report: 153-185 Eastern Avenue (Former Dominion and Wheel Foundries Company). B80086 No. 153 Eastern Avenue, B81484 No. 169 Eastern Avenue, B80102 No. 171 Eastern Avenue, B80129 No. 185 Eastern Avenue.

Unterman McPhail Associates

2006 Draft West Donlands Phase 2 Cultural Heritage Study Report 2 of 5 Built Heritage Inventory. B80025 No. 104 Eastern Avenue, B80153 2 St. Lawrence Street & Former Dominion Wheel & Foundries Ltd. B80086 No. 153 Eastern Avenue, B81484 No. 169 Eastern Avenue, B80102 No. 171 Eastern Avenue, B80129 No. 185 Eastern Avenue.

2010 WaterfrontToronto: Heritage Impact Assessment – Cleaning Room Building, Dominion Wheel & Foundries Ltd., Founry District Energy Centre, No. 153 Eastern Avenue, Toronto ON prepared for Kongats Architects

Urban Design Associates

2006 West Don Lands Block Plan and Design Guidelines

Archival Sources and Maps:

Boulton's Historical Atlas

City of Toronto Assessment Rolls

City of Toronto Building Permit Records

City of Toronto Directory

Goad's Fire Insurance Plans for the City of Toronto

City of Toronto Aerial Photos

<https://www.toronto.ca/city-government/accountability-operations-customer-service/access-city-information-or-records/city-of-toronto-archives/whats-online/maps/aerial-photographs/>

Online Sources:

<https://www.thecanadianencyclopedia.ca/en/article/toronto-feature-carrying-place-trail-humber-river>

www.toronto.ca/city-government/accessibility-human-rights/indigenous-affairs-office/land-acknowledgement/

<https://www.toronto.ca/city-government/accountability-operations-customer-service/access-city-information-or-records/city-of-toronto-archives/whats-online/web-exhibits/no-little-plans-alternative-building-and-transportation-visions-for-toronto/no-little-plans-housing/>

<https://www.trha.ca/trha/history/railways/canadian-national-railway/>

<https://waterfrontoronto.ca/nbe/portal/waterfront/Home/waterfronthome/projects/corktown+comm on>

University of Toronto Alumni. Edward Moore Proctor.

Access:<<http://alumni.utoronto.ca/s/731/index.aspx?sid=731&gid=36&pgid=2043>>.

University of Toronto Alumni. Donald Blaine Redfern.

Access:<<http://alumni.utoronto.ca/s/731/index.aspx?sid=731&gid=36&pgid=2164>>.

Books and Periodicals:

Canadian Machinery and Manufacturing News. IX, January 2, 1913.

Disher, J.W. and E. A. W. Smith. *By Design: The Role of the Engineer in the History of the Hamilton Burlington Area*.

Hamilton, ON: Hamilton Engineering Interface, Inc., 2001.

Engineering and Contract Record, April 24, 1940).

Lemos, Coralina *Corktown: The History of a Toronto Neighbourhood and the People Who Made It*.

Toronto: Coralina Lemos, 2018.

The Globe and Mail

Turner, Glenn. *The Toronto Carrying Place: Rediscovering Toronto's Most Ancient Trail*.

Toronto: Dundurn, 2015.

SECTION 2: EVALUATION

1. Evaluation

Based upon the research conducted in Section 1: Cultural Heritage Research, SBA has undertaken the following evaluation of the properties at 153-185 Eastern Avenue. SBA has evaluated each building as well as the setting in order for the evaluation of potential cultural heritage value to be comprehensive of both the the parts and its whole and to reflect the property as a complex.

A property is evaluated for its Cultural Heritage Value or Interest (CHVI) on the basis of direct evidence that supports the determination of CHVI and the level of significance. The criteria set out in the regulation were developed to identify and evaluate properties for designation under the OHA. Best practices in evaluating properties that are not yet protected employ O. Reg. 9/06 to determine if they have CHVI. These criteria include design or physical value, historical or associative value and contextual value (MHSTCI 2006:20–27). A property may be designated under Section 29 of the *Ontario Heritage Act* if it meets one or more of the criteria for determining whether it is of cultural heritage value or interest.

The criteria are insufficient of themselves to make a comprehensive determination. Factors such as condition and integrity of heritage attributes as well as a community's interest or value placed must also be taken into account.

1.1 Reg. 9/06 OHA - Evaluation of CULTURAL HERITAGE VALUE OR INTEREST

1.1.1 Cultural Heritage Landscape –The Setting

1. The property has design value or physical value because it,		
i. is rare, unique, representative or early example of a style, type, expression, material or construction method,	Yes	The property is the only remaining representation of an industrial complex associated with the theme of railway expansion (1920 -1960) in the precinct. The industrial complex is an incomplete example because the original property encompassed land to the west.
ii. Displays a high degree of craftsmanship or artistic merit,	No	The property organization was utilitarian.
or iii. Demonstrates a high degree of technical or scientific achievement.	No	
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,	Yes	The property has a direct association with the theme of railway expansion, 1910-1960. The Dominion Wheel & Foundry Co. Ltd. were manufacturers of iron parts and assembled rolling stock for Canadian National Railways.
ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or	Yes	The complex contributes to the understanding of the development of the area in the first part of the twentieth century into an industrial sector in the city that displaced housing for the expansion of the railway industry within the precinct.
iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community	No	There is no record of any architect or builder of note. It is probable that the Dominion Wheel & Foundries Ltd.'s in-house engineers undertook the site design of the buildings prior to 1939 when the firm of James Procter and Redfern Engineers were retained.
3. The property has contextual value because it,		
i. is important in defining, maintaining or supporting the character of an area,	No	The area has been totally transformed into a high-rise residential community served by a redesigned road network. The masonry streetwall provides a linkage to the industrial past of the area as well as a link to the adjacent Distillery District.
ii. is physically, functionally, visually or historically linked to its surroundings, or	Yes	Historically the property is linked to when rail lines ran through the property (today they run south of Mills St. just to the south of the property). Visually it is the last remaining brick industrial streetwall on Eastern Avenue and terminates the Tannery Rd. view corridor.
iii. is a landmark	Yes	It is a landmark within the West Don Lands community precinct although not within the City as a whole.

1.1.2 The Cleaning Room - 153 Eastern Avenue (B80086)

1. The property has design value or physical value because it,		
i. is rare, unique, representative or early example of a style, type, expression, material or construction method,	Yes	It is an excellent and representative mid-twentieth century industrial vernacular-type building
ii. Displays a high degree of craftsmanship or artistic merit,	No	
or iii. Demonstrates a high degree of technical or scientific achievement.	No	Typical industrial construction of the time.
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,	Yes	Direct association with the Dominion Wheel & Foundries Ltd and the theme of railway expansion 1910-1960. The casts from the forge located on the property to the west were cleaned (ground smooth) here.
ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or	Yes	It contributes to the understanding of the industrial nature of the community in the early twentieth century
iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community	Yes	A robust industrial building with restrained classical features. It was designed by Proctor, Redfern & Laughlin, Consulting (civil) Engineers, a highly respected engineering company throughout Canada but better known for their large-scale infrastructure projects.
3. The property has contextual value because it,		
i. is important in defining, maintaining or supporting the character of an area,	No	The area has been totally transformed into a high-rise residential community served by a redesigned road network.
ii. is physically, functionally, visually or historically linked to its surroundings, or	Yes	Physically the building anchors the northwest corner of the complex that forms part of the only remaining brick industrial streetwall along Eastern Avenue.
iii. is a landmark	Yes	It contributes to the complex which is a landmark in the West Don Lands community

1.1.3 The Warehouse – 169 Eastern Avenue (B81484)

1. The property has design value or physical value because it,		
i. is rare, unique, representative or early example of a style, type, expression, material or construction method,	No	It is not a good or representative example of a warehouse from the first part of the twentieth century.
ii. Displays a high degree of craftsmanship or artistic merit,	No	
or iii. Demonstrates a high degree of technical or scientific achievement.	No	Typical construction of the time.
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,	Yes	The original building on the property constructed in 1912, it has direct Association with Dominion Wheel & Foundries Ltd and the theme of railway expansion 1910-1960. The patterns for castings were stored here as well as in the offices.
ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or	No	As an ancillary structure it does not directly contribute to the industrial nature of the area in the early part of the twentieth century.
iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community	No	It was likely designed by Dominion Wheel Foundries in house engineers.
3. The property has contextual value because it,		
i. is important in defining, maintaining or supporting the character of an area,	No	The area has been totally transformed into a high-rise residential community served by a redesigned road network.
ii. is physically, functionally, visually or historically linked to its surroundings, or	Yes	It supports part of the only remaining brick industrial streetwall along Eastern Avenue even though it in itself is not an industrial type building.
iii. is a landmark	Yes	Even though it is not an industrial type building it contributes to the industrial complex, which is a landmark in the West Don Land community

1.1.4 The Office – 171 Eastern Avenue (B80102)

1. The property has design value or physical value because it,		
i. is rare, unique, representative or early example of a style, type, expression, material or construction method,	No	It is not a good or representative example of an office from the first part of the twentieth century.
ii. Displays a high degree of craftsmanship or artistic merit,	No	
or iii. Demonstrates a high degree of technical or scientific achievement.	No	Typical construction of the time.
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,	Yes	Direct association with Dominion Wheel & Foundries Ltd and the theme of railway expansion 1910-1960. Patterns for castings were stored here as well as in the Warehouse.
ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or	No	As an ancillary structure it does not directly contribute to the industrial nature of the area in the early part of the twentieth century.
iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community	No	It was likely designed by in-house engineers of the Dominion Wheel & Foundries Ltd.
3. The property has contextual value because it,		
i. is important in defining, maintaining or supporting the character of an area,	No	The area has been totally transformed into a high rise residential community served by a redesigned road network.
ii. is physically, functionally, visually or historically linked to its surroundings, or	Yes	Physically the building anchors the northwest corner of the complex that forms part of the only remaining brick industrial streetwall along Eastern Avenue.
iii. is a landmark	Yes	It contributes to the complex, which is a landmark in the West Don Lands community

1.1.5 The Machine Shops – 185 Eastern Avenue (B80129)

1. The property has design value or physical value because it,		
i. is rare, unique, representative or early example of a style, type, expression, material or construction method,	Yes	It is an excellent representative mid-twentieth century industrial type building
ii. Displays a high degree of craftsmanship or artistic merit,	No	
or iii. Demonstrates a high degree of technical or scientific achievement.	No	
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,	Yes	Direct association with Dominion Wheel & Foundries Ltd and the theme of railway expansion 1910-1960. A private siding ran through the building to facilitate the assembly of railway cars.
ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or	Yes	It contributes to the understanding of the industrial nature of the area in the early twentieth century
iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community	Yes	The 1939 Machine Shop was designed by James, Proctor & Redfern Consulting Engineers, a highly respected civil engineering company throughout Canada. It is the first structure they built on the property.
3. The property has contextual value because it,		
i. is important in defining, maintaining or supporting the character of an area,	No	The area has been totally transformed into a high rise residential community served by a redesigned road network.
ii. is physically, functionally, visually or historically linked to its surroundings, or	No	Physically the buildings define the southern extent of the complex today, but historically the southern boundary was defined by the railway lines. Tannery Road view corridor terminates at the original machine shop.
iii. is a landmark	Yes	It contributes to the complex, which is a landmark in the West Don Lands community

The property at 153-185 Eastern Avenue meets one or more of the criteria outlined in O. Reg. 9/06, and therefore meets the criteria for Designation and may be considered a Provincial Heritage Property (PHP).

1.2 Regulation 10/06 OHA - Cultural Heritage Evaluation

O. Reg. 10/06 Criteria	Meets Criteria	Rationale
The property represents or demonstrates a theme or pattern in Ontario's history.	No	While this property does provide information on the theme of railway lands expansion in Toronto 1910-1960, the remaining structures associated with this property are relatively common examples in the province. The property is in incomplete example; the original site was larger and spanned further to the west. The loss of the original foundry (located on the western part of the original site) also lessens the contribution.
The property yields, or has the potential to yield, information that contributes to an understanding of Ontario's history.	No	This property is a layered site that initially served other purposes and was adapted for industrial use. It was originally a residential site and now is returning to a residential site. The provincial contribution to the property only dates from the expropriation in the 1980s.
The property demonstrates an uncommon, rare or unique aspect of Ontario's cultural heritage.	No	Provincial examples of complexes and facilities from a contemporaneous era are better demonstrated at London, Kingston, Orillia, Brockville, and St. Thomas.
The property is of aesthetic, visual or contextual importance to the province.	No	The property is a partially retained industrial complex with multiple structures typical of the era. There is little that would add to the provincial portfolio of heritage buildings by including the structures.
The property demonstrates a high degree of excellence or creative, technical or scientific achievement at a provincial level in a given period.	No	The property is typical of the level of scientific, creative and technical knowledge being applied in this period.
The property has a strong or special association with the entire province or with a community that is found in more than one part of the province. The association exists for historic, social, or cultural reasons or because of traditional use.	No	There is no strong or special association with the entire province or with a community that is found in more than one part of the province.
The property has a strong or special association with the life or work of a person, group or organization of importance to the province or with an event of importance to the province.	No	There is no strong or special association with a person or group. The owner, Joseph Kilpatrick was a nationally recognized industrialist but there is little evidence of a particularly strong connection to this property. The Dominion Wheel & Foundries Ltd had a head office in Toronto and plants across eastern Canada. In 1955 they were taken over by Iron Foundries Ltd of Montreal who remained on the property until 1980. The Dominion Wheel & Foundries Ltd. was one of several foundries operating in the province. Proctor & Redfern Engineers were founded in 1916 by two civil engineers and better known for large scale infrastructure projects throughout the province and Canada.

Since the property at 153-185 Eastern Avenue does not meet one or more of the criteria outlined in O. Reg. 10/06, it cannot be considered a provincial heritage property of provincial significance (PHPPS).

2. Conclusions

This report concludes that the property meets the criteria for a Provincial Heritage Property (PHP) under *OHA O. Reg 9/06* but does not meet the criteria for a Provincial Heritage Property of Provincial Significance (PHPPS) under *OHA O. Reg 10/06*.

3. Draft Statement of Cultural Heritage Value

Description of the Property

The 2.3-acre property occupies a block bounded by Eastern Avenue to the north, Cherry Street to the west, Place Street to the south, and a privately owned public open space (previously Overland) to the east. The property contains four major buildings. Two of the buildings – the Cleaning Room (153 Eastern Avenue) and Machine Shops (185 Eastern Avenue) – are industrial type buildings while the Warehouse (169 Eastern Avenue) and the Office (171 Eastern Avenue) are office type buildings.

The four, two-storey brick buildings create a homogeneous complex. The Cleaning Room (153 Eastern Ave) and the Machine Shops (185 Eastern Ave) are excellent examples representative of mid-twentieth century industrial-type buildings. The Warehouse (169 Eastern Ave) and the Office (171 Eastern Ave) are typical modest office- type buildings of their period.

Description of Cultural Heritage Value

The complex is one the only remaining, albeit incomplete, examples of an industrial complex borne of a period of railway expansion within the newly redeveloped precinct: the West Don Lands. It is the eastern portion of the twentieth century property of the Dominion Wheel & Foundries Ltd., a company whose occupancy of the property is associated with the industrial support of Canadian railways, which had a significant role in the community from the 1910s to the 1960s. The property yields an understanding about the area as an industrial centre and the theme of railway expansion during the first half of the 20th century.

The Cleaning Room and the 1939 Machine Shop were designed by the highly respected engineering firm of Procter, Redfern and Laughlin.

The decline in industrial activity (1960-2000) resulted in a transitioning into a new residential precinct. The West Don Lands and the area fundamentally transformed with new street patterns supporting the new residential land use. The portion of Eastern Avenue where the property is located is one of the few streets remaining from the early nineteenth century. The Machine Shop forms the termination point for the view corridor up the new street Tannery Road.

The property is a landmark within the West Don Lands community and the four buildings support a key linkage to the area's industrial past.

Description of the Heritage Attributes

Cultural Heritage Landscape – Setting

- Buildings built tight to the property lines;
- A two storey brick masonry streetwall along both Eastern Avenue and Palace Street punctuated by open space gaps.
- A balance of built form and open space distributed approximately evenly throughout the site

The Cleaning Room - 153 Eastern Avenue

- Massing and location tight to the north and west property lines

- Solid red brick masonry construction symmetrically organized with four bay south and north facades and six bay east and west facades.
- Large rectangular window openings set between brick piers with concrete sills and fitted with industrial metal sash windows;
- Two-storey large equipment door openings;
- The large open interior space in the southern two thirds of the building, complete with:
 - Exposed brick walls and concrete floor;
 - Steel truss, steel purlins and exposed wood deck
- Fitments include:
 - Secondary Steel structure to support the gantry crane; and,
 - Crane constructed by Sir William Arrol & Co. Ltd., Glasgow, Scotland

The Warehouse - 169 Eastern Avenue

- Massing, and location tight to property line;
- Solid red brick masonry construction symmetrically organized seven bay north façade with decorative in-laid concrete diamond and shield shapes of the central bay;
- Brick banding,
- Window openings, stone sills and brick voussoirs above the openings at the ground level
- Wood single hung windows of second floor with the upper sash divided into three panes.
- Industrial skylights

The Office - 171 Eastern Avenue

- Massing, close to property line;
- Solid orange brown brick masonry construction, symmetrically organized three bay north façade;
- Brick piers springing from a water table course with decorative inlaid concrete diamond and shield shapes;
- Window openings with concrete sills and soldier course headers;
- Checkerboard tiles above the main entry and mimicked in the end bay;
- Wood single hung windows of second floor with the upper sash divided into three panes.
- Fitments of the two safe room doors of the ground floor.

Machine Shops - 185 Eastern Avenue

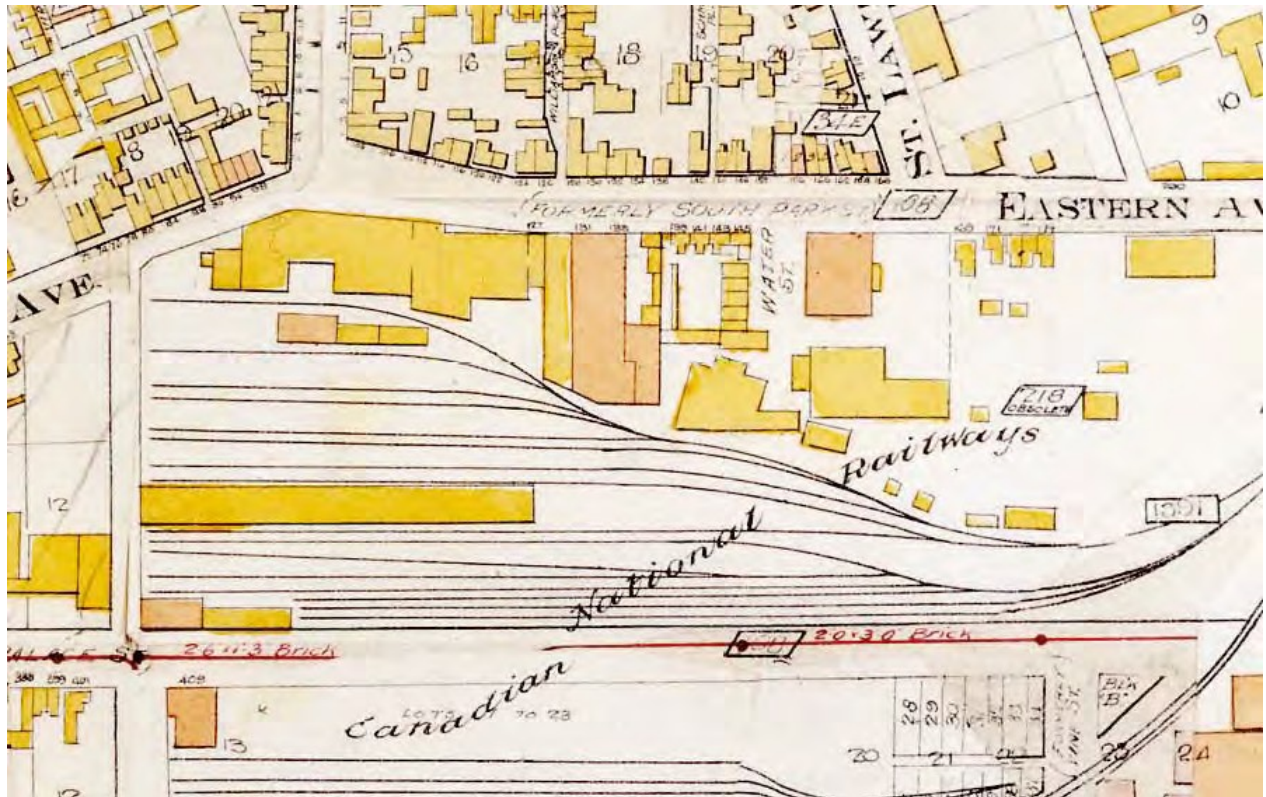
- Massing built tight to south property line.
- Solid red brick masonry construction, symmetrically organized five-bay east elevation (1939), thirteen-bay south elevation (2 bays 1940s + 8 bays 1935, + 3 bays 1939):
 - Brick piers
- Large window openings with concrete sills, steel lintels and intermediary steel structure
- Two-storey large equipment door openings
- Multi-pane industrial sash metal windows complete with brass operating hardware
- The large, two-storey open spaces of both the 1935 and 1939 concrete floored machine shops complete with:
 - Exposed steel beams purlins the 1935 shop,
 - Bowed, open web steel trusses and girts of the 1939 shop, and
 - Both 1935 and 1939 machine shops' exposed wood roof decking
- Fitments include:
 - The secondary steel structure for gantry cranes of both shops
 - The railway tracks that run through the 1940's addition and the 1935 shop through to the 1939 shop.

Appendix A:

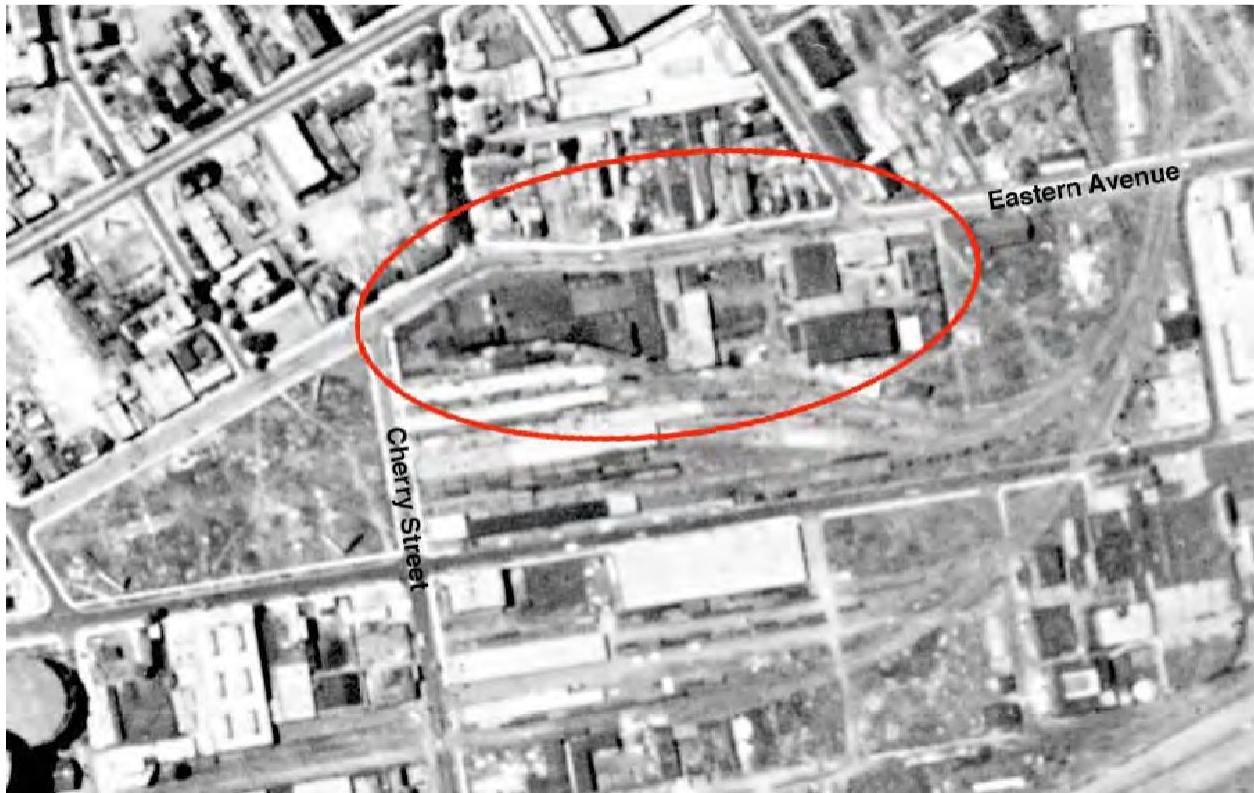
Maps and Figures

Appendix A:

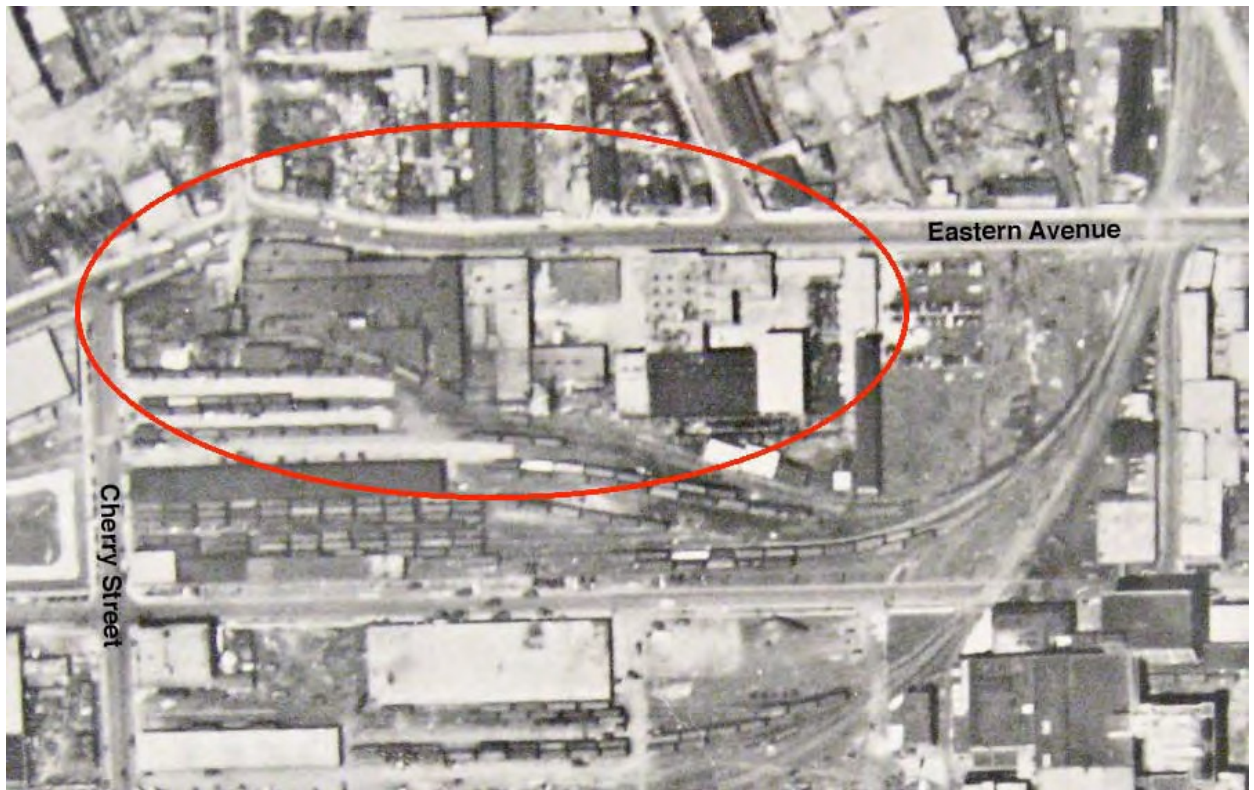
The following are additional maps that form part of the research for the site, as found in Section 3.0. The maps show the development of the site over the course of the early to mid-20th century.



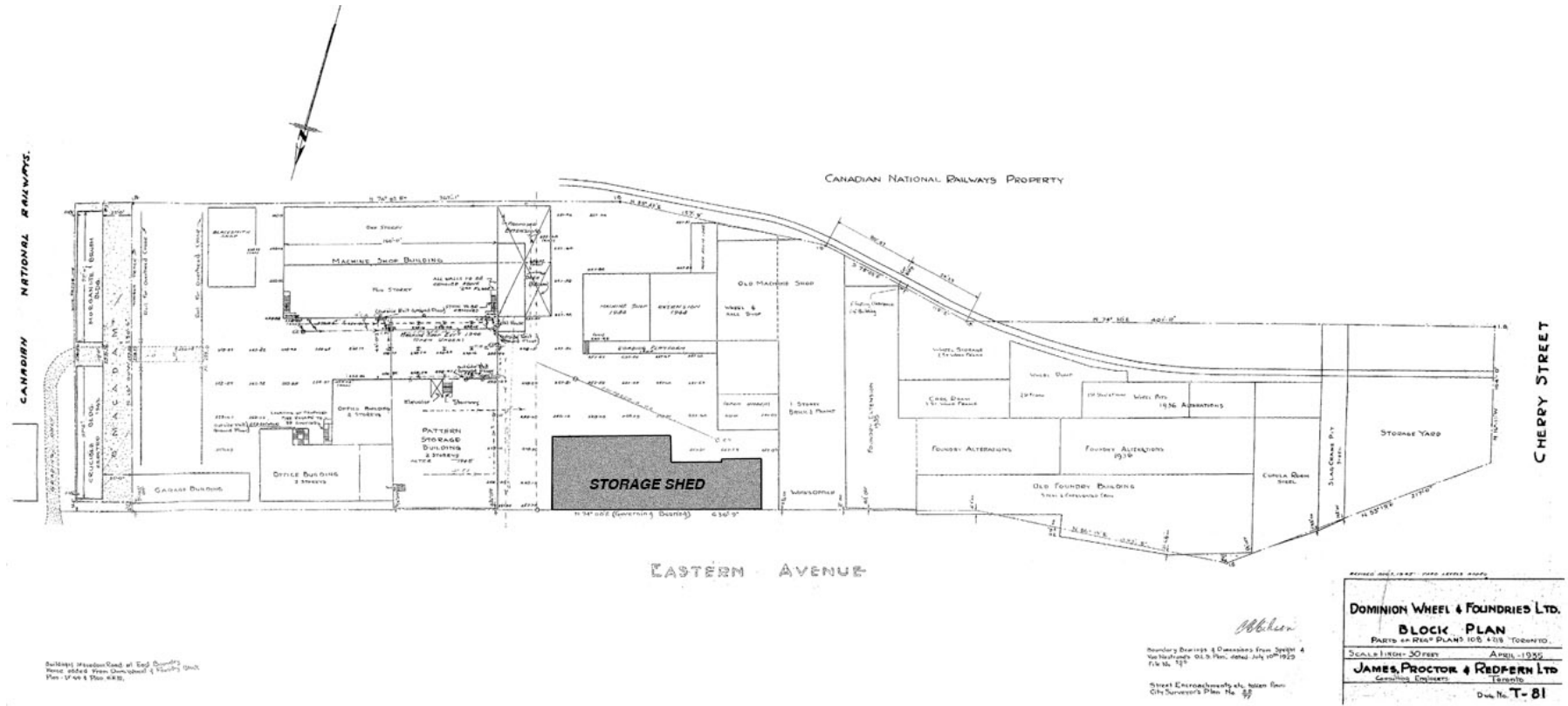
The office, machine shop and cleaning room were located initially with the foundry at the west end of the site.
Credit: Insurance Plan of the City of Toronto, Volume 3, Plate 234, 1931, rev. 1938



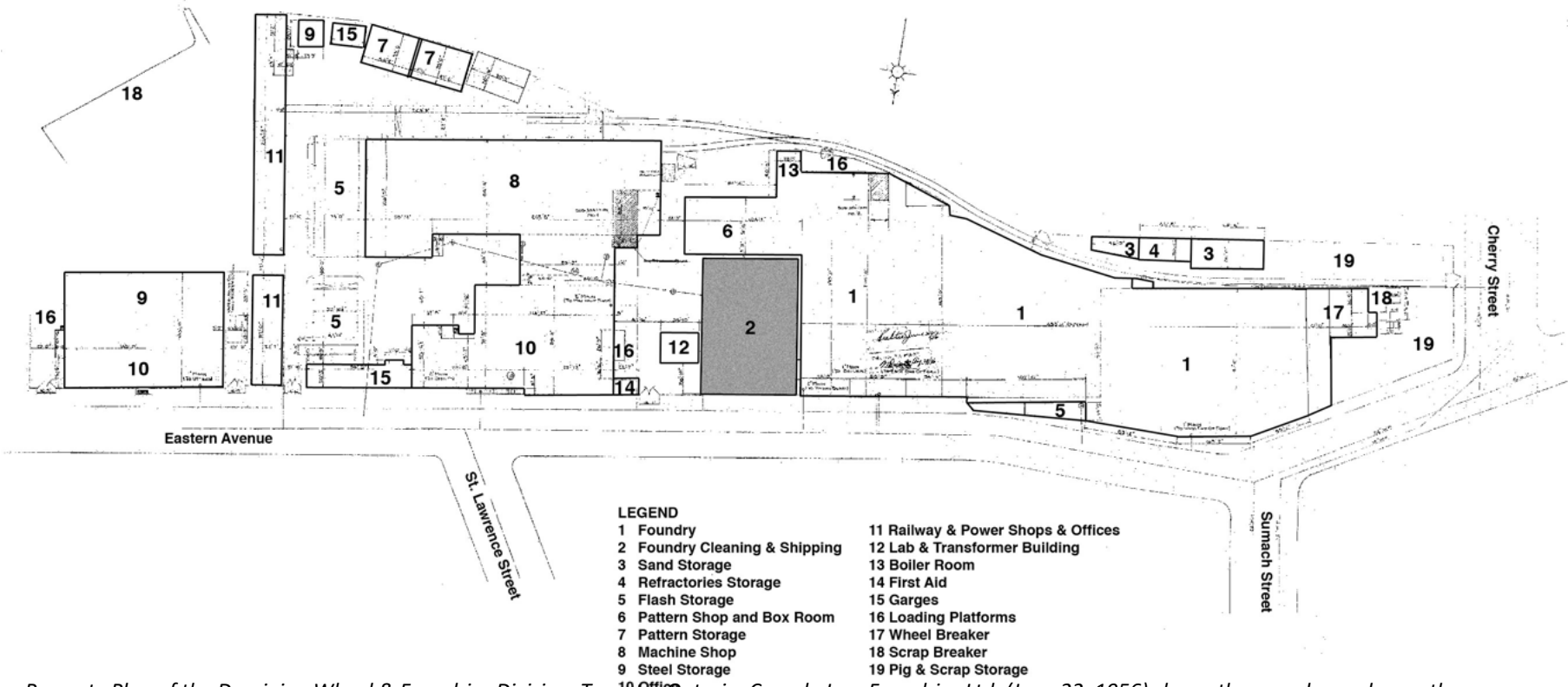
An aerial photograph (1938) indicates the housing has been removed at the southwest corner of Eastern Avenue and Water Street Credit: DEMR & DND, A-6591-38



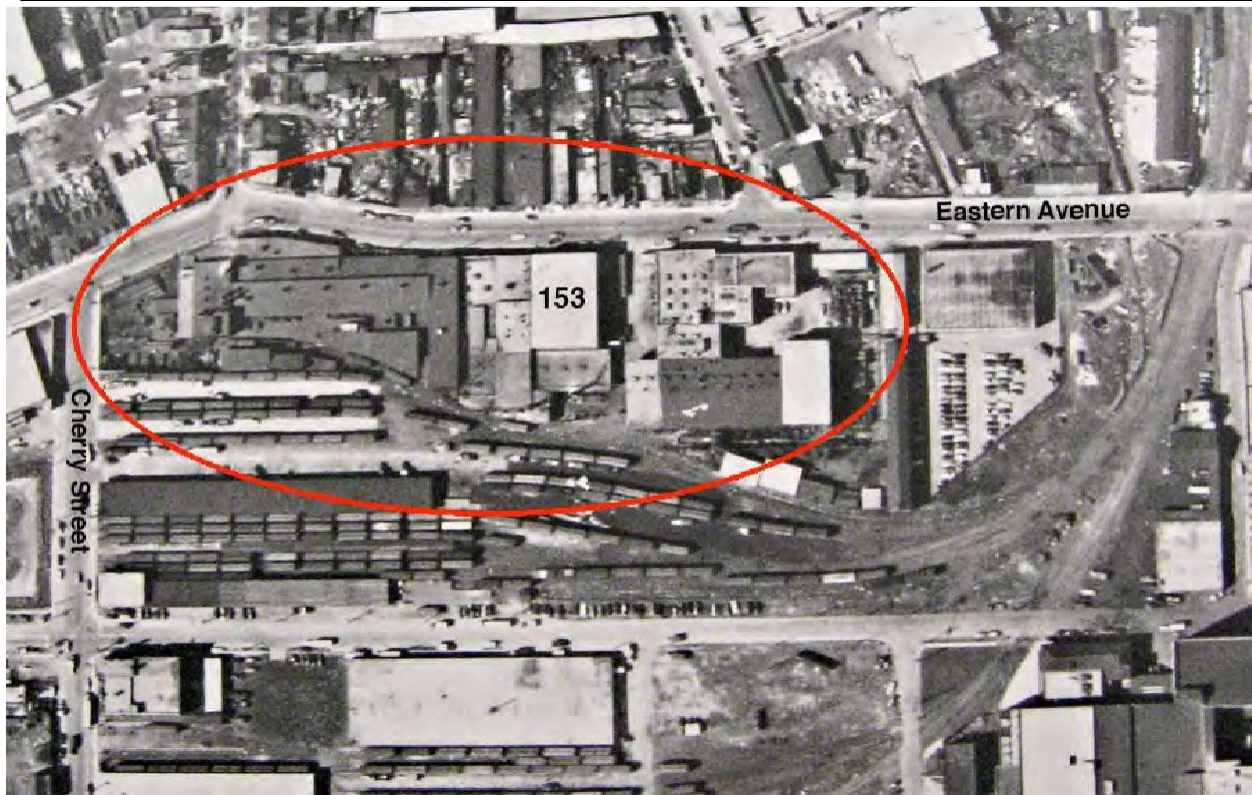
An aerial photograph (1950) shows the storage building on the site of the future Cleaning Room at No. 153 Eastern Avenue. Credit: TA



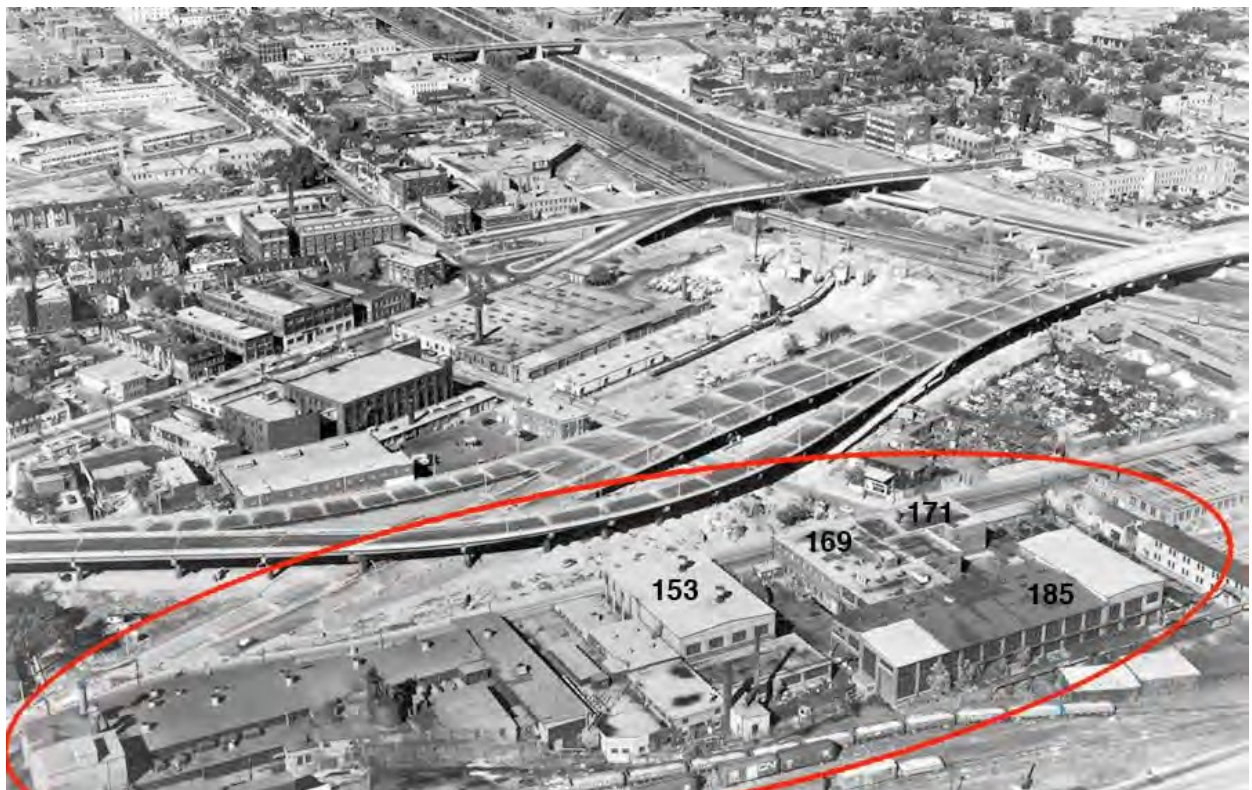
Dominion Wheel & Foundries Ltd. Block Plan prepared by James, Proctor & Redfern Ltd. (April 1935, revised August 3, 1945) depicts a storage shed on the site of the future Cleaning Room at No. 153 Eastern Avenue. Credit: City of Toronto Building Permit No. 85567 as adapted by Unterman McPhail Associates 2010.



Property Plan of the Dominion Wheel & Foundries Division, Toronto, Ontario, Canada Iron Foundries Ltd. (June 22, 1956) shows the complex and recently constructed Cleaning Room building in the middle of the property. Credit: City of Toronto Building Permit No. 38970 as adapted by Unterman McPhail Associates 2010.



An aerial photograph (1953) depicts the introduction of No. 153 between existing structures at the Dominion Wheel & Foundries site. Credit: TA

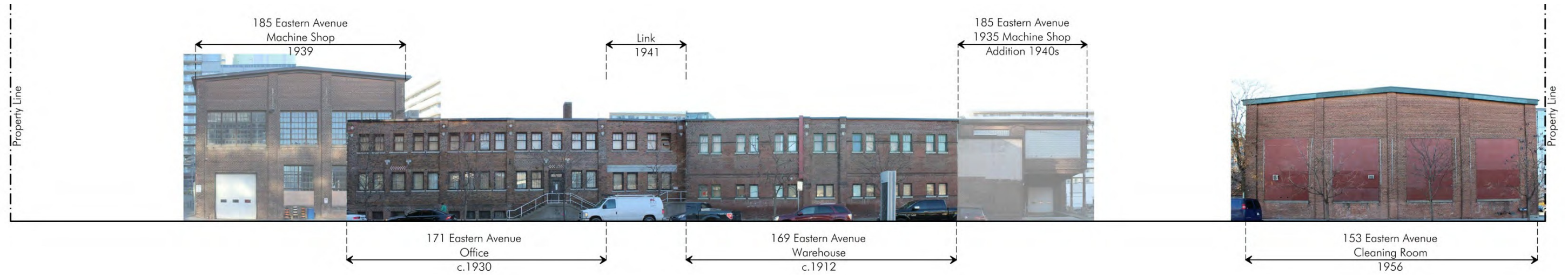


The former Dominion Wheel & Foundries Co. site is shown during the construction of the Don Valley Parkway. Credit: TA, Series 3, File 119, ES21-038, Don Valley Parkway, Oct. 1964.

Appendix B:

Streetscapes

Appendix C: Existing Streetscapes

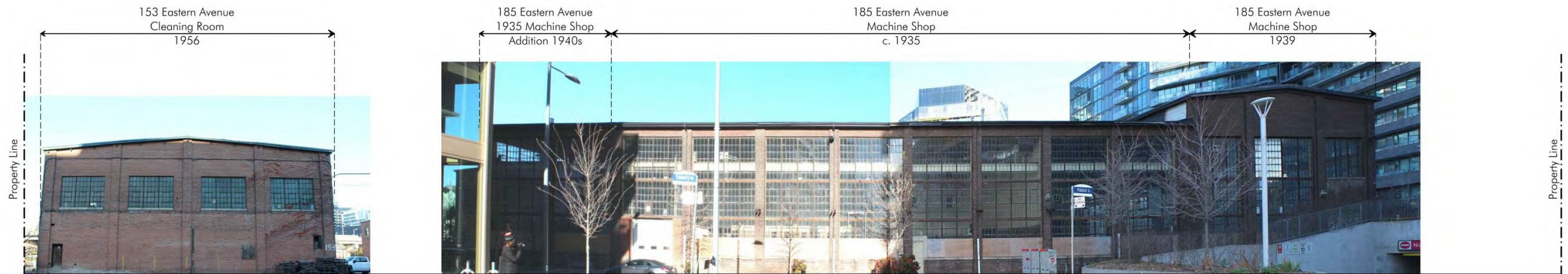


Eastern Avenue Streetscape

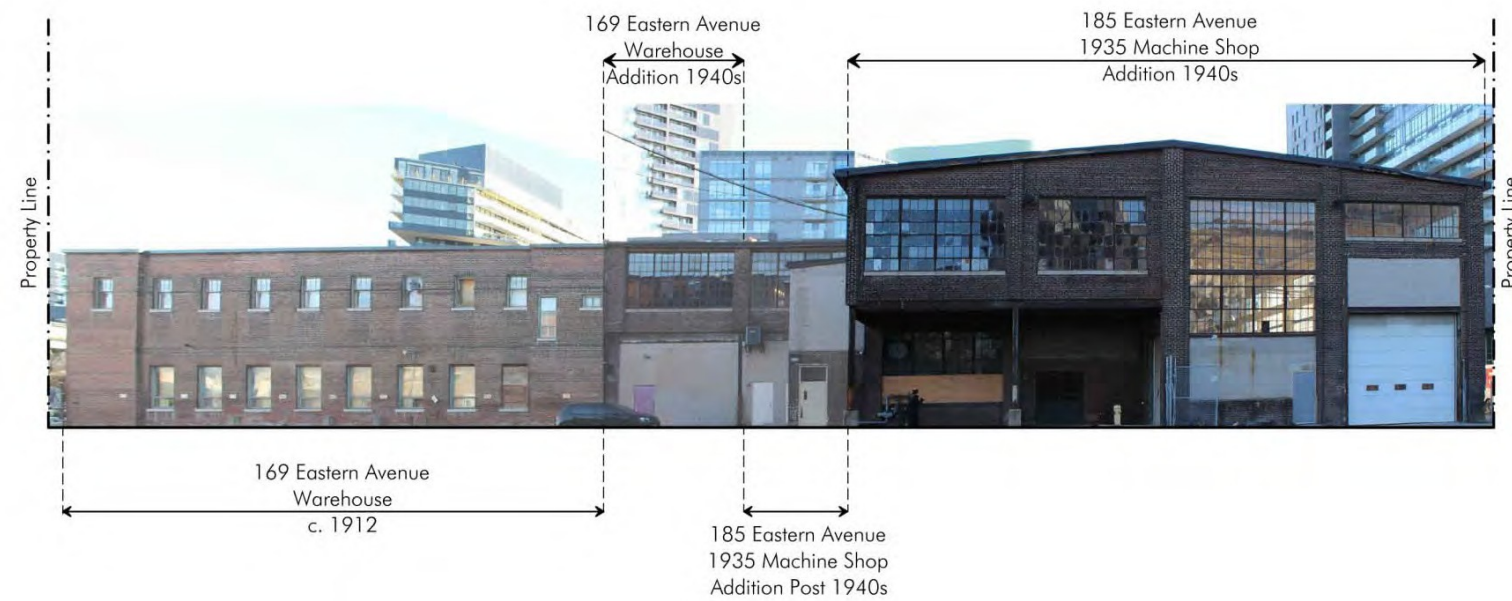


East Complex Elevation





Palace Street Streetscape



Mid-Block Connection



Appendix C:

Qualifications of Authors

Stevens Burgess Architects Ltd. is an OAA licensed architectural practice specializing in heritage conservation. SBA has six licensed architects, three of whom are members of the Canadian Association of Heritage Professionals (CAHP), two LEED accredited professionals, and a staff trained in the application of heritage standards and best practice.

In 1988, SBA was retained to assist the Trustees of The Old Stone Church in Beaverton, Ontario to assist in designation and conservation of the 1840's stone church which became a national historic site. Since that time SBA has worked on over forty recognized or designated heritage properties and many more listed or eligible to be listed buildings. SBA Follows internationally recognized preservation principles as inscribed in the charters, SBA's involvement with projects range from research and documentation to production of Heritage Significance Evaluations, Building Condition Assessments, Intervention Guidelines, Conservation Master Plans, Feasibility Studies, Heritage Impact Statements, Building Conservation, Retrofit and/or Reuse and Monitoring and Maintenance Plans.

This CHER was prepared by a member of the Canadian Association of Heritage Professionals (CAHP), namely, Jane Burgess **OAA, MRAIC, CAHP, APT** a founding partner of Stevens Burgess Architects Ltd. (SBA) and partner-in charge of heritage projects. She has practiced within the heritage industry for over thirty years, contributing to heritage policy making, advocacy and education. Jane has served as President of CAHP (Canadian Association of Heritage Professionals), Vice Chair of the Toronto Preservation Board and Vice President of the OAA. She has received many awards for her work in conservation and lectures widely on the subject.

Julia Rady obtained her PhD in Canadian History from the University of Toronto in 2017. She has presented on her work to the Canadian Historical Association and the Canadian Society of Church History. She has worked as a historical consultant for the CBC, the Osgoode Society for Canadian Legal History, and Heritage Toronto, and she has published book reviews with *Ontario History*. She started working at SBA in 2017 assisting on historical research and writing for the firm's heritage-related work. In 2019 she was appointed to the Toronto Preservation Board.