

## **10 and 10A Dawes Road**

The properties at 10 and 10A Dawes Road are located on the west side of Dawes Road at the southern terminus of the road, south of Danforth Avenue and north of the railway corridor. They were formerly a single property spanning three lots at 10 Dawes Road but were severed to become 10 and 10A Dawes Road in 1964. Historically, the area at the corner of Danforth Avenue and Dawes Road was the location of several historic settlements with inns, hotels, and stores, including the village of Dawes' Corners in 1850, followed by Smith's Corner in the 1860s, Little York and Coleman's Corner in the 1880s, and the Town of East Toronto in 1903.

10A Dawes Road, the earlier of the two structures, is comprised of a two-and-a-half-storey brick building fronting Dawes Road with a one-storey attached brick building at the rear. The property was constructed in c.1895 and originally functioned as a grist and flour mill with the one-storey attached building at the rear housing the steam mechanism that powered the mill. It was likely originally occupied by the East Toronto Milling Company. 10 Dawes Road, which was constructed in 1905 to the south of 10A Dawes Road, is comprised of a three-storey building fronting Dawes Road. It is concrete and stucco at grade level with the upper-storeys and headspace clad in corrugated metal. At the rear is a one-storey concrete block addition and a one-storey metal clad addition. This property originally housed the grain elevator. The Chalmers Milling Company owned and operated out of 10 and 10A Dawes Road from 1905 until the properties were sold to the Elizabeth Flour & Seed Milling Co. in 1952. The company continued to occupy the properties at 10A and 10 Dawes Road for 29-years until they were sold and adaptively reused in 1981 and 2007 respectively. More recently, the Silver Mill Gallery, which offered programs for Toronto's emerging digital artists, occupied the space at 10 Dawes Road.

The property at 10 Dawes Road was identified as a heritage potential property in the April 2019 Draft Urban Design Guidelines for Danforth Avenue.

The properties at 10 and 10A Dawes Road were included on the City of Toronto's Heritage Register on December 16, 2020:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.TE21.22>

The subject property is located on the west side of Dawes Road, and to the east, south and north sides of existing Guest Avenue, forming a triangle of land with the southern terminus at the south end of Dawes Road, where it will merge with the rerouted Guest Avenue extension. It includes four buildings that occupy the properties from 10 to 30 Dawes Road. The site is situated in an area with the immediate vicinity characterised by two- to three-storey commercial or institutional buildings, with a main railway corridor to the south and Danforth Avenue to the north: The properties at 10 and 10A Dawes Road are located within the East End-Danforth neighbourhood, in what has historically been a mixed industrial and residential area.

## Heritage Planning Framework

The conservation of cultural heritage resources is an integral component of good planning, contributing to a sense of place, economic prosperity, and healthy and equitable communities. Heritage conservation in Ontario is identified as a provincial interest under the Planning Act. Cultural heritage resources are considered irreplaceable and valuable assets that must be wisely protected and managed as part of planning for future growth under the Provincial Policy Statement (2020) and A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020). Heritage Conservation is enabled through the Ontario Heritage Act. The City of Toronto's Official Plan implements provincial policy regime, the Planning Act, the Ontario Heritage Act and provides policies to guide decision making within the city.

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

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

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

<https://www.ontario.ca/laws/statute/90p13>

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

Section 1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development states that long-term economic prosperity is supported by, among other considerations, the promotion of well-designed built form and cultural planning, and the conservation of features that help define character. Section 2.6 Cultural Heritage and Archaeology subsequently directs that "significant built heritage resources and

significant cultural heritage landscapes shall be conserved". Through the definition of conserved, built heritage resources, cultural heritage landscape and protected heritage property, the Provincial Policy Statement identifies the Ontario Heritage Act as the primary legislation through which heritage conservation will be implemented.

<https://www.ontario.ca/page/provincial-policy-statement-2020>

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) builds on the Provincial Policy Statement to establish a land use planning framework that supports complete communities, a thriving economy, a clean and healthy environment and social equity. Section 1.2.1 Guiding Principles states that policies in the plan seek to, among other principles, "conserve and promote cultural heritage resources to support the social, economic, and cultural well-being of all communities, including First Nations and Metis communities". Cultural heritage resources are understood as being irreplaceable, and are significant features that provide people with a sense of place. Section 4.2.7 Cultural Heritage Resources directs that cultural heritage resources will be conserved in order to foster a sense of place and benefit communities, particularly in strategic growth areas. Strategic growth areas include the downtown urban growth centre where this property is located.

<https://www.ontario.ca/document/place-grow-growth-plan-greater-golden-horseshoe>

The Ontario Heritage Act is the key provincial legislation for the conservation of cultural heritage resources in Ontario. It regulates, among other things, how municipal councils can identify and protect heritage resources, including archaeology, within municipal boundaries. This is largely achieved through listing on the City's Heritage Register, designation of individual properties under Part IV of the Ontario Heritage Act, or designation of districts under Part V of the Ontario Heritage Act.

Section 27 of the Ontario Heritage Act gives municipalities the authority to maintain and add to a publicly accessible heritage register. The City of Toronto's Heritage Register includes individual heritage properties that have been designated under Part IV, Section 29, properties in a heritage conservation district designated under Part V, Section 41 of the Act as well as properties that have not been designated but City Council believes to be of "cultural heritage value or interest."

Ontario Regulation 9/06 sets out the criteria for evaluating properties to be designated under Part IV, Section 29 of the Ontario Heritage Act. The criteria are based on an evaluation of design/physical value, historical and associative value and contextual value.

<https://www.ontario.ca/laws/statute/90o18>

<https://www.ontario.ca/laws/regulation/060009>

The City of Toronto's Official Plan contains a number of policies related to properties on the City's Heritage Register and properties adjacent to them, as well as the protection of areas of archaeological potential. Indicating the integral role that heritage conservation plays in successful city-building, Section 3.1.5 of the Official Plan states that, "Cultural heritage is an important component of sustainable development and place making. The preservation of our cultural heritage is essential to the character of this urban and

liveable City that can contribute to other social, cultural, economic and environmental goals of the City.”

Policy 3.1.5.4 states that heritage resources on the City's Heritage Register "will be conserved and maintained consistent with the Standards and Guidelines for the Conservation of Historic Places in Canada, as revised from time to time and adopted by Council." Policy 3.1.5.6 encourages the adaptive re-use of heritage properties while Policy 3.1.5.26 states that, when new construction on, or adjacent to, a property on the Heritage Register does occur, it will be designed to conserve the cultural heritage values, attributes and character of that property and will mitigate visual and physical impacts on it.

<https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/>

<https://www.historicplaces.ca/media/18072/81468-parks-s+g-eng-web2.pdf>

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

The Ontario Heritage Toolkit also provides guidance on designating properties of municipal significance. The Tool Kit provides direction on the purpose of designating heritage properties for identifying and protecting places in our communities that have cultural heritage value and is an important part of planning for the future, and of helping to guide change while keeping the buildings, structures and landscapes that give each of our communities its unique identity.

## **HERITAGE PROPERTIES**

### **10 and 10A Dawes Road**

The properties at 10 and 10A Dawes Road (including an active entrance at 10B Dawes Road) are worthy of designation under Part IV, Section 29 of the Ontario Heritage Act for their cultural heritage value, and meet Ontario Regulation 9/06, the provincial criteria prescribed for municipal designation under the criteria of design and physical, historical and associative, and contextual values.





## Description

The properties at 10 and 10A Dawes Road (including an active entrance at 10B Dawes Road) are located on the west side of Dawes Road at the southern termination of the road, south of Danforth Avenue and north of the railway corridor. They were formerly a single property spanning three lots at 10 Dawes Road but were severed to become 10 and 10A Dawes Road in 1964. Historically, the area at the corner of Danforth Avenue and Dawes Road was the location of several historic settlements with inns, hotels, and stores, including the village of Dawes' Corners in 1850, followed by Smith's Corner in the 1860s, Little York and Coleman's Corner in the 1880s, and the Town of East Toronto in 1903.

10A Dawes Road, the earlier of the two structures, is comprised of a two-and-a-half-storey brick building fronting Dawes Road with a one-storey attached brick building at the rear. The property was constructed in c.1895 and originally functioned as a grist and flour mill with the one-storey attached building at the rear housing the steam mechanism that powered the mill. It was likely originally occupied by the East Toronto Milling Company. 10 Dawes Road, which was constructed in 1905 to the south of 10A Dawes Road, is comprised of a three-storey building fronting Dawes Road. It is concrete and stucco at grade level with the upper-storeys and headspace clad in corrugated metal. At the rear is a one-storey concrete block addition and a one-storey metal clad addition. This property originally housed the grain elevator. The Chalmers Milling Company owned and operated out of 10 and 10A Dawes Road from 1905 until the properties were sold to the Elizabeth Flour & Seed Milling Co. in 1952. The company continued to occupy the properties at 10A and 10 Dawes Road for 29-years until they were sold and

adaptively reused in 1981 and 2007 respectively. More recently, the Silver Mill Gallery, which offered programs for Toronto's emerging digital artists, occupied the space at 10 Dawes Road.

## **Statement of Cultural Heritage Value**

### **Design and Physical Value**

The property at 10A Dawes Road is valued as a rare surviving example of the grist and flour mill building type in the historic village of Little York and the Town of East Toronto. It was purpose-built to process grain and is comprised of a two-and-a-half-storey box-form brick building with a one-storey box-form northern brick building at the rear that housed the steam mechanism that powered the mill. After the grain elevator was constructed to the south abutting 10A Dawes Road, connections would have been created between the buildings to have allowed the sorted grain to be delivered from the grain elevator at 10 Dawes Road to the mill at 10A Dawes road to be milled.

At the exterior, where various alterations have been made to door and window openings, original segmental-arches are present throughout the side (north), principal (east), and rear (west) elevations of the two-and-a-half-storey structure fronting Dawes Road, as well as in the rear (west) one-storey brick structure. Additional ornamentation is present in the principal (east) elevation of the building fronting Dawes Road in the parapet, which contains stepped corbelling and an inlaid rectangular panel. A simplified version of this parapet ornamentation can be seen side (north) elevation of the one-storey building at the rear.

The property at 10 Dawes Road is valued as a rare surviving example of the grain elevator building type in the historic village of Little York and the Town of East Toronto. It is also valued as a rare surviving example of a grain elevator built in a wooden-crib form, a construction style that was replaced during the 1920s by concrete grain terminals and later, by steel. The three-storey box-form structure was purpose-built to raise grain from a pit below the basement at the southeast corner and then elevate it through the building into nine storage silos where it could be kept before being milled in the neighbouring structure at 10A Dawes Road. The ground floor of the interior of the building contains timber support columns with capitals ornamented with a stepped reverse-ziggurat pattern that ascend in size. Also still extant at the interior is the wheel and rubber conveyor belt housed in the headhouse, which sits one-storey above the flat roof, and the nine wooden-cribbed grain silos.

### **Historical and Associative Value**

The properties at both 10 and 10A Dawes Road are valued for their association with the theme of the railway and the subsequent activity of milling, which were significant in the development of the village of Little York during the late-nineteenth and early-twentieth centuries. The opening of Grand Trunk Railway's (GTR) freight yard and roundhouse to the south of the subject properties and the relocation of York Station to Dawes Road, significantly contributed to the early wave of residential subdivision and industrialization of the area. It made the area appealing for the construction of a mill because of its close proximity to the railway. Directly from the railway cars, grain would travel into the subject properties – first into 10A Dawes Road and later into 10 Dawes Road once it was constructed – where it would be stored until it was ready to be milled next door.

The subject properties have value for their ability to yield information that contributes to our understanding of the development of various historic settlements near the GTR tracks at the corner of Danforth Avenue and Dawes Road from the mid-nineteenth to early-twentieth centuries. First the location of Dawes' Corners in 1850, followed by Smith's Corner in 1870, and Little York and Coleman's Corner from the 1880s until the annexation of Little York to the Town of East Toronto in 1903, the corner was a popular location for the construction of local inns and stores for several decades.

### **Contextual Value**

The subject properties at 10 and 10A Dawes Road are physically, functionally, visually, and historically linked to their surroundings at the southern termination of Dawes Road, which was strategically selected as the location for a mill and grain elevator because of their proximity to the GTR rail corridor. The relationship of the properties to their setting is demonstrated by the placement, setback and orientation of the mill building and grain elevator on the west side of Dawes Road south of Danforth Avenue, where there was historically a railway spur by 1924 that rose to the south edge of the grain elevator building.

### **Heritage Attributes**

#### **Design and Physical Value**

Attributes that contribute to the value of the property at 10A Dawes Road as being a rare surviving example of the grist and flour mill building type in the historic village of Little York and the Town of East Toronto:

- The two-and-a-half-storey scale, box-form and massing of the building
- The one-storey scale, box-form and massing of the rear building that housed the steam mechanism
- The materials, with the brick cladding
- The segmental-arches throughout the side (north), principal (east), and rear (west) elevations of the building fronting Dawes Road, and the rear (west) elevation of the rear building
- In the principal (east) elevation of the building fronting Dawes Road, the parapet with stepped corbelling and an inlaid rectangular panel
- In the side (north) elevation of the rear building, the parapet with stepped corbelling

Attributes that contribute to the value of the property at 10 Dawes Road as being a rare surviving example of the grain elevator building type in the historic village of Little York and the Town of East Toronto and a rare surviving example of a grain elevator built in a wooden-crib form:

- The three-storey scale, box form and massing of the building
- The headspace that sits one-storey above the flat roof
- The materials, with a concrete base and corrugated metal siding in the upper floors and the headspace
- At the interior, the timber support columns with capitals containing stepped reverse-ziggurat ornamentation that ascend in size

- At the interior, the nine wooden-cribbed grain silos and the wheel and rubber conveyor belt that is housed in the headhouse

### Contextual Value

Attributes that contribute to the properties at 10 and 10A Dawes Road as being physically, functionally, visually, and historically linked to their surroundings at the southern termination of Dawes Road near the historical placement of the railway spur:

- The placement, setback and orientation of the mill building at 10A Dawes Road and the grain elevator at 10 Dawes Road on the west side of Dawes Road, south of Danforth Avenue, near the railway corridor

## SUMMARY HISTORY AND EVALUATION

A Location Map, Maps and Photographs and a complete Research and Evaluation report are contained in Appendices 1, 2 and 3, respectively. The Statement of Significance (Reasons for Designation) is attached as Appendix 4.

### Description

10 AND 10A DAWES ROAD	
ADDRESS	10 and 10A Dawes Road
WARD	Beaches-East York
LEGAL DESCRIPTION	PLAN 666 PT LOTS 15 & 16 (10 Dawes Road) PLAN 666 PT LOTS 14 & 15 (10A Dawes Road)
NEIGHBOURHOOD/COMMUNITY	East End-Danforth
HISTORICAL NAME	N/A
CONSTRUCTION DATE	c.1895 and 1905
ORIGINAL OWNER	East Toronto Milling Co.
ORIGINAL USE	Grist and flour mill (10A Dawes Road) Grain elevator (10 Dawes Road)
CURRENT USE*	Vacant
ARCHITECT/BUILDER/DESIGNER	N/A
DESIGN/CONSTRUCTION/MATERIALS	See section 2
ARCHITECTURAL STYLE	See section 2



10 AND 10A DAWES ROAD	
ADDITIONS/ALTERATIONS	See section 2
CRITERIA	Design and physical, historical and associative, and contextual value
HERITAGE STATUS	Listed on the Heritage Register
RECORDER	Heritage Planning: Loryssa Quattrociochi
REPORT DATE	April 2021

**Historical Timeline**

Key Date	Historical Event
Pre-1790s	Today's Dawes Road may have served as an indigenous trail.
1790s	Following York's (Toronto's) settlement and the colonial government's survey of Upper Canada's farm lots, Dawes Road became well-trafficked as a market route from farms to the northeast of Toronto.
1850	The village of Dawes' Corners emerged at Dawes Road and Second Concession Road (today's Danforth Avenue).
1856	The Grand Trunk Railway (GTR) built a line from Toronto to Montreal which ran just south of the intersection of Danforth Avenue and Dawes Road. The station was named York Station.
1860s	Village became known as Smith's Corner.
c.1878	Village became known as the postal village of Coleman
1880s	Village became known as both Little York and Coleman's Corner.
1883-4	The GTR constructed a freight yard and roundhouse to the south of the subject properties cutting off Dawes Road. York Station moved from Victoria Park to Dawes Road.
c.1895	The 1896 Toronto City Directory indicates that the East Toronto Milling Co. was located in Little York on Dawes Road. This was likely the property at present-day 10A Dawes Road. James Mahaffy was the manager and Norman Mahaffy was a miller and both were associated with the company.

Key Date	Historical Event
1897	The 1898 Toronto City Directory indicates that the flour mill in Little York was now operated by William Morley.
1903	Little York was annexed to become the Town of East Toronto.
1905	Assessment Rolls indicate that ownership of the mill was transferred from Morley to partners Andrew Chalmer and Stephen Albert Seeds who formed the Chalmers Milling Company. This was presumably when the grain elevator at 10 Dawes Road was erected.
15 December 1908	The Town of East Toronto was annexed to the City of Toronto.
1930-50	Chalmers Milling Co. Ltd. continued to be listed in the Toronto City Directory at 10 Dawes Road.
1952	The Toronto City Directory indicates that by 1952, the property at 10 Dawes Road has been sold to the Elizabeth Flour & Seed Milling Co. Alex Schafer was the owner and President.
1954	It appears that by 1954, Shafer had sold a portion of his property to Modern Railings Ltd. T. H. Lilley, President, applied for a permit to make alteration to the building for factory and office purposes and erect a fire escape.
1960	Shafer applied for a permit to build an attached garage to house a truck for feed and serve as a storage building. This garage would replace a frame attached garage which had been destroyed by fire.
1964	The first time the property at 10A Dawes Road appeared in the Toronto City Directory. Custom Electric Panel Co. and Smoke Body Works Ltd. were listed at that address.
1967	Mr. Fred Smoke, President, of Smoke Body Works Ltd. applied for a permit to make alterations to and build a one-storey addition at the north elevation of the existing motor vehicle repair shop.
1973	Shafer applied for a permit to build an addition to the attached garage at the rear of the feed store and storage building for parking of a truck at 10 Dawes Road.
1981	Harvey Abrams purchased the Elizabeth Milling Co. Ltd. and maintained its function as a wholesaler of bird seed and pet food.
1985	10A Dawes Road was purchased by an extended family group who converted the property into three apartment units: a basement unit, a ground floor unit, and a second floor unit

Key Date	Historical Event
2007	Following the death of Abrams, the Elizabeth Milling Co.'s grain elevator at 10 Dawes Road was sold to the same family who had purchased 10A Dawes Road to be used as a multi-use arts centre.
2019	The properties at 10 and 10A Dawes Road were purchased by Dandaw Developments Limited.
Present	Both 10 and 10A Dawes Road are vacant.

**Evaluation Checklist: Applying the Ontario Regulation 9/06 Criteria**

The following evaluation applies Ontario Regulation 9/06 made under the Ontario Heritage Act: Criteria for Determining Cultural Heritage Value or Interest. While the criteria are prescribed for municipal designation under Part IV, Section 29 of the Ontario Heritage Act, the City of Toronto uses it when assessing properties for inclusion on the City of Toronto Heritage Register. The evaluation table is marked “N/A” if the criterion is “not applicable” to the property or √ if it is applicable, with explanatory text below. A complete research and evaluation report is contained in Appendix 3.

**10A Dawes Road**

Design or Physical Value	
i. rare, unique, representative or early example of a style, type, expression, material or construction method	√
ii. displays high degree of craftsmanship or artistic merit	N/A
iii. demonstrates high degree of scientific or technical achievement	N/A

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

Contextual Value	
i. important in defining, maintaining or supporting the character of an area	N/A
ii. physically, functionally, visually or historically linked to its surroundings	√
iii. landmark	N/A

## 10 Dawes Road

Design or Physical Value	
i. rare, unique, representative or early example of a style, type, expression, material or construction method	√
ii. displays high degree of craftsmanship or artistic merit	N/A
iii. demonstrates high degree of scientific or technical achievement	N/A

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

Contextual Value	
i. important in defining, maintaining or supporting the character of an area	N/A
ii. physically, functionally, visually or historically linked to its surroundings	√
iii. landmark	N/A

Heritage Planning staff have completed the Research and Evaluation Report for the properties at 10 and 10A Dawes Road and determined that the property meet Ontario Regulation 9/06, the criteria prescribed for municipal designation under Part IV, Section 29 of the Ontario Heritage Act under all three categories of design and physical, historical and associative and contextual values. As such, the property is a significant built heritage resource.

## **APPENDICES**

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Appendix A – Designation Location Map

Appendix B - Maps and Photographs

Appendix C - Research and Evaluation Report

Appendix D - Statement of Significance (Reasons for Designation) – 10 and 10A Dawes Road