

153 and 185 Eastern Avenue - Notice of Intention to Designate a Property under Part IV, Section 29 of the Ontario Heritage Act

Date: March 13, 2023

To: Toronto Preservation Board

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

Wards: Toronto Centre - Ward 13

SUMMARY

This report recommends that City Council state its intention to designate the listed heritage properties at 153 and 185 Eastern Avenue under Part IV, Section 29 of the Ontario Heritage Act for their cultural heritage value.

The properties at 153 and 185 Eastern Avenue are situated on the south side of Eastern Avenue between Cherry Street and Bayview Avenue. The vernacular mid-century industrial style buildings were occupied by Dominion Wheel & Foundries Ltd., who played an important role in supplying rail and train parts to Canada's burgeoning rail industry in the first half of the 20th century. As a collection, the surviving buildings are a unique example of an industrial complex typology in the West Don Lands neighbourhood, and they reflect the historical evolution of the area from its earliest use as a Government Reserve, followed by its rise and fall as an important industrial centre in the late-19th and early-20th centuries.

The Dominion Wheel & Foundries complex is also valued for its association with James, Proctor & Redfern (later Proctor, Redfern & Laughlin), a Toronto-based engineering firm. In addition to being responsible for the building program at the Dominion Wheel & Foundries Eastern Avenue complex during its period of expansion from the 1920s to the 1950s, the firm was instrumental in civil engineering and city-building in Southern Ontario's growing municipalities in the early 20th century.

The subject properties were included on the City of Toronto's Heritage Register on October 1, 2004.

In March 2022, a Heritage Conservation Agreement was signed between the Province and the new owner of the site. Since the subject properties are no longer under provincial ownership or control, Council can designate the site under Part IV, Section 29 of the Ontario Heritage Act.

Staff have completed the Research and Evaluation Report for the properties at 153 and 185 Eastern Avenue and determined that the properties meet Ontario Regulation 9/06, the criteria prescribed for municipal designation under Part IV, Section 29 of the Ontario Heritage Act under design and physical, historical and associative, and contextual values. As such, the properties are significant built heritage resources.

On October 22, 2020, Ontario Regulation 595/20 was filed and came into force, establishing the zoning for the site. The Minister's Zoning Order (MZO) was made under Section 47 of the Planning Act, and permits the construction of a maximum of three buildings, one of which must be an apartment building, with the remaining permitted uses of mixed-use building, commercial parking garage, community centre, common outdoor space, and uses, buildings and/or structures accessory to the other permitted uses. The order also sets out allowable height, setbacks, parking, and other built form requirements; it does not address any requirements related to heritage.

An injunction to stop the Province continuing with the demolition of the buildings on the site was issued by the Divisional Court on January 29, 2021.

In August 2021, the Province and the City reached an "agreement in principle" and committed to ensuring that any purchaser of the property respects the vision for the redevelopment of the site, which includes the retention of many heritage features and allows for some demolition. The conservation of heritage resources on the site is compatible with the planning requirements of the MZO.

City staff have reviewed the two heritage reports submitted by Infrastructure Ontario that were prepared by Stevens Burgess Architects, including a Cultural Heritage Evaluation Report (CHER) completed June 22, 2021, and a Heritage Impact Assessment (HIA) completed June 24, 2021.¹ A plan and renderings of the recommended conservation strategy for the site, showing which portions of the site will be demolished, retained, rebuilt, and replaced, were included as an appendix to the HIA released publicly in August 2021.

The Heritage Conservation Agreement with the Province requires that the alterations, recreations, and conservation work on the site is carried out and thereafter maintained substantially in accordance with the HIA prepared by Stevens Burgess Architects and the preliminary design concepts presented within an appendix to the HIA. The HIA indicates that the submission of a comprehensive Conservation Plan as part of the site plan control process may be used to resolve any outstanding issues raised by the preliminary design concepts.

On November 28, 2022, the More Homes Built Faster Act, 2022 (Bill 23) received Royal Assent. Schedule 6 of the More Homes Built Faster Act which amended the Ontario

¹ Earlier reports relevant to the subject properties have also been completed over the last two decades, including several authored by Unterman McPhail Associates and by Archaeological Services Inc. Unterman McPhail Associates prepared a Built Heritage Inventory Report including the subject properties for the Ontario Realty Corporation in 2006, and an HIA for 153 Eastern Avenue for Kongats Architects and WATERFRONToronto in 2010; Archaeological Services Inc. conducted Stage 1 Archaeological Assessments for the West Don Lands, including the subject properties, in 2004, 2006, and 2008.

Heritage Act and came into effect on January 1, 2023. A property may be designated under Part IV, Section 29 of the Ontario Heritage Act, if it meets two or more of the nine provincial criteria.

Designation also enables City Council to review proposed alterations or demolitions to the property and enforce heritage property standards and maintenance.

Should a proposal for the subject property advance, the submission of a site plan application will be required. Site plan control may be used to require certain site elements, such as site access and servicing, on a parcel of land where development is proposed.

Should City Council support the designation of the subject properties as recommended by this report, any proposed alterations and conditions would require the approval of City Council and a separate report would be prepared by the Senior Manager, Heritage Planning.

RECOMMENDATIONS

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

1. City Council state its intention to designate the properties at 153 and 185 Eastern Avenue under Part IV, Section 29 of the Ontario Heritage Act in accordance with the Statement of Significance; 153 and 185 Eastern Avenue (Reasons for Designation) attached as Attachment 3, to the report, March 13, 2023, from the Senior Manager, Heritage Planning, Urban Design, City Planning:
2. If there are no objections to the designation, City Council authorize the City Solicitor to introduce the Bill in Council designating the property under Part IV, Section 29 of the Ontario Heritage Act.

FINANCIAL IMPACT

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

DECISION HISTORY

On October 1, 2004, City Council adopted the recommendations from the Toronto and East York Community Council to include the properties at 153, 169, 171, and 185 Eastern Avenue on the City of Toronto's Heritage Register.
<https://www.toronto.ca/legdocs/2004/agendas/council/cc040928/ts7rpt/cl017.pdf>

On August 25, 26 and 27, 2010, City Council adopted, with amendments, item TE36.20 for the Draft Plan of Subdivision, Official Plan Amendment, Zoning By-law Amendment

and the lifting of the "h" Holding Symbol for the West Don Lands, Phase 2, including the lands occupied by the subject properties. By-law 4-2011 was enacted December 8, 2010.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2010.TE36.20>

On September 9, 2011, the Province of Ontario and the City of Toronto entered into a Subdivision Agreement (Plan 66M-2488), which contains provisions outlining the submission requirements for properties on the City of Toronto's Heritage Register.

On October 27, 2020, City Council adopted MM25.30 to protect the public interest and request accountability from Minister's Zoning Orders. The Motion without Notice raised concerns over the Minister's Zoning Orders issued on October 22, 2020, for three sites including O.Reg. 595/20 for Blocks 17 and 26 (approximately 153 to 185 Eastern Avenue, the subject properties of this report). The MZO establishes the zoning for the subject properties.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.MM25.30>

On February 2, 2021, City Council adopted item PH20.8, to request that the Province of Ontario and its Ministries immediately halt all demolition and construction work at 153-185 Eastern Avenue for a minimum of 30 days; provide thorough documentation and analysis of the cultural heritage value of the site, a Strategic Conservation Plan, and an Environmental Site Assessment; and engage with residents about the future of 153-185 Eastern Avenue.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.PH20.8>

On May 5, 2021, City Council adopted item TE24.11, the Official Plan Amendment and Zoning By-law Amendments for the updated King-Parliament Secondary Plan, which provides a framework for development with a full mix of uses that are designed to be compatible with their existing and planned context, to conserve the cultural heritage resources of the area, and to improve and expand the public realm.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.TE24.11>

BACKGROUND

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 the 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.

<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."

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

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. A property may be designated under section 29 of the Act if it meets one or more of the provincial criteria for determining whether it is of cultural heritage value or interest.

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

The Ontario Heritage Toolkit provides guidance on designating properties of municipal significance, including direction on the purpose of designating heritage properties and information about how the Provincial Policy Statement and the Ontario Heritage Act provide a framework for the conservation of heritage properties within the land use planning system. In June 2019, the More Homes, More Choice Act, 2019 (Bill 108) received Royal Assent. Schedule 11 of this Act included amendments to the Ontario Heritage Act (OHA). The Bill 108 Amendments to the OHA came into force on July 1, 2021, which included, amongst other matters, amendments to the listing and designation processes. Guidance from the Province related to the implementation of Bill 108 Amendments is forthcoming.

[Ontario Heritage Tool Kit \(gov.on.ca\)](https://www.ontario.ca/gov/ontario-heritage-tool-kit)

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 3.1.6 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 3.1.6.4 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 3.1.6.6 encourages the adaptive re-use of heritage properties while Policy 3.1.6.26 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>

COMMENTS

The zoning for the site is established by Ontario Regulation 595/20, which was filed and came into force on October 22, 2020. The Minister's Zoning Order (MZO) was made under Section 47 of the Planning Act and permits the construction of a maximum of three buildings, one of which must be an apartment building, with the remaining permitted uses of mixed-use building, commercial parking garage, community centre, common outdoor space, and uses, buildings and/or structures accessory to the other permitted uses.

The subject properties, which are listed on the City's Heritage Register, are located within the King-Parliament Secondary Plan, updated 2021; the Central Waterfront Secondary Plan (CWSP); and the West Don Lands Precinct Plan (2005, updated 2011). The CWSP was adopted by Council in 2003 and is currently under appeal in part.

On January 12, 2021, City of Toronto Transportation Services issued a temporary street occupancy permit to QM Environmental, a demolition contractor for the Province, then owner of the subject properties. One day later, local community members began to report the presence of crews on the subject properties.

On Saturday, January 16, 2021, the Chief Planner and Executive Director, City Planning, City of Toronto, wrote to Joshua Paul, Assistant Deputy Minister, Housing Division, Ministry of Municipal Affairs and Housing, setting out the City's concerns at the prospect of imminent demolition, requesting that this activity not be initiated and that the redevelopment of the site be reconsidered in light of its heritage value and the Provincial shortfalls under the Standards and Guidelines for Conservation of Provincial Heritage Properties.

On January 18, 2021, demolition at the subject properties commenced, prior to the Province submitting the necessary documents as outlined by a Subdivision Agreement registered on title of the subject properties. Upon receiving some documents on January 20, 2021, City staff identified several issues and deficiencies, noting the required processes were not followed.

On January 21, 2021, the St. Lawrence Neighbourhood Association commenced a court application seeking court orders that would stop the demolition of the buildings on the site. The Justice for the Divisional Court of Ontario delivered his decision on Friday, January 29, 2021, granting a temporary prohibition to prevent destruction or alteration of any heritage features of the heritage buildings pending final determination of the application or other court order. The full court application was scheduled to be heard on February 26, 2021, but later adjourned to allow the parties to negotiate.

In August 2021, the City of Toronto and the Province announced that they had reached an "agreement in principle" regarding the site, and Infrastructure Ontario released a Cultural Heritage Evaluation Report and Heritage Impact Assessment for the subject properties, prepared by Stevens Burgess Architects Ltd. (issued June 22 and 24, 2021 respectively). According to the agreement in principle between the Province and the City, any purchaser of the property must respect the vision for the redevelopment of the site, including the retention of many heritage features. A plan and renderings of the recommended conservation strategy for the site, showing which portions of the site will be demolished, retained, rebuilt, and replaced, were included as an appendix to the HIA released publicly in August 2021.

The conservation of heritage resources on the site is compatible with the planning requirements of the MZO. Should a proposal for the subject property advance, the submission of a site plan application will be required. Site plan control may be used to require certain site elements, such as site access and servicing, on a parcel of land where development is proposed. The HIA indicates that the submission of a comprehensive Conservation Plan as part of the site plan control process may be used to resolve any outstanding issues raised by the preliminary design concepts.

City Council included the property located at 153-185 Eastern Avenue on the City of Toronto's Heritage Register in 2004. They are within the King-Parliament Secondary Plan, updated 2021; the Central Waterfront Secondary Plan (CWSP); and the West Don Lands Precinct Plan (2005, updated 2011). The CWSP was adopted by Council in 2003, and is currently under appeal in part.

153 and 185 Eastern Avenue (The Dominion Wheel & Foundries complex)

Research and Evaluation according to Ontario Regulation 9/06

While the research and evaluation of the property referenced above is, in staff's determination, sufficient to support the designation of the properties at 153 and 185 Eastern Avenue, it should be noted that new and additional relevant information on the subject property further expanding on its cultural heritage value following community input and additional access to archival records may be incorporated in the final version of a Part IV designation by-law.

Heritage Attributes:

It should be noted that the following heritage attributes describe the subject properties at the time of writing this report. New and additional heritage attributes that further expand on the heritage value of the Dominion Wheel & Foundries complex may be forthcoming following any potential reconstruction on the site using materials salvaged during demolition activities.



View of 153 Eastern Avenue and 185 Eastern Avenue from the southwest (Heritage Planning, 2022)

1. DESCRIPTION

151 - 183 EASTERN AVENUE - THE DOMINION WHEEL & FOUNDRIES COMPLEX	
ADDRESS	153 Eastern Avenue, Toronto ON 185 Eastern Avenue, Toronto ON
WARD	Toronto Centre - 13
LEGAL DESCRIPTION	<i>153 Eastern Avenue:</i> PLAN 108 PT LOT 19 RP 63R3830 PARTS 1 2 & 4 ROW PT 3 PARTS 2 & 4 SUBJECT TO ROW; <i>185 Eastern Avenue:</i> PLAN 108 PT LOTS 19 TO 21 PLAN 218 PT LOTS 1 11 TO 14 RP 63R3830 PARTS 7 & 8 PLUS ROW
NEIGHBOURHOOD/COMMUNITY	St. Lawrence-East Bayfront-The Islands ²
HISTORICAL NAME	153 Eastern Avenue - the Cleaning Room 169 Eastern Avenue - the Storage Building 171 Eastern Avenue - the Office 185 Eastern Avenue - the Machine Shop
CONSTRUCTION DATE	c.1901-1953
ORIGINAL OWNER	Dominion Wheel & Foundries Ltd.
ORIGINAL USE	Industrial
CURRENT USE*	Vacant *This does not refer to permitted use(s) as defined by the Zoning By-law

² As defined by City of Toronto Neighbourhoods map and profiles

ARCHITECT/BUILDER/DESIGNER	James, Proctor and Redfern Ltd., consulting engineers (later Proctor, Redfern and Laughlin, engineers)
DESIGN/CONSTRUCTION/MATERIALS	See Section 2
ARCHITECTURAL STYLE	See Section 2
ADDITIONS/ALTERATIONS	See Section 2
CRITERIA	Design/Physical, Historical/Associative, and Contextual
HERITAGE STATUS	Listed
RECORDER	Heritage Planning: Megan Albinger, Julia Smith
REPORT DATE	March 2, 2023

2. BACKGROUND

This research and evaluation section of the report describes the history, architecture and context of the properties at 153 and 185 Eastern Avenue, and applies evaluation criteria as set out in Ontario Regulation 9/06, under the headings of historical/associative, design/physical and contextual value to determine whether they merit designation under Part IV, Section 29 of the Ontario Heritage Act. A property may be designated under Section 29 of the Act if it meets two or more of the provincial criteria for determining whether it is of cultural heritage value or interest. The application of the criteria is found in Section 3 (Evaluation Checklist). The conclusions of the research and evaluation are found in the Conclusion of the report. Maps and Photographs are located in Attachment 1. The archival and contemporary sources for the research are found in Attachment 2. The Statement of Significance is contained in Attachment 3.

i. HISTORICAL TIMELINE

Key Date	Historical Event
	The area now known as the City of Toronto is the traditional territory of many nations including the Mississaugas of the Credit, the Anishnabeg, the Chippewa, the Haudenosaunee and the Wendat peoples, and is now home to many diverse First Nations, Inuit and Métis peoples. Toronto is covered by Treaty 13 signed with the Mississaugas of the Credit (1805), and the Williams Treaties (1923) signed with multiple Mississaugas and Chippewa bands
1793	The Town of York is founded, with land to the east of present-day Parliament Street reserved for government purposes
1811	The Government Reserve is surveyed by Samuel Street Wilmot, and divided into a series of small lots that were intended to be leased. However, the marsh-like conditions and proximity to the mouth of the Don River dissuaded development, and the Town of York expanded north and westward
1819	The Government Reserve is granted to York General Hospital (later Toronto General Hospital) to be leased or sold in order to generate revenue

1830	The area roughly south of King Street East and east of Parliament Street within the former Government Reserve is surveyed by J. G. Chewett and divided into 1/2 acre lots for sale
1834	The Town of York is incorporated as the City of Toronto
1898	An industrial building appears in the directories at 131-137 Eastern Avenue, occupied by the Stewart Hartshorn Co. (manufacturers of spring roller blinds); it is likely that this existing building would later be the first building occupied by Dominion Wheel & Foundries Ltd. on site in 1913 (note that this building was demolished in the late 1960s)
c.1901	Stables for the William Davies Co. appear on Eastern Avenue immediately east of Water Street in the City Directories; it is likely that this building became the Storage Building at 169 Eastern Avenue once occupied by Dominion Wheel & Foundries Ltd. when they expanded their operations east of Water Street in 1929
1906	The Canadian Northern Ontario Railway (CNOR), a subsidiary of the Canadian Northern Railway (later known as the Canadian National Railway), expands into Toronto and buys a large area of land in eastern central Toronto (including the subject site) for about \$325,000 with the intention of erecting large freight sheds for the railway
c.1910	The CNOR constructs rail lines and freight sheds through their property on Eastern Avenue; these new rail lines feed into the Canadian Pacific line running on the west side of the Don River, and cut through Water Street and Vine Street (later Overend Street), truncating these streets at Front Street East
1913	Dominion Wheel & Foundries Ltd. (DWF) incorporates, and becomes a tenant of the CNOR on a site at the corner of Cherry Street and Eastern Avenue; the DWF occupies an existing building at 131-137 Eastern Avenue constructed for the Stewart Hartshorn Co. in 1898 (now demolished), and builds a foundry complex to the east
1929	The DWF buys property on Eastern Avenue from the CNOR, expanding their site east of Water Street; at this point, they likely acquired the stables/storage building at 169 Eastern Avenue, and converted an existing wooden building at the rear of the site into the Machine Shop at 185 Eastern Avenue
1929-1930	DWF builds the Office at 171 Eastern Avenue to the designs of James, Proctor & Redfern Engineers
1940	A west addition to the Office Building at 171 Eastern Avenue and a north addition to the Machine Shop at 185 Eastern Avenue are constructed to the designs of James, Proctor & Redfern Engineers; these additions link the Office Building, Storage Building and Machine Shop into one complex
1945	Significant alterations are made to the Storage Building at 169 Eastern Avenue to the designs of James, Proctor & Redfern Engineers; these alterations include the releveling of the second storey and roof as well as alterations to second-storey windows to align with the Office Building at 171 Eastern Avenue

c.1946	A western addition to the Machine Shop at 185 Eastern Avenue is constructed, to the designs of James, Proctor & Redfern Engineers
1947	An eastern addition to the Machine Shop at 185 Eastern Avenue is constructed, to the designs of James, Proctor & Redfern Engineers
1953	The Cleaning Room is constructed at 153 Eastern Avenue, to the designs of Proctor, Redfern & Laughlin, Consulting Engineers; at the time of construction, the Cleaning Room was surrounded by the larger foundry complex to the west and south, which extended all the way to Cherry Street
1956	Canada Iron Foundries Ltd. of Montreal takes over the site, marking the end of the DWF's operations on the property
1968	Canada Iron Foundries Ltd. sells the western portion of the site (housing the foundry complex) to Rosemond Investments, and the foundry complex (save the Cleaning Room at 153 Eastern Avenue) is subsequently demolished
1986-87	Canron Ltd. (formerly Canadian Iron Foundries Ltd.) sells the eastern portion of the site, marking the end of the site's use as an industrial complex
1988	The Province expropriates the site, along with the surrounding area
1980s-1990s	Several redevelopment concepts are advanced for the West Don Lands, including the Ataratiri project
2004	The properties at 153, 169, 171 and 185 Eastern Avenue are listed on the City of Toronto Heritage Register
2020	Minister's Zoning Order 595 is issued on October 22, 2020, permitting the redevelopment of the DWF site on Eastern Avenue into three buildings up to 141 metres tall
2021	Demolition commences at 153 Eastern Avenue in January; all site services are cut off and an ancillary building to 153 Eastern Avenue (formerly used to house a laboratory and generators) is demolished
2021	An injunction to stop the demolition is issued by the Divisional Court on January 29, 2021
2022	The Province sells the Dominion Wheel & Foundries site to a private developer

ii. HISTORICAL BACKGROUND

The following section outlines the history and facts related to the properties which are the basis for determining historical or associative value of Criteria 4, 5 or 6 according to O. Reg. 9/06 Criteria.

St. Lawrence Ward and the Corktown Neighbourhood

The properties at 153 and 185 Eastern Avenue occupy a large tract of land on the south side of Eastern Avenue between Rolling Mills Road and Bayview Avenue (Figures 1-2).

The properties are located within the former St. Lawrence Ward, which included lands east of Yonge Street, from the harbour north to King Street East.

When the Town of York was founded on the north shore of Lake Ontario near the mouth of the Don River in 1793, the land between present-day Parliament Street and the Don River was set aside for government purposes (The Government Reserve). In 1819, the Government Reserve was granted to York General Hospital (later Toronto General Hospital) to be leased or sold in order to generate revenue. Following incorporation of the City of Toronto in 1834, the portion of the former Government Reserve south of King Street East was included within St. Lawrence Ward, one of the five new wards into which the city was divided. Residential development within St. Lawrence Ward east of Parliament Street was slow to take off, in large part due to poor drainage arising from its location at the mouth of the Don, and a reputation for "bad air and pestilence"³ (Figure 3). The poor conditions of the land didn't dissuade industrialists from purchasing within the area, however, with the brewer Enoch Turner and the miller James Worts both acquiring lots as they were sold off in the years leading up to incorporation.⁴ As these industries expanded - particularly Gooderham & Worts - they were joined by others within the immediate area, including gas works, mills and workshops.

The workforce for these industries largely comprised Irish immigrants at first, many of whom were fleeing the Great Famine (1845-1851), which saw tens of thousands of Irish immigrants arrive at the Toronto harbour at a time when the city's population was approximately 20,000. Some of these immigrants would pass through Toronto to settle elsewhere, however others remained in the city, including substantial numbers of both Catholic and Protestant immigrants who settled within St. Lawrence Ward (and St. David Ward to its north), seeking employment in the area's manufacturing and industrial factories. Many lived in single-story wood frame houses that were either self-built, erected by the employing companies, or by speculative developers, and were clustered around Palace, South Park (now Eastern) and Trinity streets. As the 19th century progressed the area became known as 'Corktown', a moniker commonly applied to neighbourhoods within cities that had large Irish populations and a reference to County Cork, in the south of Ireland. The name persists to this day, and generally encompasses the area south of Queen Street East, between Parliament Street and the Don River.

The Railways and Industrial Expansion

Starting in the 1850s, the introduction of railways to Toronto spurred industrial growth in Corktown.⁵ The Grand Trunk Railway was the first to cross the Don River, and was laid out along the Esplanade in 1855 (Figure 4).⁶ The railways dramatically changed the landscape of the area, filling the harbour for their tracks and yards over successive periods, and extending the shoreline south from Front Street. The area's industrial

3 Liz Lundell, *The Estates of Old Toronto* (Boston Mills Press, 1997), 121.

4 Stephen A. Otto. *Gooderham & Worts Heritage Plan, Report No. 1: Aboriginal and European Settlement* (1994), 94.

5 Numerous railway companies, both large and small, were established to offer freight and passenger service between destinations determined by each enterprise. Competing interests and the high cost of running a railway resulted in frequent mergers and acquisitions that ultimately resulted in two predominant companies: Canadian National (CN) and Canadian Pacific (CP) Rail.

6 Historica Research Limited, p.9, 22.

growth directly contributed to the Don Improvement Plan of 1886, which led to the straightening of the Don River below Gerrard Street by 1890 (Figure 5). This massive engineering project reclaimed significant lowlands along the banks of the river for industrial use, and made room for a new Canadian Pacific Rail line completed through the area on the west side of the Don River in 1892.⁷ The dramatic expansion of industry in the area initially led to an increase and change in housing. The wealthy left the area, their homes either demolished or converted for other purposes, and denser housing predominated.⁸ By the late 19th century, Fire Insurance Plans indicate that the area immediately surrounding the subject site featured large industrial sites, like those occupied by Gooderham & Worts Distillery, the William Davies & Co. Pork Packers, and the Consumers Gas Co., alongside fine-grained workers housing. At this time, the southeast corner of Cherry Street and Eastern Avenue was a public square, southeast of which was a Gooderham & Worts Cooperage, with worker's housing located on the south side of Eastern Avenue (Figure 6).

While the expansion of industry fueled a growth in housing in the late 19th century, the continued industrial and railway growth in the early 20th century resulted in the redevelopment of formerly residential areas with additional factories and warehouses. In 1906, Toronto Dwellings Limited, a subsidiary of the Canadian Northern Railway Co. (CNR), was established to undertake the railway's land and property business in Toronto. Soon after its establishment, the company purchased large swathes of land in eastern central Toronto from private land owners (all of them holding long term leases from the trustees of the Toronto General Hospital), for a total cost of about \$325,000 (worth nearly \$10 million in 2022), with the intention of erecting large freight sheds for the railway.⁹ This purchase consolidated a large block bounded by Cherry Street, South Park Street (now Eastern Avenue), Cypress Street (just west of the Don River), and Front Street East. Soon after Toronto Dwellings Limited acquired this property, the railway (as the Canadian Northern Ontario Railway Company (CNOR), another subsidiary of the CNR)¹⁰ demolished existing workers housing and small-scale industrial buildings on the southern portion of the block, including the Gooderham & Worts Cooperage, to accommodate railway tracks and freight sheds, but kept several houses and industrial buildings on the northern portion of the site on Worts Avenue, Eastern Avenue and Water Street. The existing housing was used to accommodate railway workers and the industrial buildings were either occupied by the railway itself, or leased out to industrial tenants. The most significant of these industrial tenants was Dominion Wheel & Foundries Ltd., who leased increasingly large portions of the CNOR

7 Careless, 118.

8 Archaeological Services Inc., p.9.

9 The Canadian Manufacturer, p.23.

10 The Canadian Northern Railway Company was founded in 1899. Like many other railway companies of the time, it expanded through the acquisition of smaller, disconnected railways with an eventual goal of connecting its disjointed lines to service a larger geographical area. One of the subsidiaries of the Canadian Northern Railway (CNR) was the Canadian Northern Ontario Railway (CNOR), which prior to 1906, had been named the James Bay Railway. By 1917, the CNOR was no longer financially viable. It was merged, along a few other companies and their subsidiaries into the Canadian National Railway. The merger was completed in 1923. The company was amalgamated under one name in 1956, and introduced their well-known CN logo in the 1960s (Hopper and Kearney).

lands on the southeast corner of Eastern Avenue and Cherry Street starting in 1913 according to the City's Tax Assessment Rolls (Figure 7).¹¹

Dominion Wheel & Foundries Ltd.

Dominion Wheel & Foundries Ltd. (DWF) was incorporated in December of 1912 with a capital of \$250,000 (the equivalent of about \$6.9 million in 2022).¹² The company manufactured chilled iron car wheels, brakes, and other railway castings for the burgeoning railway industry in the early 20th century.¹³ Its president, Joseph Albert Kilpatrick, was the former General Manager of the Canada Iron Corporation of Montreal, and a prominent Canadian industrialist during the early 20th century.¹⁴ Born in Rothesay, Ontario, in 1868, Kilpatrick began humbly and apprenticed as a mold maker within the railway manufacturing trade. He worked his way up to become an owner of his own foundry, and by the end of his career, had established a network of foundries in Albany, New York, Montreal, Toronto and Vancouver.¹⁵ Kilpatrick died in 1948, and his obituary noted that while he had made his home in Toronto, he travelled frequently between his foundry operations in Canada and the U.S. He had three children, a son who lived in New York and two daughters who lived in Toronto.

In 1913, the DWF is listed in both the Tax Assessment Rolls and City Directories as occupying a portion of the CNOR lands at the southeast corner of Eastern Avenue and Cherry Street for use as a foundry. Their tenancy included the use of an existing building at 131-137 Eastern Avenue as an office and for storage. This building, which first appears in the 1903 Goad's Map, had been occupied by the Stewart Hartshorn Co., manufacturers of spring shade rollers, prior to being acquired by the Canadian Northern Ontario Railway in 1906.¹⁶

Business for Dominion Wheel & Foundries Ltd. was lucrative during the period of rapid railway expansion in the early 20th century due to the high demand of their products, permitting the gradual expansion of the company's operations on Eastern Avenue over the next two decades. The 1924 Goad's map shows that by this point, the company occupied the lands formerly used as St. Lawrence Square at the southeast corner of Eastern Avenue and Cherry Street with a purpose-built timber foundry complex connected to the brick office and storage building at 131-137 Eastern Avenue (Figure 8). Tax Assessment Rolls for this period indicate that DWF was still a tenant of the railway (which had amalgamated as the Canadian National Railway one year prior in 1923), and had not yet expanded their operations east of (former) Water Street (Figure 9).

In 1929, Dominion Wheel and Foundries Ltd. acquired the land they had been leasing from the Canadian National Railway and expanded their operations eastward, doubling

11 City of Toronto Tax Assessment Rolls 1912 for 1913, 1913 for 1914.

12 Mulvey, p.17.

13 Canadian Machinery and Manufacturing News, p.56.

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

15 Ibid.

16 Toronto City Directories, 1898-1906.

the size of their site from 2.19 to 4.51 acres between 1929 and 1930.¹⁷ As part of this expansion, the company demolished the remaining railway workers' housing on Water Street and Eastern Avenue, and took over an existing building immediately east of Water Street for use as the Storage Building. While no original building records, permits or drawings have been located for the Storage Building that stood at 169 Eastern Avenue, it has the same shape, location and material construction as a structure that first appears in the 1913 Goad's Map, which was listed in the City Directories for that same year as CNOR Stores.¹⁸ Based on information found in City Directories and Tax Assessment Rolls, this building appears to have been constructed as early as 1901 as stables for the William Davies Co. (one of the most successful pork packers in the British Empire at the end of the 19th century), and was subsequently used as stables and stores by the CNOR when they acquired the property in 1906.¹⁹ The building's origin as stables was also noted in a 1945 letter to the Commissioner of Buildings by James, Proctor & Redfern regarding a permit application for alterations to the Storage Building at 169 Eastern Avenue, which notes that the building "many years ago was used as a stable by one of the Cartage Companies."²⁰

This eastward expansion was followed in 1930 by the construction of a new office building for the company at 171 Eastern Avenue, designed by James, Proctor, and Redfern Limited, Consulting Engineers.²¹ An underwriter's insurance plan of the Dominion Wheel & Foundries site from 1931 (Figure 10) shows that by this point, the western part of the site housed a large complex of interconnected buildings related to the foundry, including a cupola house, chipping room, pattern storage room, cleaning house, and office, while the east portion of the site housed several independent structures, including the Storage Building at 169 Eastern Avenue, the Office at 171 Eastern Avenue, and the Machine Shop at the rear of the site (later known as 185 Eastern Avenue), along with several storage and auxiliary buildings at the east and south boundaries of the property. Although no original building records, permits or drawings have been located for the Machine Shop at 185 Eastern Avenue, it is possible that the DWF converted an existing wooden structure at the rear of the site that is visible in the 1924 Goad's Map when they took over the eastern portion of the site in 1929.

As a result of Canada's mobilization during the Second World War, the DWF complex saw another period of expansion in the 1940s. An addition to the Machine Shop linking it to the Storage Building to the north was built in 1940,²² as was a link between the Office and Storage Building to the west.²³ These additions, again undertaken by James, Proctor and Redfern, linked the once separate buildings at 169, 171 and 185 Eastern Avenue into one interconnected complex, as shown in an Underwriter's Insurance Plan of the site from 1941 (Figure 11). Significant alterations to the Storage Building at 169 Eastern Avenue were also undertaken in 1945 by James, Proctor, and Redfern, which

17 City of Toronto Tax Assessment Rolls, 1929 for 1930, 1930 for 1931.

18 City Directories: 1914.

19 City Directories: 1902-1930; Tax Assessment Rolls: 1904-1930

20 City of Toronto Building Records File No. 83561 (Building Permit No. A92629)

21 The building appears on the 1931 Underwriters Insurance Plan (City of Toronto Archives)

22 City of Toronto Building Records File No. 67314

23 City of Toronto Building Records File No. 65089

included releveling its floors and roof to align with those of the Office Building to the east, and subsequent changes to window openings on the building's north and west elevations.²⁴ This was followed by a western addition to the Machine Shop in c.1946,²⁵ and a large eastern addition to the Machine Shop in 1947, both also undertaken by James, Proctor and Redfern.²⁶ These Machine Shop additions can be seen in an aerial photograph of the site from 1950 (Figure 12).

In 1953, the Cleaning Room located at 153 Eastern Avenue was constructed to the east of the foundry complex at Eastern Avenue and Cherry Street to the designs of engineering firm Proctor, Redfern and Laughlin. As can be seen in an aerial photograph from that year, the Cleaning Room was originally surrounded by the foundry complex to the south and west (Figure 13). A small eastern addition to the Cleaning Room, originally housing a laboratory and transformers, was built between 1953 and 1955.²⁷ The construction of the Cleaning Room marked the last major expansion project associated with the site's use as a foundry.

Throughout the entirety of Dominion Wheel & Foundries Ltd.'s ownership of the complex on Eastern Avenue, industrial production at the facility remained largely the same. In the 1950s, the complex was still manufacturing a variety of railway-related products, including chilled tread car wheels, flanged pipe and fittings, and alloy iron casting in addition to foundry and general engineering work.²⁸ A substantial portion of this four-decade occupancy of the site was also marked by a productive working relationship with James, Proctor, and Redfern Engineers, who were responsible for DWF's building program beginning in 1930 until 1956, when the site was sold to Canada Iron Foundries Ltd.

James, Proctor, and Redfern Consulting Engineers

Established c.1920 by founding partners architect Edgar Augustus James (1874-1927) and engineers Edward Moore Proctor (1888-1972) and Wesley Blaine Redfern (1886-1960), the firm was instrumental in civil engineering and city-building in Southern Ontario's growing municipalities in the early 20th century. Edward Moore Proctor, in particular, was instrumental in the company's expansion and diversification of services during and after the Second World War, branching out into fields including environmental engineering. 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.²⁹ The firm is credited with a varied portfolio of infrastructure and engineering projects, including firehalls, industrial buildings, bridges, dams, sewage treatment plants, storm water management systems, and environmental engineering projects. Notably, the firm collaborated with John Lyle on Hamilton's High Level Bridge in the early 1930s.³⁰

24 City of Toronto Building Records File No. 83561 (Building Permit No. A92629)

25 City of Toronto Building Records File No. 77036; while a building permit for the west extension to the Machine Shop was applied for in 1942, it does not appear to have been completed until c.1946.

26 City of Toronto Building Records File No. 92821 (Building Permit No. A8055)

27 Building Records, Drawing E-5313. June 27, 1955.

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

29 University of Toronto Engineering Alumni Bios: Proctor, Edward Moore.

30 Disher and Smith, p.142.

The firm became Proctor, Redfern & Laughlin in 1946 and Donald Blaine Redfern, the son of Wesley Blaine Redfern, joined the firm in 1948 after graduating with a B.Sc. in Civil Engineering from the University of Toronto. He was made a partner in 1954, before the firm was renamed Proctor & Redfern in 1957.³¹ During his tenure with the firm, he was responsible for the design and construction supervision of numerous sewage treatment plants and acted as a Project Engineer on several major engineering projects throughout Ontario. He was elected Vice-President of Proctor and Redfern Limited in 1969, President and General Manager in 1974 and 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 in 1965-1966. His contributions to engineering were recognized throughout the years, and he was awarded the Sons of Martha Medal (1972), President of the Canadian Council of Professional Engineers (1968-1969) and Fellow of the Engineering Institute of Canada. Environmental consulting firm Earth Tech Canada, Inc. acquired Proctor & Redfern in 1999, and in turn was subsequently acquired by Los Angeles-based AECOM in 2008.

Industrial Decline of the West Don Lands & Master Plans

Following the establishment of Metropolitan Toronto in 1953, Metro's new planning department began a rapid and transformative period of road and expressway expansion, which included the construction of the Don Valley parkway in the 1960s. Looking for a route connecting the Don Valley Parkway into the downtown, planners settled on ramps that would cut through Corktown, at the time considered a largely derelict residential area in an industrial/commercial zone. Located directly north of the Dominion Wheel & Foundries complex on Eastern Avenue, these ramps had a significant contextual impact on the area, further severing the industrial area from the city to the north.

After the 1960s, changing transportation and economic patterns meant that railway expansion was no longer a driving force within Toronto's industrial sector. This decline led to a massive shift within the West Don Lands, and many of the area's former industrial lands fell out of use. Land Registry records indicate the former Dominion Wheel & Foundries site was sold to Canada Iron Foundries Ltd. in 1956. During this period of rail decline, Canada Iron Foundries Ltd. supplied products for the steel, aluminum, brass and automotive industries.³² However, business steadily declined, and in 1968 Canada Iron Foundries Ltd. sold the western portion of the site (including everything west of the Cleaning Room at 153 Eastern Avenue) to Rosemond Investments. Between 1968 and 1970, the foundry complex on the west portion of the site was demolished (Figure 14). Between 1986 and 1987, Canron (formerly Canada Iron Foundries Ltd.) sold off their remaining property on Eastern Avenue, marking the end of the site's use as an industrial complex.

In 1988, most of the land from Parliament Street east to the Don River and from Eastern Avenue south to the rail corridor (excluding the Gooderham & Worts complex) was expropriated by the province. Catalysed by concerns about access to affordable housing, plans were made between the Province and the City of Toronto in the 1990s to

31 University of Toronto Engineering Alumni Bios: Redfern, Donald Blaine.

32 SBA (CHER), p.21

redevelop 80 acres of former industrial land in the West Don Lands into a mixed-use neighbourhood with six to seven thousand new residential units.³³ This redevelopment plan was known as "Ataratiri" after the Wendat word meaning "supported by clay." However, the economic recession of the early 1990s and high costs associated with the flood and environmental remediation required for the lands made the project unfeasible. With hundreds of millions already invested in the project, the Province declined to contribute additional funds to the redevelopment, and the City was unable to proceed on its own.

In 2001, the newly created Waterfront Toronto (WT) agency was charged with making lands owned by the Federal, Provincial, and Municipal governments along Toronto's waterfront available for redevelopment. Significant environmental remediation, and the introduction of major infrastructure, such as flood protection landforms, parks, roads, and servicing was necessary to make redevelopment of these former industrial lands viable. The West Don Lands Precinct Plan was endorsed by Toronto City Council in 2005, and in 2006, WT announced their plan to create a residential community of nearly 6,000 new residential units in the abandoned former industrial area now known as the West Don Lands. As part of the revitalization of the West Don Lands, City of Toronto Heritage Planning staff surveyed the precinct, and identified the properties at 153-185 Eastern Avenue as meriting inclusion on Toronto's Heritage Inventory (now known as the Heritage Register). The subject properties were included on the Heritage Register on October 1, 2004.

In 2009, Infrastructure Ontario/Ontario Realty Corporation announced the development of the Athlete's Village for the 2015 Pan American Games in the West Don Lands area, which led to a significant portion of the West Don Lands being redeveloped in time for the Pan Am games in 2015. In 2013, Corktown Commons, a large new park providing green space and a connection to the Don Valley Trail was also completed to the east of the subject properties. In 2016, the units completed as part of the Pam Am athlete's village were converted for residents, and a YMCA and George Brown Student Residence building were also opened in the neighbourhood. These redevelopments have all contributed to the area's transformation into a mixed-use residential neighbourhood.

The DWF complex remained vacant during this time, although essential building maintenance and repairs were undertaken as needed. In late 2020, the Province issued Minister's Zoning Order 595 relating to the subject properties, and demolition of the complex commenced shortly afterwards, in early 2021. An ancillary structure to the Cleaning Room (153 Eastern Avenue), which originally housed a laboratory and transformers for Dominion Wheel & Foundries, was the first to be demolished, and the east and south elevations of 153 Eastern Avenue were partially demolished prior to a court injunction being issued to stop demolition on January 29, 2021.

Negotiations between the Province and the City of Toronto commenced, and on August 20, 2022, the City of Toronto released a statement saying an agreement in principle had been reached with the Province for the DWF complex. A vision for the redevelopment of the site was outlined in an HIA prepared by a third-party consultant, released publicly in

³³ Ibid, p.14

conjunction with the statement. The conservation approach recommended by the HIA allowed for the demolition of the buildings at 171 Eastern Avenue (the Office) and 169 Eastern Avenue (the Storage Building), with the materials for the façade of 169 Eastern Avenue salvaged for reconstruction as part of any future development proposals.

iii. ARCHITECTURAL DESCRIPTION

The following section provides an architectural description and analysis related to the property which will establish the basis for determining design or physical value of Criteria 1, 2 or 3 according to O. Reg. 9/06 Criteria.

Located on the south side of Eastern Avenue between Rolling Mills Road and Bayview Avenue, the properties at 153 and 185 Eastern Avenue are part of a complex of former industrial buildings that housed Dominion Wheel & Foundries Ltd. from 1929 to 1956. As a remnant of a larger industrial site that once spanned from Cherry Street to (former) Overend Street (just west of present-day Bayview Avenue), the remaining grouping of buildings reflect its early history and operation as a foundry. The buildings are described chronologically, in order of the initial date of construction. Descriptions of the buildings at 169 and 171 Eastern Avenue are also included, to help permit a greater understanding of the interconnected nature of the properties that existed prior to the partial demolition of the site in 2021. Refer to Figure 15 for an annotated site plan referencing dates of construction of the buildings and additions.

169 Eastern Avenue (c.1901-1912, extensively altered 1945; demolished 2021 with materials salvaged for reconstruction)

Prior to demolition in 2021, the earliest building on the site was located at 169 Eastern Avenue and known as the Storage Building (Figure 16). It is likely that DWF acquired an existing brick building at this location when they expanded their operations east of Water Street in 1929. The building had a large rectangular plan, oriented north-south on the site, and was slightly proud of the adjacent Office to the east, reflecting its early construction. The building featured a flat roof and red brick cladding, including on the Eastern Avenue elevation. Its principal (north) elevation was symmetrically organized into seven bays, with the central bay flanked by brick piers displaying stylized Art Deco cast stone details near the roofline.

In 1945, the building underwent significant alterations to the designs of James, Proctor & Redfern to align its geometry and architectural vocabulary with the adjacent Office Building at 171 Eastern Avenue. These alterations included changes to the floor and roof levels and window openings, as well as the addition of sparse architectural details reflecting a late expression of an Edwardian Classicism style, featuring Art Deco and Art Moderne influences (Figure 17). The raised roof level resulted in the removal of the existing cornice and the installation of a new concrete cornice (covered by metal flashing) spanning the width of the façade above a brick soldier course with each alternate row lock brick projecting slightly proud of the main elevation, a detail that was replicated from the Office Building. All windows on the second storey were raised to align the stone sill and brick header heights with the adjacent building, and the windows were replaced with three-over-one double hung sash for stylistic consistency. The ground floor was not significantly altered as part of these renovations, and featured

smaller windows with stone sills and exaggerated radiating brick voussoirs, with recessed brick banding running above the voussoirs on the outer bays. A similar recessed string course was added as a detail on the second storey, midway through the windows on the upper level.

The building's west elevation featured large ground floor windows with radiating brick voussoirs and stone sills, and smaller second-floor windows with brick headers and stone sills. The recessed brick banding running along the building's north elevation also continued on its west elevation. The entrance to the building (which was added as part of the 1945 alterations) was located on its east elevation and accessed via a concrete stairway. It featured a wooden door frame with glazed transom lettered with "169".

Development Proposal Alternative #2 in the HIA released publicly on August 20, 2021, calls for the replication of the north elevation of 169 Eastern Avenue in its former location with the ornamental concrete cornice to be restored as part of a commemorative streetwall.

171 Eastern Avenue (1929, 1940; demolished)

The property at 171 Eastern Avenue (the Office Building) comprised two parts: the original free-standing office building designed by James, Proctor and Redfern in 1929, and a later western addition linking the Office to the Storage Building at 169 Eastern Avenue, designed by the same firm in 1940 (Figure 18). The style of the Office Building was a late expression of Edwardian Classicism, influenced by the Art Deco and Art Moderne styles popular from the 1920s to the 1940s. The building was two storeys with a raised basement, and featured an L-shaped footprint resulting from a series of additions over time. The building had a flat roof, and was clad in mixed brown and yellow bricks.

The Office's north elevation was symmetrically organized into three bays, all divided by brick piers featuring stylized concrete and brick details above the second storey that evoked the Art Deco and Art Moderne styles. All windows featured concrete sills and brick headers. At the east and west bays, the central second-storey windows featured decorative brick soldier-course surrounds reflective of a streamlined Art Moderne style, while the central first-storey window (at the east bay) and door (at the west bay) were flanked by brick pilasters with concrete caps and topped by tiles in a checkerboard pattern. These decorative elements reflected a stylized interpretation of the Gothic Revival style that was popular in Art Deco architecture in the 1920s. On the second storey, the windows contained three-over-one single hung wood sash. The raised principal entrance to the Office also featured a moulded wood frame with glazed transom, a concrete double stairway, and was topped by a period light fixture. A decorative brick soldier course ran above the windows of the raised basement, while the building's roofline featured a concrete cornice covered by metal flashing. Below the cornice was a brick soldier course with each alternating brick projecting slightly proud of the façade.

The Office's east elevation featured three bays divided by brick piers with concrete detailing above the second storey. The architectural details on the primary elevation continued onto this side of the building, including the brick soldier courses above the

raised basement windows and below the cornice, as well as the stone sills and brick headers at each window. The 1940 extension, which linked the Office Building with the Storage Building to the west, mirrored the existing architectural features of the original building and also contained a concrete band above the ground floor windows (Figure 19).

185 Eastern Avenue (c.1929, additions c.1946, 1947)

The Machine Shop at 185 Eastern Avenue is generally located in the southeastern quadrant of the Dominion Wheel & Foundries site, and is the product of the expansion of industrial activity over the course of the site's use for manufacturing railway parts and equipment. While the building has an Eastern Avenue address, it is functionally and visually oriented in the direction of the former rail yards to the south, towards what is now Palace Street (Figure 20). The building is clad in red brick with a concrete base and reflects a mid-twentieth-century vernacular industrial style featuring restrained classical detailing, where natural light is let in through a series of large window openings. The building was originally constructed with eight bays separated by brick piers, and its long east-west orientation reflects its original use for the fit-out of rail cars. It features a shallow gable roof, with an interior demising wall running below the ridgeline.

The original Machine Shop was likely built when the DWF expanded its operations into this portion of the site in 1929,³⁴ but like the other structures within the complex, the building was enlarged through a series of additions over time. By 1941, an addition was constructed that linked the Machine Shop with the Storage Building to the north, forming two courtyards on the east and west portions of the site (this addition was demolished in 2021). Also in the early 1940s, a two-bay extension to the west side of the building was designed to mimic the detailing of the earlier building, and is seamlessly integrated into the main structure (Figure 21).³⁵ An eastern addition constructed in 1947 also reflects a similar style to the rest of the building, but whereas the first alteration extended the functional space by adding more bays to the west, the second addition on the east truncates the building by being oriented perpendicularly to the original structure (Figure 22). It features a rectangular plan three bays wide on the north and south elevations and five bays in length, and is slightly taller than the original Machine Shop (Figures 23-24). The ridgeline of its shallow gable roof runs north-south, in contrast to the earlier portions of the building.

The building's fenestration patterns are a direct reflection of the organization of interior spaces (Figures 25-29). The southern half and eastern end of the building is one large L-shaped open space, permitting each bay on the east and south elevations to feature a large double-height industrial steel multi-pane window with a concrete sill, with exceptions for the bays that provide vehicular entrances. In contrast, the northern half of the building had a full second floor and third level mezzanine on the interior, resulting in a distinct row of window openings for each floor on the elevation facing Eastern Avenue.

³⁴ Although the 2021 CHER suggests 1935 as the date of construction for the Machine Shop, it does appear on the 1931 Insurance Plan and so was likely built earlier.

³⁵ Drawings for the west addition are dated to 1942, but the addition does not appear to have been completed until 1946. The addition appears complete on a 1947 aerial photograph.

The interior of the large L-shaped double-height space features painted brick walls and a concrete floor slab (Figures 30-34). Railway tracks embedded in the concrete slab run the full length of the building, through the original building and both the east and west additions. These tracks permitted machinery and equipment, including rail cars, to move down an assembly line that ran through the shop. An interior wall, added at an unknown date, partitions the main space near the eastern end of the original 1929 building, but during the height of Dominion Wheel & Foundries' use of the facility, this would have been a single open space. In the long section of the building, exposed steel beams are supported at each pier separating the bays, and steel purlins with a smaller cross-section support the exposed wood roof decking. The roof structure of the c.1946 addition features secondary structural members that are more closely spaced together with additional cross-bracing, resulting in a distinctively different appearance on the interior. The roof structure of the 1947 addition is also exposed, but in this section of the Machine Shop, steel trusses were used instead of beams.

153 Eastern Avenue (1953)

The last major building to be constructed on the Dominion Wheel & Foundries Site was the Cleaning Room at 153 Eastern Avenue. Located at the western edge of the present site along Rolling Mills Road, this structure was originally surrounded by buildings associated with the foundry complex to the west and south. As a result, it was never interconnected with the rest of the grouping (including the Storage Building, Office Building and Machine Shop) on the east portion of the subject site. The building is rectangular in plan measuring four bays wide by six bays long, and is oriented north-south, with brick cladding atop a concrete base and a shallow gable roof. Similar to the Machine Shop, the Cleaning Room reflects a mid-twentieth-century vernacular industrial style featuring restrained classical detailing and large multi-pane steel windows with concrete sills.

The primary access to the building is located in the two centre bays of the east elevation, through an oversized garage door in one bay and standard entry door in the adjacent bay (Figure 35). Windows on the east and north³⁶ are two storeys in height (Figures 36-37). Due to the building's historical location surrounded by the former foundry complex to the west and south, windows on the south elevation function as clerestory windows to the open floor plan (a previous one-storey structure abutted the south wall of 153 Eastern Avenue) and there are no openings on the west elevation (Figures 38-39). The interior walls are exposed painted brick, and exposed steel trusses support stained wood roof decking. A steel gantry crane manufactured by Sir William Arrol & Co. Ltd. of Glasgow, Scotland, runs along the east and west walls supported by a steel support structure (Figure 40).

In 2021, work crews began knocking out the glazing and masonry infill of the exterior walls, resulting in the partial demolition of the southeastern corner; however site activity was halted before the primary structure was impacted.

36 The windows on the north elevation are currently covered with exterior hoarding

iv. CONTEXT

The following section provides contextual information and analysis related to the property which is the basis for determining contextual value of Criteria 7, 8 or 9 according to O. Reg. 9/06 Criteria.

The former Dominion Wheel & Foundries complex is located on the south side of Eastern Avenue, between Rolling Mills Road and Bayview Avenue. More broadly, the subject site lies within the West Don Lands neighbourhood, an area associated with the early settlement of the Town of York, the industrial and rail expansion of the late 19th and early 20th centuries, and the industrial decline and large-scale infrastructure and planning interventions in the late 20th and early 21st centuries. Although the surrounding West Don Lands neighbourhood has largely been redeveloped into a high-density mixed-use community, elements of each of these historical eras remain in the surrounding context, reflecting its evolved character.

The earliest period is the least represented in the immediate context, but evidence of the 19th-century residential neighbourhood of "Corktown" exists to the west of the subject properties in a grouping of workers' cottages at Eastern Avenue and Sumach Street and two historic school buildings.³⁷ The period of industrial and rail expansion is better represented, and includes the subject properties, along with the former Canadian National Railways Office Building located to the southwest at 453 Cherry Street (and originally part of the same large CNOR property as the Dominion Wheel & Foundries complex), the Consumers' Gas Co. building to the southwest at 51 Parliament Street, the Gooderham & Worts Distillery to the southwest, the Cherry Street Interlocking Station at 385 Cherry Street, and the extant rail corridors to the south and east.

The surrounding context also reflects the late 20th and early 21st century major infrastructure and master-planning projects borne from the area's industrial decline, including the Don Valley Parkway overpasses and Underpass Park directly to the north, the large storage facility to the west (which replaced the DWF foundry complex demolished in the late 1960s) and the surrounding high-density master-planned West Don Lands neighbourhood (Figure 41). The planning of the neighbourhood also included the establishment of a new network of streets in the surrounding context, many of which cut through the area's former large industrial sites, including Rolling Mills Road immediately west of the subject properties, and Palace Street to the immediate south, which was once the location of the CNOR freight sheds and rail corridor.

As a large site reflecting an early-to-mid-20th-century industrial typology, and the last remaining former industrial complex in the West Don Lands, the subject site is a landmark within the West Don Lands neighbourhood. The complex also terminates the view north on Tannery Road (Figure 42).

3. EVALUATION AND APPLICATION OF O.REG 9/06 CRITERIA

The following evaluation applies Ontario Regulation 9/06 made under the Act: Criteria for Determining Cultural Heritage Value or Interest. The criteria are prescribed for

37 The two school buildings include the former Sackville Street School (c.1887) at 19 Sackville Street and Palace Street School (c.1859) at 409 Front Street East

municipal designation under Part IV, Section 29 of the Act, and the City of Toronto is also required to use these criteria when assessing properties for inclusion on the City of Toronto's Heritage Register. There are a total of nine criteria under O. Reg 9/06. A property may be designated under Section 29 of the Act if it meets two or more of the provincial criteria for determining whether it is of cultural heritage value or interest.

The evaluation table is marked "N/A" if the criterion is "not applicable" to the property or "✓" if it is applicable to the property, with explanatory text below.

DESIGN OR PHYSICAL VALUE

The property has design value or physical value because it	
1. is a rare, unique, representative or early example of a style, type, expression, material or construction method.	✓
2. displays high degree of craftsmanship or artistic merit	N/A
3. demonstrates high degree of scientific or technical achievement	N/A

Rare, unique, representative, or early example of a style, type, expression, material or construction method

The properties at 153 and 185 Eastern Avenue have design value as representative examples of a mid-20th-century vernacular industrial style. As articulated on the Cleaning Room at 153 Eastern Avenue and the Machine Shop at 185 Eastern Avenue, this vernacular expression is typified by restrained classical features, including symmetrical composition of bays and piers, brick piers with concrete footings, pediments formed by gabled rooflines, and concrete window sills. These buildings also prominently feature large, multi-paned industrial steel windows that maximize natural light exposure, and which are similarly representative of the mid-century industrial architectural style. The architectural style of these properties is rare within the surrounding context of the West Don Lands.

The subject properties once functioned together as part of a larger industrial site spanning from Cherry Street to (former) Overend Street. Together, they are a rare surviving example of an industrial complex typology in the West Don Lands neighbourhood.

HISTORICAL OR ASSOCIATIVE VALUE

The property has historical value or associative value because it	
4. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community	✓
5. yields, or has the potential to yield, information that contributes to an understanding of a community or culture	✓
6. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community	✓

Direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community

The former Dominion Wheel & Foundries complex has value through its direct associations with Dominion Wheel & Foundries Ltd. The company was established in Toronto in 1913, and played an important role in supplying rail and train parts to Canada's burgeoning rail industry in the first half of the 20th century. Shortly after incorporation, the company moved onto a large site at the southeast corner of Cherry Street and Eastern Avenue and gradually expanded their operations eastward through the early half of the 20th century. In 1929, the company purchased a large tract of land from the CNOR (including the subject properties at 153-185 Eastern Avenue), and proceeded to construct a series of buildings related to the company's principal operations as a foundry for the railway industry.

Yields, or has the potential to yield, information that contributes to an understanding of a community or culture

The complex has historic value as it yields information about the historical development of the West Don Lands neighbourhood, which evolved from its earliest use as a Government Reserve fortifying the eastern edge of York, to the burgeoning immigrant neighbourhood of Corktown in the mid-19th century, to its establishment as an important industrial centre in the city in the late-19th and early-20th centuries following the introduction of the railways. Due to its location on former CNOR lands, proximity to the rail corridor, and original use manufacturing equipment for the rail industry, the subject site also yields information about the rise and subsequent decline of the rail industry in Canada through the 19th and 20th centuries.

Demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community

The complex has further associative value as it demonstrates the work of the prolific Toronto-based engineering firm of James, Proctor & Redfern (later Proctor, Redfern & Laughlin), who were responsible for the building program at the Dominion Wheel & Foundries complex during its period of expansion from the 1920s to the 1950s. Established c.1920 by founding partners architect Edgar Augustus James (1874-1927), and engineers Edward Moore Proctor (1888-1972) and Wesley Blaine Redfern (1886-1960), the firm was instrumental in civil engineering and city-building in Southern Ontario's growing municipalities in the early 20th century. The firm is credited with a varied portfolio of projects, including firehalls, industrial buildings, bridges, dams, sewage treatment plants, storm water management systems, and environmental engineering projects. The firm was also responsible for Hamilton's High Level Bridge in the early 1930s, in collaboration with celebrated architect John Lyle.

CONTEXTUAL VALUE

The property has contextual value because it is	
7. important in defining, maintaining or supporting the character of an area.	N/A

8. physically, functionally, visually or historically linked to its surroundings.	✓
9. a landmark.	✓

Physically, functionally, visually or historically linked to its surroundings

As a former industrial complex built between c.1912 and 1953 on former CNOR lands and in proximity to the extant rail corridors to the south and east, the Dominion Wheel & Foundries complex has contextual value for its functional and historical links to its surroundings. While the surrounding area reflects major redevelopment and master-planning projects from the late 20th and early 21st centuries, including the Don Valley Parkway overpasses directly to the north and the surrounding high-density mixed-use West Don Lands neighbourhood, the site is part of a larger post-industrial landscape within the West Don Lands. Surviving structures from this landscape include the former Canadian National Railways Office Building located to the southwest at 453 Cherry Street (and originally part of the same large CNOR property as the Dominion Wheel & Foundries complex), the Consumers' Gas Co. building to the southwest at 51 Parliament Street, the Gooderham & Worts Distillery to the southwest, the Cherry Street Interlocking Station at 385 Cherry Street, and the extant rail corridors to the south and east. Many of these buildings have been adaptively reused.

Landmark

As a large site reflecting a mid-20th-century industrial typology, and as the last remaining former industrial complex in the surrounding area, the complex is a landmark within the West Don Lands neighbourhood. The site also terminates the view north on Tannery Road.

CONCLUSION

The mid-century industrial buildings at 153 and 185 Eastern Avenue are an important legacy of the rise and subsequent decline of the rail industry in Canada through the 19th and 20th centuries. The large-scale brick buildings were constructed between 1929 and 1953 for Dominion Wheel & Foundries Ltd., who played an important role in manufacturing and supplying rail and train parts to Canada's railway industry in the first half of the 20th century.

The site is also part of a larger post-industrial landscape within the West Don Lands, which includes several other extant properties to the south and west. As a collection, the subject properties demonstrate the work of the prolific Toronto-based engineering firm of James, Proctor & Redfern, who were responsible for the building program at the Dominion Wheel & Foundries complex during its period of expansion from the 1920s to the 1950s. Grouped on a large site reflecting a mid-20th-century industrial typology and composition, they are part of the last remaining former industrial complex in the surrounding area, which is valued as a landmark within the West Don Lands neighbourhood.

Staff have completed the Research and Evaluation Report for the properties at 153 and 185 Eastern Avenue and determined that the properties meet 6 out of 9 criteria in Ontario Regulation 9/06, the criteria prescribed for municipal designation under Part IV, Section 29 of the Act. As such, the properties should be designated.

The Statement of Significance (Attachment 3) 153 and 185 Eastern Avenue, comprises the Reasons for Designation, which is the Public Notice of Intention to Designate.

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ATTACHMENTS

Attachment 1 – Maps and Photographs
Attachment 2 – List of Research Sources
Attachment 3 – Statement of Significance (Reasons for Designation) - 153 and 185 Eastern Avenue

**MAPS AND PHOTOGRAPHS:
153 and 185 EASTERN AVENUE**

ATTACHMENT 1

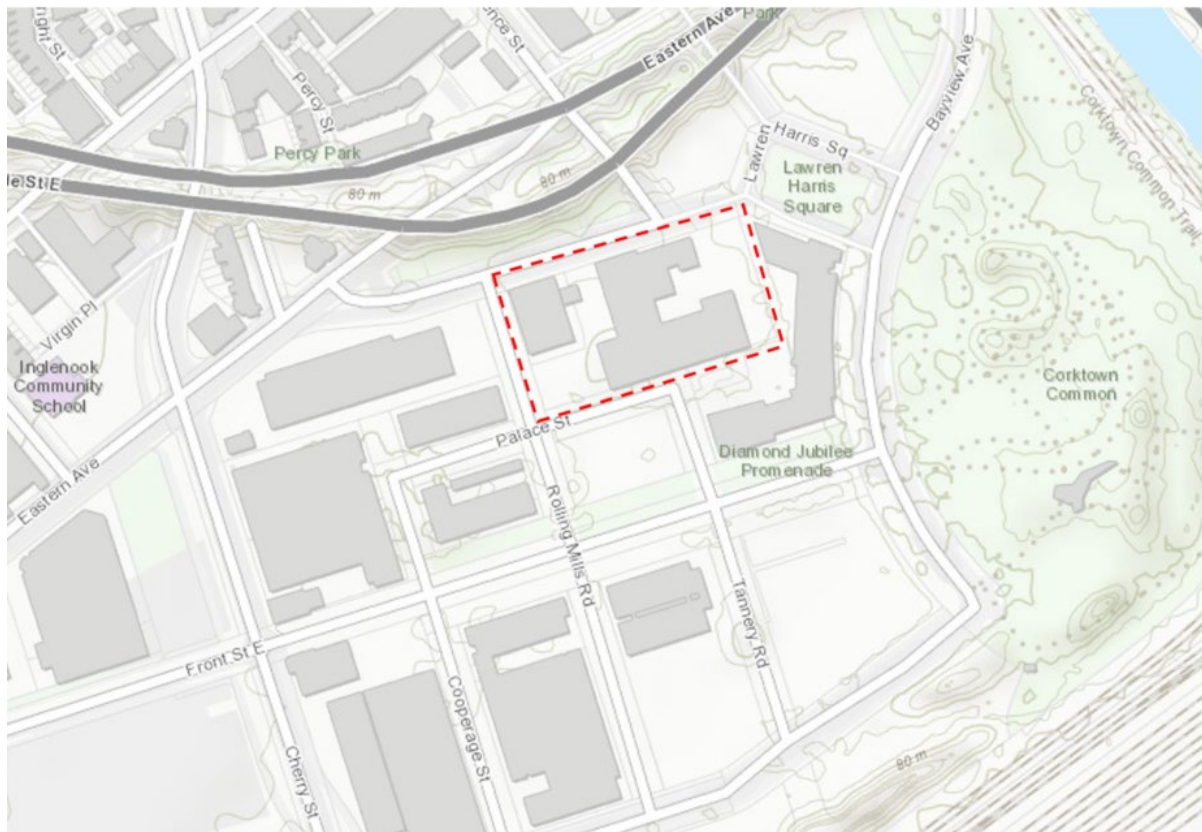


Figure 1: Map showing the location of the subject properties at 153-189 Eastern Avenue, on the south side of Eastern Avenue between Rolling Mills Road and Bayview Avenue, north of Palace Street. This location map is for information purposes only; the exact boundaries of the property are not shown. Building footprints have not been updated to reflect the demolition that occurred on the site in 2021.



Figure 2: 2021 Aerial photograph showing the surrounding context. The approximate location of the subject properties is indicated by the red box. The photo was taken prior to the demolition that occurred on the site in 2021. (City of Toronto Mapping)



Figure 3: Excerpt from the 1842 Topographical Plan of the City and Liberties of Toronto published by John Cane, which illustrates most development in the City occurred westward from the Original 10 Blocks (outlined in blue), while the area near the mouth of the Don River did not develop as quickly. The approximate location of the Dominion Wheel & Foundries complex is indicated by the arrow. (Toronto Public Library via Ng, annotations by Heritage Planning)

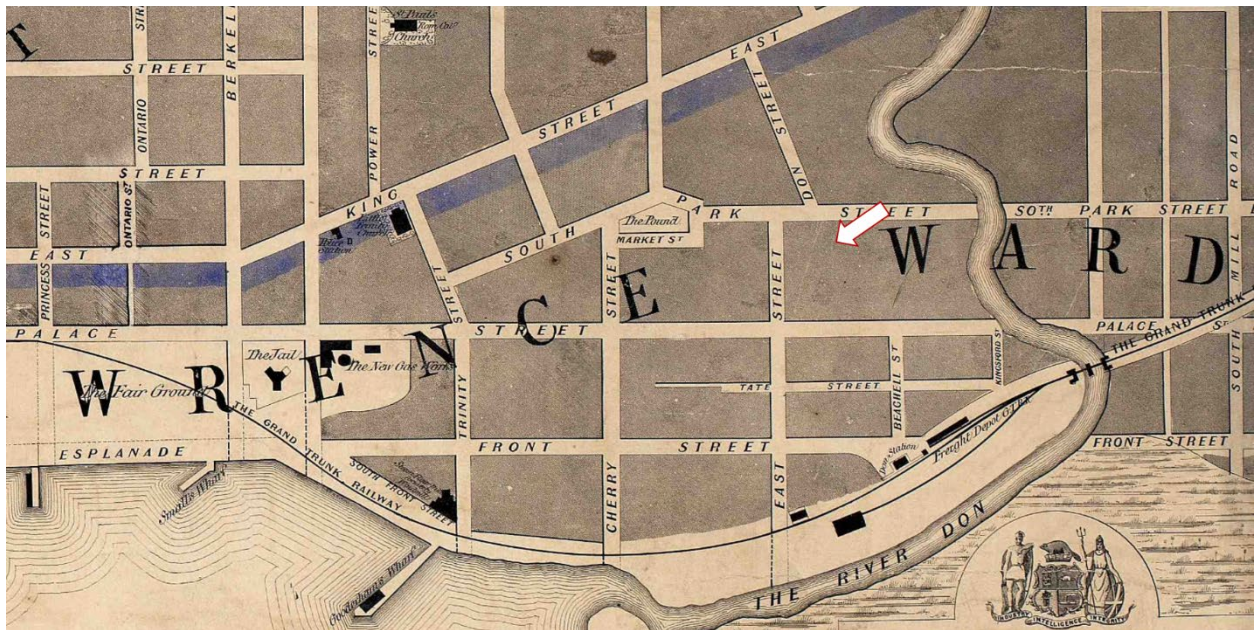


Figure 4: Excerpt from the 1857 Plan of the City of Toronto, Canada West, published by Fleming, Ridout and Schreiber. The map illustrates the Grand Trunk Railway, the first rail line to cross the Don River (in 1855), which was the first sign of the major industrial development the area would experience over the coming decades. The approximate location of the Dominion Wheel & Foundries complex is indicated by the arrow. (City of Toronto Archives)

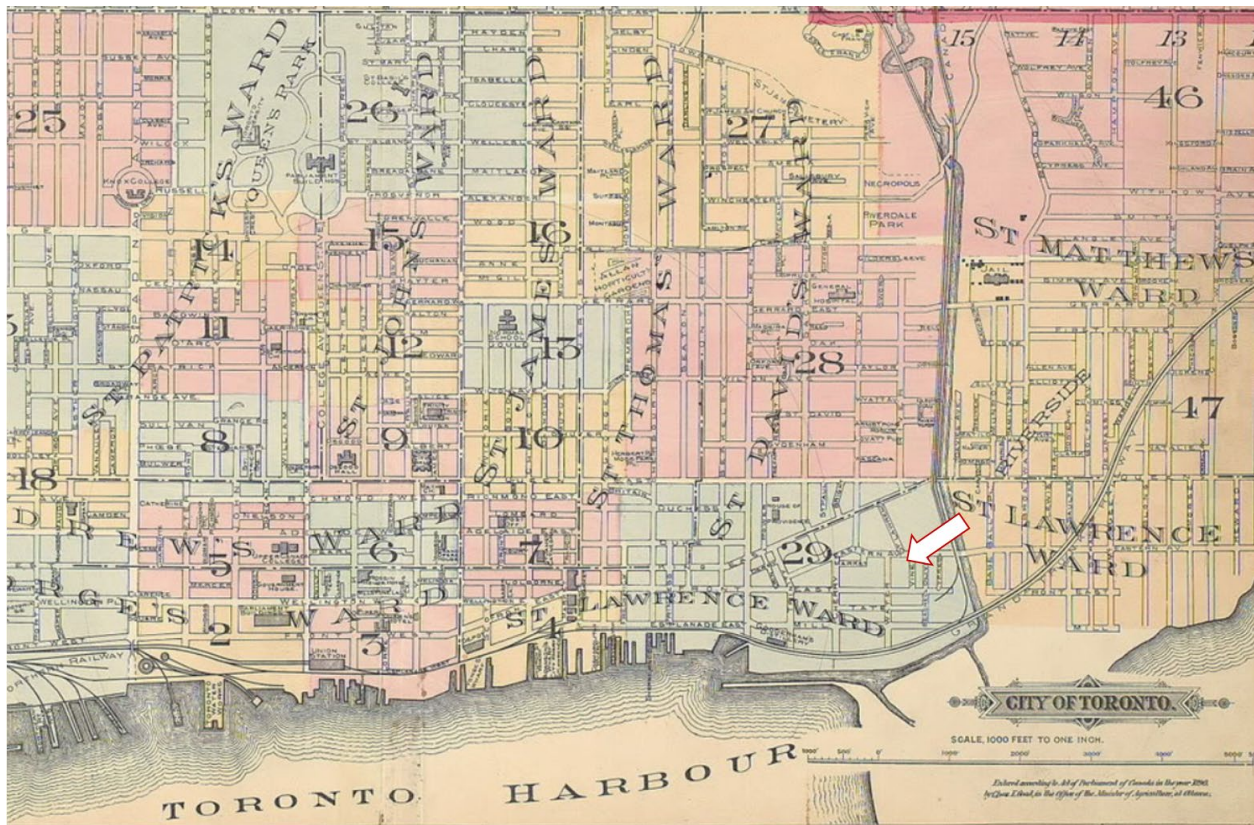


Figure 5: Excerpt from the cover page of the 1890 version of the Goad's Atlas, which illustrates the straightening of the Don River below Gerrard Street. The approximate location of the Dominion Wheel & Foundries complex is indicated by the arrow. (Ng)

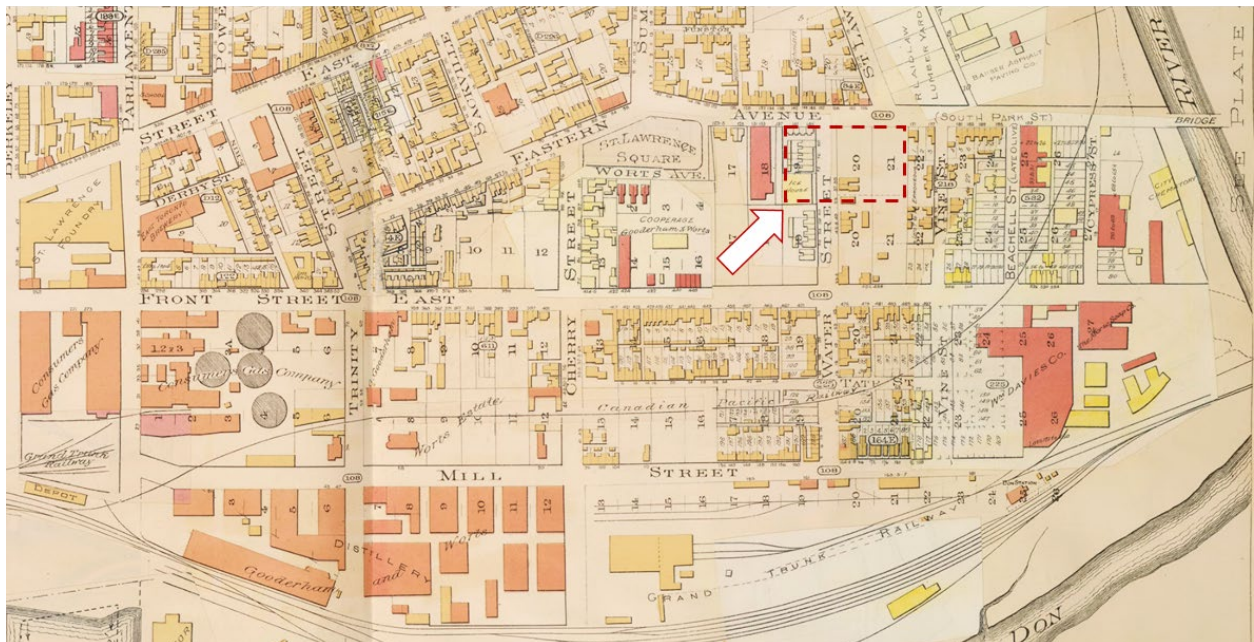


Figure 6: Excerpt from the 1903 Goad's Atlas, which illustrates a mix of worker's housing and large industrial sites, including Gooderham & Worts Distillery and Cooperage, and the William Davies & Co. Pork Packers plant. At this time, the southeast corner of Cherry Street and Eastern Avenue was still occupied by St. Lawrence Square. The map also shows 131-137 Eastern Avenue on Lot 18 (shaded in red to the west of the approximate site boundaries), the premises of the Stewart Hartshorn Co. The building would later be used by Dominion Wheel & Foundries as an office and storage building. (Ng)

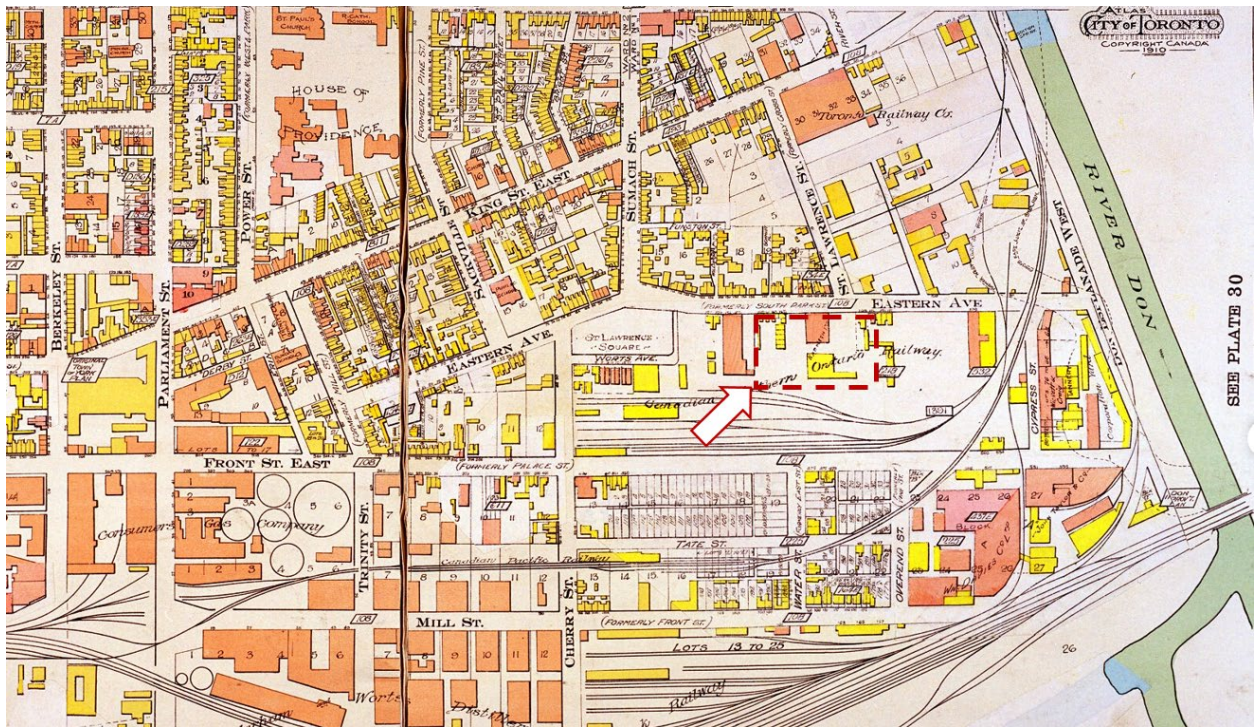


Figure 7: Excerpt from the 1913 Goad's Atlas (updated from 1910), which illustrates a dramatic change in the subject properties and their surroundings. The CNOR consolidated the lots south of Eastern Avenue and demolished most of the existing buildings. The map shows what the site would have looked like at the time Dominion Wheel & Foundries Ltd., began leasing from the CNOR, in 1913. The approximate location of the subject properties is indicated by the dashed outline and arrow. (Base map: Ng)

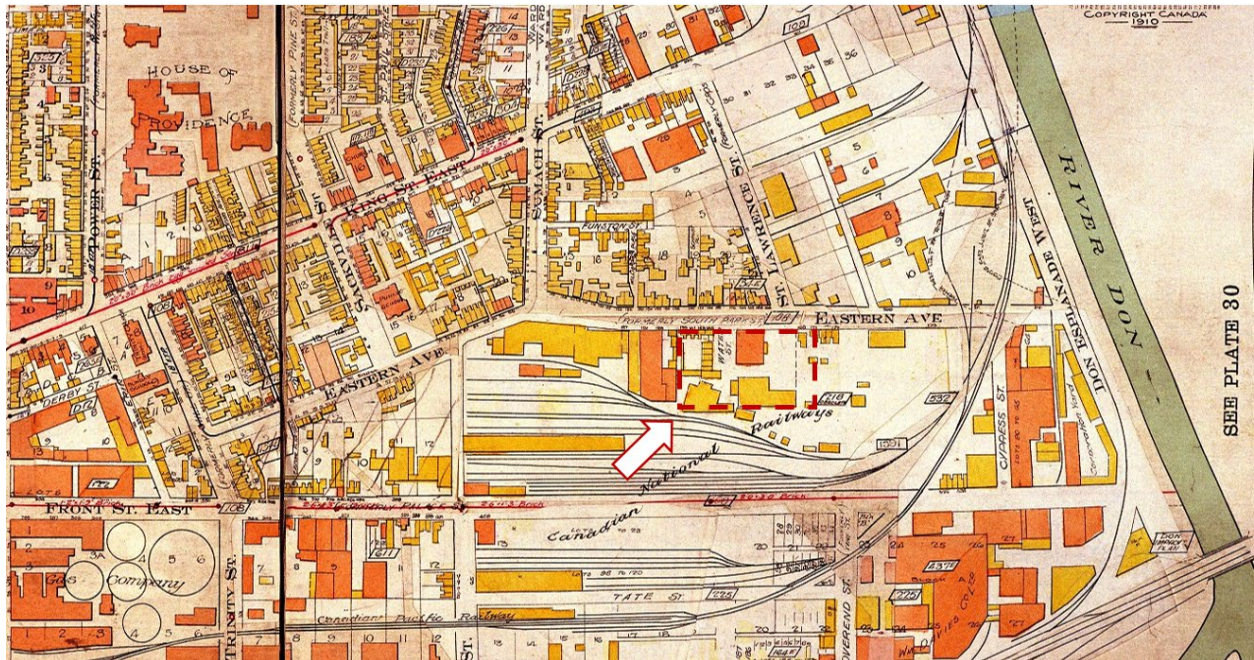


Figure 8: Excerpt from the 1924 Goad's Atlas, which shows the foundry complex had taken over the former St. Lawrence Square. In 1929, Dominion Wheel & Foundries Ltd. would demolish the worker's housing at Water Street and expand their operations east towards St. Lawrence Street into the existing building at 169 Eastern Avenue. The approximate location of the subject properties is indicated by the dashed outline and arrow. (Base map: City of Toronto Archives)



Figure 9: Archival image from 1925 showing Eastern Avenue, looking west from the Don River. The approximate location of Dominion Wheel & Foundries is indicated by the arrow. (City of Toronto Archives, annotated by Heritage Planning)

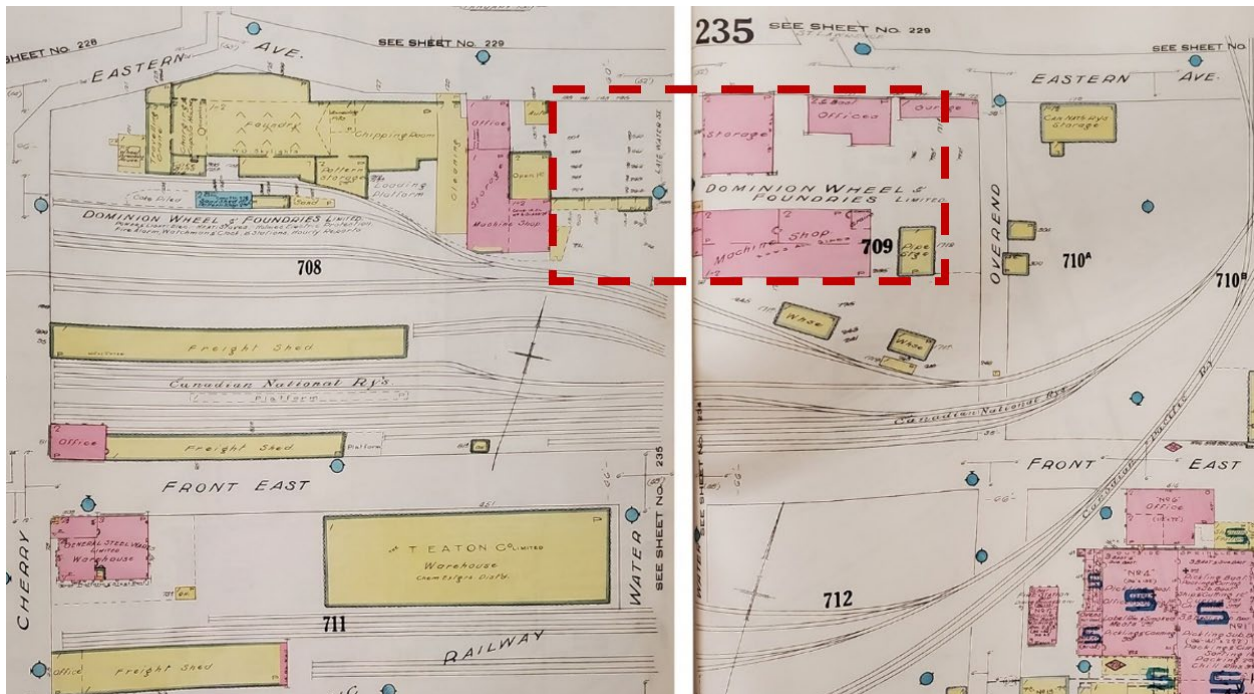


Figure 10: Excerpt from an Underwriter's Insurance Plan, 1931. The western portion of the site included the foundry and other interconnected buildings, while the eastern portion of the site housed several independent structures, including the Storage Building at 169 Eastern Avenue, the Office at 171 Eastern Avenue, the Machine Shop at the rear of the site (later known as 185 Eastern Avenue), and other auxiliary buildings. The Office Building at 171 Eastern Avenue was the first of many buildings on the site to be designed by James, Proctor, and Redfern Engineers. (City of Toronto Archives)

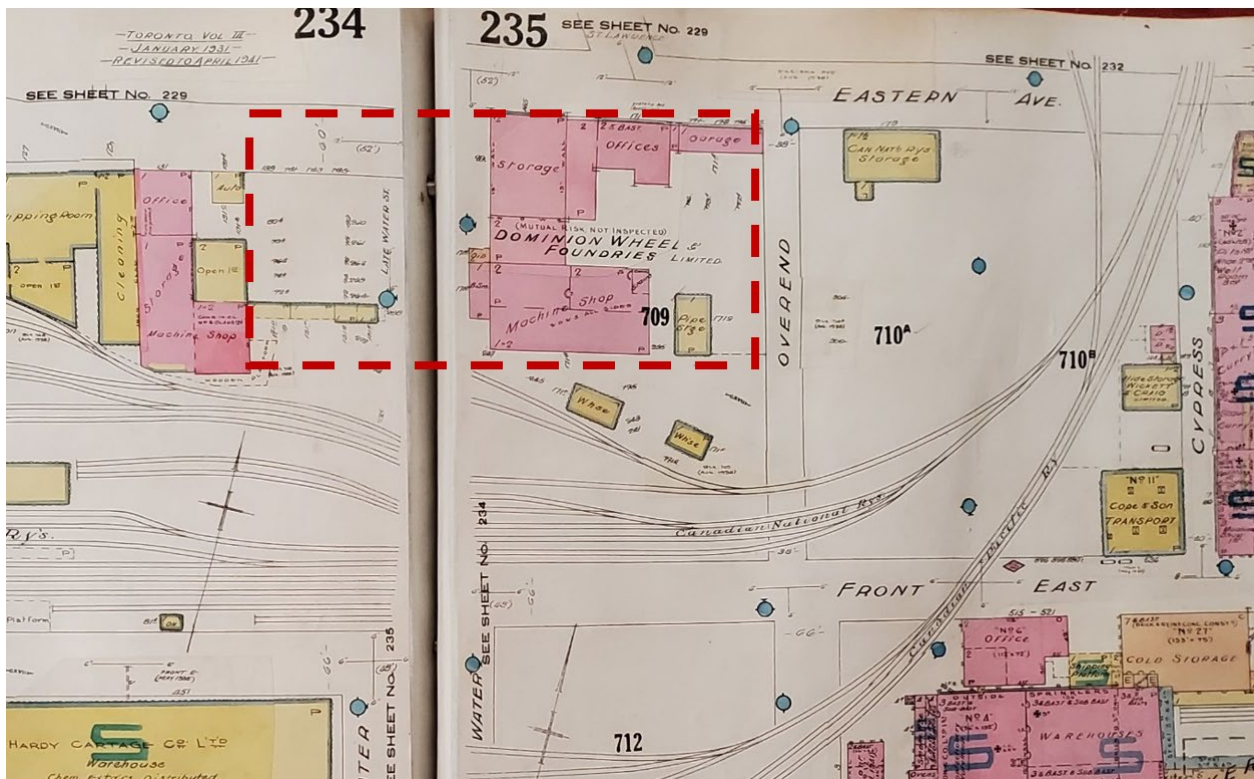


Figure 11: Excerpt from an Underwriter's Insurance Plan, 1931, revised to 1941. Several additions to the designs of James, Proctor and Redfern linked the once separate buildings at 169, 171 and 185 Eastern Avenue into one interconnected complex during the 1940s. (City of Toronto Archives)

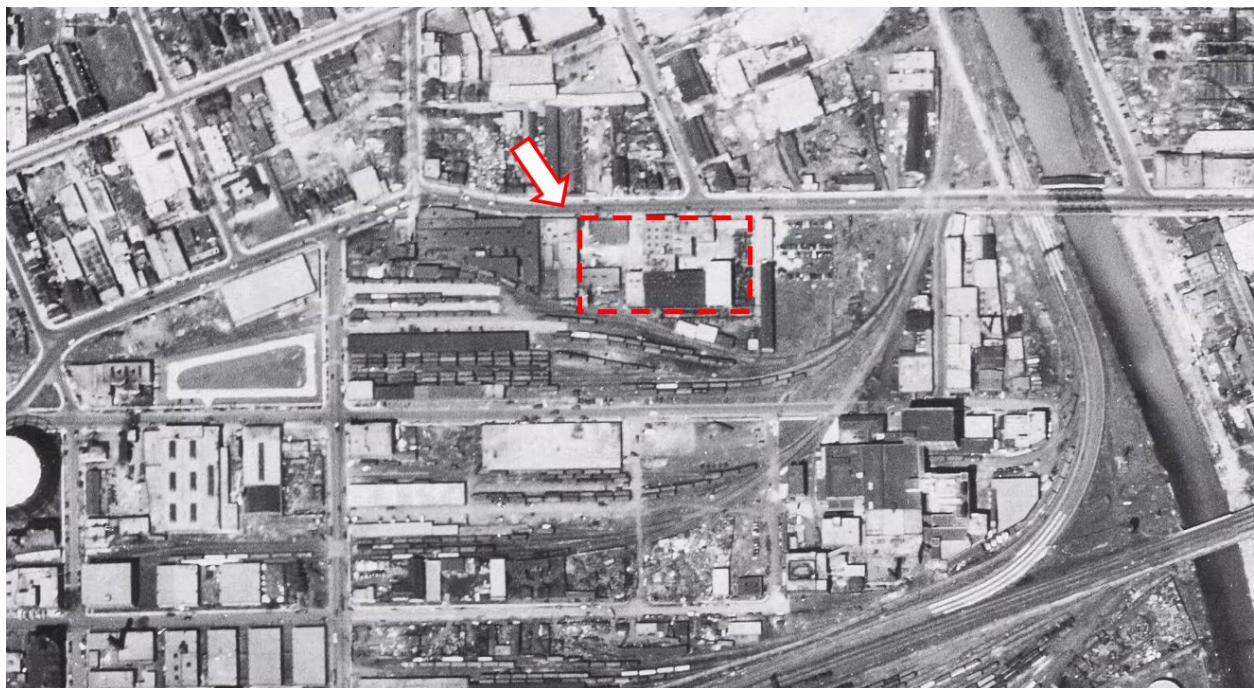


Figure 12. An aerial photograph from 1950 shows the continued evolution of the complex, including significant alterations to the Storage Building at 169 Eastern Avenue (1945), a western addition to the Machine Shop in c.1946 and a large eastern addition to the Machine Shop in 1947 (all by James, Proctor and Redfern). The approximate location of the subject properties is indicated by the dashed outline and arrow. (City of Toronto Archives)

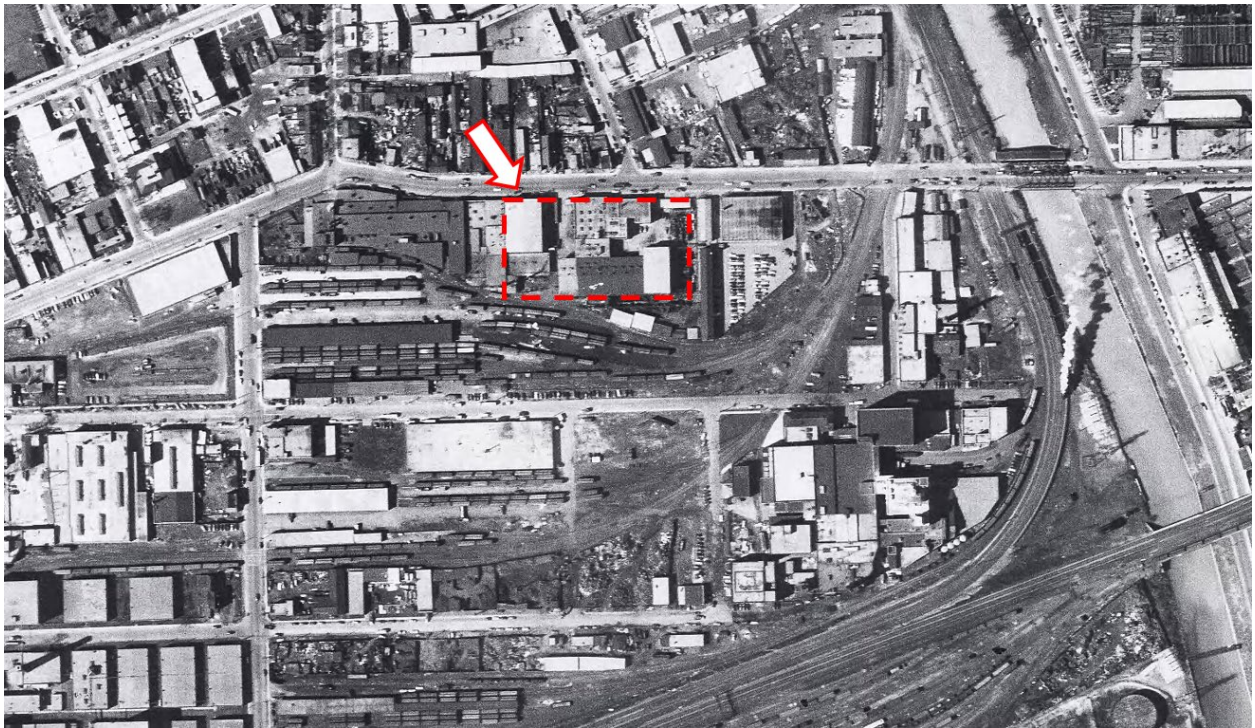


Figure 13: An aerial photograph from 1953 shows the newly constructed Cleaning Room building at 153 Eastern Avenue, indicated by the arrow. (City of Toronto Archives, annotated by Heritage Planning)



Figure 14: An aerial photograph from 1970 shows that the foundry complex on the west portion of the site has been demolished. The ramps connecting the downtown to the Don Valley Parkway were completed by 1965, resulting in significant change to the area by forming a barrier on the north edge of the subject properties and limiting connectivity to the rest of the city.

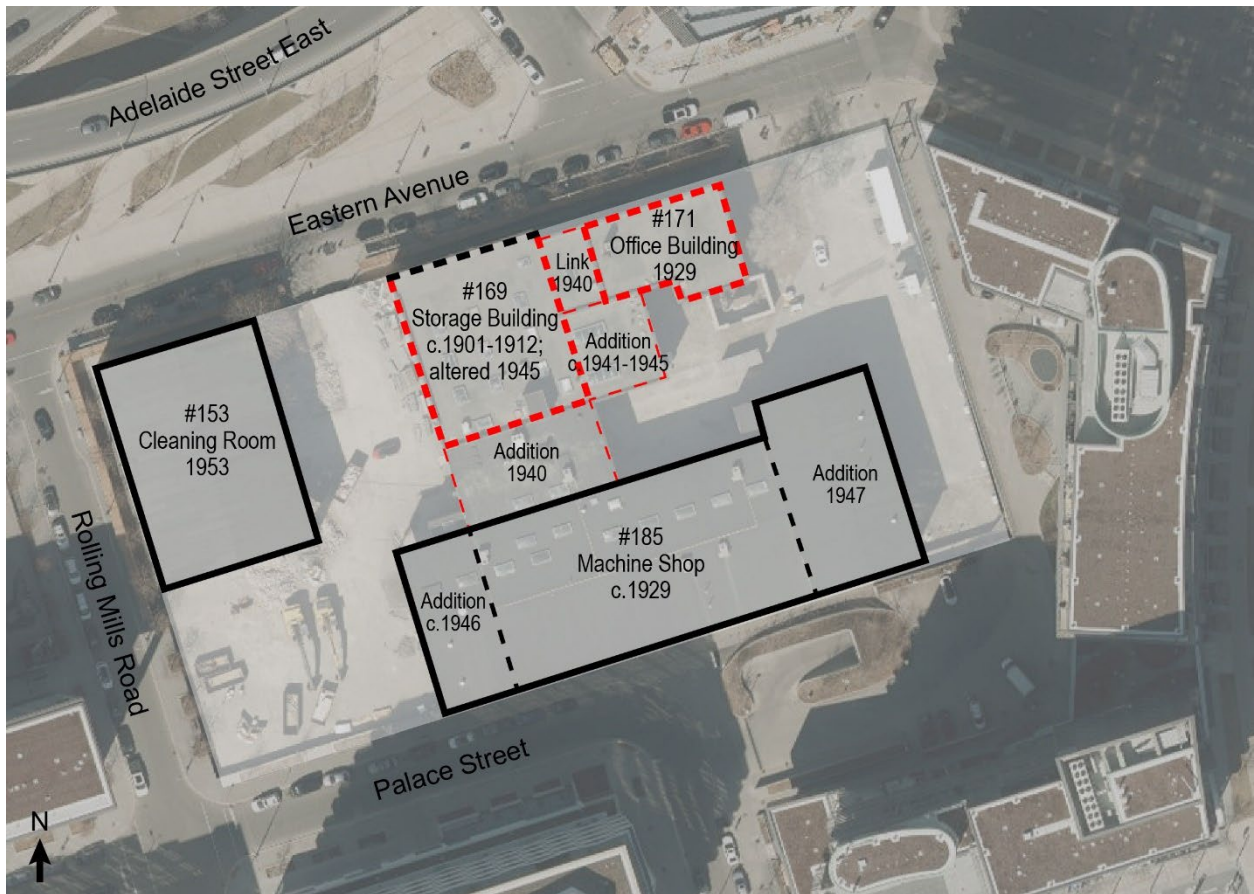


Figure 15: Annotated site plan of the Dominion Wheel & Foundries complex, identifying dates of construction for each building and addition. The red dashed lines indicate buildings that were demolished in 2021. (Heritage Planning, 2022)

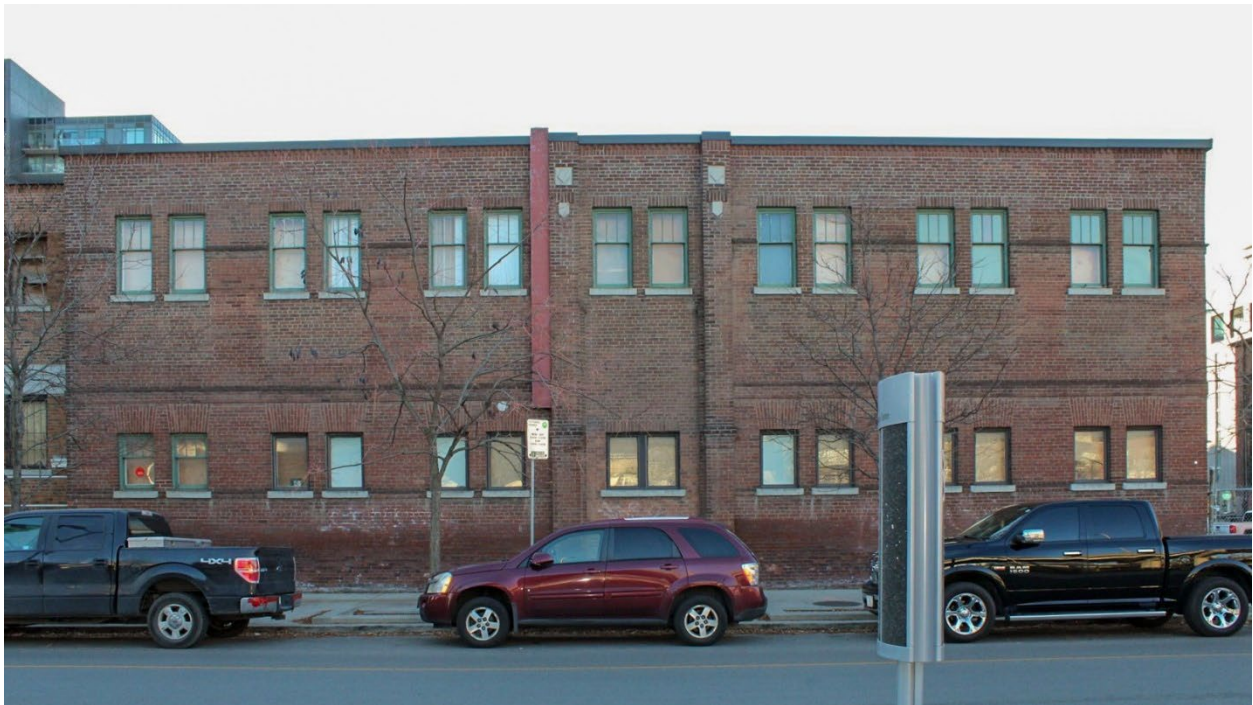


Figure 16: The north elevation of 169 Eastern Avenue, prior to demolition in 2021. (SBA Ltd., 2021)



Figure 17: Alterations to 169 Eastern Avenue, excerpt from drawing 7B-182, April 12, 1945. The roof level and second floor windows were raised to align in height with the Office Building at 171 Eastern, and new sash were installed in the same style (three-over-one); drawing by James, Proctor and Redfern Ltd. (City of Toronto Building Records)



City of Toronto Archives, Fonds 2032, Series 841, File 19, Item 4

Figure 18: 1972 archival photograph showing the north elevation of 171 Eastern Avenue from the corner of St. Lawrence Street and Eastern Avenue. (City of Toronto Archives)

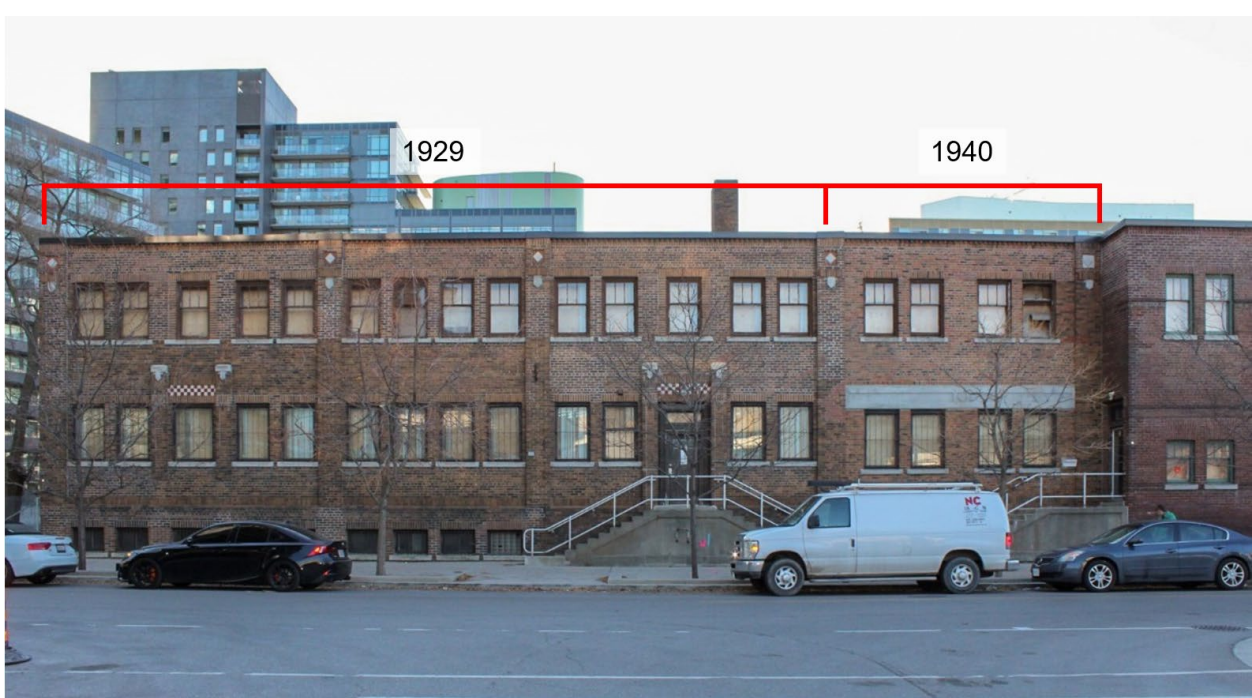


Figure 19: The north elevation of 171 Eastern Avenue, prior to demolition in 2021, with annotations to indicate the dates of construction of the original building and the 1941 addition. (SBA Ltd. 2021; annotations by Heritage Planning)



Figure 20: A reminder of the rail yards that no longer exist, 185 Eastern Avenue is oriented southward towards what is now Palace Street. The two bays in the foreground are the western addition from c.1946. (Heritage Planning, 2022)

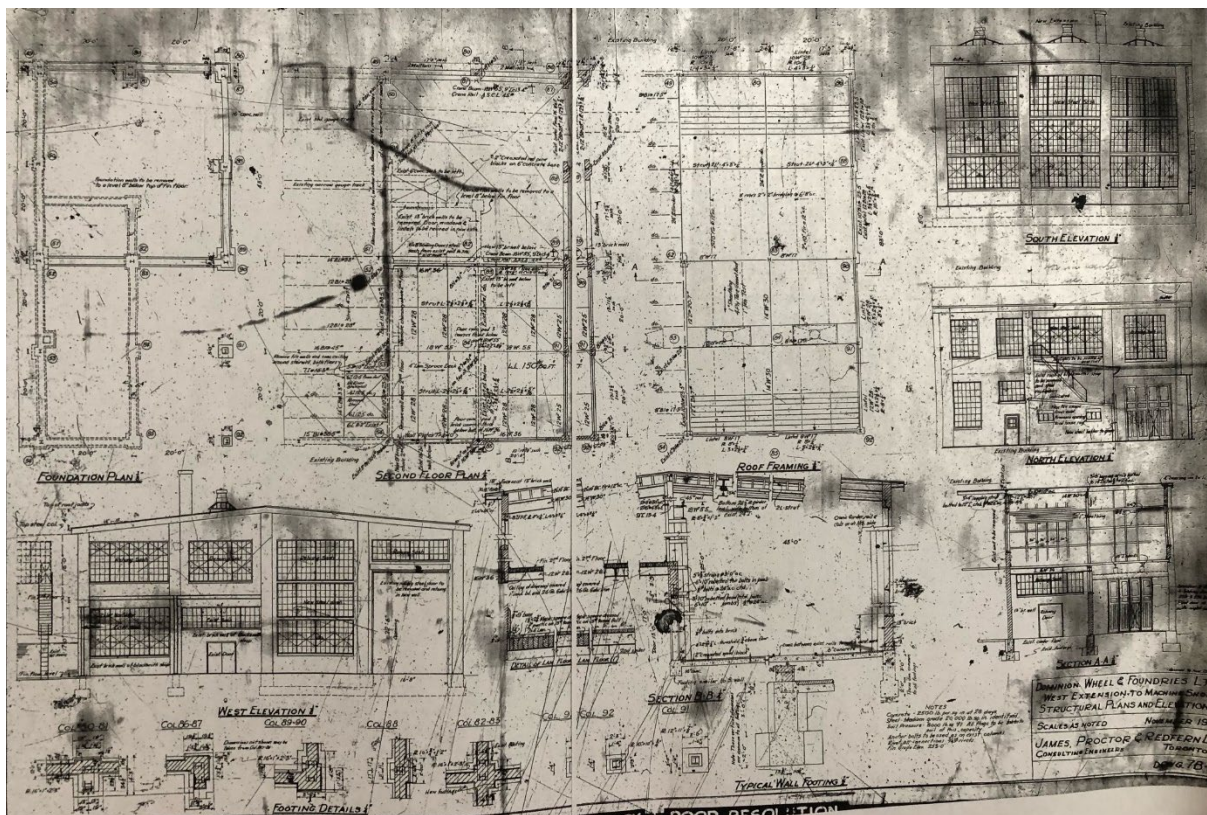


Figure 21: Elevations of the western extension to 185 Eastern Avenue, excerpt from drawing 7B-147, November 1942; drawing by James, Proctor and Redfern Ltd. (City of Toronto Building Records)

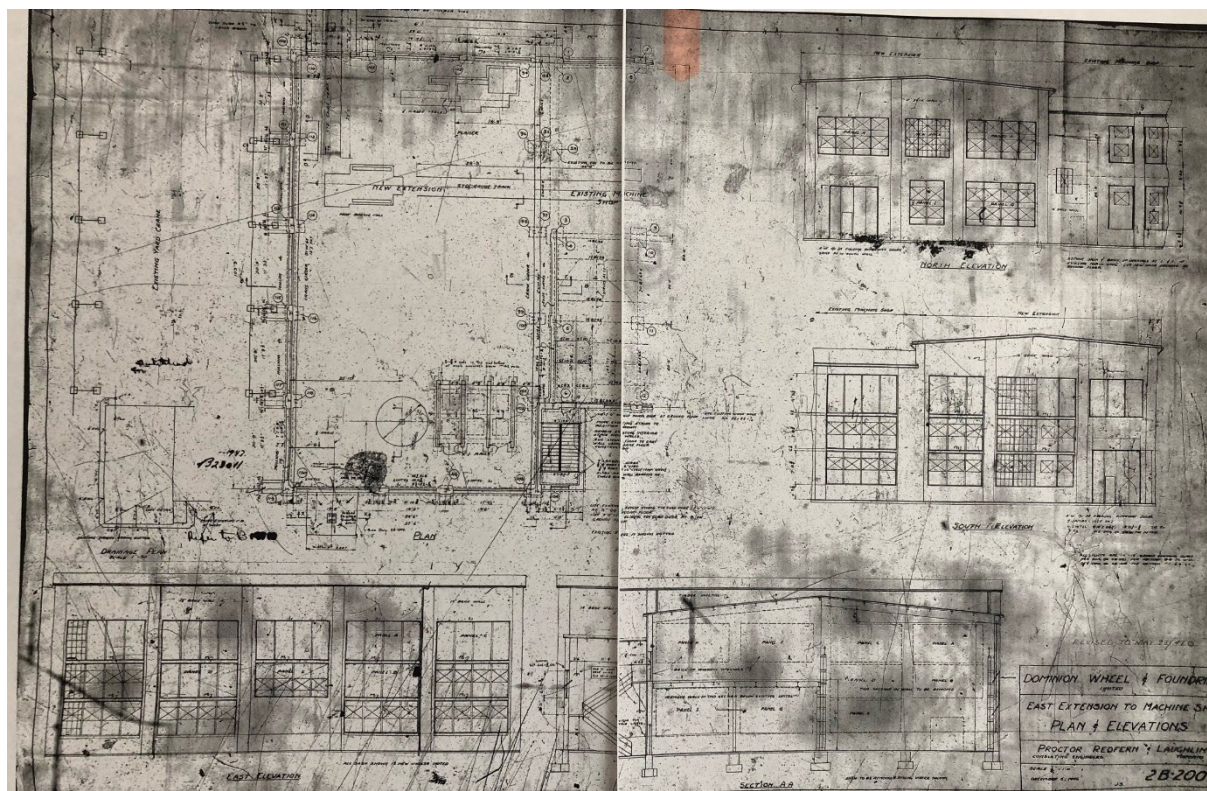


Figure 22: Elevations of the eastern extension to 185 Eastern Avenue, excerpt from drawing 2B-200, May 1947; drawing by Proctor, Redfern and Laughlin. (City of Toronto Building Records)



Figure 23: 1947 Aerial photograph, showing the completed western addition (distinguishable by variation in roof colour), and the eastern addition, which appears to be under construction at the time the image was captured. The red outline indicates the completed building perimeter of 185 Eastern Avenue. (City of Toronto Archives, annotated by Heritage Planning)



Figure 24: 1988-89 archival photograph taken from Eastern Avenue, showing the east addition to 185 Eastern Avenue (the Machine Shop), constructed in 1947. The east elevation and partial north elevation are visible. (City of Toronto Archives)

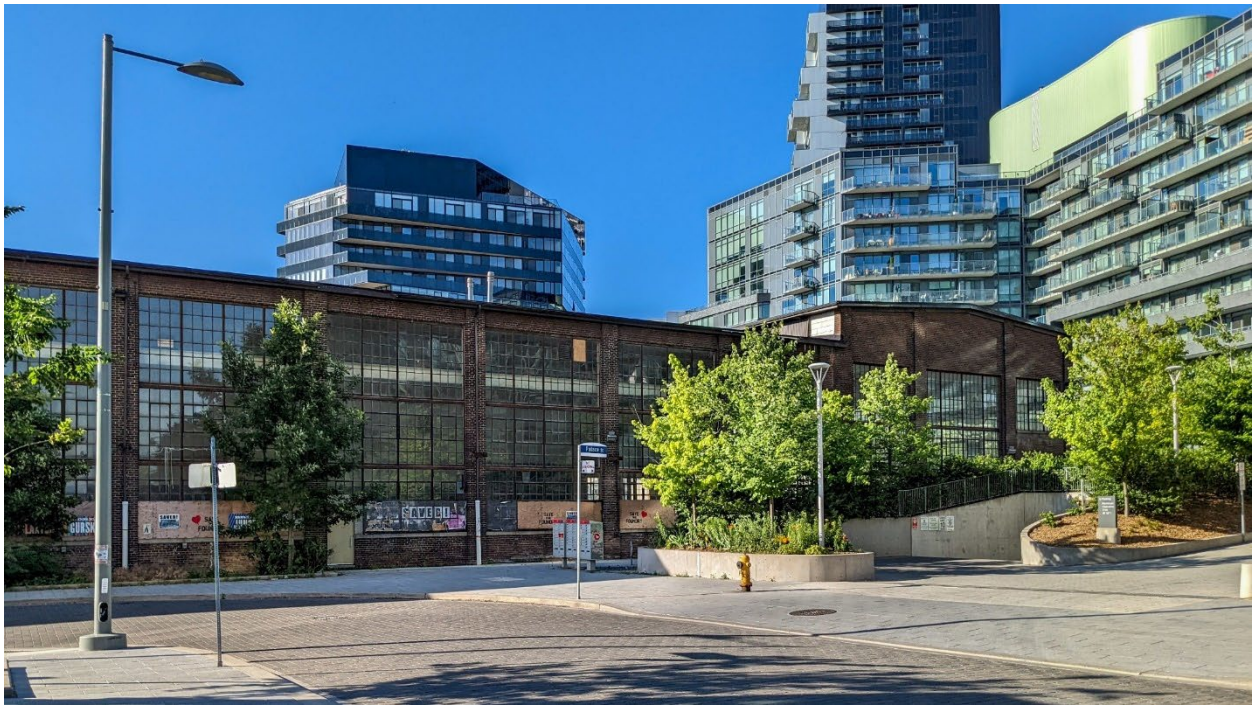


Figure 25: Partial south elevation of 185 Eastern Avenue showing the eastern addition. (Heritage Planning, 2022)



Figure 26: West elevation of 185 Eastern Avenue. (Heritage Planning, 2022)



Figure 27: East elevation and partial north elevation of 185 Eastern Avenue. (Heritage Planning, 2022)



Figure 28: Partial north elevation of 185 Eastern Avenue. (Heritage Planning, 2022)

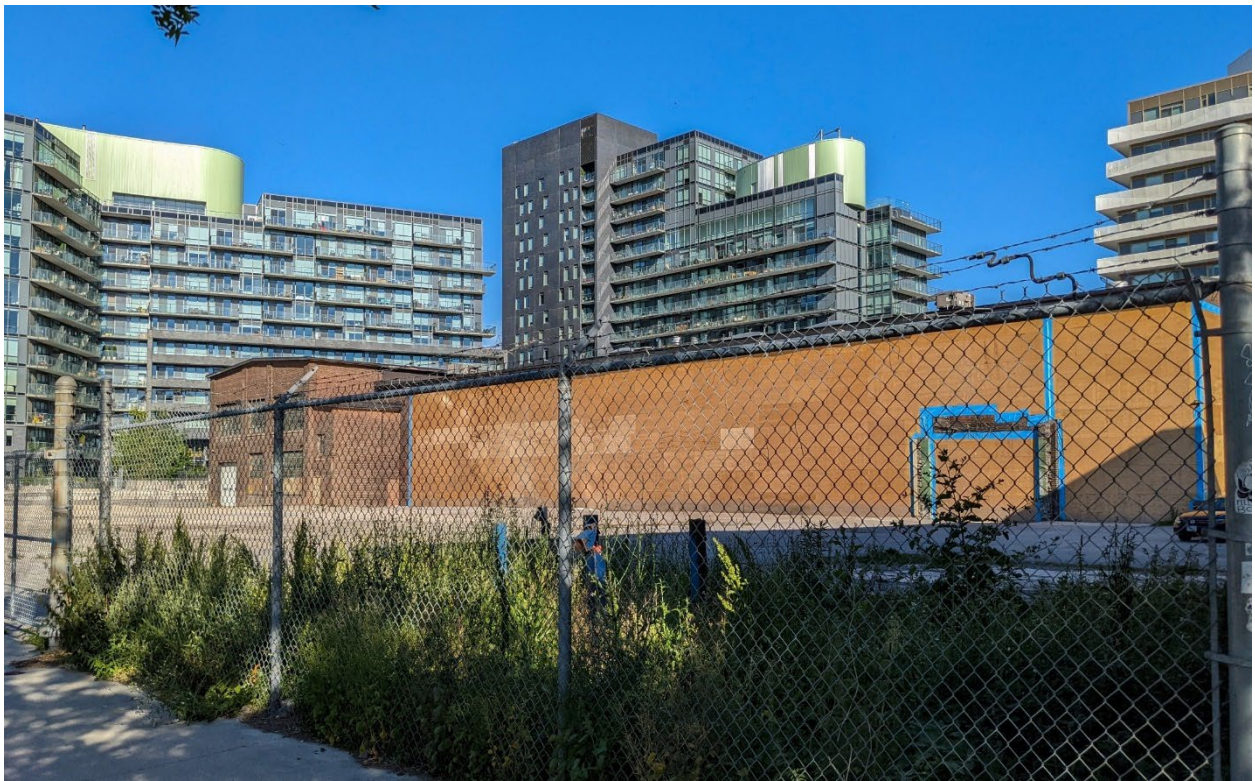


Figure 29: North elevation of 185 Eastern Avenue. (Heritage Planning, 2022)



Figure 30: Interior photograph of 185 Eastern Avenue looking west, showing the south half of the building and large industrial window units along Palace Street. The interior demising wall that divides the building along the ridgeline of the roof is on the right of the photograph (SBA Ltd., 2021)



Figure 31: Interior photograph of 185 Eastern Avenue looking west, showing a closer detail of the roof structure in the western addition (SBA Ltd., 2021)



Figure 32: Interior photograph of 185 Eastern Avenue looking east, showing the south half of the building and large industrial window units along Palace Street. The interior demising wall that divides the building along the ridgeline of the roof is on the left of the photograph and the 1947 addition is visible through the large opening in the interior partition that divides the main space of the 1929 building. (SBA Ltd., 2021)



Figure 33: Interior photograph of 185 Eastern Avenue showing the eastern addition including steel roof trusses and gantry crane support structure, looking southeast (SBA Ltd., 2021)



Figure 34: Interior photograph of 185 Eastern Avenue showing the detail of the railway tracks embedded in the concrete floor slab (SBA Ltd., 2021)



Figure 35: East elevation of 153 Eastern Avenue showing entrances in the two centre bays. (Heritage Planning, 2022)



Figure 36: North elevation of 153 Eastern Avenue. (Heritage Planning, 2022)



City of Toronto Archives, Series 1465, File 667, Item 4

Figure 37: 1988-89 archival photograph showing the east and north elevations of 153 Eastern Avenue. (City of Toronto Archives)



Figure 38: South elevation of 185 Eastern Avenue. (Heritage Planning, 2022)



Figure 39: North elevation of 185 Eastern Avenue. (Heritage Planning, 2022)



Figure 40: Interior photograph of 153 Eastern Avenue, showing the steel roof trusses, wood roof decking, and the steel gantry crane with secondary support structure. (SBA Ltd., 2021)



Figure 41: View east on Eastern Avenue, showing the Cleaning Room (153 Eastern Avenue) anchoring the site at the corner of Rolling Mills Road and Eastern Avenue. The major infrastructure intervention for the Don Valley Parkway is visible north of the subject properties (on the left of the image), and recently constructed high-density residential projects surround the site to the east and south. (Heritage Planning, 2022)



Figure 42: The south elevation of the Machine Shop at 185 Eastern Avenue terminates the view north on Tannery Road. (Heritage Planning, 2022)

153 and 185 Eastern Avenue

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- University of Toronto Engineering Alumni Biographies, entry for Redfern, Donald Blaine. <http://alumni .engineering.utoronto.ca/alumni-bios/redfern-donald-blaine/>

The Dominion Wheel & Foundries Complex**STATEMENT OF SIGNIFICANCE
(REASONS FOR DESIGNATION)**

The properties at 153 and 185 Eastern Avenue 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 all three categories of design, associative and contextual value.

Description

The properties at 153 and 185 Eastern Avenue are located in the West Don Lands neighbourhood, on the south side of Eastern Avenue between Rolling Mills Road and Bayview Avenue. The buildings were originally part of a larger industrial complex for the Dominion Wheel & Foundries Company that spanned from Cherry Street to (former) Overend Street. The grouping is associated with the rail and industrial uses predominant in the surrounding area in the late 19th and early 20th centuries and contains a collection of two-storey buildings originally constructed between 1929 and 1953. They were used for industrial purposes until the late 1980s, when they were among several properties expropriated by the province for a redevelopment initiative intended to provide affordable housing in a new mixed-use neighbourhood. The project did not move forward and the buildings are currently vacant.

The properties at 153, 169, 171 and 185 Eastern Avenue were listed on the City of Toronto's Inventory of Heritage Properties (now the Heritage Register) on October 1, 2004. As a consequence of some demolition activity by the Province in early 2021, both the buildings located at 169 and 171 Eastern Avenue have been removed, although sufficient material has been salvaged to permit a reconstruction of the north elevation of the building located at 169 Eastern Avenue.

Two remaining properties contribute to the understanding of the Dominion Wheel & Foundries complex, as follows:

- 153 Eastern Avenue: a two-storey rectangular industrial building known as the "Cleaning Room", constructed for the Dominion Wheel & Foundries Co. Ltd. to the designs of engineering firm Proctor, Redfern & Laughlin in 1953.
- 185 Eastern Avenue: a two-storey rectangular industrial building known as the "Machine Shop", likely constructed c.1930. Significant additions were made to the building in 1940 (north addition linking the Machine Shop with the Storage Building to the north), c.1946 (west addition) and 1947 (east addition), all to the designs of engineering firm James, Proctor & Redfern.

Statement of Cultural Heritage Value

The properties at 153 and 185 Eastern Avenue have design value as representative examples of a mid-20th-century vernacular industrial style. As articulated on the Cleaning Room at 153 Eastern Avenue and the Machine Shop at 185 Eastern Avenue, this vernacular expression is typified by restrained classical features, including symmetrical composition of bays and piers, brick piers with concrete footings, pediments formed by gabled rooflines, and concrete window sills. These buildings also prominently feature large, multi-paned industrial steel windows that maximize natural light exposure, and which are similarly representative of the mid-century industrial architectural style. The architectural style of these properties is rare within the surrounding context of the West Don Lands.

The subject properties once functioned together as part of a larger industrial site spanning from Cherry Street to (former) Overend Street. Together, they are a rare surviving example of an industrial complex typology in the West Don Lands neighbourhood.

The former Dominion Wheel & Foundries complex has value through its direct associations with Dominion Wheel & Foundries Ltd. The company was established in Toronto in 1913, and played an important role in supplying rail and train parts to Canada's burgeoning rail industry in the first half of the 20th century. Shortly after incorporation, the company moved onto a large site at the southeast corner of Cherry Street and Eastern Avenue and gradually expanded their operations eastward through the early half of the 20th century. In 1929, the company purchased a large tract of land from the CNOR (including the subject properties at 153-185 Eastern Avenue), and proceeded to construct a series of buildings related to the company's principal operations as a foundry for the railway industry.

The complex has historic value as it yields information about the historical development of the West Don Lands neighbourhood, which evolved from its earliest use as a Government Reserve fortifying the eastern edge of York, to the burgeoning immigrant neighbourhood of Corktown in the mid-19th century, to its establishment as an important industrial centre in the city in the late-19th and early-20th centuries following the introduction of the railways. Due to its location on former CNOR lands, proximity to the rail corridor, and original use manufacturing equipment for the rail industry, the subject site also yields information about the rise and subsequent decline of the rail industry in Canada through the 19th and 20th centuries.

The complex has further associative value as it demonstrates the work of the prolific Toronto-based engineering firm of James, Proctor & Redfern (later Proctor, Redfern & Laughlin), who were responsible for the building program at the Dominion Wheel & Foundries complex during its period of expansion from the 1920s to the 1950s. Established c.1920 by founding partners architect Edgar Augustus James (1874-1927), and engineers Edward Moore Proctor (1888-1972) and Wesley Blaine Redfern (1886-1960), the firm was instrumental in civil engineering and city-building in Southern Ontario's growing municipalities in the early 20th century. The firm is credited with a varied portfolio of projects, including firehalls, industrial buildings, bridges, dams, sewage treatment plants, storm water management systems, and environmental

engineering projects. The firm was also responsible for Hamilton's High Level Bridge in the early 1930s, in collaboration with celebrated architect John Lyle.

As a former industrial complex built between c.1912 and 1953 on former CNOR lands and in proximity to the extant rail corridors to the south and east, the Dominion Wheel & Foundries complex has contextual value for its functional and historical links to its surroundings. While the surrounding area reflects major redevelopment and master-planning projects from the late 20th and early 21st centuries, including the Don Valley Parkway overpasses directly to the north and the surrounding high-density mixed-use West Don Lands neighbourhood, the site is part of a larger post-industrial landscape within the West Don Lands. Surviving structures from this landscape include the former Canadian National Railways Office Building located to the southwest at 453 Cherry Street (and originally part of the same large CNOR property as the Dominion Wheel & Foundries complex), the Consumers' Gas Co. building to the southwest at 51 Parliament Street, the Gooderham & Worts Distillery to the southwest, the Cherry Street Interlocking Station at 385 Cherry Street, and the extant rail corridors to the south and east. Many of these buildings have been adaptively reused.

As a large site reflecting a mid-20th-century industrial typology, and as the last remaining former industrial complex in the surrounding area, the complex is a landmark within the West Don Lands neighbourhood. The site also terminates the view north on Tannery Road.

Design or Physical Value

Attributes that contribute to the value of the properties at 153 and 185 Eastern Avenue being representative of mid-20th-century vernacular industrial style, forming a rare surviving 20th-century industrial complex:

- The setback, placement and orientation of the building complex on the south side of Eastern Avenue between Rolling Mills Road and Bayview Avenue, which expresses the functional arrangement of its various building components and the relationship of the complex to its surroundings
- The two-storey brick streetwall formed by the extant buildings along the perimeter of the site, including Rolling Mills Road, Eastern Avenue, and Palace Street

153 Eastern Avenue: Cleaning Room

- The building's location, placement (tight to the north and west property lines) and orientation within the larger Dominion Wheel & Foundries complex
- The scale, form and massing of the two-storey, rectangular building with a shallow-gable roof
- The building's materials and their application, including red brick cladding laid in a common bond and concrete detailing of the window sills and foundation
- The symmetrical design and arrangement of the building's elevations as a series of piers and bays (four bays on the north and south elevations, six bays on the east and west elevations), which express the classical proportions typical of mid-century industrial design

- The design, arrangement and placement of the building's window openings, and the extant large industrial steel multi-paned window units (some of the original units have been demolished)
- The large, two-storey entrance openings on the building's east and south elevations

Interior

- The interior design of 153 Eastern Avenue including:
 - The double-height open interior space with exposed brick walls, concrete floor slab and steel roof trusses, purlins, and exposed wood roof decking
- The interior fitments and equipment of 153 Eastern Avenue including:
 - Travelling gantry crane manufactured by Sir William Arrol & Co. Ltd., Glasgow, Scotland
 - Secondary steel structure to support the gantry crane

185 Eastern Avenue: Machine Shop

- The building's location, placement along the south property line and orientation within the larger Dominion Wheel & Foundries complex
- The scale, form and massing of the two-storey building with shallow-gable roofs
- The building's materials and their application, including red brick cladding laid in a common bond and concrete details including window sills and foundation
- The design and arrangement of the building's elevations as a series of piers and bays (four bays on the west elevation, five bays on the east elevation, and thirteen bays on the south elevation)
- The design and arrangement of the building's window openings, which contain large industrial steel multi-paned window units, and feature concrete sills and steel lintels
- Large entrance openings on the building's north, south and west elevations

Interior

- The interior design of 185 Eastern Avenue including:
 - The double-height open interior space with exposed brick walls and concrete floor slab
 - The exposed structural steel beams supporting steel roof purlins and exposed wood roof decking of the original building and west addition
 - The exposed structural steel roof trusses, girts and wood roof decking of the eastern addition
- The interior fitments and equipment of 185 Eastern Avenue including:
 - The secondary steel structures for the gantry cranes in the original building and eastern addition
 - The railway tracks embedded in the concrete flooring

Historical or Associative Value

Attributes that contribute to the value of the subject properties for their association with the Dominion Wheel & Foundries Company and reflect their former use as an industrial complex important to the historical development of the West Don Lands neighbourhood:

- The setback, placement and orientation of the building complex on the south side of Eastern Avenue, and in particular the orientation of 185 Eastern Avenue, which is functionally and visually oriented in the direction of the former rail yards to the south
- The large industrial window units and double-height door openings of 153 and 185 Eastern Avenue
- The interior fitments and equipment of 153 and 185 Eastern Avenue including:
 - The secondary steel structures to support gantry cranes in both buildings
 - The travelling gantry crane manufactured by Sir William Arrol & Co. Ltd., Glasgow, Scotland in 153 Eastern Avenue
 - The railway tracks embedded in the concrete slab of 185 Eastern Avenue

Contextual Value

Attributes that contribute to the cultural heritage value of the property at 153-185 Eastern Avenue being part of a 20th-century industrial complex that is historically and functionally linked to its setting and a landmark:

- The setback, placement and orientation of the building complex on the south side of Eastern Avenue
- The placement and orientation of 185 Eastern Avenue, which terminates the view north on Tannery Road