

# 70-86 LYNN WILLIAMS STREET

## HERITAGE IMPACT ASSESSMENT

Issued: January 15, 2024; Revised: July 26, 2024



Project # 15-071-06  
Prepared by AP / DE / CS / ZA

ERA

## PREPARED BY:

ERA Architects Inc.  
#600-625 Church St  
Toronto ON, M4Y 2G1  
T: 416-963-4497

## COVER PAGE:

Figure 1. Context photo looking northeast along Lynn Williams Street (ERA, 2023).

# CONTENTS

1	SCOPE AND REQUIRED CONTENTS CHECKLIST	4
2	STATEMENT OF PROFESSIONAL QUALIFICATIONS	5
3	EXECUTIVE SUMMARY	6
4	PROPERTY OWNER	7
6	LOCATION PLAN	7
5	OWNER'S REPRESENTATIVE OR AGENT	7
7	CULTURAL HERITAGE EVALUATION REPORT	8
8	DESCRIPTION OF ON-SITE RESOURCES	48
9	CURRENT PHOTOGRAPHS/IMAGES	48
10	DESCRIPTION OF SURROUNDING NEIGHBOURHOOD KEYED TO A CONTEXT MAP	48
11	HISTORIC PHOTOGRAPHS	48
12	DESCRIPTION OF ADJACENT HERITAGE PROPERTIES	49
13	CONDITION ASSESSMENT	50
14	DESCRIPTION OF PROPOSED DEVELOPMENT OR SITE ALTERATION	57
15	DEMOLITION	63
16	ANALYSIS OF THE IMPACT OF DEVELOPMENT OR SITE ALTERATION	64
17	ENGINEERING CONSIDERATIONS	68
18	MITIGATION	69
19	CONSERVATION STRATEGY/SUMMARY	70
20	STATEMENT OF PROFESSIONAL OPINION	72
21	APPENDICES	73

Appendix A: Cultural Heritage Evaluation Report & Heritage Impacts Assessment Terms of Reference & Checklist

Appendix B: Zoning By-law Amendment No. 600-2005, enacted June 16, 2005 & Zoning By-law Amendment No. 853-2005, enacted September 30, 2005

Appendix C: Designation By-law 701-2024 - 86 Lynn Williams Street, dated June 27, 2024

Appendix D: Heritage Policy Review

Appendix E: Resource List

Appendix F: Architectural diagrams by ERA using base drawings by Arcadis, dated July 24, 2024

Appendix G: Retention Letter by Read Jones Christoffersen Ltd., dated August 21, 2023

Refer to architectural drawings by gh3, dated July 23, 2024

Refer to architectural drawings by Arcadis, dated July 24, 2024

# 1 SCOPE AND REQUIRED CONTENTS CHECKLIST

## Scope of the Report

ERA Architects Inc. ("ERA") has prepared this Heritage Impact Assessment ("HIA") for the properties at 70-86 Lynn Williams Street in the City of Toronto (the "Site"). The northern portion of the building is the subject of the proposed development and the southern portion of the building will be retained ("retained building"). The purpose of an HIA, as per the City of Toronto Heritage Impact Assessment Terms of Reference (2021) is to:

“...assist in the understanding of the cultural heritage value of each existing or potential heritage resource on a site, adjacent to a site or within a Heritage Conservation District (“HCD”), and apply relevant heritage conservation policies and standards in the analysis of the impact of development on its cultural heritage value, and develop mitigation measures to protect it. Within the City of Toronto’s application process and complete application requirements, the purpose of the HIA is also to inform decisions of City staff and City Council and to guide the creation of a Conservation Plan or any other Council approved condition.”

Various provincial and municipal heritage policies that provide for the conservation of cultural heritage resources have been considered in the preparation of this report. Multiple sources of data have been collected, sorted and analyzed for this assessment. Both primary and secondary sources have been drawn upon, including: historical maps, atlases, city directories, aerial photographs, archival photographs, archival drawings, tax assessment rolls, building permits, and background research from previous ERA reports and from observations made during site visits.

This HIA is an update to a previous HIA. Updates to the text of this report are in red.

## Required Contents Checklist

A copy of the HIA Terms of Reference Terms and Cultural Heritage Evaluation Report ("CHER") Terms of Reference Required Contents Checklist are included in the *Appendix*.



## 2 STATEMENT OF PROFESSIONAL QUALIFICATIONS

ERA specializes in heritage conservation, architecture, planning and landscape as they relate to historical places. This work is driven by our core interest in connecting heritage issues to wider considerations of urban design and city building, and to a broader set of cultural values that provide perspective to our work at different scales.

In our 30 years of work, we've provided the highest level of professional services to our clients in both the public and private sector out of offices in Toronto, Montreal and Ottawa. We have a staff of more than 100, and our Principals and Associates are members of associations that include: the Ontario Association of Architects ("OAA"), the Ontario Professional Planner's Institute ("OPPI"), the Canadian Association of Heritage Professionals ("CAHP") and the Royal Architectural Institute of Canada ("RAIC").

Personnel involved in the production of this report are listed as follows:

**Andrew Pruss** is a Principal with ERA. He is a member of the Royal Architectural Institute of Canada and have over 30 years of experience in the field of architecture, specializing in heritage architecture for the last 20 years. He has previously been qualified by the Ontario Land Tribunal ("OLT"), the Conservation Review Board (now continued as the OLT), and the Toronto Local Appeal Body in the field of heritage planning and architecture.

**Dan Eylon** is a Senior Associate and Planner with ERA Architects. He received his Master of Arts in Planning from the University of Waterloo after completing a Bachelor of Fine Art at the Ontario College of Art & Design. Dan is a professional member of CAHP.

**Clara Shipman** is an Architect and Planner with ERA. She received her Master of Science in Planning from the University of Toronto after completing a Master of Architecture from McGill University. She is a candidate member of the OPPI.

**Zeina Ahmed** is a Planner with ERA. She received her Master of Science in Planning from the University of Toronto and her undergraduate degree in Urban and Environmental Planning from the University of Virginia. She is a candidate member of the OPPI.

### 3 EXECUTIVE SUMMARY

#### Purpose

ERA Architects Inc. ("ERA") has prepared this Heritage Impact Assessment ("HIA") for the properties at 70-86 Lynn Williams Street in the City of Toronto (the "Site"). The northern portion of the building is the subject of the proposed development and the southern portion of the building will be retained ("retained building"). There is an Official Plan Amendment ("OPA") and Zoning By-law Amendment ("ZBA") approval in place for the Site which indicates the extent of the existing building to be "retained and restored." The HIA evaluates the proposed redevelopment in relation to cultural heritage resources that may be impacted. The Site is not located within an approved, proposed, or pending Heritage Conservation District ("HCD"), nor is it located within an area of archaeological potential. The Site is not adjacent to a heritage resource. **This HIA is an update to a previous HIA. Updates to the text of this report are in red.**

#### Findings from the Cultural Heritage Evaluation Report

ERA has evaluated the property on the Site using the provincial Criteria for Determining Cultural Heritage Value or Interest (Ontario Regulation 9/06) and found that it meets the criteria for cultural heritage value. **Subsequent to preparing the Cultural Heritage Evaluation Report ("CHER"), the property was designated under Part IV of the Ontario Heritage Act ("OHA") on June 27, 2024 (By-law 701-2024).**

#### Overview of the Proposed Redevelopment

The proposed development will modify the existing Site to accommodate a new mixed-use development with retail, daycare, and residential uses. Consistent with previous approvals, the rear portion of the existing two-storey building will be demolished, while a substantial portion of the existing building will be retained, including its principal street-facing facade to the south. A new atrium will provide a transition and mid-block connection between the retained building and new construction. The proposed development will include a **four-storey podium on the east and west portions, and a six-storey podium on the north portion with a tower above.**

#### Summary of the Proposed Conservation Strategy, Impact and Mitigation of Proposed Development

Consistent with previous approvals, the proposed removal of the northern portion of the existing building on the Site is mitigated by the retention of the southern portion of the building. The primary heritage attributes of the Site are found in the retained building, which will be conserved. The proposed development has been designed to respond and provide a compatible relationship to the cultural heritage value of the existing property. The heritage building will be legible as a distinct building element, and its three-dimensional legibility will be maintained as seen from the street.

#### Conclusion

This HIA finds that the proposed redevelopment will conserve the integrity and identified cultural heritage value of the Site. The proposed redevelopment responds to the evolution the Site, it's surrounding context, and the intensification under way in Liberty Village given its central location and planned transit investment. The proposed development provides new retail, daycare, and residential uses, as well as new open space and a mid-block connection that will act as an amenity to the neighbourhood.

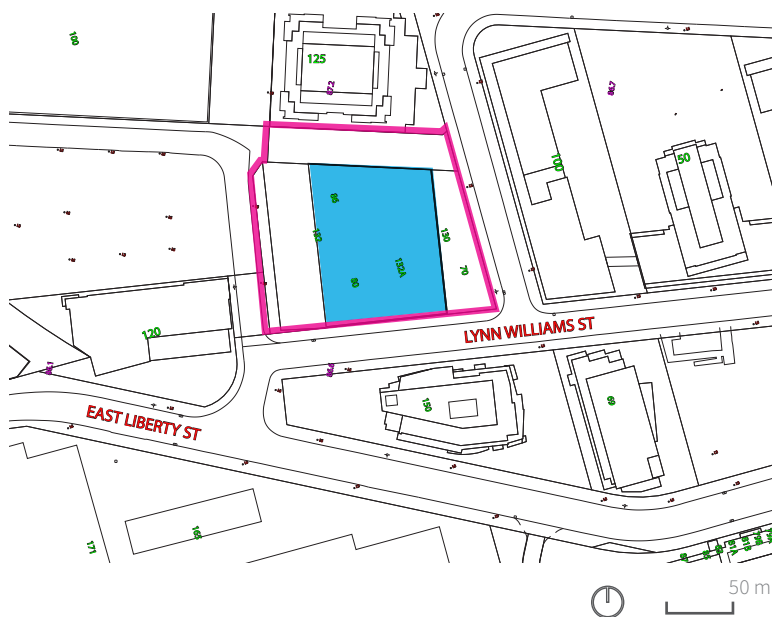
## 4 PROPERTY OWNER

695238 Ontario Limited  
365 Bloor Street East  
Toronto, ON M4W 3L4  
P: 416-642 1773  
E: Dstrom@shiplake.com

## 5 OWNER'S REPRESENTATIVE OR AGENT

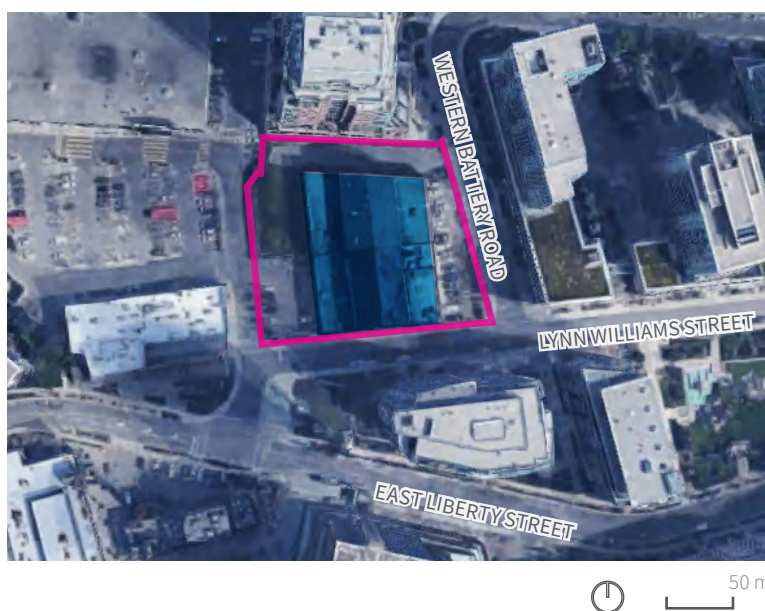
Not applicable.

## 6 LOCATION PLAN



- Building on Site
- Site boundary

Figure 2. City of Toronto Property Data Map indicating the Site boundary and building on Site (City of Toronto, 2018; annotated by ERA).



- Building on Site
- Site boundary

Figure 3. Aerial photograph indicating the Site boundary and building on Site (Google Earth, 2023; annotated by ERA).

## 7 CULTURAL HERITAGE EVALUATION REPORT

The following Section 7 subsections correspond to the respective sections of the Cultural Heritage Evaluation Report (“CHER”) Terms of Reference (2021). Several subsections refer to sections of the HIA to avoid duplication.

### 7.1 Required Contents Checklist

A copy of the CHER Terms of Reference with a completed Required Contents Checklist is included in the *Appendix*.

### 7.2 Statement of Professional Qualifications

Refer to Section 2 of this report.

### 7.3 Executive Summary

Refer to Section 3 of this report.

### 7.4 Property Owner

Refer to Section 4 of this report.

### 7.5 Owner’s Representative or Agent

Refer to Section 5 of this report.

### 7.6 Location Plan

Refer to Section 6 of this report.

### 7.7 Reasons for the CHER and Background Information

According to the CHER Terms of Reference (2021), a CHER is required for the Site given that it contains a property that is listed on the City’s Heritage Register under Section 27 of the Ontario Heritage Act (“OHA”). **Subsequent to preparing the CHER, the property was designated under Part IV of the OHA on June 27, 2024 (By-law 701-2024).**

## 7.8 Description of the Property and Visual Inspection

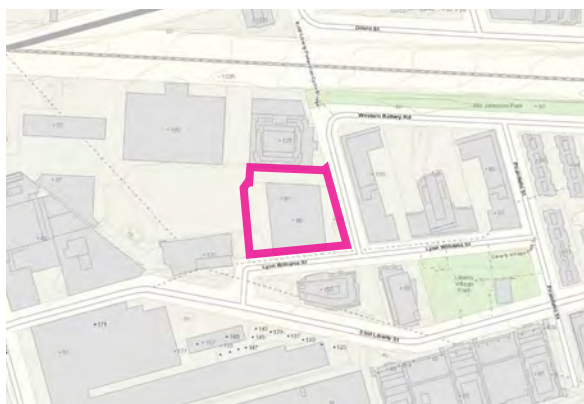


Figure 4. City of Toronto archaeological potential mapping tool with Site boundary in red (City of Toronto, 2020; annotated by ERA).



Figure 5. City of Toronto Official Plan Land Use Map with Site boundary in yellow (City of Toronto, 2019; annotated by ERA).

Figure 4. City of Toronto archaeological potential mapping tool with Site boundary in red (City of Toronto, 2020; annotated by ERA).

Figure 5. City of Toronto Official Plan Land Use Map with Site boundary in yellow (City of Toronto, 2019; annotated by ERA).

The Site is located within the Liberty Village neighbourhood in the City of Toronto.<sup>1</sup> The Site is south of King Street West, west of Western Battery Road, north of Lynn Williams Street, and east of Hanna Avenue. ERA visited the Site for visual inspection a number of times, including on June 4, 10, and 15, 2015; June 24, 2021; July 26, 2021; March 3 and 22, 2022; and July 11, 2023. A summary of existing conditions is included in Section 13.

The Site contains a two-storey brick building with a gable roof and single-storey flat-roofed wings on the east and west sides. The north portion of the building is not currently in use. The Site includes surface parking along its western and eastern boundaries as well as open space at the north-west corner, north-east corner, and north of the existing building which are currently fenced in.

The Site is listed on the City of Toronto Heritage Register under Section 27 of the OHA. It was listed by City Council on February 2, 2006. The listing includes a statement of significance and heritage attributes. The City of Toronto's archaeological mapping tool does not identify archeological potential on the Site. **Subsequent to preparing the CHER, the property was designated under Part IV of the OHA on June 27, 2024 (By-law 701-2024).**

The City of Toronto Official Plan Land Use Plan identifies the Site as a Mixed Use Area. The Site is within the Garrison Common North Secondary Plan (2015). The Site is zoned I3 D3 in the existing Zoning By-law No. 438-86. There is an Official Plan Amendment ("OPA") and Zoning By-law Amendment ("ZBA") in place for the Site. The Site is not subject to any Site and Area Specific Policy ("SASP") under the Official Plan.

<sup>1</sup> Refer to the property survey for the legal description.

The following provides a brief chronology of approvals related to the Site:

- In 2000, City Council adopted an OPA and ZBA for the former Inglis Manufacturing Company lands near the Site, after which SPA approval was granted for several properties.
- In 2003, the applicant at the time made four separate development applications and the City requested to assess them in a comprehensive manner. A charette process was taken involving City staff and the applicant to determine the height, density and uses of the proposed buildings. During the review process, 80 Lynn Williams (Block 8) was added to the proposal, with the intent to retain a portion of the existing building to be adaptively reused.
- In 2004, a building permit application was made to renovate the southern portion of the existing building to serve as a sales centre (refer to Section 7.12 for details).
- In 2005, OPA 599-2005 was adopted which allows for retail and service uses among others at 80 Lynn Williams. ZBA 600-2005 was adopted which indicates the extent of the building at 80 Lynn Williams to be "retained and restored" (refer to 2(10) and Map 5 in Appendix). Zoning By-law 853-2005 was later adopted, which amended By-law 600-2005 with updated maps, including a height map for the Site (refer to Appendix II and III).
- In 2006, the Site was listed on the City of Toronto Heritage Register.
- In 2015, a SPA application was submitted (15 232150 STE 19 SA) to the City that proposed a multi-storey mixed-use building on the northern portion of the Site, with the retention of the southern portion of the existing building. The application is not listed on the City of Toronto Application Information Centre.
- The property was designated under Part IV of the OHA on June 27, 2024 (By-law 701-2024).



## 7.9 Current Photographs/Images

The following pages include photos taken from a visit to the Site on July 11, 2023.



Figure 6. Context photo looking northeast along Lynn Williams Street (ERA, 2023).



Figure 7. Central portion of the south elevation (ERA, 2023).





Figure 8. South elevation (ERA, 2023).



Figure 9. South elevation showing wall remnant (ERA, 2023).



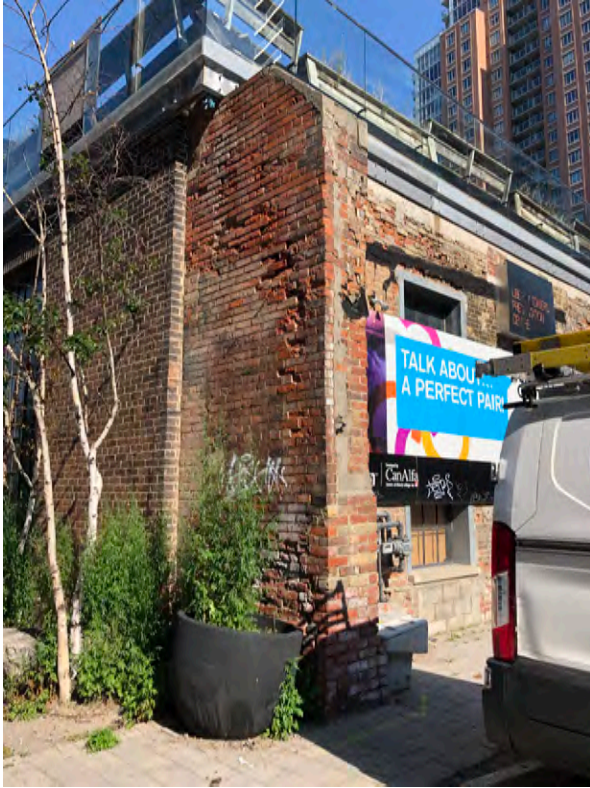


Figure 10. South elevation of wall remnant (ERA, 2023).



Figure 11. North elevation of wall remnant (ERA, 2023).

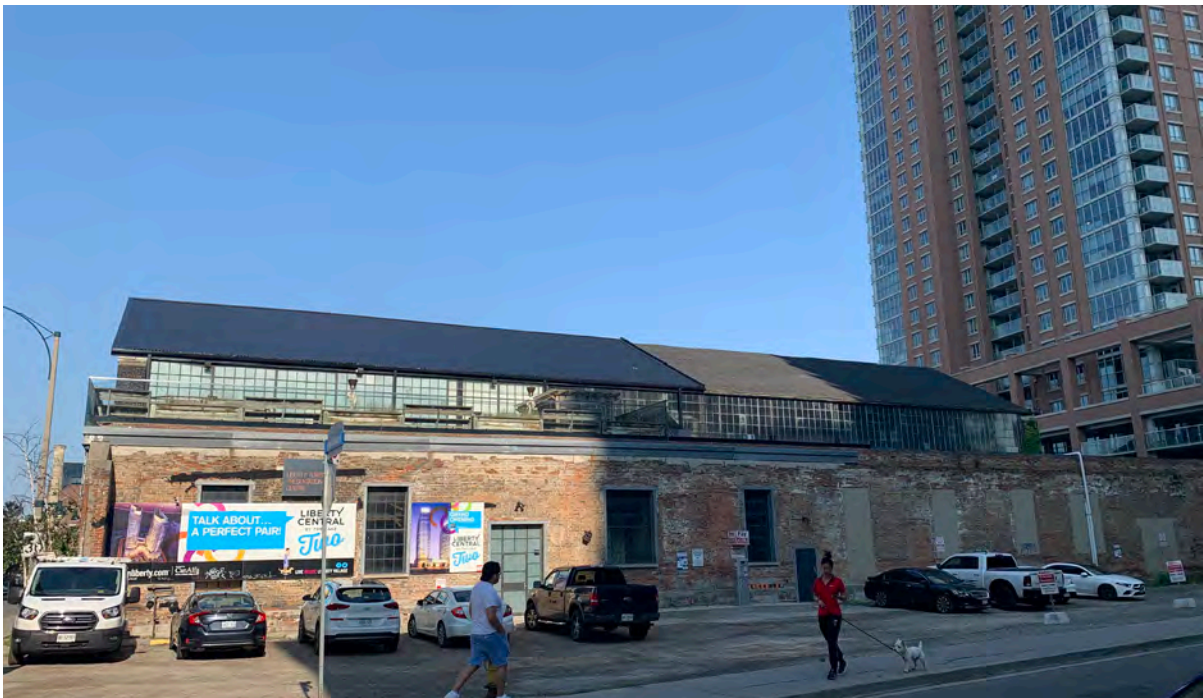


Figure 12. East elevation (ERA, 2023).





Figure 13. Southern portion of east elevation (ERA, 2023).



Figure 14. Central portion of east elevation (ERA, 2023).



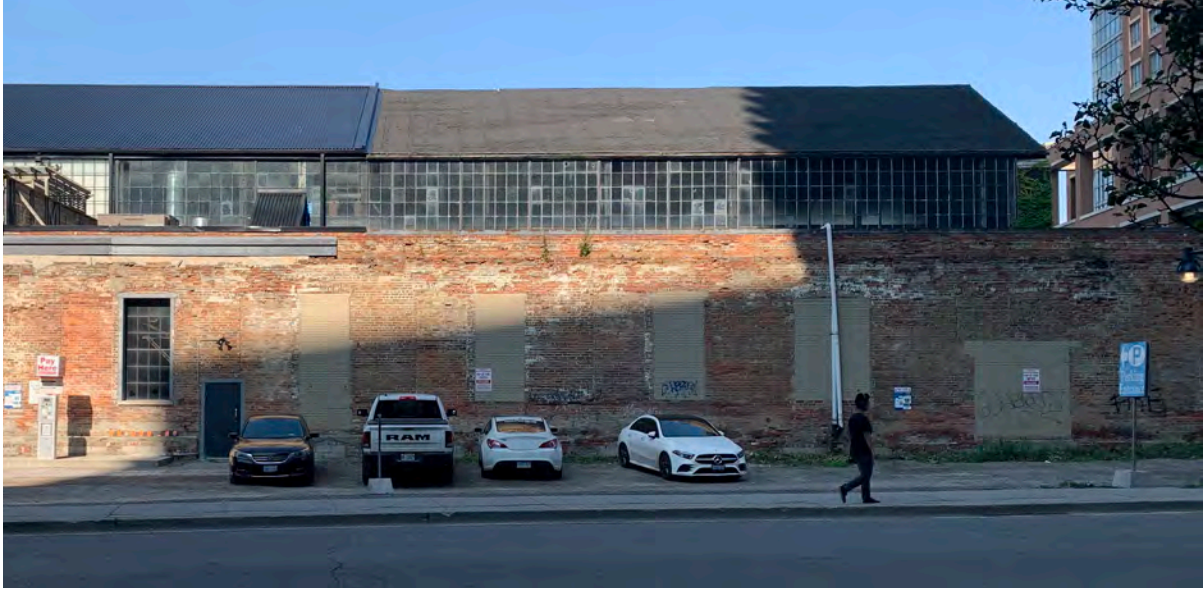


Figure 15. Northern portion of east elevation (ERA, 2023).



Figure 16. Context photo looking southwest along Western Battery Road (ERA, 2023).





Figure 17. North elevation (ERA, 2023).

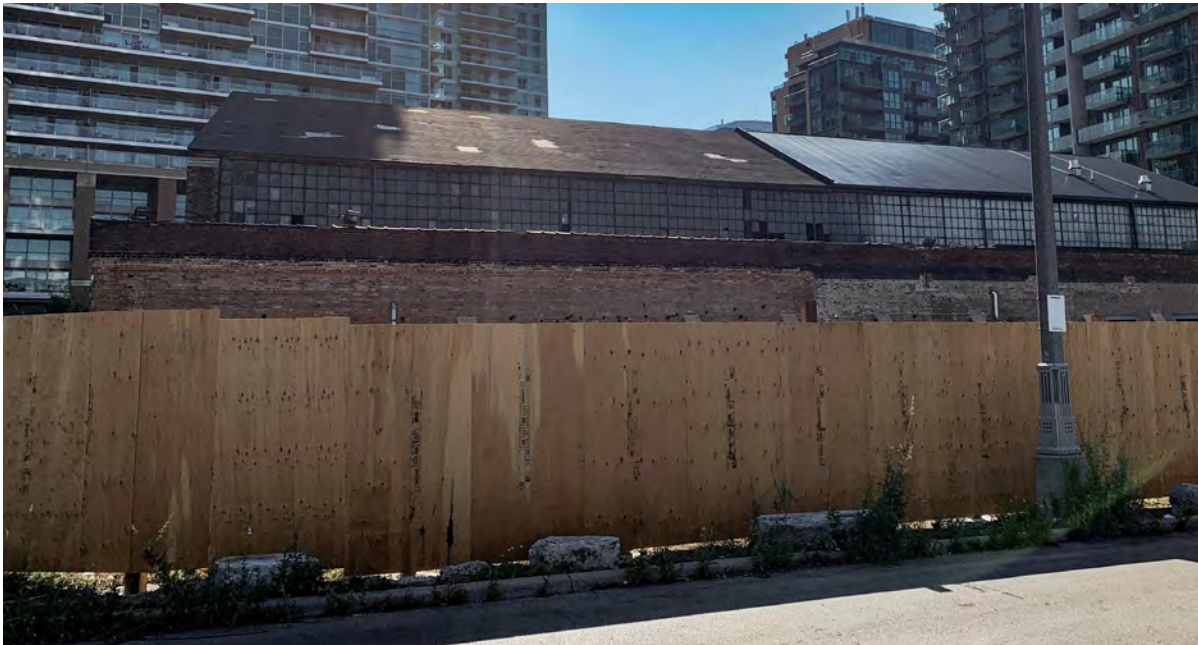


Figure 18. West elevation (ERA, 2023).





Figure 19. Northern portion of west elevation (ERA, 2023).

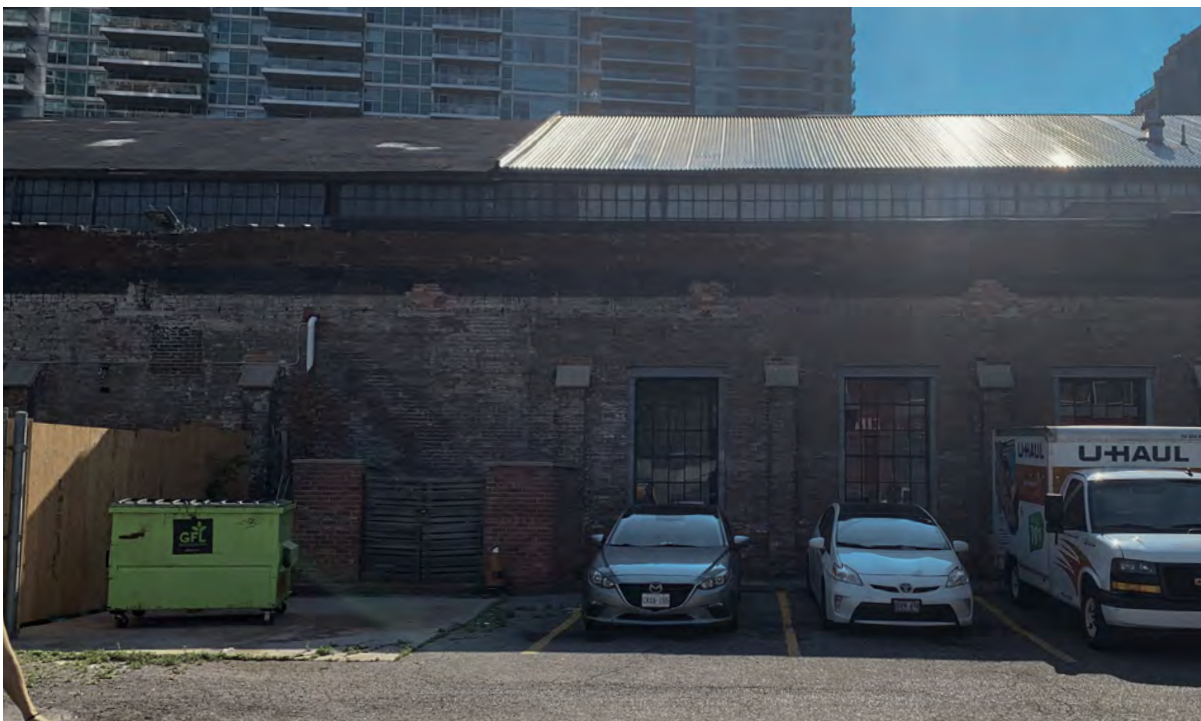


Figure 20. Central portion of west elevation (ERA, 2023).



Figure 21. Southern portion of west elevation (ERA, 2023).



Figure 22. Interior of the second storey with the interior partition between the north and south portions of the building. The steel frame support and open span roof is visible (ERA, 2023).





Figure 23. Interior looking northwest showing the clerestory windows and open span roof of the southern portion of the building (ERA, 2023).



Figure 24. Interior looking southeast showing the clerestory windows on the southern portion of the building (ERA, 2023).



Figure 25. Interior looking south from northern portion of building showing gantry crane (ERA, 2023).



## 7.10 Description of Surrounding Neighbourhood Keyed to a Context Map



Figure 26. Aerial of the building on Site and surrounding context (Google Maps; annotated by ERA).

The Site is surrounded by a variety of uses. The Liberty Village neighbourhood is broadly characterized by warehouse and industrial buildings. The western portion of Liberty Village between Dufferin Street and Hanna Avenue to the west of the Site includes predominately low-rise industrial buildings with employment uses, including large frontages and surface parking lots. The eastern portion of Liberty Village between Hanna Avenue and Strachan Avenue is distinguished by newer residential development, including high-rise towers and townhouses.

The Site is located in the eastern portion of Liberty Village in an area characterized by residential and mixed-use buildings, including residential towers, retail plazas and surface parking lots. The area's industrial and manufacturing history is reflected in the many studio spaces and warehouse forms that surround the Site. The area has been undergoing change, including intensification, given its location and planned transit connection, with the forthcoming Ontario Line Subway which will have its western-most station located to the south of the Site.

Immediately to the north of the site is a residential tower. Further north is the Kitchener GO rail corridor and King Street West. Across the street to the east on Western Battery Road is a block of three residential towers and a courtyard fronting the north portion Western Battery Road and the GO rail corridor. There is a cluster of townhouses further east. Directly to the south of the Site is a residential tower. A block of loft style buildings with ground floor retail, a residential tower, a two-storey Toronto Police Traffic Services building, and the Gardiner Expressway are further south. Directly to the west of the Site is a retail plaza with a shared surface parking lot surrounded by low-scale buildings including a grocery store, restaurants and a bank. Further west is a cluster of former manufacturing buildings for the former Hinde and Dauch Paper Company.

## 7.11 Historic Photographs

ERA has consulted various sources for photographs of the Site which are shown below. Most of the photos were retrieved from the City of Toronto Archives. Sections 7.12 and 7.13 include additional photos from the Ontario Archives, the University of Toronto Map and Data Library, and the Toronto Public Library, among other sources.



Figure 27. c. 1920s aerial view of the Site looking east (City of Toronto Archives; annotated by ERA).



Figure 28. c. 1929 northeast aerial view of the Site to the northeast (City of Toronto Archives; annotated by ERA).





Figure 29. Pre-1947 southeast aerial view of the Site (City of Toronto Archives; annotated by ERA).



Figure 30. 1950s southwest view with the Site visible (right) (Toronto Archives).





Figure 31. 1988 southwest aerial view of the Site (City of Toronto Archives; annotated by ERA).



Figure 32. c. 1990s east aerial view of the Site (City of Toronto Archives; annotated by ERA).



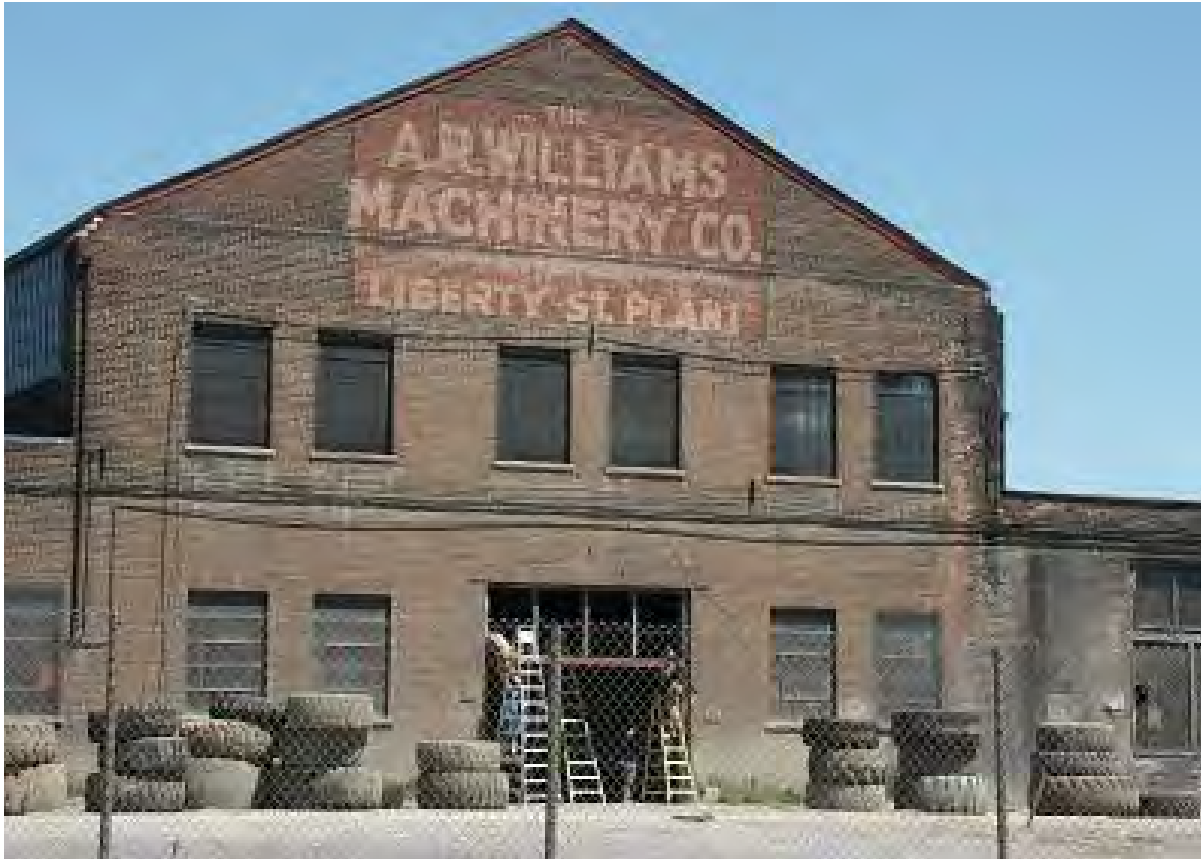


Figure 33. Undated image of the north elevation of the Site (bricoleurbanism.org).



Figure 34. 1987 photo of the south elevation of the Site. The remaining portion of the Broom Factory/Paint Shop wall is visible to the east (right). The large opening on the eastern portion of the south elevation may have been used for a railway siding (Toronto Public Library).



Figure 35. 1991 image of the south and east elevation of the Site (City of Toronto Archives).



Figure 36. c. 1991-1995 image of the Site looking south from the rail corridor (City of Toronto Archives).



Figure 37. c. 1991-1995 image of the east elevation of the Site (City of Toronto Archives).



## 7.12 Primary and Secondary Research

The following section provides background research and analysis about the Site. Resources consulted include Toronto Archives and Goad's Atlas, City of Toronto Maps, Directories, and Toronto Building Records. Additional resources consulted include the Toronto Public Library Digital Archive, City of Toronto Aerial Photographs, and various other historic maps.



Figure 38. The Short Portage - The Carrying Place, La Salle on the way over the Humber River to the Holland River and on to Lake Simcoe (George A. Reid, Government of Ontario Art Collection).

### *Natural Features and Topography*

The Toronto area was once covered by the Wisconsin glacier. The retreat of the Wisconsin glacier approximately 11,000 years ago left deep ravines and the glacial Lake Iroquois in its wake. Approximately 9,000 years ago, Lake Iroquois (now Lake Ontario) drained through the St. Lawrence Valley, lowering to nearly sea level and exposing the lands south of St. Clair Avenue. The area around the Site is located within the Lake Ontario waterfront watershed, between the Humber River watershed to the west and the Don River watershed to the east. It is located east of the Toronto Passage, also known as the Carrying Place, a north south route that was the most significant portage and canoe route in the area.

### *Indigenous Past, Present, Future*

*This section of the report was written by non-Indigenous authors from a non-Indigenous perspective to provide a high-level summary primarily using archaeological and written resources. This summary may not reflect or represent the entirety of the rich history of Indigenous peoples in this area.*

The area which comprises the City of Toronto has been occupied by Indigenous Peoples for thousands of years. Throughout this time, communities lived as distinct societies, each with their own territorial boundaries, language, customs and belief systems, governance structures, and identity. The Great Lakes area, particularly around Toronto, offered a rich natural environment that supported Indigenous ways of life and incubated cultural practices, all of which sustained communities for millennia.<sup>1</sup>

Most archaeologists believe there was activity by early hunters in the area now known as Toronto approximately 11,000 years ago, who travelled in family-sized bands. Approximately 3,000 years ago, families began to congregate seasonally in large camps at the mouths of rivers and by approximately 1,500 years ago, archaeologists have estimated that the population in southern Ontario rose to

1. Jennifer Bonell, *Reclaiming the Don: An Environmental History of Toronto's Don River Valley* (Toronto: University of Toronto Press, 2014), 10.

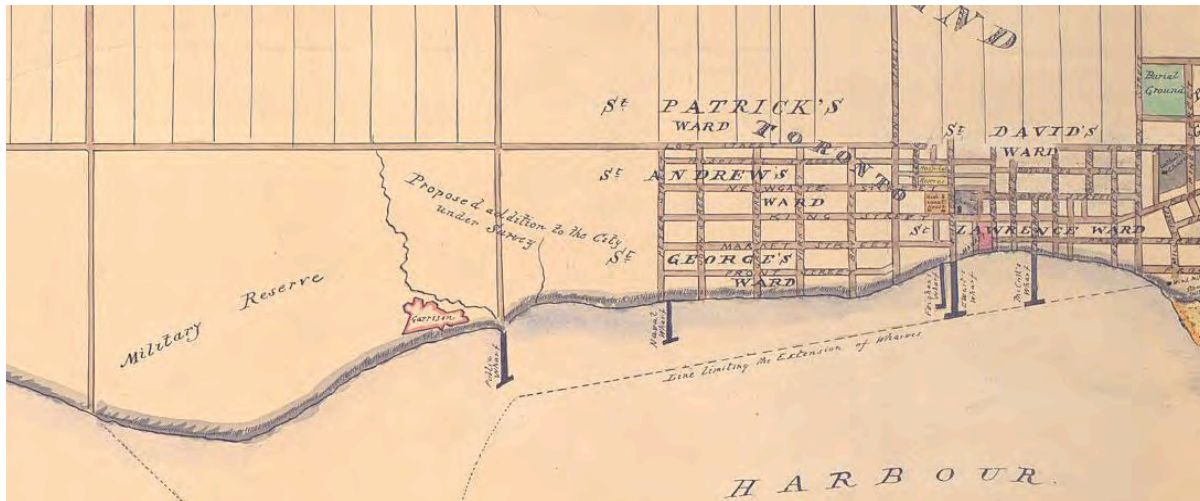


Figure 39. 1834 City of Toronto and Liberties by J.G. Chewett (Toronto Public Library).

roughly 10,000 people. Prior to 1600, Indigenous histories describe the area as the homelands to various Iroquoian-speaking nations. In the 14th-16th centuries, bands of Indigenous people amalgamated to form larger social groups, which united into Confederacies including the Wendat and Haudenosaunee Confederacies. The Haudenosaunee and to some extent, the Wendat lived in large villages which typically lasted 10-20 years, after which inhabitants relocated to new sites. The Michi Saagig, an Anishnaabeg people, followed a way of life that involved great mobility, with movement patterns and land use that took place seasonally across the territory. In 1701, the Haudenosaunee and Anishnaabeg committed to peace and the territory was the subject of the Sewatokwa'tshera' (Dish with One Spoon) wampum belt covenant, an agreement between two Confederacies and allied nations to peaceably share and care for the land, water, flora and fauna around the Great Lakes.

Today, Toronto has one of the largest Indigenous communities in Ontario and the fourth largest in Canada, and it is home to many diverse First Nations, Inuit and Métis peoples.<sup>2</sup> Toronto remains a city of historical and contemporary significance for Indigenous Peoples.

### *Early Colonization and Settlement*

In the 17th century, the first Europeans reached the Toronto area. In 1787, the first Toronto Purchase was negotiated by British Loyalists from the Mississauga (today's Mississaugas of the Credit First Nation). This purchase included over 250,000 acres of land for small amounts of money and supplies, including gunflints, rifles, mirrors, and western clothing. In 1805, the Toronto Purchase was revised as Crown Treaty Number 13.

Following the establishment of the Town of York by Lieutenant Governor John Graves Simcoe in 1793, a 10-block grid plan located west of the Don River and extending to Lot Street (now Queen Street) was laid out for the initial settlement. In addition, a series of narrow Park Lots of 100 acres were laid out for future expansion. The early administration parceled off these Lots to its members - prominent early settlers - who subsequently subdivided the land according to their preferences. Simcoe's plans also

2. City of Toronto, "Indigenous people of Toronto." <https://www.toronto.ca/city-government/accessibility-human-rights/indigenous-affairs-office/torontos-indigenous-peoples/>.



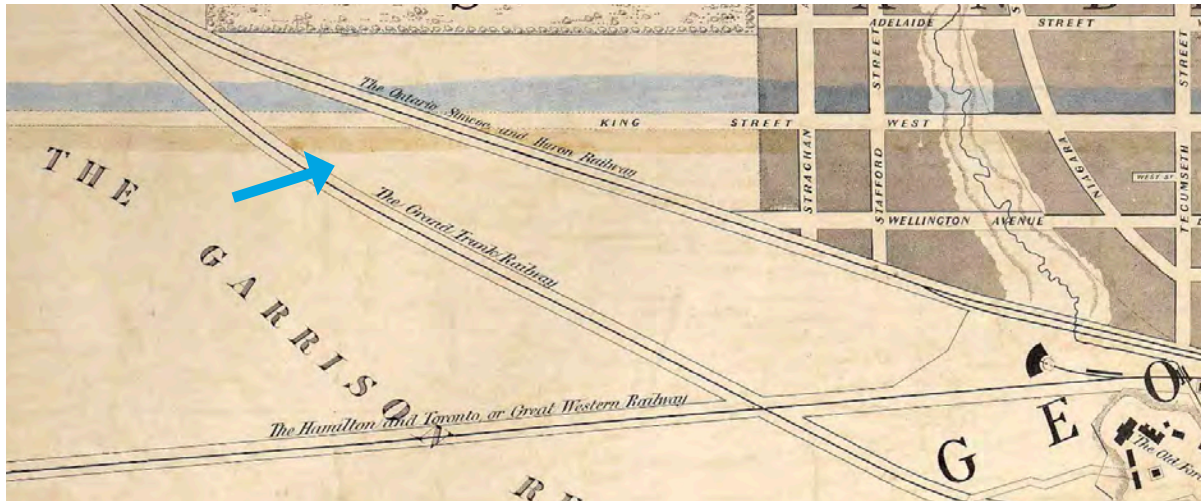


Figure 40. 1857 Plan of the City of Toronto by Fleming Ridout & Schreiber showing the Ontario, Simcoe and Huron Railway to the north and the Grand Trunk Railway and Great Western Railway to the south. The general location of the Site is indicated (City of Toronto Archives; annotated by ERA).

included an approximately 1000-acre military reserve, called the Garrison Reserve, west of the Town of York, which the Site is located within. The location of the military reserve was selected for its location at the Toronto Harbour and Garrison Creek, important waterways for Toronto's early development.<sup>3,4</sup>

The Garrison Reserve surrounded Fort York, the military fortification and defense of Upper Canada (Southern Ontario) in the 1800s.<sup>5</sup>

### *Railway Development*

For much of the first half of the 19th century, the former Garrison Reserve lands remained largely undeveloped.<sup>6</sup> In the 1850s, the lands in the Garrison Reserve and surrounding the Fort York area were expropriated for the Ontario, Simcoe, and Huron Railway to the north of the Site and Grand Trunk Railways to the south (now Canadian National Railways).

The extension and crossing of the railways isolated and limited accessibility to the area, making it a poor site for residential uses, but advantageous as a location for industrial and institutional uses. By the 1880s, development in the area had polluted Garrison Creek to the point where the City of Toronto decided to bury it in an underground sewer and remove many of the bridges crossing it.

3. Fort York and Garrison Common Maps, "The Military Reserve." <http://fortyorkmaps.blogspot.com/2013/01/the-military-reserve.html>

4. Lost Rivers, "Fort York." <http://www.lostrivers.ca/content/points/fortyork.html>

5. Lost Rivers, "Garrison Creek." <http://www.lostrivers.ca/GarrisonCreek.html>

6. Ibid.

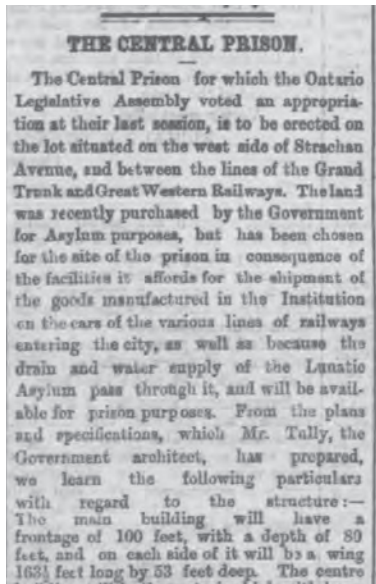


Figure 41. 1871 announcement excerpt for the construction of the Central Prison (Globe and Mail, 1871).

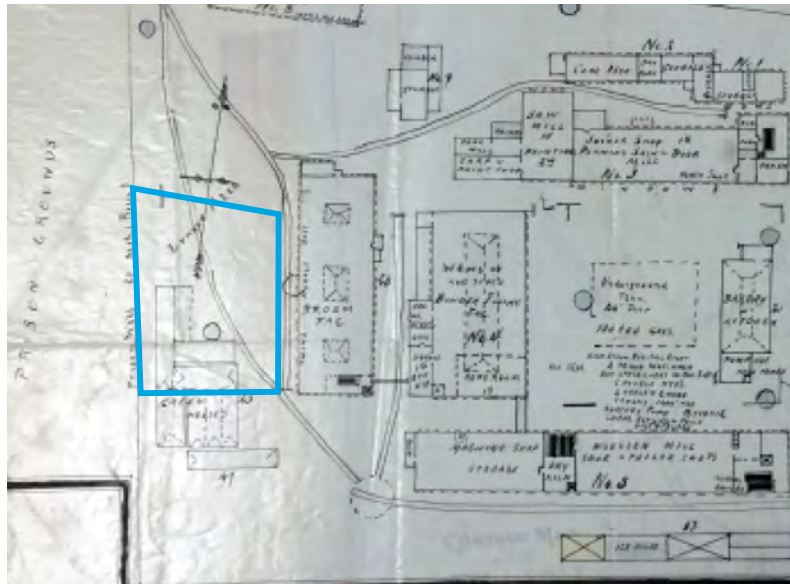


Figure 42.c. 1903-1910 map of the Central Prison grounds with the Site boundary highlighted in blue (Ontario Archives; annotated by ERA).



Figure 43.c. 1890 photo of the principal entrance of the Toronto Central Prison looking west (Ontario Archives).

### *The Toronto Central Prison for Men*

In 1856, the Ontario provincial government purchased approximately 20 acres of the Garrison Reserve land south of King Street and west of Strachan Avenue.<sup>7,8</sup> The Province used the area of largely undeveloped lands near railways to locate various industrial and institutional uses. In 1871, the Toronto Central Prison for Men ("the Central Prison") was constructed as a facility for the incarceration of male convicts. The prison operated on the west side of Strachan Avenue from 1873 to 1915.

The prison complex was designed by Kivas Tully, the first appointed Provincial architect in Ontario.<sup>9</sup> The prison was built in tandem with a number of industrial buildings where inmates worked, making goods that were then sold.

7. Fort York and Garrison Common Maps, "Liberty Village." <http://fortyorkmaps.blogspot.com/2013/02/the-liberty-lands.html>.

8. Designation By-law No. 1996-0378.

9. Biographical Dictionary of Architects in Canada: 1800-1950, "Federal and Provincial Offices Held by Architects." [http://dictionaryofarchitectsin-canada.org/appendix\\_a](http://dictionaryofarchitectsin-canada.org/appendix_a)





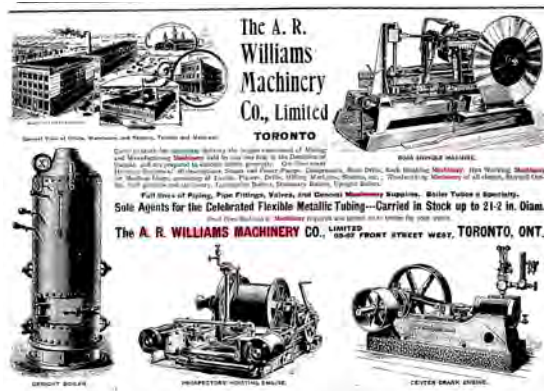


Figure 45. 1902 Advertisement for the A.R. Williams Machinery Company (Toronto Star).



Figure 46. 1910 letterhead for A.R. Williams Machinery Company (Toronto Public Library).



Figure 47. 1915 Bomber shells on East Liberty Street, looking east from Dufferin Street (Toronto Archives).



Figure 48.c. 1937 A.R. Williams Machinery Company's main storage and facility on Front Street (City of Toronto Archives).

Throughout its short lifespan, the prison developed a reputation for brutality and was eventually closed in 1915 and gradually demolished by 1930.<sup>12</sup> The only remaining elements of the Central Prison complex today include a portion of the south wall and the west wall of the prison's Broom Factory which is now the east wall of Liberty Storage Warehouse on the Site, and the Roman Catholic Chapel to the east of the Site in Liberty Village Park.<sup>13</sup>

12. Ibid.

13. Designation By-law No. 1996-0378.



Figure 49. 1987 photo of the south elevation of the Site. The remaining portion of the Broom Factory/Paint Shop wall is visible to the east (right). The large opening on the eastern portion of the south elevation may have been used for a railway siding (Toronto Public Library).

### *Manufacturing History & War Efforts in Liberty Village*

Liberty Village's location near railway tracks attracted new industrial uses. In 1884, the Massey Manufacturing Company, one of the largest producers of agricultural equipment located its headquarters in Toronto, to the northeast of the Site, south of King Street West between Strachan Avenue and Sudbury Street. It became one of the city's leading employers, employing up to 9,000 people at its peak in the late 1880s. Around this time, the John Inglis and Company also opened in the area. It manufactured marine steam engines and waterworks pumping engines until First and Second World War efforts prompted a shift of production into weapons. Following the war, the Inglis Company began manufacturing consumer products like appliances and their Liberty Village factory remained in operation west of Strachan Avenue until 1981, when the company moved to Mississauga and the former site was transformed into residential and commercial buildings.<sup>14</sup>

After the Central Prison closed in 1915, many of the buildings were also used by the military during the First World War. Between 1915 and 1919, the prison complex grounds were used for the production and storage of various weapons.<sup>15,16</sup> The area was also used for military training, and continued manufacturing use for the Second World War. Some of the buildings were also used as processing centres for new immigrants.<sup>17</sup>

14. ERA, "Heritage Impact Assessment: 61, 75 Hanna Avenue & 120 Lynn Williams Street." 2020.

15. Robert Howley, "Liberty Village History." Liberty Village Resident's Association. <http://lvra.ca/liberty-village-history/>

16. Toronto Historical Association, "Central Prison." <http://www.torontohistory.net/central-prison/>

17. Howley, "Liberty Village History."

**WAREHOUSE** space available, with 10-ton travelling crane, suitable for heavy machinery or other storage; centrally located, with indoor railway siding. **Liberty Storage Ltd., 130 Liberty St., Toronto. Phone KE. 1161.**

Figure 50. 1948 advertisement for the Liberty Storage Warehouse (Globe and Mail).

**LIQUIDATION SALE**  
OF USED  
**FORKLIFT TRUCKS**

"Under instructions received" we have been authorized to dispose immediately the various makes of lift trucks:  
Clarke—Yale—Automatic—Barrett etc. — To be sold on a first come first served basis.

- \* CAPACITIES FROM—1650 LBS TO 10000 LBS.
- \* GAS — PROPANE & ELECTRIC TYPES.
- \* PRICED — FOR QUICK REMOVAL.
- \* TERMS — CASH — FINANCE OR LEASE.

**Sale Starts Wednesday, February 15th, 1967**  
from 10 a.m. till 3 p.m. and  
Every Week Day Until Sold.

Location & Inspection — **Liberty Storage Ltd., 130 Liberty St., Toronto Ont.** (at St. George Ave. south of King St. W.)  
Please note: These units were moved here for the convenience of the sale.

For Further Information Contact the Office  
of the Liquidators

**TRANS CANADA LIQUIDATIONS LTD.**  
192 BAY ST., TORONTO 1, CAN. PHONE 366-3658  
"CANADA'S FOREMOST INDUSTRIAL AUCTIONEERS  
AND LIQUIDATORS"  
APPROVED BY GOVERNMENT & FINANCIAL FIRMS

Figure 51. 1967 advertisement for a liquidation sale at the Liberty Storage Warehouse (Globe and Mail).

### *Liberty Storage Warehouse*

After most of the Central Prison was demolished in 1920, much of the land was sold to the railways for industrial and rail use. In 1928, the land was acquired by the A. R. Williams Company. Founded in 1879, the A.R. Williams Machinery Company was a machinery brokerage and factory selling and manufacturing a variety of machines and tools. Items sold included engines and boilers, woodworking machinery, sawmill machinery, lathes, bandsaws, jointers, and more.<sup>18</sup> The primary office and factory was located on Front Street, and the company had branches in Montreal, Winnipeg and Vancouver. During the Second World War, the company supported wartime efforts by manufacturing shell lathes, presses, vises, and other tools. Newspaper advertisements indicate that the company had the largest stock of mining and manufacturing machinery in the country.<sup>19</sup>

According to the City of Toronto's Reasons for Listing in 2006, in 1929 the company commissioned the Toronto architectural firm Kaplan and Sprachman to construct the Liberty Storage Warehouse. It was built as an infill building between two existing brick buildings that were part of the former prison complex. A. R. Williams Machinery Company operated storerooms and warehouse space in the building until approximately 1950, when the Liberty Storage company began using the warehouse. Liberty Storage advertised for the storage of heavy machinery, promoting the building's interior crane and railway siding. Directory entries indicate that the building and adjacent brick buildings were used for Liberty Storage between the 1950s and 1960s, with use as a Department of Defence Production storage site in 1954. In the 1960s and 1970s, the Liberty Storage Warehouse was used for the sale of miscellaneous machinery and office furniture.

In 1981, the majority of the brick building to the east of the Site (the former Broom Factory in the prison complex) was demolished, with the west wall and a portion of it's south wall remaining. In 1991, the building to the west of the Site was demolished. In 2005, the Liberty Storage Warehouse was renovated in order to use the southern portion of the building as a sales centre. Exterior alterations included grade adjustments, modification to openings, new windows and doors, and a new roof terrace on the east wing roof. Interior alterations included a new partition between the northern and

18. Vintage Machinery, "A. R. Williams Machinery Co., Ltd." <http://vintagemachinery.org/mfgindex/detail.aspx?id=1575>

19. Toronto Public Library Digital Archive. Letterhead for the A.R. Williams Machinery Co. Ltd. 1910. <https://digitalarchive.tpl.ca/objects/354702/letterhead-for-the-ar-williams-machinery-co-ltd>



### III REVITALIZED NEIGHBOURHOODS

# Industrial graveyard now trend central

Liberty Village  
becomes a magnet  
for condo seekers

Toronto Home Builders Association named the best high-rise community of 2005.

Along the way, the area has been rechristened Liberty Village, and has added several townhouse communities as low-rise components, especially on the western edge of



Figure 52. 2007 excerpt of newspaper article highlighting the residential boom in Liberty Village (Globe and Mail).

Figure 53. 2019 aerial view of condo construction in Liberty Village (Jack Landau).

southern sections, and various changes to the southern portion including the pouring of a new floor slab, the construction of a new mezzanine, new stairs and elevator, new rooms for storage, wash-rooms and services, and removal of sections of the gantry crane track.

## *Postwar Liberty Village & Liberty Village Today*

Liberty Village began as an area primarily characterized by correctional facilities, and then transitioned into a manufacturing district. After the Second World War, many industrial buildings in the area stood vacant as a result of industrial activities migrating to suburban areas. Vacancies coupled with low real estate prices made Liberty Village a coveted site for artists, with some illegally occupying vacant buildings as live-work spaces. New zoning regulations in 1966 allowed more flexibility of building use and the neighbourhood eventually began branding as a creative community for artists. Although much of the area remained vacant for some time, Liberty Village became known as an artist enclave by the late 1970s. Liberty Village was designated a Business Improvement Area in 2001.<sup>20,21</sup>

Over the past two decades Liberty Village has continued to grow at a rapid pace. Based on the 2016 census population data, the area was recorded as the densest census tract in the City of Toronto.<sup>22</sup> The urban context of Liberty Village has evolved and continues to experience change. In addition to the growth of high-rise residential buildings in the area, future changes to the area include planned transit infrastructure. The forthcoming Ontario Line Subway will have its western-most stop at Exhibition Place, south of the Site. In addition to changes in transit access for the area around Liberty Village, the Exhibition Place Master Plan which covers the area south of Liberty Village is underway and is expected to redevelop Exhibition Place as an entertainment district.<sup>23</sup>

20. Laurie E. Adkin (Editor), *Environmental Conflict and Democracy in Canada* (Vancouver: UBC Press, 2009).

21. John Paul Catungal, Deborah Leslie and Yvonne Hii, "Geographies of Displacement in the Creative City: The Case of Liberty Village, Toronto." *Urban Studies* 46, no. 5–6 (May 2009): 1095–1114.

22. Alex McKeen, "The GTA's population is booming — but not necessarily in the right places." *Toronto Star*. 2018. <https://www.thestar.com/news/gta/2018/03/02/the-gtas-population-is-booming-but-not-necessarily-in-the-right-places.html>

23. City of Toronto, Exhibition Place - Master Plan. <https://www.toronto.ca/city-government/planning-development/planning-studies-initiatives/exhibition-place/exhibition-place-master-plan/>





Figure 54. 1921 photo of Fielder Paper Company warehouse (Construction: A Journal for the Architectural, Engineering and Contracting Interests of Canada).



Figure 55. 1921 photo of Soren Bros. warehouse (Construction: A Journal for the Architectural, Engineering and Contracting Interests of Canada).

### Architects

As noted in the City of Toronto's Reasons for Listing, the Liberty Storage Warehouse was designed by Toronto architectural firm Kaplan & Sprachman (1929 -1965), founded by architects Harold Kaplan and Abraham Sprachman.<sup>24</sup> Kaplan & Sprachman designed synagogues, retail stores, warehouses and factories, apartment buildings, single family residences , and more. Their earlier work included a number of warehouse and factory buildings including the now-demolished Fielder Paper Company warehouse on Berkeley Street, and the Soren Brothers warehouse on Van Horne Avenue, which were both built in 1920. Kaplan and Sprachman's designs around this time also included the old Toronto Terminal Warehouse Buildings on King Street in 1928.<sup>25</sup> However, Kaplan and Sprachman were best known for their movie theatre projects, having designed more than 300 theatres by the 1960s.<sup>26</sup> In 1937, they were awarded the bronze medal in the Sixth Biennial Toronto Exhibition for their interiors to the Eglinton Theatre in Toronto. Two of their designs have been designated National Historic Sites by the Historic Sites and Monuments Board of Canada: the Eglinton Theater in Toronto<sup>27</sup> and the Vogue Theatre in Vancouver.<sup>28</sup>

24. Parks Canada, "Kaplan & Sprachman, Architects." <https://www.canada.ca/en/parks-canada/news/2016/11/kaplan-sprachman-architects.html>  
 25. Biographical Dictionary of Architects in Canada: 1800-1950, "Kaplan, Harold Solomon." <https://www.dictionaryofarchitectsincanada.org/node/1542>

26. Ontario Jewish Archives, "Toronto's First Synagogues." <https://ontariojewisharchives.org/exhibits/synagogues/synagogues/Minsk/images/Architecture/02.html>

27. Parks Canada Directory of Federal Heritage Designations, "Eglinton Theatre National Historic Site of Canada." [https://www.pc.gc.ca/apps/dfhd/page\\_nhs\\_eng.aspx?id=803](https://www.pc.gc.ca/apps/dfhd/page_nhs_eng.aspx?id=803)

28. Parks Canada Directory of Federal Heritage Designations, "Vogue Theatre National Historic Site of Canada." [https://www.pc.gc.ca/apps/dfhd/page\\_nhs\\_eng.aspx?id=799](https://www.pc.gc.ca/apps/dfhd/page_nhs_eng.aspx?id=799)



Figure 56. Eglinton Theatre, 1939 (City of Toronto Archives).



Figure 57. 1952 photo of Abraham Sprachman and Harold Kaplan (Ontario Jewish Archives).

### *Harold Kaplan (1895-1973)*

Harold Kaplan was born in Bucharest, Romania, and moved to Toronto when he was seven years old and learned draftsmanship while living in Philadelphia. When he returned to Toronto, Kaplan attended Toronto Technical School, taking courses in architecture and building construction. Kaplan served as an apprentice with the prolific Toronto architect Henry Simpson. In 1919-1920, Kaplan worked for the firm of Page & Warrington, before partnering with Sprachman and establishing Kaplan & Sprachman with Abraham Sprachman in 1922.<sup>29</sup>

### *Abraham Sprachman (1894-1971)*

Abraham Sprachman was born in Honczarow, Ukraine, and moved to Toronto as a child. In 1919, he opened his first architectural office. In 1922 he partnered with architect Harold Kaplan to form Kaplan & Sprachman. When a degree in architecture became required in 1935, he was retroactively made a member of the Ontario Association of Architects and the Royal Architectural Institute of Canada.<sup>30</sup>

29. Biographical Dictionary of Architects in Canada: 1800-1950, "Kaplan, Harold Solomon."

30. Biographical Dictionary of Architects in Canada: 1800-1950, "Sprachman, Abraham." <http://dictionaryofarchitectsincanada.org/node/2614>



### 7.13 Visual Resources (Maps, Drawings, Plans and Images)

This section includes a visual overview of the Site over time, including pertinent maps, images, drawings and plans to assist with understanding the evolution of the Site.



Figure 58. 1860 Tremaine Map of the City of Toronto showing the approximate location of the Site (University of Toronto Map and Data Library; annotated by ERA).



Figure 59. 1899 Goad's Insurance Map showing the approximate boundary of the Liberty Storage Warehouse building on the Site (City of Toronto; annotated by ERA).



Figure 60. 1903 Goad's Insurance Map showing the boundary of the building on the Site. Additional buildings in the Central Prison complex have been built including the brick building to the east which includes the Broom Factory (City of Toronto; annotated by ERA).

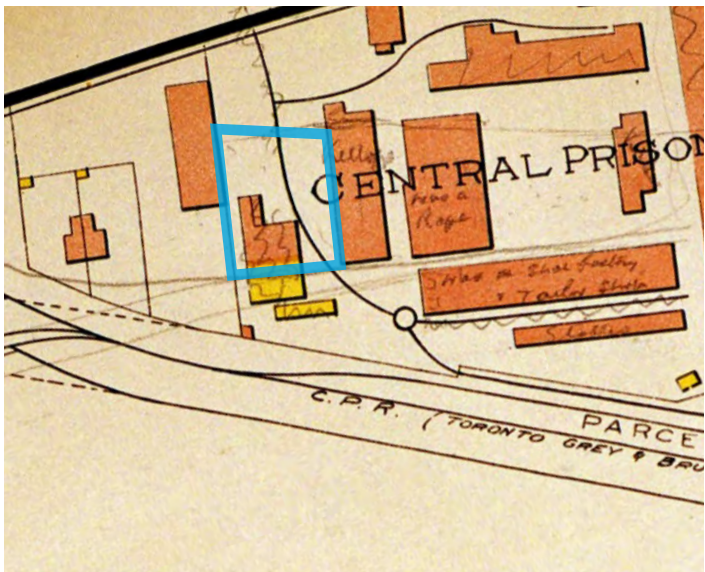


Figure 61. 1913 Goad's Insurance Map showing the boundary of the building on the Site. Additional buildings in the Central Prison complex have been built including the brick building to the west (rope and hemp storage) and the brick and wood building to the south (greenhouse) (City of Toronto; annotated by ERA).





Figure 62. 1924 Goad's Insurance Map showing the boundary of the building on the Site. At this point the Toronto Central Prison has been shut down and undergoing gradual demolition. Two small brick and wood buildings have been constructed on the Site. (City of Toronto; annotated by ERA).



Figure 63. 1934 Army Survey Establishment map showing the boundary of the building on the Site (built in 1929) and surrounding buildings (University of Toronto Map & Data Library; annotated by ERA).



Figure 64. 1947 aerial photo of building on the Site showing its proximity to rail (City of Toronto; annotated by ERA).



Figure 65. 1956 aerial photo of building on the Site (City of Toronto; annotated by ERA).

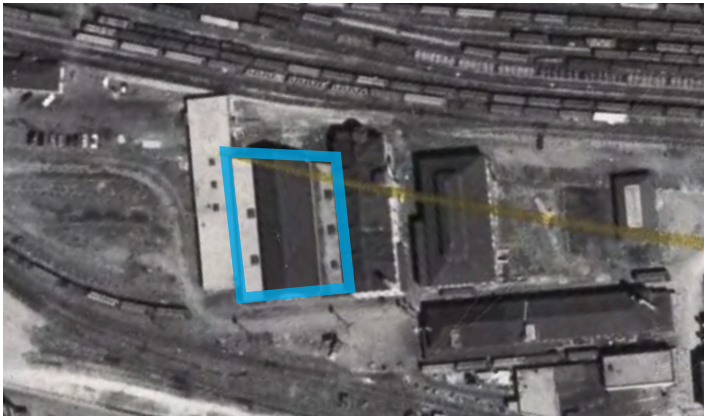


Figure 66. 1966 aerial photo of building on the Site (City of Toronto; annotated by ERA).



Figure 67. 1977 aerial photo of building on the Site (City of Toronto; annotated by ERA).





Figure 68. 1981 aerial photo of building on the Site. The building to the east appears to have been demolished as well as the building further east (City of Toronto; annotated by ERA).

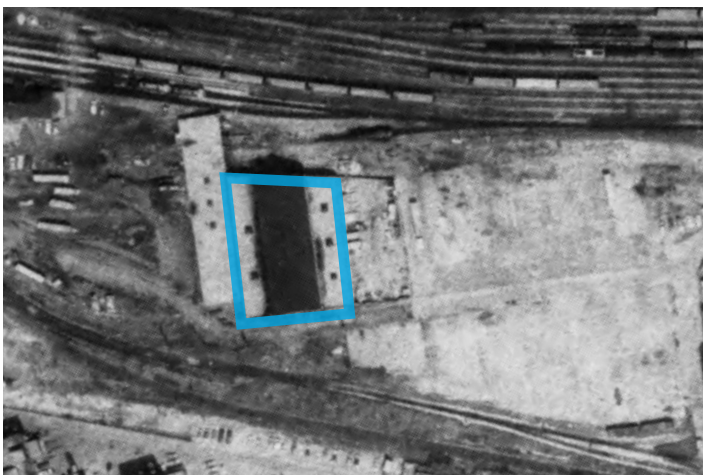


Figure 69. 1983 aerial photo of building on the Site (City of Toronto; annotated by ERA).



Figure 70. 1989 aerial photo of building on the Site (City of Toronto; annotated by ERA).