

OLTA Heritage Reports

ONTARIO LINE GERRARD-CARLAW SOUTH TOC

388 Carlaw Avenue and 10 Dickens Street

Contract RFS-2019-NAFC-110

PO 214244

HDR Project 10206938



Ontario Line Technical Advisor

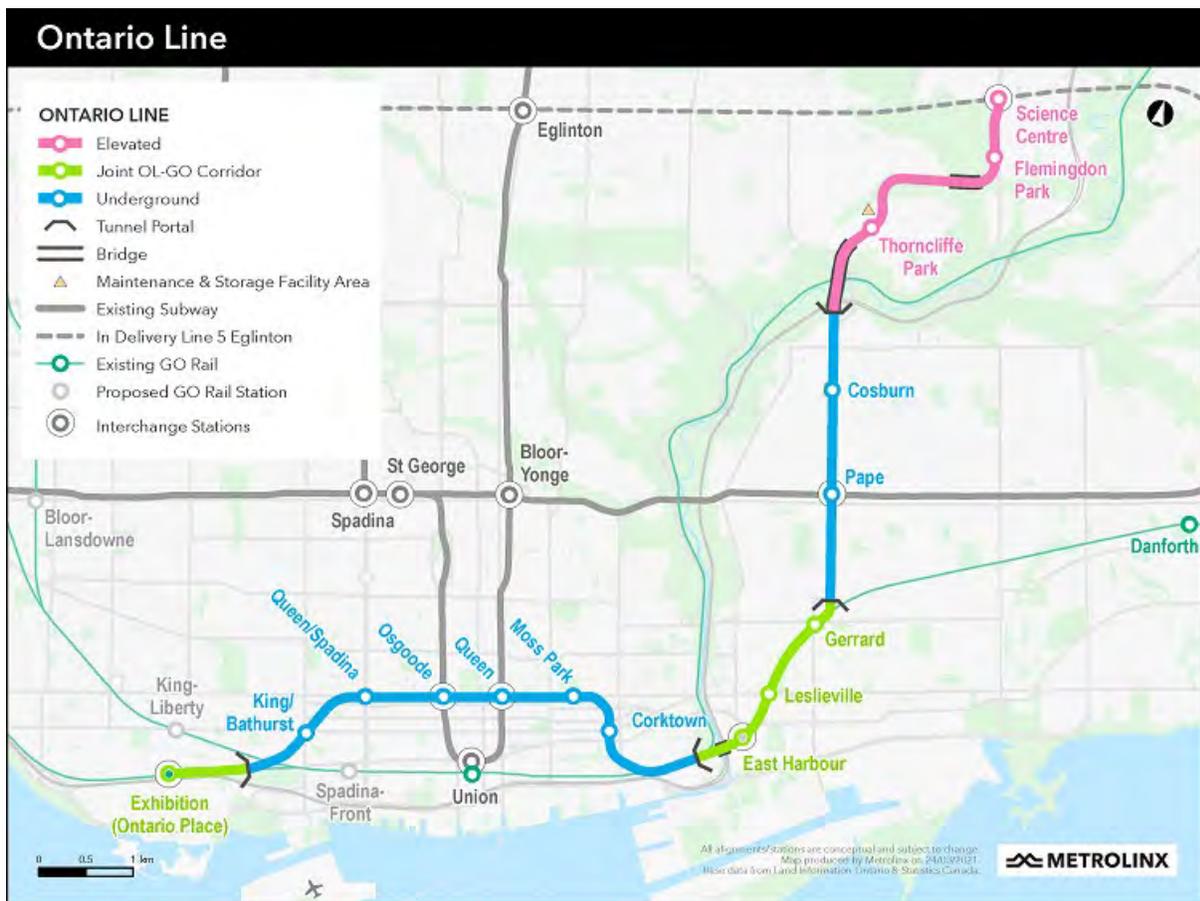
TORONTO, ONTARIO

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DRAFT

Summary

The construction of the Ontario Line is a major multi-year undertaking. The construction activities associated with the proposed subway will have heritage impacts. The visual and physical impacts have been identified and heritage strategies to mitigate these impacts have been articulated in this heritage submission. The heritage strategies are noted for the building at 388 Carlaw Avenue. Overall, best efforts have been made to reduce heritage impacts where feasible, the result of which seeks to appropriately balance heritage conservation objectives with the substantive benefits of the Ontario Line. The Transit-Oriented Community Heritage Evaluation and Transit-Oriented Community Heritage Memo for 388 Carlaw Avenue and 10 Dickens Street are included here as Appendices.



Appendices

Appendix A - Transit-Oriented Community Heritage Evaluation

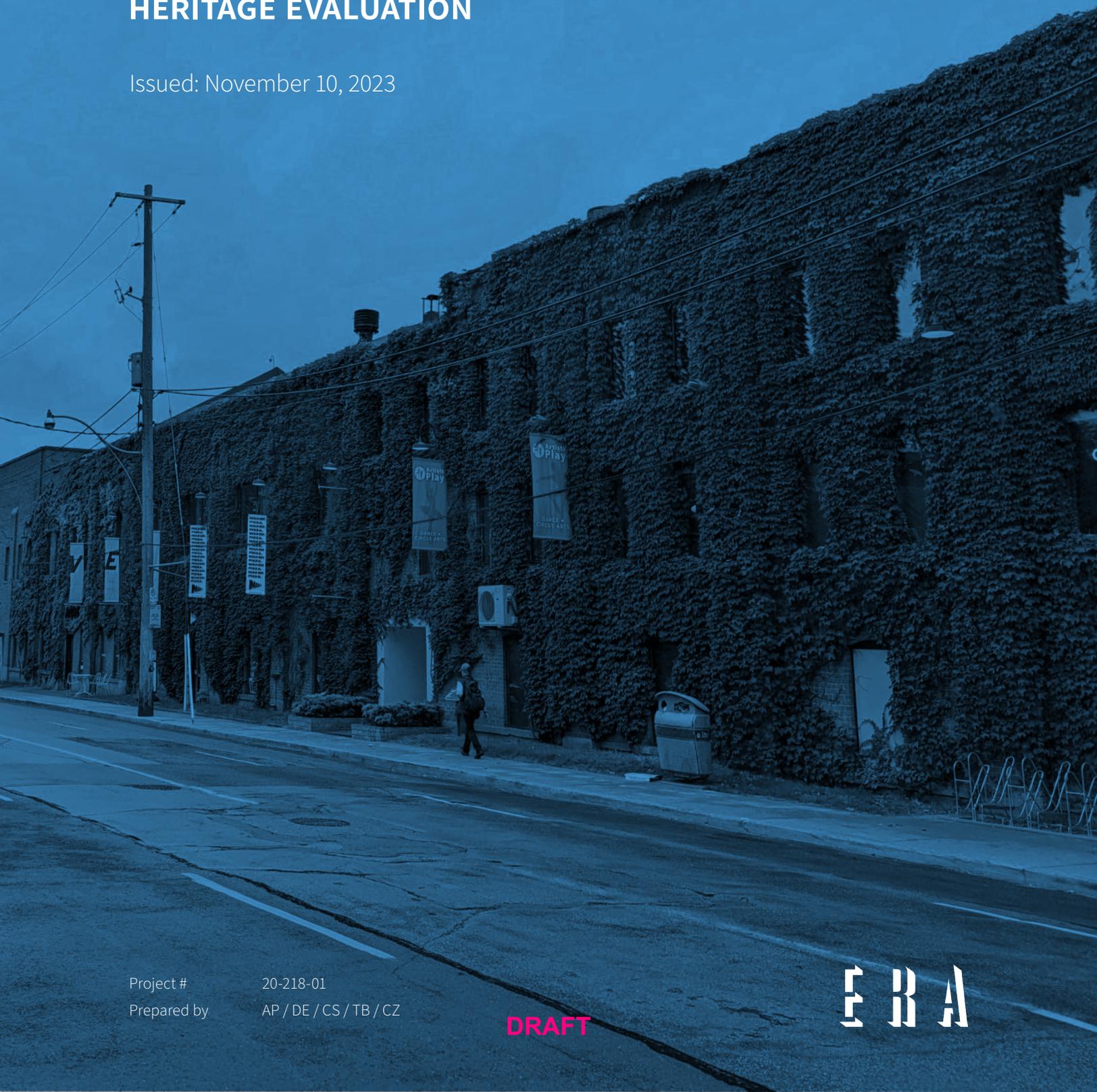
Appendix B - Transit-Oriented Community Heritage Memo

Appendix A. Transit-Oriented Community Heritage Evaluation

ONTARIO LINE GERRARD-CARLAW SOUTH TOC 388 CARLAW AVENUE & 10 DICKENS STREET

TRANSIT-ORIENTED COMMUNITY HERITAGE EVALUATION

Issued: November 10, 2023



Project # 20-218-01
Prepared by AP / DE / CS / TB / CZ

DRAFT

ERA

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COVER PAGE: East elevation of the Site, looking south along Carlaw Avenue (ERA, 2022).

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1 INTRODUCTION

Scope of the Report

ERA Architects Inc. (“ERA”) has prepared this Transit-Oriented Community (“TOC”) Heritage Evaluation for the property at 388 Carlaw Avenue, which includes 360-388 and 400 Carlaw Avenue, and 10 Dickens Street (the “Site”) within the City of Toronto. The purpose of this report is to provide a heritage evaluation.

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, tax assessment rolls, archival photographs, archival drawings, building permits, background research from previous ERA reports and from observations made during site visits.

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 has been involved in all aspects of architectural projects ranging from single-family residences and condominiums to institutional, commercial and hotel projects. He has previously been qualified by the Ontario Municipal Board, now continued as the Ontario Land Tribunal (the "OLT"), the Conservation Review Board, and the Toronto Local Appeal Body in the field of heritage planning and architecture.

Dan Eylon is a Senior Associate and Planner at ERA. 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 a Project Manager, 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.

Timothy Bristow is a Planner with ERA. He holds a Master of Science in Planning and Master of Information Studies from the University of Toronto. His professional practice is informed by ten years of experience as an academic librarian.

Corals Zheng is a Planner with ERA. She holds a Master's of Environmental Studies in Planning from York University and she completed her Bachelor of Arts (Hons.) in Political Science and English Literature from the University of Toronto. She is a candidate member of the OPPI.

3 EXECUTIVE SUMMARY

Purpose

ERA Architects Inc. (“ERA”) has prepared this Transit-Oriented Community (“TOC”) Heritage Evaluation for the property at 388 Carlaw Avenue, which includes 360-388 and 400 Carlaw Avenue, and 10 Dickens Street (the “Site”) within the City of Toronto.

Findings and Conclusion

The Site contains a property listed on the City of Toronto’s Heritage Register. The Site is adjacent to 369 Carlaw Avenue and 401 Logan Avenue, two properties that are listed on the City of Toronto Heritage Register.

ERA has evaluated 388 Carlaw Avenue using the provincial Criteria for Determining Cultural Heritage Value or Interest as prescribed under Ontario Regulation 9/06 (“O.Reg. 9/06”) and found that it meets the criteria for cultural heritage value or interest. A draft Statement of Significance and draft list of heritage attributes have been provided. The Site is already included on the City of Toronto Heritage Register.

4 PROPERTY OWNER

Metrolinx

5 OWNER'S REPRESENTATIVE OR AGENT

Not applicable.

6 LOCATION PLAN

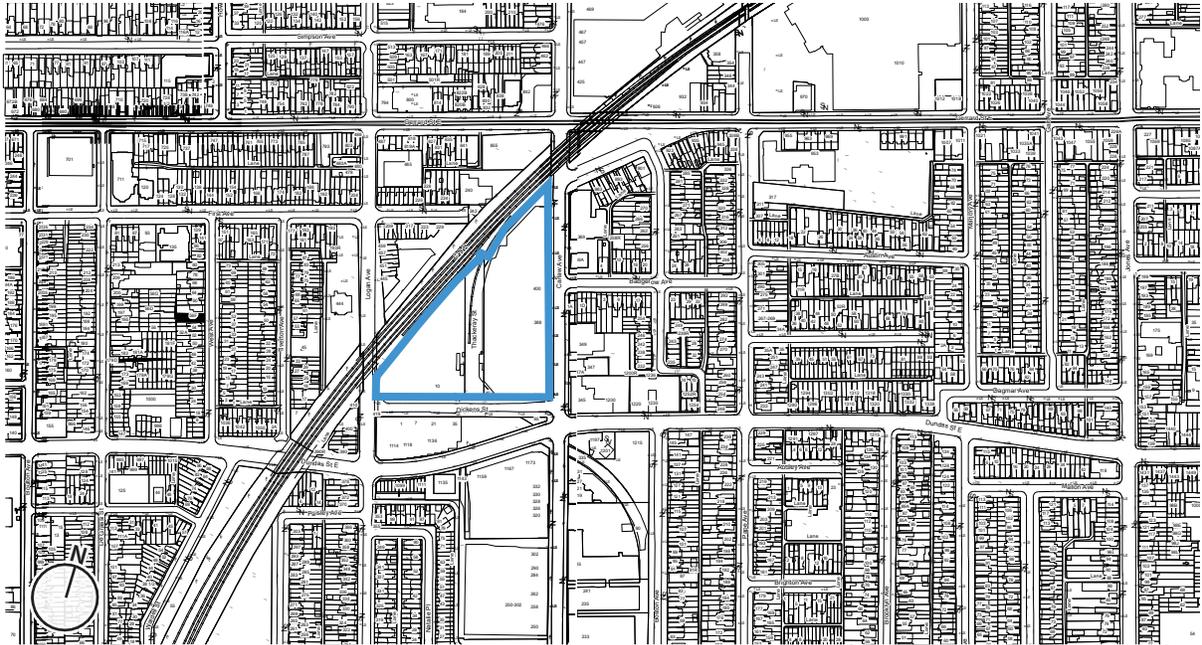


Figure 1. Context map of the Site, outlined in blue (Property Data Map 2014; annotated by ERA).



Figure 2. Aerial photograph showing the Site, outlined in blue (ESRI 2021; annotated by ERA)

7 REASONS FOR THE HERITAGE EVALUATION AND BACKGROUND INFORMATION

A Heritage Evaluation is provided for the Site because the property is listed on the City of Toronto's Heritage Register.

8 DESCRIPTION OF THE PROPERTY AND VISUAL INSPECTION

The Site¹ is located in the South Riverdale neighbourhood in Toronto. The Site is bounded by Carlaw Avenue to the east, Dickens Street to the south, and a rail corridor to the west and north. The Site contains two irregularly shaped lots divided by Thackeray Street which runs north-south from the rail corridor to Dickens Street. There is a grade differentiation between the east and west property line. The west portion of the Site contains a triangularly shaped surface parking lot with the municipal address of 10 Dickens Street and 429 Logan Avenue. The east portion of the Site includes a low-rise commercial building with an irregular footprint with the municipal address of 388 Carlaw Avenue. The building at 388 Carlaw Avenue has been built out to the property lines, with the exception of a triangular area in the northeast and southwest corners of the property.

The property at 388 Carlaw Avenue contains a two- to three-storey masonry building that was originally constructed in 1912 for industrial use, with many subsequent additions and alterations over time to adapt the space for various industrial and commercial tenants (refer to Section 12 for detail on the building evolution). ERA visited the Site for visual inspection a number of times, including on May 4, August 30, September 6, and September 16, 2022. The building is generally in fair condition, with localized areas in poor condition (refer to Appendix C for the condition assessment).

The property at 388 Carlaw Avenue is listed on the City of Toronto Heritage Register, and is not designated under Part IV or Part V of the OHA. On May 11 2022, City Council adopted the inclusion of 388 Carlaw Avenue on the City of Toronto's Heritage Register (TE32.10). A copy of the listing statement can be found in Appendix A. There are two adjacent properties listed on the City of Toronto Heritage Register located at 369 Carlaw Avenue (May 7, 1991) and 401 Logan Avenue (May 11, 2022).

1. A survey conducted by Holding Jones Vanderveen Inc on February 18, 2021, includes the following legal description of the Site: LT 16-27, 29-39 part of Lot 28 Registered Plan 327E and Part of Block D Registered Plan 744 City of Toronto. The Land Registry Office provides the following as the property description for 10 Dickens Street: PT LT 38-39 PL 327E TORONTO PT 1 64R14985; CITY OF TORONTO

The City of Toronto Official Plan Land Use Plan identifies the Site as General Employment. The Site is not located within a Secondary Plan area. The Site is within the boundary of Site and Area Specific Policy (“SASP”) 154 which permits a mix of employment and residential uses with certain conditions.

The City of Toronto archaeological mapping tool does not identify the Site as having archaeological potential.



Figure 3. The City of Toronto Official Plan Land Use Plan showing the Site with a General Employment Area land use designation (City of Toronto, 2019; annotated by ERA).



Figure 4. The City of Toronto archaeological potential mapping tool (City of Toronto, 2020; annotated by ERA).

9 CURRENT PHOTOGRAPHS/IMAGES

Context Photographs

The following pages include photographs taken during a visit to the Site on August 30, 2022. Refer to Appendix B for elevations of the Site.



Figure 5. Context photo of the Site looking south along Carlaw Avenue (ERA, 2022).



Figure 6. Context photo of the Site looking north from Carlaw Avenue and Badgerow Avenue (ERA, 2022).



Figure 7. Context photo of the Site looking north from Carlaw Avenue south of Badgerow Avenue (ERA, 2022).



Figure 8. Context photo of the Site looking north from Carlaw Avenue and Dundas Street East (ERA, 2022).



Figure 9. Context photo of the Site looking west from Carlaw Avenue and Dickens Street (ERA, 2022).



Figure 10. Context photo looking east from Dickens Street with the Site (left) and 401 Logan Avenue (right) (ERA, 2022).

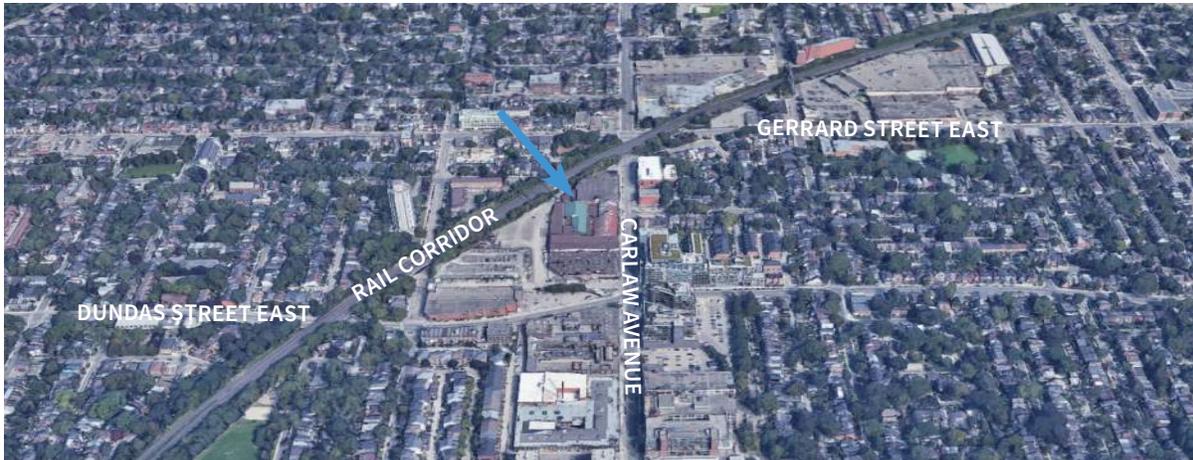


Figure 11. View of the Site showing the surrounding context (Google Earth 2020; annotated by ERA).

The section of Carlaw Avenue between Gerrard Street East and Dundas Street East contains a mix of low-rise commercial buildings, house-form buildings, as well as mid-rise mixed-use buildings built in a range of architectural styles. The street segment previously contained numerous industrial buildings constructed in the early 20th century. These industrial buildings were constructed using masonry materials on large lots with wide street frontages. Over time the built form of the street segment has evolved. Former factory and warehouse buildings have been adapted to suit the needs of various residential, commercial, and employment uses. More recently, the area has seen increased development. In 2011, new mid-rise, mixed-use buildings were constructed at the northeast and southeast corners of Carlaw Avenue and Dundas Street East. The area is serviced by existing public transit. In 2019, the Province of Ontario announced the Ontario Line transit project, with a proposed station located at Gerrard Street East and Carlaw Avenue. The station entrance will connect to an above-ground track segment shared with the rail corridor.

The Site's immediate surrounding context includes:

- To the east across Carlaw Avenue is the two-storey Toronto Hydro Substation building (c. 1916), two-storey house-form building, three-storey commercial building (c. 1911) and an 11-storey mixed-use building, with low-rise house-form buildings beyond;
- To the south across Dickens Street is a two- to three-storey commercial building located at 401 Logan Avenue (c. 1908), a surface parking lot and open space including a parkette, with Dundas Street East, low-rise commercial buildings and low-rise house-form buildings beyond;
- To the west is the rail corridor, with low-rise house-form buildings beyond; and
- To the north is the rail corridor, with a parkette beyond.

11 HISTORIC PHOTOGRAPHS

The following historic photographs were retrieved from the City of Toronto Archives.



Figure 12. The Reliable Manufacturing Company Limited, currently 10 Dickens Street, located east of the rail corridor and Dickens Street. Photo looking north along Logan Avenue (City of Toronto Archives, 1930-1935).



Figure 13. The Reliable Manufacturing Company Limited located at 10 Dickens Street as seen from the rail tracks looking northeast with the Site in the background (City of Toronto Archives, 1930-1935; annotated by ERA).



Figure 14. The Site as seen from Carlaw Ave looking south (City of Toronto Archives, 1948; annotated by ERA).



Figure 15. The Site as seen from Carlaw Avenue looking north (City of Toronto Archives, 1948; annotated by ERA).



Figure 16. c. 1980 photograph of the south (left) and east (right) elevation of 388 Carlaw Avenue (City of Toronto Archives).



Figure 17. Partial east elevation circa 1980s (City of Toronto Archives).



Figure 18. The west elevation as seen from the rail corridor (City of Toronto Archives, 1980-1998).



Figure 19. The southwest elevation and south elevation (City of Toronto Archives, 1980-1998).



Figure 20. The north and partial east elevation as seen from the rail overpass (City of Toronto Archives, 1980-1998).

12 PRIMARY AND SECONDARY RESEARCH

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

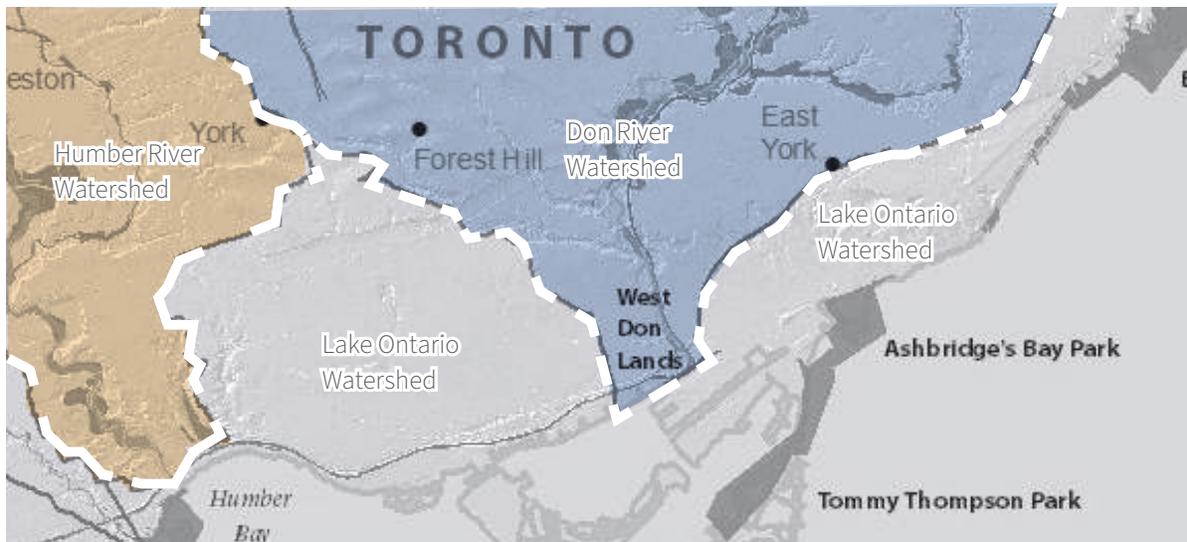


Figure 21. Map of TRCA watersheds with the Lake Ontario Watershed shown in grey (TRCA, 2021; annotated by ERA).

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, east of the Don River. It is located east of the Toronto Passage, also known as the Carrying Place, a north south route along the Humber River that was the most significant portage and canoe route in the area. The Site is located along Heward's Creek (also known by several other names locally); its course was modified over time but it once flowed into Ashbridge's Bay.

Indigenous Past, Present, Future¹

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

1. 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

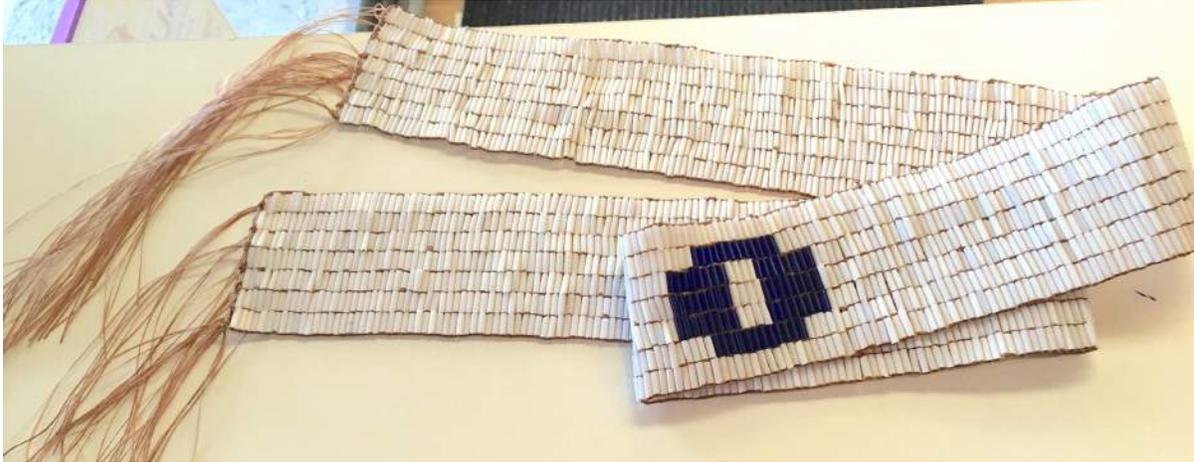


Figure 22. The Haudenosaunee and Anishinabe Dish with One Spoon Treaty, circa 1142 and again 1701 (Currie, 2020).

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.²

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 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 the two Confederacies and allied nations to peaceably share and care for the land, water, flora and fauna around the Great Lakes.

Archaeological discoveries have indicated that the area located northwest of the Site at Withrow Avenue near Broadview and East Riverdale Park was a site of Indigenous activity. The site was likely used as a campground during hunting season, as the sandy knoll provided a lookout over the Don Valley. In 1886, artifacts were uncovered at the site, including pottery fragments and a stone axe.

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.³ Toronto remains a city of historical and contemporary significance for Indigenous Peoples.

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

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



Figure 23. Map of the Township of York in the County of York in Upper Canada with the approximate Site location noted in blue (Browne, 1851; annotated by ERA).

Early Colonial Settlement

The Site is within the territory covered by Treaty No. 13 also known as the Toronto Purchase. Treaty No. 13 was originally negotiated between representatives of the British Crown and the Mississaugas of the Credit in 1787 and revised in 1805.

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 parcelled off these Lots to its members, prominent early settlers who subsequently subdivided the land according to their preferences. The Site is located within Township Lot 13, First Concession East of Town, originally granted to Patrick Brown in 1793⁴. Lot 13 was one of 15 parcels of 200-acre lots granted by Simcoe to various bodies after the founding of the Town of York within the area bounded by the Don River to the west, the Second Concession Road (present-day Danforth Avenue) to the north, the road that is now Victoria Park to the east, and Lake Ontario to the south.

Early development east of the Don River was predominantly shaped by agriculture, with small settlements emerging along Kingston Road⁵ and industry in the Don River Valley. Lands east of the Don River were slower to develop due to their distance from the Town of York and issues with flooding. The development that did occur was concentrated around crossings over the river and along main access routes. Maps from 1802 show bridges where today's Queen Street Viaduct is located, connecting the Town of York to settlers beyond the Don River.

4. Smith, Wendy. "The Toronto Park Lot Project." The Toronto Park Lot Project by Wendy Smith, 2012.

5. Now this segments is known as Queen Street East. Queen Street east of the Don River to near Coxwell Avenue was part of Kingston Road (and resuming as Queen Street thereafter), and was the westernmost section of that historic route to Kingston, Ontario, whose western terminus today is just east of Coxwell.



Figure 24. Presumed photograph of George Leslie (left) (Retrieved from Doucette, 2016)

Completed in 1817, Kingston Road was built by settlers on an alignment close to Lake Ontario that crossed the 15 parcels of land east of the Don River. It was used as a post road for the delivery of mail between the Town of York and Montreal⁶. In 1834, the Town of York was expanded and incorporated as the City of Toronto. In 1837, the area south of Kingston Road along Ashbridges Bay from Lot 15 to Lot 3, and terminating at MacLean Avenue, became part of the City of Toronto while the lands north of Kingston Road remained part of York Township. By the 1850s, the area east of the Don was associated with the Leslie family, the largest employer in the area. William Leslie originally owned Lot 10 at the intersection of Kingston Road and present-day Leslie Street and developed the lands south of Kingston Road for a plant nursery. Historic maps indicate the intersection of Kingston Road and Leslie Street as “Leslieville” within the present-day suburb of Riverdale in the east end of the City of Toronto⁷. The area’s early economic development was influenced by Leslieville and the Leslie family.

Immigration and Population Growth

Increased immigration became a driving force for land subdivision in Leslieville and present-day Riverdale as large landowners divided their property into small parcels for brickmaking, market gardening, and use as piggeries⁸. Between 1842 and 1850, the agrarian Township of York grew from a population of 5,720 to a population of 8,872⁹. In addition, the demand for fresh produce from neighbouring Toronto’s growing population resulted in more landholdings being divided for market gardening. The Irish “Great Hunger” of 1847 prompted mass emigration from Ireland to North America, and people of Irish ancestry became the predominant population east of the Don River. In the same period,

6. Joanne Doucette, *Leslieville: Pigs, Flowers & Bricks* (Toronto: Privately published, 2016), 37.

7. 1878 York County Atlas; Goad’s Atlas, 1884

8. Doucette, *Leslieville*, 44.

9. Doucette, *Leslieville*, 45.

the population of Black people in Leslieville increased. There was mass migration of formerly enslaved people from the United States of America into Southwest Ontario. The Black community had connections to the Underground Railway, which was an informal network of people and safe houses to help enslaved peoples escape slavery. Many Black people, that were formerly enslaved, settled in Leslieville and were employed as labourers, sailors¹⁰, or ice cutter at Ashbridges Bay¹¹. The 1861 Canadian Census documents Leslieville having a 20 percent population of Black people. At that time, Logan Avenue was known as Sewell's Lane named after a prominent member of the Leslieville Black community, Samuel Sewell Sr. Following the Civil War, many Black people living in Leslieville returned to the United States of America, resulting in a demographic shift in the area.

Industrial Development

In 1852, the Canadian Government announced the construction of a railway connecting Toronto with Montreal. The Grand Trunk Railway opened in October 1856 transporting grain, timber and cordwood¹². As a result of infrastructure development and migration, many developers and speculators planned subdivisions and combined large lots. The Site is situated within the former lands of John and Elizabeth Logan, a Leslieville gardener and florist. Logan Avenue, to the west of the Site, was named after John Logan's family.

By 1880, the Don River was considered a threat to public health, and Toronto City Council resolved to form a committee to report on strategies for improving the polluted condition of the river. Between the 1870s and 1890s, development in the area accelerated on account of transit and infrastructure investment. In 1884, the residents of Riverdale and portions of Leslieville was annexed¹³ by the City of Toronto as the new ward of St. Matthew. The annexation by the City of Toronto brought sewer, water, and other services into the formerly unserved communities. Shortly following the annexation, landholders began developing their lands into small subdivisions and factories were constructed around Carlaw Avenue



Figure 25. Anderson Ruffin Abbott in U.S Army Uniform, the first Canadian born Black surgeon, one of eight Black doctors in the Union Army (TPL, 1863).

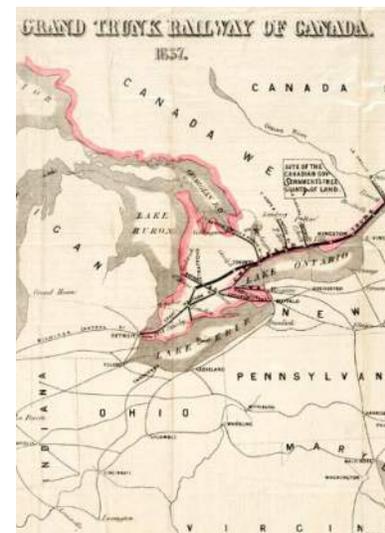


Figure 26. The Grand Trunk Railway map (Grand Trunk Railway, 1857).

10. Leslieville Historical Society, "Weaving Our History: The Isaac Price House and the Underground Railroad," Leslieville Historical Society, September 30, 2020, <https://leslievillehistory.com/2016/02/01/weaving-our-history-the-isaac-price-house-and-the-underground-railroad/>.

11. Doucette, Leslieville, 42.

12. Doucette, Leslieville, 45.

13. The 1884 annexation area comprises of lands east of the Don River, north of Queen Street East (then Kingston Road), west of Greenwood, and south of Danforth Avenue.

and Eastern Avenue. The lands south of the Grand Trunk Railway tracks within the new ward became known as South Riverdale. In 1885, Kingston Road west of Cowell was renamed Queen Street East and the properties were renumbered. In 1886, the Don Improvement Act was passed by provincial legislators, allowing the City to borrow funds and expropriate lands for the project. Don Improvement work included dredging, shoring, cribbing, and the construction of new bridges, including a replacement bridge at Queen Street. Work to channelize and straighten the Don River was completed in 1891, although problems of flooding and pollution persisted. Further channelization was implemented in the early 20th century.

By 1890, Logan's lands were subdivided into smaller parcels along with a new municipal street, Thackeray Street. In 1896, the area was connected locally and regionally by way of the Grand Trunk Railway opening the Queen Street East Station (later called Riverdale station) at Queen Street East and De-Grassi Street. The establishment of the Hydro-Electric Power Commission of Ontario in 1906 provided cheap and abundant power to the city and its factories, fuelling industrial growth along the lakeshore and Carlaw Avenue. As seen in the 1910 Goad's Atlas, railway spurs were constructed along Thackeray Street. Private sidings for companies were common in the area as industries would construct a switch operated track on their property¹⁴. By 1912, South Riverdale was an area that contained heavy industries, including the Consumer Gas Company and Phillips Manufacturing Company. More factories were constructed following the first World War.

In the 1930s, the Great Depression devastated Toronto's economy. The downturn was especially felt in the east end where there was a concentration of workers employed in manufacturing. Desperate times saw rural migrants move to Toronto in search of employment and many settled in Leslieville and Riverdale, where there was limited investment in new housing construction. Housing conditions quickly deteriorated due to overcrowding and poor upkeep. The worker housing in the area was developed in the late 19th and early 20th century and was comprised of small scale and low cost construction¹⁵. The economic situation in South Riverdale changed with the Second World War as industrial production increased and textile industries developed. In the post-war era, the east end continued to attract and retain heavy industries. The 1960s saw a period of urban renewal in the South Riverdale neighbourhood and the community resisted proposed developments and "slum clearances," which would have demolished hundreds of low-rise residential buildings¹⁶.

Population Changes and Industrial Decline

During the 1970s, "Chinatown East" emerged at Broadview Avenue and Gerrard Street East, following the expropriation of the First Chinatown centred at Dundas Street West and Elizabeth Street and increased Chinese immigration from Hong Kong. The rent and property values in Chinatown East were more affordable than in Chinatown West at Spadina Avenue and Dundas Street, making South

14. Unterman McPhail Associates, "Heritage Analysis Report: Carlaw and Dundas District Landscape and Public Realm Improvements City of Toronto Ontario" (Unterman McPhail Associates, March 2016), <https://d3n8a8pro7vhmx.cloudfront.net/paulafletcher/pages/1382/attachments/original/1615683529/Heritage-Report-Carlaw-Dundas-Landscape-and-Improvements.pdf?1615683529>.

15. Alan Walks and Martine August, "The Factors Inhibiting Gentrification in Areas with Little Non-Market Housing: Policy Lessons from the Toronto Experience," *Urban Studies* 45, no. 12 (2008): pp. 2594-2625,

16. Alan Walks and Martine August, "The Factors Inhibiting Gentrification"

Riverdale desirable to new Chinese and later Vietnamese immigrants¹⁷. In 2001, one-quarter of South Riverdale’s population was of Chinese descent. At the same time as the demographic shift, the east end was undergoing a slow de-industrialization process. Larger industries moved to the suburbs of Metropolitan Toronto which included access points to the highway system and affordable land. In 1962 the Wrigley Company at Carlaw Avenue and Dundas Street, which manufactured chewing gum, moved their manufacturing plant to Don Mills. Their Carlaw Avenue building was leased out to a number of industrial tenants over subsequent years¹⁸.

Re-emergence as a Creative, Mixed-Use District

Throughout the 1960s-90s, the presence of heavy industries in the area sustained a large working-class population¹⁹. The signing of free trade agreements in the 1980s and 1990s spurred the industrial decline of the area and many factories along Carlaw Avenue were decommissioned. The 1990s was a period of growth as young urban professionals moved into South Riverdale and the former industrial neighbourhood underwent a demographic shift. Attracted by affordable rents, many small businesses began opening along Queen Street East. South of Eastern Avenue, heavy industries were succeeded by the film and television sector. Former factories were converted into studio spaces²⁰. Old factories along Carlaw Avenue were repurposed for live-work units, including the former Wrigley Building which was converted into lofts in 1998. Today, many of the former factory buildings in the South Riverdale have been adapted to house many of Toronto’s small businesses and creative industries, and the structures have evolved away from their original industrial uses. Several former industrial buildings have been demolished to make way for new development. Along with the area’s ongoing intensification, the area is seeing transit investment. In 2019, the Province of Ontario announced the Ontario Line transit project, with the proposed Gerrard Station located at Gerrard Street East and Carlaw Avenue through an above-ground segment shared with the GO rail corridor.

17. Arlene Chan, “Toronto Chinatown,” The Canadian Encyclopedia, March 17, 2021, <https://www.thecanadianencyclopedia.ca/en/article/toronto-chinatown>.

18. Leslieville Historical Society. “The Wrigley Factory: Carlaw Avenue.” Leslieville Historical Society, October 29, 2021. <https://leslievillehistory.com/2021/10/29/the-wrigley-factory-carlaw-avenue/>.

19. Alan Walks and Martine August, “The Factors Inhibiting Gentrification”

20. Lehrer, Ute, and Thorben Wieditz. “Condominium Development and Gentrification: The Relationship Between Policies, Building Activities and Socio-Economic Development in Toronto.” Canadian Journal of Urban Research 18, no. 1 (2009): 140–61. <http://www.jstor.org/stable/26193248>.

Building Evolution

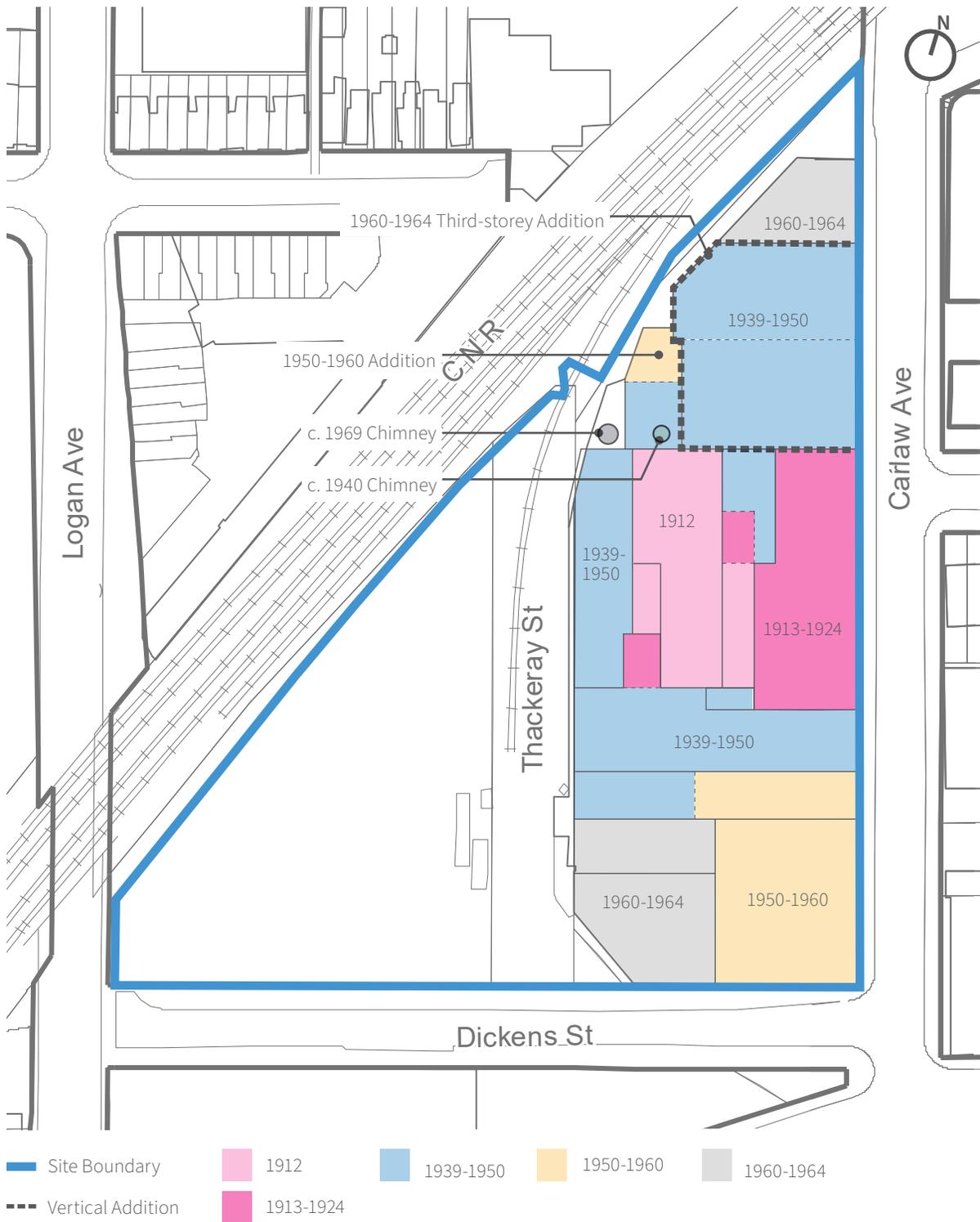


Figure 27. Site diagram indicating approximate dates of construction (Property Data Map 2014; annotated by ERA).

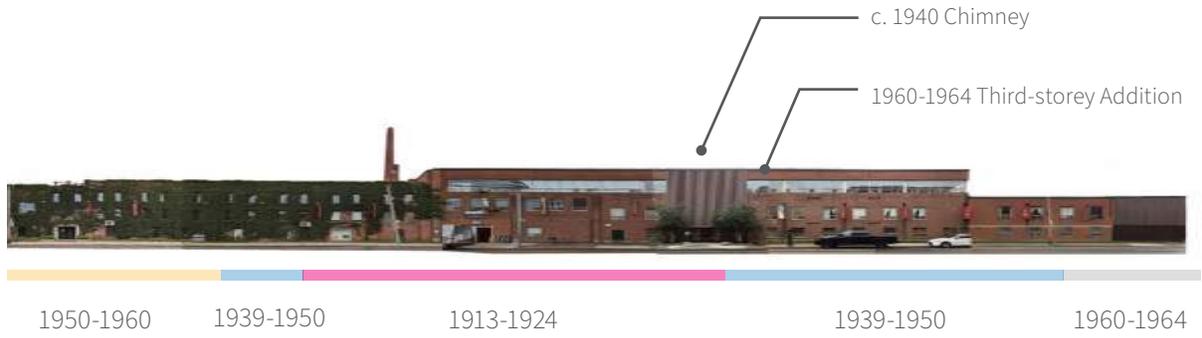


Figure 28. East elevation with approximate dates of construction (ERA, 2022).



Figure 29. West elevation with approximate dates of construction (ERA, 2022).



Figure 30. South elevation with approximate dates of construction (ERA, 2022).

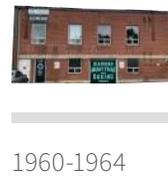


Figure 31. North elevation with approximate dates of construction (ERA, 2022).

The following contains a summary of the evolution of the building at 388 Carlaw Avenue. The focus of this section is on the property at 388 Carlaw Avenue given that there is no existing resource at 10 Dickens Street.

Jefferson Glass Company (1912-1915) & Dominion Glass Company (1916-1931)

- **1912** According to City Directories, the original industrial buildings on the Site are constructed for the Jefferson Glass Company. Archival mapping shows a masonry building on lots 22 to 33, a masonry building on lot 27, and three wood-framed structures on lots 21 to 23, 26, 36, and 37.
- **1913-1924** In 1916, the Jefferson Glass Company disposes of all its Canadian branch holdings to Dominion Glass Company of Montreal. The Carlaw factory resumes operations in 1917²¹. According to the Globe and Mail, in 1918 the factory is “totally destroyed” by a fire “that could be seen for a distance of two miles²².” In 1919, an excerpt in *The Glassworker* trade journal documents a fire that burns the east end of the factory. There are archival building records for a kiln (1918), 115 ft brick stack (1919) and galvanized iron shed (1921), all later demolished. The 1924 Goad’s Atlas shows several additions to the original 1912 building built between 1913-1924, including a masonry addition to the east, a smaller masonry addition at the southwest corner, and a wooden addition to the south. A series of auxiliary masonry and wood-framed buildings are located to the north, west, and south of the 1912 building.
- **1924-1931:** A standalone building is built at the northern corner of the property for the Glass Art Cut China Company (later demolished).

Acme Paper Box Company & Acme Paper Products Company (1931-1964) and Acme Paper Company (1964-1970s)

- **1931-1939** On October 26, 1931, the Toronto Daily Star reports the sale of “approximately two and a half acres on Carlaw Avenue by the Dominion Glass Company to the Acme Paper Box Company²³.” The Acme Paper Box Company Ltd. first appears in the 1934 City Directory and shares the Site with other companies. Archival drawings by Kaplan & Sprachman Architects document interior alterations to the 1912 factory building for Acme Paper Box Company for a paper carton and paper bag plant (1935), a storage shed addition (1936), and a small workshop added to the space between the 1912 and 1913-1924 buildings (1938-1939), all of which are no longer on-site. In 1939, a notice in the Toronto Daily Star documents the construction of a paper mill to accompany Acme’s operations²⁴. Aerial photographs show several small additions to the 1912 and 1913-1924 building.
- **c. 1940** Archival drawings document the design of a tall chimney that generally corresponds with the east chimney that currently exists on Site.
- **1939-1950** In 1941-1942, Acme Paper Box Company is renamed Acme Paper Products Company. Aerial photographs show that a separate building is built to the north of the 1912 building. The

21. “Crockery Glass Journal,” GIVE UP CANADIAN PLANT 84, no. 4 (July 27, 1916): p. 18;

“To Begin Work as Soon as the Workers Can Be Rounded Up.,” *The Glassworker* 37, no. 10 (December 7, 1918): p. 13.

22. “Fire Destroys Glass Factory: Damage of \$30,000 Caused by Midnight Blaze on Carlaw Avenue.” *The Globe and Mail*. April 1, 1918.

23. “Glass Company Sells Carlaw Ave. Property: Acme Paper Box C. Buys 2 1/2-Acre Lot for \$65,000,” *Toronto Daily Star*, October 26, 1931.

24. “New Firm Start Up Others Enlarge Plant.” *Toronto Daily Star*, July 3, 1939.

space between these buildings is later infilled. Aerial photographs show a series of additions, including an addition to the north (the boiler room), to the west, and to the south. The open space between the 1912 and 1913-1924 buildings is infilled.

- **1950-1960** Archival drawings document an addition to the boiler room northwest of the 1912 building (1950), and an addition south of the 1912 building (1953). Aerial photographs show these two additions, as well an addition at the south-east corner of the Site.
- **1960-1964:** Between 1960-1963, the shipping and receiving structure southwest of the 1912 building is demolished for a new addition designed by Allan M Levine Architects. Aerial photographs show an addition at the north-east corner of the Site and a third storey addition north of the remaining 1912 and 1913-1924 portions. In 1964, the Oelbaum family sells the Acme Paper Products Company to a paper conglomerate that continues to operate the factory under the same name. Following the sale of the factory, archival drawings show a series of interior and exterior alterations, reflecting changes in use.
- **c. 1969:** Archival drawings show the design of a tall chimney that generally corresponds with the west chimney that currently exists on the Site.
- **c. 1973** Archival drawings show interior alterations to the paper factory and alterations to shipping bays and floor levels (1973).

Various Owners (1970s – 2022)

- **1985-1995** In 1985, the building transfers ownership and archival drawings show a series of interior and exterior alterations, including the installation of heating (1986), subdivision of spaces into studio spaces and garment manufacturing (1988), and conversion of portions of the first floor into a bakery (1995).
- **2004-2019** In 2004, the title for the property is held by “Carlaw Industrial Centre Ltd.” Archival drawings from 2012-2019 show interior and exterior alterations for various commercial tenants.

pany plant on Carlaw Avenue, with this location creating both machine and hand-formed glassware²⁸. Dominion Glass Company sold the property to Acme Paper Box Company in 1931. The Dominion Glass Company continued operations until the 1990s.

Acme Paper Box Company / Acme Paper Products Company

The Acme Paper Box Company, later Acme Paper Products Company, purchased the Dominion Glass Co. Carlaw property in 1931, with a deed dated July 20, 1931²⁹. The paper company was founded by the Oelbaum family and manufactured cardboard boxes, bags, and speciality paper. The company remained family-owned until 1964 when it was sold to a paper conglomerate.

Acme Paper Products Company was founded by Austrian-born Jewish immigrant Reb Moishe (Moses) Oelbaum, and the company was operated by the Oelbaum sons. In 1932 Julius Irving Oelbaum (1899 – 1966) became the company president after going into business with his brothers. Both Moishe and Julius Irving Oelbaum were notable Jewish philanthropists in Toronto. Moishe Oelbaum served as the first president of the Bureau of Jewish Education, contributed to a number of philanthropic causes, and helped establish some of Toronto’s early synagogues. Julius Irving Oelbaum devoted his life to communal service, beginning as the executive director of the Federation of Jewish Philanthropies of Toronto, the Toronto Hebrew Free Loan Association, the Toronto Hebrew Free School, and numerous other organizations including B’nai Brith, United Jewish Welfare Fund, and the Young Men’s and Women’s Hebrew Associations (YWHA)³⁰. He received the Queen’s Coronation Medal in 1952 and the Canadian Council of Christian and Jews Human Relations award in 1953.



Figure 35. “J Irving Oelbaum Honoured by Israel” (Photo by Leo Harrison, Toronto Daily Star, 1954).

duquebec.com/laiteries/mtl-domglass.htm

28. Bill Lockhart, Beau Schriever, and Bill Lindsey, “The Dominion Glass Companies of Montreal, Canada,” 2015.

29. M-21. Deed of land D.G. Co. to Acme Paper Box Co. July 20, 1931. MG28-III53, Volume number: 26. 5007448. Library and Archives Canada.

30. Archeion, “Oelbaum, J. Irving,” Archeion. https://www.archeion.ca/oelbaum-j-irving;isaar?sf_culture=sk.

13 VISUAL RESOURCES



Figure 36. Map of the Township of York in the County of York in Upper Canada with the approximate location of the Site noted in blue (Browne, 1851; annotated by ERA).



Figure 37. In 1854 the Grand Trunk Railway was constructed immediately west of the Site. By 1884, the Site contained two wood-framed structures (Goad's, 1884).

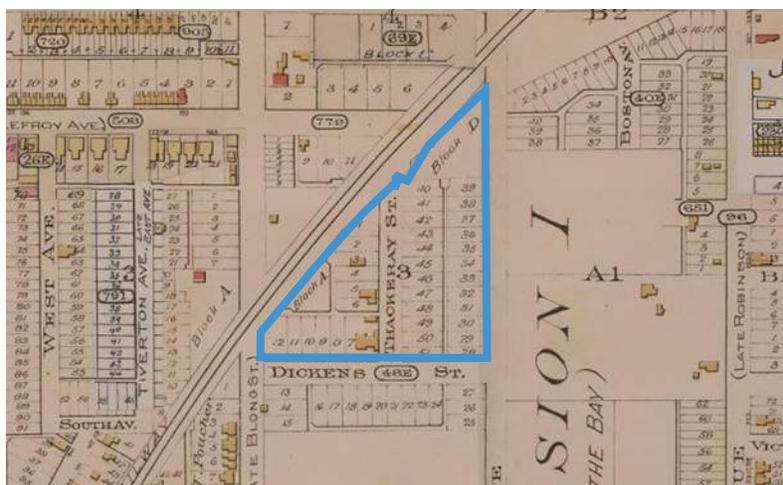


Figure 38. By 1903, the Site was subdivided into smaller lots. Several lots along Thackeray Street contained wood-framed buildings (Goad's Atlas, 1903; annotated by ERA).

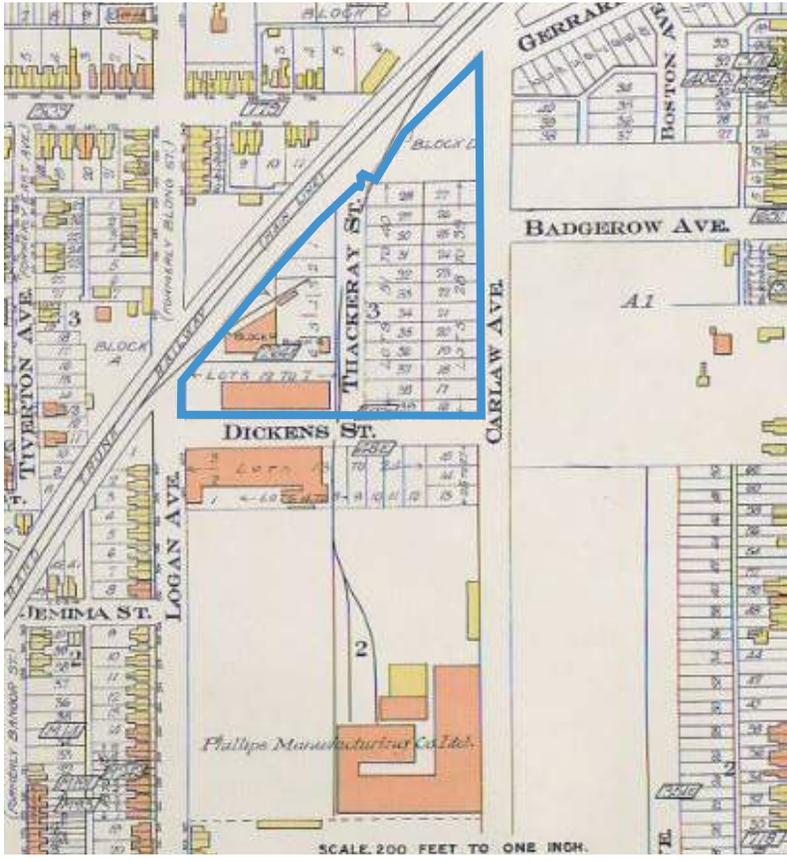


Figure 39. By 1910, a railway spur from the Grand Trunk Railway was constructed along Thackeray Street. Three masonry structures were constructed at the present 10 Dickens Street (Goad's 1910; annotated by ERA).



Figure 40. By 1913, a masonry building along with wood-frame structures were constructed (Goad's Atlas, 1913; annotated by ERA).

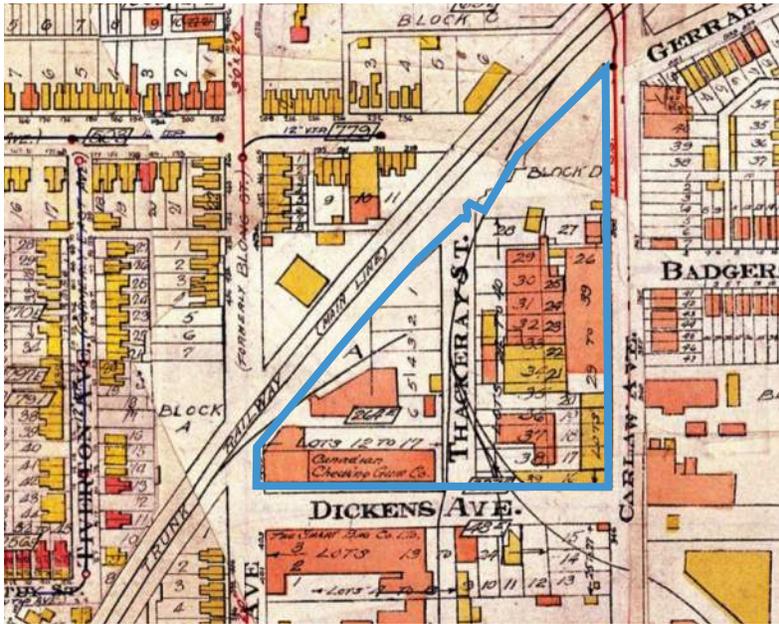


Figure 41. By 1924, a masonry addition was constructed along the east property line, along with a wood-frame addition at the south of the building. A wood bridge links the two buildings at the northern facade. A wood-framed building was constructed at the southeast corner of the Site. A series of wood-framed and masonry buildings were constructed to the west and south of the original structure (Goad's Atlas, 1924; annotated by ERA).

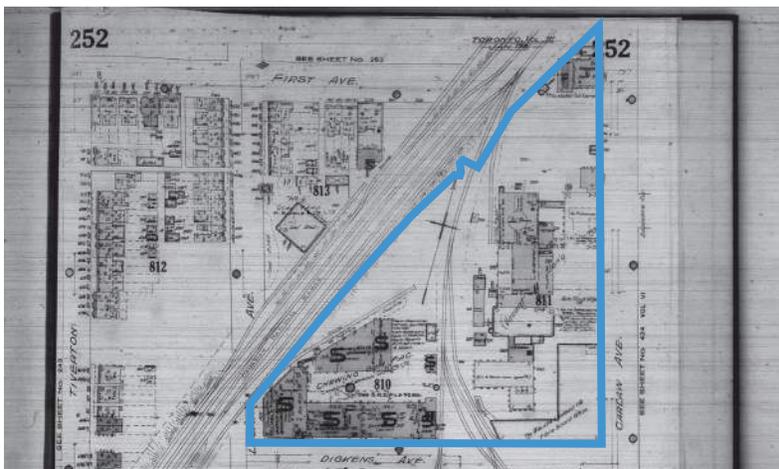


Figure 42. By 1931, a two and a half storey masonry structure was constructed at the northern corner of the Site (Goad's Atlas, 1931; annotated by ERA).



Figure 43. By 1939, the wood-framed building at the southeast corner of the Site was demolished, as well as the wood-framed additions south of the 1912 building (City of Toronto Aerial, 1939; annotated by ERA).



Figure 44. By 1947, the Site underwent a period of expansion with additions constructed to the north, west, and south (City of Toronto Aerial Photograph, 1947; annotated by ERA).



Figure 45. By 1961, new additions were constructed at the southwest and the northern corners of the Site. Nearby, new industrial buildings were constructed along Dundas Street East, and a surface parking lot southeast of the Site (City of Toronto Aerial Photograph, 1961; annotated by ERA).



Figure 46. By 1983, the masonry buildings to the west of Thackeray Street were demolished for a surface parking lot (City of Toronto Aerial Photograph, 1983; annotated by ERA).



Figure 47. By 1991, the Site footprint and surrounding area are relatively unchanged (City of Toronto Aerial Photograph, 1991; annotated by ERA).



Figure 48. By 2020, a new residential development was constructed across the rail tracks. Two new mid-rise, mixed use buildings were constructed to the east of the Site. Structures south of Dickens Street were demolished between 1991 and 2005, and replaced with surface parking. Public realm improvements have recently taken place at the Dundas Street East and Carlaw Avenue intersection (Google Earth, 2022; annotated by ERA).

14 COMMUNITY CONSULTATION

Community Consultation will be undertaken by others.

15 EVALUATION UNDER ONTARIO REGULATION 9/06

15.1 Cultural Heritage Value

Ontario Regulation 9/06 (“O.Reg. 9/06”) sets out Criteria for Determining Cultural Heritage Value or Interest. The nine criteria cover three areas of cultural heritage value: (1) design or physical value; (2) historical or associative value, and; (3) contextual value.

ERA has evaluated the Site using the prescribed criteria under O. Reg. 9/06. Our assessment is summarized in the following pages.

CRITERION	Y/N	COMMENTS
(1) The property has design value or physical value because it:		
i) is a rare, unique, representative or early example of a style, type, expression, material or construction method.	No	The property includes a low-rise commercial building originally constructed for industrial use, with many subsequent additions and alterations. Built using conventional construction techniques, the building is unremarkable and is not a rare, unique, representative, or early example of a style, type, expression, material, or construction method.
ii) displays a high degree of craftsmanship or artistic merit.	No	The property does not display craftsmanship or artistic merit in a greater than normal quality or at an intensity well above industry standards.
iii) demonstrates a high degree of scientific or technical achievement.	No	Research and site observations indicate that the building does not demonstrate a high degree of technical or scientific achievement.
(2) The property has historical value or associative value because it:		
i) has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community.	Yes	The Site hosted several industrial occupants. The property is associated with the Oelbaum family, who owned the Acme Paper Products Company and were prominent Toronto Jewish philanthropists and community leaders.
ii) yields, or has the potential to yield, information that contributes to an understanding of a community or culture.	No	The Site is not identified on the City of Toronto's archaeological potential map and therefore does not yield or have the potential to yield information that contributes to an understanding of a community or culture.
iii) demonstrates, or reflects the work or ideas of an architect, builder, designer or theorist who is significant to a community.	No	Neither an architect nor builder were identified for the original 1912 and 1913-1924 portions of the Site. The Site does not demonstrate or reflect the work or ideas of an architect, artist, builder, or theorist that is significant to a community.
(3) The property has contextual value because it:		
i) is important in defining, maintaining or supporting the character of an area.	Yes	While the Dundas Street East and Carlaw Avenue area in the South Riverdale neighbourhood has an evolved character due to incremental development, including the adaptive reuse of former industrial buildings and new development, the Carlaw Avenue corridor retains traces of its historic industrial character. The building is important in supporting the historic industrial character of the area.
ii) is physically, functionally, visually or historically linked to its surroundings.	Yes	The building is historically linked to its surroundings given that portions were constructed during periods that connect it with its historic industrial context. This connection is limited to the earliest portions of the building. The property is visually linked to its surrounding by its tall chimney (c. 1969), which can be viewed from the surrounding neighbourhood. The property is not physically or functionally linked to its surroundings.
iii) is a landmark.	No	The property is not considered a local or regional landmark.

As evaluated using O. Reg 9/06 under the OHA, this property meets the criteria. A draft Statement of Significance and draft heritage attributes have been prepared.

15.2 Integrity Analysis of Existing Building

The following section provides an overall assessment of the level of integrity for properties when there is a question of cultural heritage value. This includes properties where the evaluation of cultural heritage value determined that the value was marginal but there is a possibility that the property can meet 9/06 criteria, or where the property was determined to meet 9/06 criteria but it may not have sufficient integrity to express its cultural heritage value.

The definition of integrity contained in the City of Toronto Official Plan Chapter 3.1.6 (consolidated March 2022), is as follows:

Integrity: as it relates to a heritage property or an archaeological site/resource, is a measure of its wholeness and intactness of the cultural heritage values and attributes. Examining the conditions of integrity requires assessing the extent to which the property includes all elements necessary to express its cultural heritage value; is of adequate size to ensure the complete representation of the features and processes that convey the property's significance; and the extent to which it suffers from adverse affects of development and/or neglect. Integrity should be assessed within a Heritage Impact Assessment.

The original 1912 portion of the building constructed for the Jefferson Glass Company lacks wholeness and intactness. The 1912 portion of the building has been subsumed by additional development and has been altered so the original design is no longer discernible. The 1912 portion of the building, including its gable roof, is no longer visible from the public realm due to later additions, including the 1913-1924 portion of the building to the east and a series of additions between 1939-1950 to the north, west, and south. The bulk of subsequent additions and alterations detract from the intactness of the 1912 portion of the building. The 1913-1924 portion of the building is visible along Carlaw Avenue and is largely intact but has been altered. The building on site has an ad hoc appearance, as additions from 1939-1950, 1960s, as well as more recent modifications for various building occupants, have obscured the legibility of the earliest portions of the building.

The Carlaw Avenue and Dundas Street East area in the South-Riverdale neighbourhood has developed in an incremental manner resulting in a mix of architectural styles, building types, eras of construction, and uses. In the early twentieth century, the building was surrounded by industrial factories and warehouses, with some residential buildings to the north-east. Since then, the historic industrial character of the neighbourhood has evolved with the demolition of factory and warehouse buildings, the adaptive reuse of former industrial buildings, and new development. Despite its evolved nature that lacks cohesion, the Carlaw Avenue corridor retains traces of its historic industrial character with other examples of factory and warehouse buildings.

15.3 Draft Statement of Significance

The property at 388 Carlaw Avenue is listed on the City of Toronto's Heritage Register (refer to Appendix A for Listing Statement). The Listing Statement includes a description of the property but does not include a Statement of Significance or list of attributes. ERA has prepared a draft Statement of Significance and draft heritage attributes.

Description

Located on the west side of Carlaw Avenue between Gerrard Street East (north) and Dundas Street East (south), the property at 388 Carlaw Avenue includes a two- to three-storey commercial building. The central area of the building contains a portion of the former Jefferson Glass Company factory built in 1912, and a later addition constructed between 1913-1924. Over time, the original building was subsumed with several additions and alterations, a fair number of which occurred between the 1930s and 1960s.

Draft Statement of Significance

The property is associated with the Oelbaum family, who owned the Acme Paper Products Company and were prominent Toronto Jewish philanthropists and community leaders.

While the area has an evolved character due to incremental development, including the adaptive reuse of former industrial buildings and new development, the Carlaw Avenue corridor retains traces of its historic industrial character. The building is important in supporting the historic industrial character of the area. The building is historically linked to its surroundings given that portions were constructed during periods that connect it with its historic industrial context. This connection is limited to the earliest portions of the building. The property is visually linked to its surrounding by its tall chimney, which can be viewed from the surrounding neighbourhood. The property is not physically or functionally linked to its surroundings.

Draft List of Heritage Attributes

The following draft heritage attributes relate to the building's value:

Historical/Associative Attributes:

Historic or associative heritage attributes have not been identified.

Contextual Attributes:

- The east elevation of 1913-1924 portion of the building with a concrete base, red brick wall with concrete capped piers, and window openings with concrete sills; and
- The tall masonry chimney built in c. 1969.

16 STATEMENT OF PROFESSIONAL OPINION

ERA has evaluated the property using the provincial Criteria for Determining Cultural Heritage Value or Interest (Ontario Regulation 9/06) and found that 388 Carlaw Avenue meets the criteria for cultural heritage value or interest.

388 Carlaw Avenue meets the criteria for historical/associative and contextual value under O.Reg 9/06. However, the integrity of the original 1912 portion of the building is no longer intact. Most of the building has been greatly modified from its original form and appearance, with numerous additions, demolitions and modifications, including building recladding, door and window replacements, and interior alterations. While some sections of the 1912 portion of the building remain, the original character and appearance are no longer legible as it has been incrementally eroded over the last century. The 1913-1924 portion of the building, while altered, remains legible along the east, street-facing elevation.

The property is already listed on the City of Toronto Heritage Register.

Appendix A: 388 Carlaw Avenue Listing Statement

Address: 388 Carlaw Avenue
Year Built: 1912



Description: Located on the west side of Carlaw Avenue north of Dundas Street East, the property at 388 Carlaw Avenue contains a two- and three-storey warehouse/factory type building. The original portion of the building, which sits in the centre of the property and cannot be seen from the street, was constructed in 1912. In c.1913-24, the portion of the building that's sits below the tin roof and fronts Carlaw Avenue and is comprised

of 14-bays, was constructed. Northern and southern additions were constructed in c.1939-54, with the northern tip near the railway tracks and the southern tip near Dundas Street East being completed in c.1954-65.

The original three-storey portion of the subject property is clad in red brick with a smooth stone base. It contains flat-headed windows with cast stone lintels and sills and there are chamfered, stepped pilasters that mark the bay divisions and extend to the height of the roof. The northern entrance has since been over clad in stucco and a third-storey appears to have been added above the neighbouring loading bays. There are multiple entrances and loading bays throughout the property. The c.1939-53 northern, three-storey red brick addition carries through some of the features present in the original portion of the property, such as the flat-headed windows with stone sills. The ribbon windows in the third-storey are reflective of the Modernist additions that were commonly made to factory/warehouse buildings surrounding Dundas Street East and Carlaw Avenue towards the end of the 20th century.

The southern, two-storey red brick addition, which was also completed in c.1939-53, was intended to mirror the features present in the original c.1913-24 portion of the property with slight variations. It features a smooth stone base, flat-headed windows with stone sills, and chamfered pilasters marking the bay divisions. Further additions were made to the northern and southern tips of the property in c.1954-65. The northern, two-storey addition is clad in red brick with stone detailing and flat-headed windows. The southern addition also contains two-storeys and is clad in red brick. It contains flat-headed windows with stone sills and the side (south) elevation features several loading bays.

The property at 388 Carlaw Avenue was constructed for Jefferson Glass Co. Ltd, which was founded in Steubenville, Ohio, in 1900. The company specialized in light shades and illuminated signs and by 1918 it was making approximately 35,000 light bulbs a day. The company also made glass products for the military during WWI. The Acme Paper Box Co., founded by Moische (Moses) Oelbaum, bought the factory in 1931. Oelbaum was a philanthropist who donated to various causes and helped establish Jewish schools in Toronto. The company was sold to a conglomerate in 1964 and the plant became a paper mill.

The property at 388 Carlaw Avenue supports the historic character of Leslieville surrounding the intersection of Dundas Street East and Carlaw Avenue where it is part of an important collection of former factory/warehouse and garage buildings that were constructed in the first two decades of the 20th century when the area was developed as a manufacturing centre.

Appendix B: 388 Carlaw Avenue Elevations

DRAFT



North elevation (ERA, 2022).



East elevation (ERA, 2022).



South elevation (ERA, 2022).



West elevation (ERA, 2022).

DRAFT

APPENDIX C: Condition Assessment

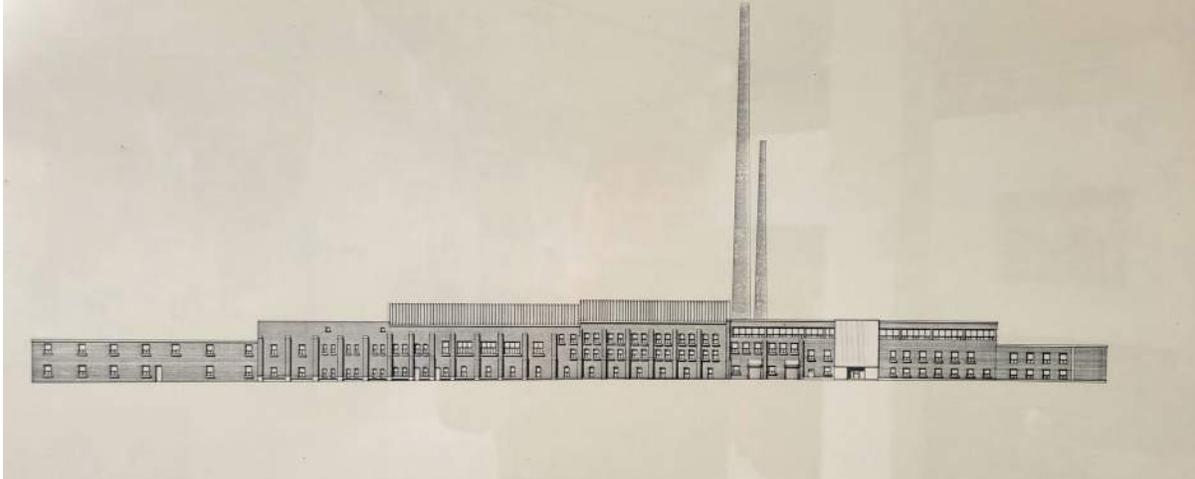


Figure 49. Illustration of the Site's east elevation (Artist and date unknown).

GENERAL

The following condition assessment was conducted by ERA for the building at 388 Carlaw Avenue over multiple visits, including on August 30, September 6 and September 20, 2022. The condition assessment was completed through a visual inspection and photo documentation of building elements including exposed wall areas below and above grade, roofing, and openings, as well as two chimney stacks at the rear of the building. The assessment did not include destructive testing. The building at 388 Carlaw Avenue was viewed from grade, roof as well as interior floor levels.

This assessment provides a detailed evaluation of 388 Carlaw Avenue. The main focus of the assessment is to examine exterior envelope and interior conditions of the building, and document forms of damage and deterioration. For this condition assessment, the building components were graded using the terms found in the sidebar.

DEFINITION OF TERMS

The building components were graded using the following assessment system:

Good: Normal Result. Functioning as intended; normal deterioration observed; no maintenance anticipated within the next five years.

Fair: Functioning as intended. Normal deterioration and minor distress observed; maintenance will be required within the next three to five years to maintain functionality.

Poor: Not functioning as intended; significant deterioration and distress observed; maintenance and some repair required within the next year or two to restore functionality.

Defective: Not functioning as intended; significant deterioration and major distress observed, possible damage to support structure; may present a risk; should be dealt with promptly.

OVERVIEW

Located on the west side of Carlaw Avenue north of Dundas Street East, the property at 388 Carlaw Avenue contains a two- to three-storey warehouse building constructed in multiple stages. The oldest portion of the building was built in 1912 and sits near the centre of the Site. Between 1913-1924, the portion of the building that fronts Carlaw Avenue was constructed, comprised of 14 bays. Additions to the north and south of the 1912 and 1913-1924 building were constructed between 1939-50. The northernmost portion of the building near the railway tracks and the southernmost portion near Dickens Street were built between 1950-1964.

There are multiple entrances and loading bays throughout the building. The two-storey brick addition at the southeast portion of the building completed between 1950-1960 repeats features present in the 1913-1924 portion of the property with variations. It features a cast-in-place concrete base, flat-headed windows with precast sills, and brick piers marking bay divisions. Later additions are also clad in brick and continue the repetition of openings and the commercial layout. The west elevation at the rear of the building contains openings for loading doors, docks and two large cylindrical chimneys.



Figure 50. Assembled photographs of south portion of east elevation (ERA, 2022).

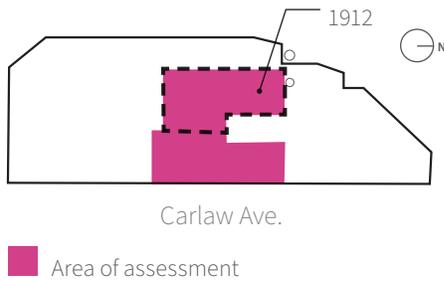


Figure 51. Assembled photographs of central portion of east elevation (ERA, 2022).



Figure 52. Assembled photographs of north portion of east elevation (ERA, 2022).

1912 AND 1913-1924 CONSTRUCTION



1912 Exterior

The oldest portion of the building was built in 1912 and sits near the centre of the Site. The 1912 portion of the building features a two-storey rectangular plan with the narrow end facing north and south. Its construction materials are visible above the roof-line and within units 204 through 207. Constructed mostly of brick, the building is set on a cast-in-place concrete foundation with brick piers that extend from grade to the top of the second floor where steel trusses are embedded into the brick piers on the interior to support the low-pitched gable roof. On the east and west sides, steel purlins support wood plank deck on two flat roof sections. The pitched roof is clad in green asphalt shingles and in fair condition. The exterior brick walls are in fair condition with spalling in some locations and general atmospheric staining. Painted metal flashing covers parapet walls and roof edges that appear to be failing in many locations. Exterior defects appear to be causing issues on the interior, with visible water damage and efflorescence found on interior masonry walls below. Exterior windows, sealants, and flashing are deteriorated and in poor condition.



Figure 54. View looking north along the green asphalt shingle roof of the 1912 construction (ERA, 2022).



Figure 55. South gable wall in fair condition with metal flashed coping (ERA, 2022).



Figure 56. North gable brick wall with window infill and ductwork (ERA, 2022).

1912 Interior

The first floor of the 1912 portion of the building consists of painted concrete block and brick partition walls that separate the large space into units facing east and west. The masonry in the hallways has been painted and is in poor condition, with brick spalling in some locations. Hallways include openings which have been infilled with concrete block. Brick walls throughout units are in fair condition with localized sections in poor condition. In some areas, exposed steel beams support the concrete floor above and tie into brick or concrete piers. In other areas, cast-in-place concrete beams in poor condition support the concrete floor above. Along the west side of the 1912 portion of the building, there is separation of the pier and slab from the vertical wall which may be due to structural movement. Loading areas appear to be in fair condition. Freight elevators are operational. The concrete floor is in fair condition, with some areas in poor condition.

The second floor of the 1912 portion of the building includes horizontal clerestory windows facing east and west that are in fair condition where observed from roof level. The majority of walls are in fair condition, with some locations in poor condition with visible signs of efflorescence, and brick repairs and repointing in poor condition. Interior brick gable end walls include segmental arched openings which have been infilled. Similar modifications appear throughout the space. The steel and wood roof components are generally in fair condition with minor surface corrosion. The underside of the wood planking appears to be in fair condition with no signs of wood rot, mold or moisture staining. The skylights are in fair condition. The concrete floor is in fair condition with signs of wear from commercial uses over time.



Figure 57. Concrete beam supports the concrete floor above in first floor hallway (ERA, 2022).



Figure 58. Brick with spalling and concrete block infill (ERA, 2022).



Figure 59. Concrete floor in hallway (ERA, 2022).



Figure 60. Separation of pier and slab from vertical wall at first floor along west side of 1912 portion of the building which may be due to structural movement (ERA, 2022).



Figure 61. Freight elevator (ERA, 2022).



Figure 62. Interior brick pier with concrete cap in poor condition, with water and salt damage (ERA, 2022).



Figure 63. View of Unit 204 looking south, including steel trusses spanning east-west (ERA, 2022).

1913-1924 Exterior

The 1913-1924 portion of the building fronting Carlaw Avenue is constructed mainly of brick, with a cast-in-place concrete foundation. The east elevation includes a triple wythe brick wall comprised of 14 bays, with brick piers marking bay divisions. Openings in the wall help determine that the triple wythe brick wall extends from ground to roof. The top of the wall is capped with clay coping tiles. Vines growing on the east elevation conceal some of the masonry and openings. Both the interior and exterior masonry show evidence of abrasive cleaning. The surface of the brick does not appear to be compromised. Overall the brickwork on the exterior is in fair condition, with some areas that include spalled brick and soiling. The original concrete foundation is in fair condition, with areas of deterioration where the surface has delaminated and exposed aggregate is noticeable. Concrete sills and pier caps are in poor condition with visible cracking and mortar loss. A corrugated metal roof is built over interior steel trusses and is divided into two sections, with the southern section having a greater span. The metal roof appears to be in poor condition with rust and evidence of previous repairs. A square chimney, concealed from the street and only visible from the top of the roof, is in fair condition. Parapets exposed above the roofline appear to be in fair condition. Aluminium windows with thermal glazing along Carlaw Avenue are in good condition.



Figure 64. East elevation of the 1913-1924 portion of the building (ERA, 2022).



Figure 65. Cracked concrete sills and vine damage. Spalled brick and soiling on surface (ERA, 2022).



Figure 66. Deteriorated concrete surface and spalled brick at first three feet of masonry wall (ERA, 2022).



Figure 67. Exterior brick surface with evidence of abrasive cleaning (ERA, 2022).



Figure 68. South gable partially exposed above the flat roof of a later extension south (ERA, 2022).

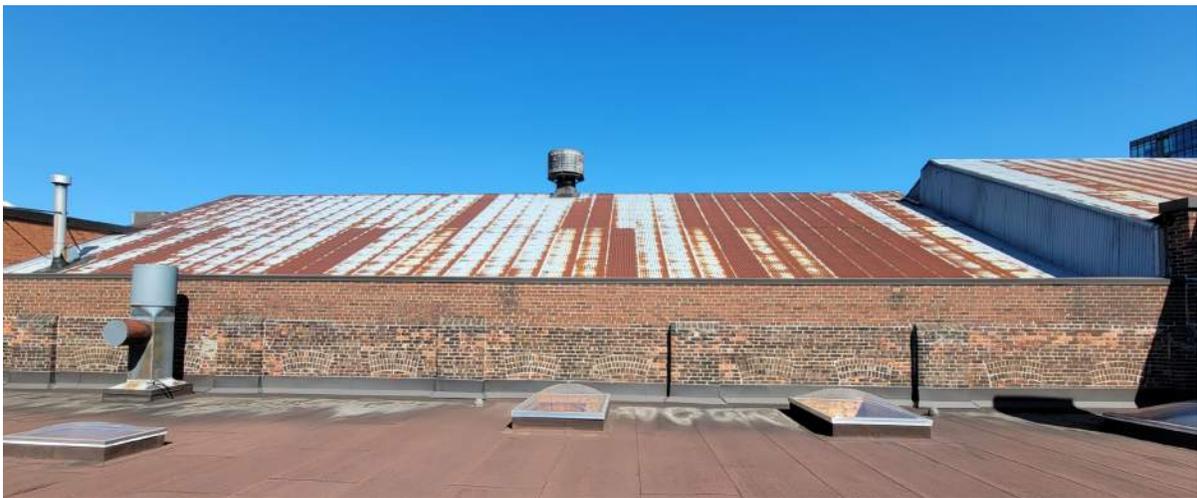


Figure 69. Corrugated metal roof with corrosion. Brick arches and piers rise above the roofline (ERA, 2022).

1913-1924 Interior

The first floor of the 1913-24 portion of the building consists of painted concrete block and brick partition walls that separate the space into smaller units, and common areas. The masonry in the corridors has been painted and is in poor condition, with brick spalling in some locations. Corridors include openings which have been infilled with concrete block. Brick walls throughout units are in fair condition with localized sections in poor condition. In some areas, exposed steel beams support the concrete floor above and tie into brick or concrete piers. In other areas, cast-in-place concrete beams in poor condition support the concrete floor above. The concrete floor is in fair condition, with some areas in poor condition.

The second floor of the 1913-24 portion of the building includes flat and segmental arch window openings on the east elevation in fair condition. The majority of the walls are in fair condition, with some locations in poor condition. There are indications of alterations and infilled openings throughout. The steel and wood roof components are generally in poor condition with deterioration of the wood decking at the perimeter walls. The concrete floor is in defective condition with cracking. The trusses appear to be in good condition throughout, with the steel exhibiting minor surface corrosion.

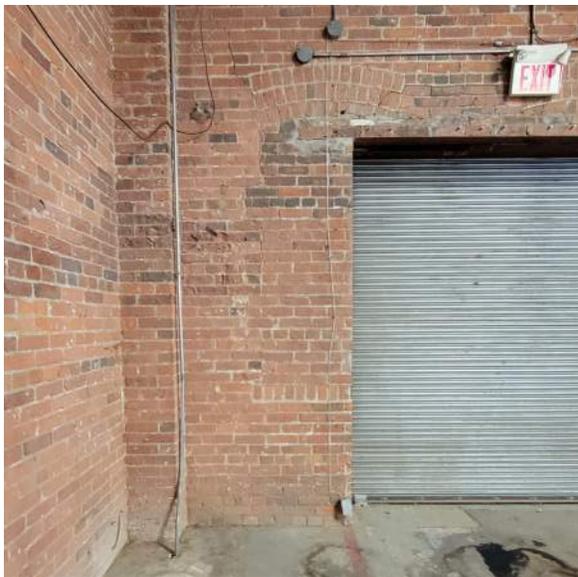


Figure 70. Second floor east wall with overhead metal door. Alteration and infill found throughout (ERA, 2022).



Figure 71. The second floor concrete floor with cracking (ERA, 2022).



Figure 72. The second floor concrete floor with cracking and steel trusses spanning the east and west. The trusses are embedded in brick piers (ERA, 2022).

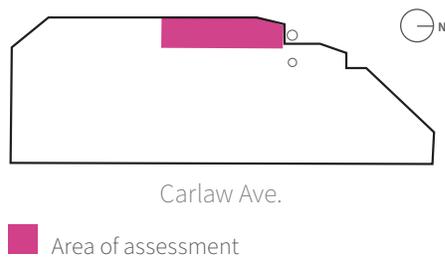


Figure 73. Steel and wood roof components with deterioration of wood decking at perimeter wall (ERA, 2022).



Figure 74. Window openings with segmental arch (ERA, 2022).

1939-1950 WEST ADDITION



1939-1950 West Addition Exterior and Interior

The 1939-1950 west addition has a painted brick exterior, aluminium windows, and loading docks that are in poor condition. The exterior of the brick wall has visible signs of spalling and mortar loss. The parapet coping includes clay tiles or painted metal flashing in good condition. The membrane roof is in poor condition with visible water pooling in sloped sections and noticeable surface wear. This portion of the building includes hallways, elevators, stairs and loading areas. Interiors include steel columns with supporting steel beams and wood planking.



Figure 75. West elevation loading dock at the rear of the building (ERA, 2022).

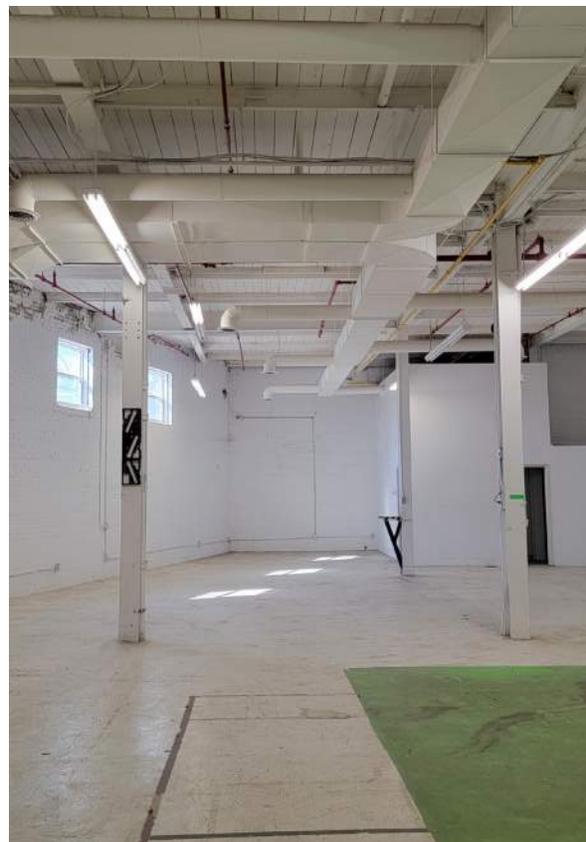
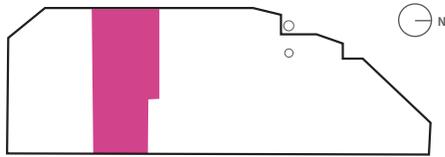


Figure 76. Interior with steel columns supporting steel beams and second floor wood decking (ERA, 2022).

1939-1950 SOUTH ADDITION

1939-1950 South Addition Exterior



Carlaw Ave.

 Area of assessment

The east elevation of the 1939-1950 south addition features red brick walls, a concrete base, flat-headed window openings with precast concrete sills, and brick piers marking bay divisions. The masonry is in fair condition with localized soiling, mortar loss and deterioration. Openings at grade have been modified to create additional loading areas. All windows and doors have been changed to aluminium with double glazing. The concrete foundation and water-shedding concrete elements, including sills and pier caps, are in fair condition. Brick on the west elevation is painted and in fair condition, except at the south end where there is areas of brick spalling and mortar loss. Metal flashing and clay coping are generally in good condition. The loading dock has surface corrosion and appears to be deteriorated at grade. Concrete piers are crumbling and rust jacking was observed. The roofing membrane appears to be in poor condition, with ponding and a generally deteriorated surface.



Figure 79. West elevation overhead door with corroded loading dock. Painted brick is deteriorated with extensive mortar loss on the upper portion of the wall (ERA, 2022).



Figure 77. Brick piers separate each bay. Openings at grade have been modified for additional loading areas (ERA, 2022).

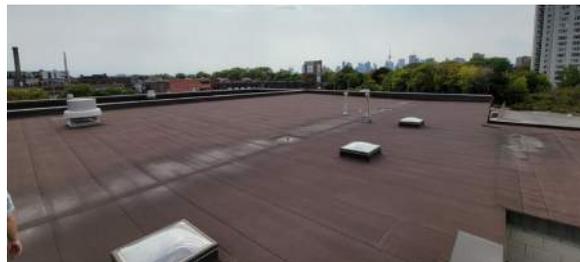


Figure 78. Roofing membrane with ponding and general deteriorated surface (ERA, 2022).

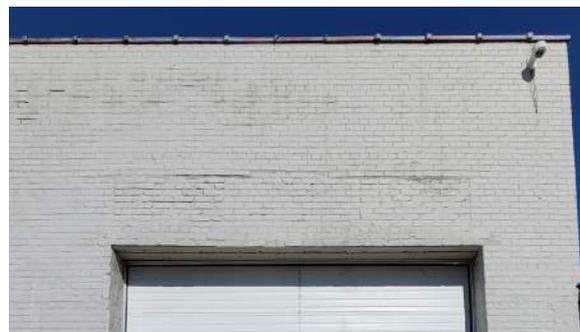


Figure 80. Brick spalling and mortar loss is evident under the painted surface (ERA, 2022).

1939-1950 South Addition Interior

The interiors of the 1939-1950 south addition are varied in design with large open units. Exterior and demising walls are made of painted brick and concrete block which are in poor condition, with portions of the south wall in defective condition. Steel support columns are either embedded in the walls or along wall faces, providing clear span spaces. The steel system is in fair condition. The interior unit facing Carlaw Avenue is finished with wood floors and drywall and in good condition. A gantry crane midway through the space is no longer operational. The roof consists of steel purlins, rafters and a corrugated metal deck that are in fair condition.



Figure 81. Looking west on second floor. This area has steel columns and painted brick (ERA, 2022).



Figure 82. Looking east on second floor (ERA, 2022).

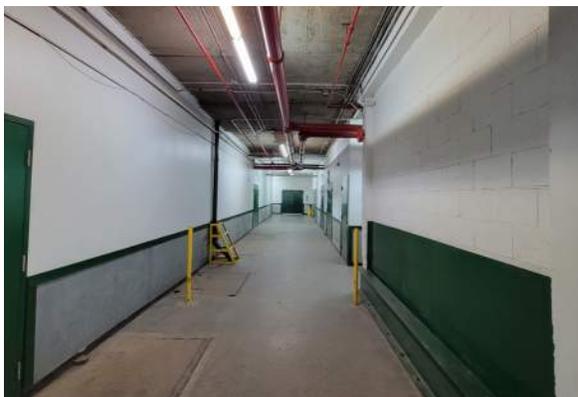


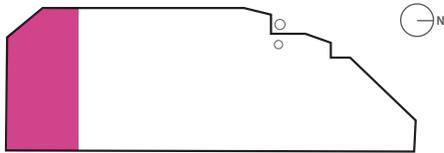
Figure 83. First floor hallways (ERA, 2022).



Figure 84. Interior with painted masonry walls (ERA, 2022).

1950-1964 SOUTH ADDITION

1950-1964 South Addition Exterior



Carlaw Ave.

■ Area of assessment

The brick facade on the east elevation is in fair condition. The masonry on the south elevation is in poor condition. The steel lintels of the flat headed window openings are in poor condition. Windows and doors are deteriorated and generally in poor condition. The flat roof areas are in poor condition with water pooling in many areas and worn membrane throughout. Clay coping is in good condition and much of the brick above the roof-line has been painted. Skylights appear to be in fair condition.



Figure 85. Flat roof sections with roofing membrane (ERA, 2022).



Figure 86. Brick on east elevation (ERA, 2022).

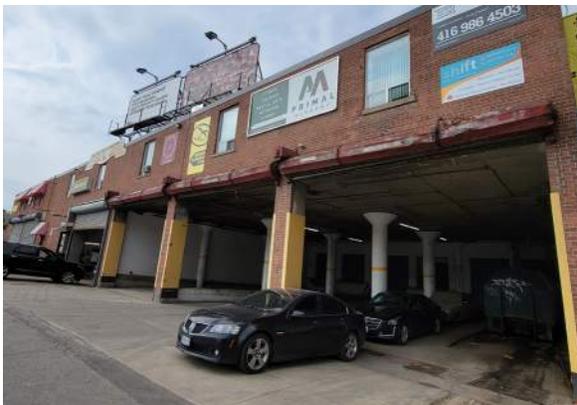


Figure 87. View of south elevation with overhead doors at the ground floor level (ERA, 2022).



Figure 88. Windows and doors on south elevation (ERA, 2022).

1950-1964 South Addition Interior

The 1950-1964 south addition features cast-in-place concrete columns with capitals and reinforced concrete slabs at the loading dock and service corridor, and with steel columns and beams in other areas. There is a slab on grade with no basement except for a below-grade boiler room. The concrete columns and capitals are in good condition with no signs of cracking. There is evidence of concrete beams in poor condition with missing material. The interior masonry walls are overall in fair condition with noticeable brick spalling, concrete block cracking and steel corrosion in some locations. The partially enclosed loading space is in poor condition. Many of the brick walls in the hallways are in poor condition. The service corridor with electrical equipment is in poor condition with noticeable brick deterioration throughout.



Figure 89. Concrete beam with missing material (ERA, 2022).

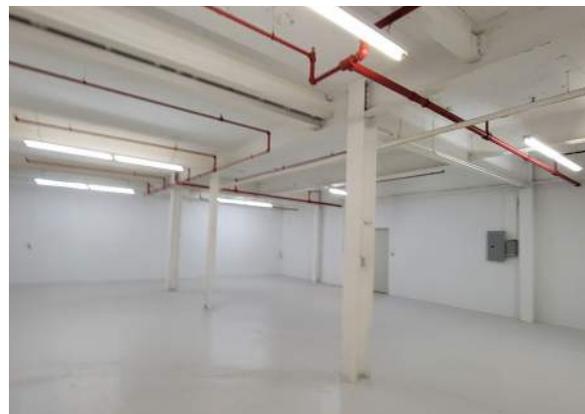


Figure 90. First floor unit with steel columns and concrete floor above (ERA, 2022).



Figure 91. View of concrete column (ERA, 2022).

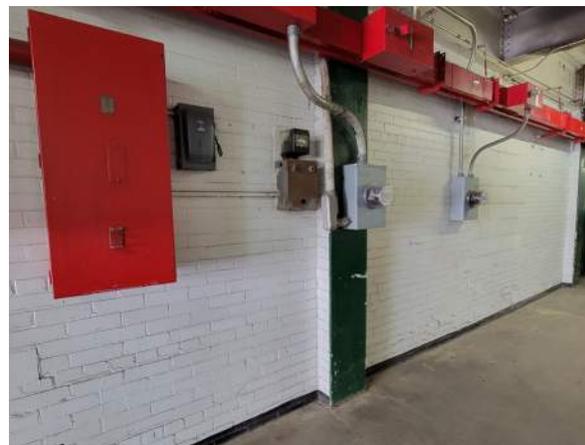
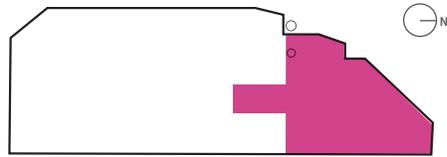


Figure 92. Masonry wall in hallway on ground floor (ERA, 2022).

1939-1964 NORTH ADDITION

1939-1964 North Addition Exterior



Carlaw Ave.

■ Area of assessment

The 1939-1964 north addition was constructed in several phases, with a third floor added in 1960-1964. The main entrance to the north addition on the east elevation has been clad with painted corrugated metal in good condition, has tiled walls and multi-coloured terrazzo floors in fair condition. The entrance includes a typical commercial metal and glass door with two sidelights in fair condition. On the west elevation, openings have been modified and masonry is soiled. The condition of the west and north elevations of the building range from poor to fair. The roofing membrane is in poor condition.



Figure 95. Main entrance with terrazzo floors and tile on exterior walls, and painted metal cladding above (ERA, 2022).



Figure 93. Roofing membrane (ERA, 2022).



Figure 94. North elevation with soiling and steel corrosion (ERA, 2022).



Figure 96. View looking east on the roof of the north addition (ERA, 2022).

1939-1964 North Addition Interior

The interior of the north addition consist of concrete and steel structural members with concrete floors, brick and concrete block walls, and punched window openings. The masonry units are generally in good condition, with deterioration noted in loading areas and hallways in fair condition. The ground floor entrance on the east elevation includes tiled walls and a terrazzo floor in fair condition. The second floor includes concrete and steel columns and steel joists. The interiors appear to be in good condition. Aluminium windows are in poor condition with damaged frames, glazing and deteriorated sealants throughout.



Figure 97. Aluminium windows (ERA, 2022).

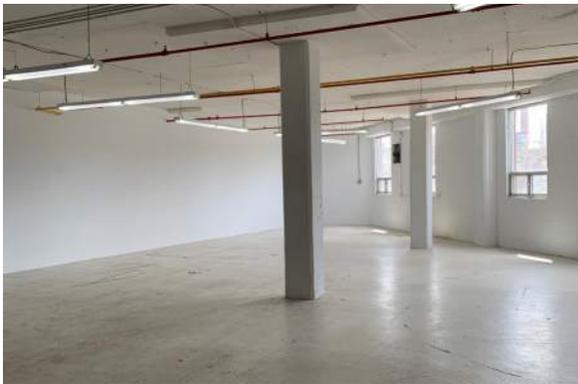


Figure 98. Concrete columns, ceilings and walls (ERA, 2022).



Figure 99. Steel columns connect to steel beams (ERA, 2022).



Figure 100. Terrazzo floors and tiled wall make up the interior of the lobby within the main entrance (ERA, 2022).

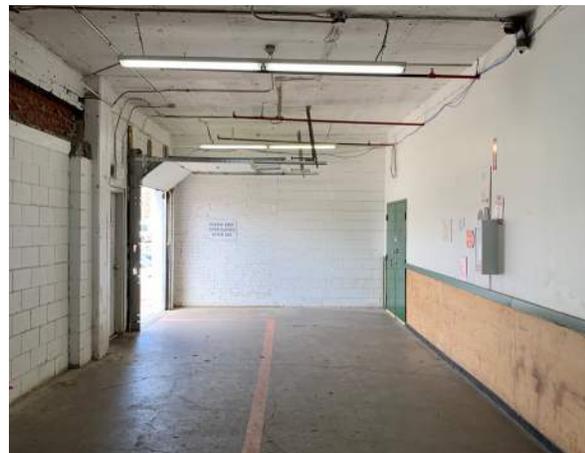


Figure 101. Loading area and hallway (ERA, 2022).

c. 1940 and c. 1969 Chimney Stacks

The west elevation of the north addition includes two chimney stacks that were observed from the roof and at grade. The taller c. 1969 west stack rests on an exterior concrete slab with a flue duct connecting it to the building and a cast steel ash door on the west side. The stack appears to have had previous repairs, with many bricks replaced. Some of the brick exhibits soiling and spalling. Vertical cracking was not visible. Tension bands and the grounding system are in fair condition, with some evidence of corroded steel. The west stack is generally in fair condition. The shorter c. 1940 east stack has numerous tension steel straps with surface corrosion, and overall appears to be in poor condition with masonry spalling, vertical cracking and soiling. The shorter east chimney emerges from a two storey area of the building with an octagonal base with venting, and copper flashing. The metal is in poor condition with open seams and visible corrosion.



Figure 102. Taller west chimney exhibiting soiling, spalling and rusted steel tension bands (ERA, 2022).



Figure 103. Ash door at the taller west chimney (ERA, 2022).



Figure 104. The shorter east chimney in the foreground with steel strapping, and taller west chimney beyond (ERA, 2022).



Figure 105. Damaged copper flashing of shorter east stack. Painted metal venting and steel bands with corrosion (ERA, 2022)

APPENDIX D: Resource List

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Figure 36. Map of the Township of York in the County of York in Upper Canada with the approximate location of the Site noted in blue (Browne, 1851; annotated by ERA).

Figure 37. In 1854 the Grand Trunk Railway was constructed immediately west of the Site. By 1884, the Site contained two wood-framed structures (Goad's, 1884).

Figure 38. By 1903, the Site was subdivided into smaller lots. Several lots along Thackeray Street contained wood-framed buildings (Goad's Atlas, 1903; annotated by ERA).

Figure 39. By 1910, a railway spur from the Grand Trunk Railway was constructed along Thackeray Street. Three masonry structures were constructed at the present 10 Dickens Street (Goad's 1910; annotated by ERA).

Figure 40. By 1913, a masonry building along with wood-frame structures were constructed (Goad's Atlas, 1913; annotated by ERA).

Figure 41. By 1924, a masonry addition was constructed along the east property line, along with a wood-frame addition at the south of the building. A wood bridge links the two buildings at

the northern facade. A wood-framed building was constructed at the southeast corner of the Site. A series of wood-framed and masonry buildings were constructed to the west and south of the original structure (Goad's Atlas, 1924; annotated by ERA).

Figure 42. By 1931, a two and a half storey masonry structure was constructed at the northern corner of the Site (Goad's Atlas, 1931; annotated by ERA).

Figure 43. By 1939, the wood-framed building at the southeast corner of the Site was demolished, as well as the wood-framed additions south of the 1912 building (City of Toronto Aerial, 1939; annotated by ERA).

Figure 44. By 1947, the Site underwent a period of expansion with additions constructed to the north, west, and south (City of Toronto Aerial Photograph, 1947; annotated by ERA).

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Figure 46. By 1983, the masonry buildings to the west of Thackeray Street were demolished for a surface parking lot (City of Toronto Aerial Photograph, 1983; annotated by ERA).

Figure 47. By 1991, the Site footprint and surrounding area are relatively unchanged (City of Toronto Aerial Photograph, 1991; annotated by ERA).

Figure 48. By 2020, a new residential development was constructed across the rail tracks. Two new mid-rise, mixed use buildings were constructed to the east of the Site. Structures south of Dickens Street were demolished between 1991 and 2005, and replaced with surface parking. Public realm improvements have recently taken place at the Dundas Street East and Carlaw Avenue intersection (Google Earth, 2022; annotated by ERA).

Figure 49. Illustration of the Site's east elevation (Artist and date unknown).

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- Figure 103. Ash door at the taller west chimney (ERA, 2022).
- Figure 104. The shorter east chimney in the foreground with steel strapping, and taller west chimney beyond (ERA, 2022).
- Figure 105. Damaged copper flashing of shorter east stack. Painted metal venting and steel bands with corrosion (ERA, 2022)

Appendix B. Transit-Oriented Community Heritage Memo

ONTARIO LINE GERRARD-CARLAW SOUTH TOC 388 CARLAW AVENUE & 10 DICKENS STREET

TRANSIT-ORIENTED COMMUNITY HERITAGE MEMO

Issued: November 10, 2023

Project # 20-218-01
Prepared by AP / DE / CS / TB / CZ

DRAFT

ERA

PREPARED BY:

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COVER PAGE:

Figure 1. View of the proposed development (SvN, 2022).

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Appendix A: Listing Statement for 388 Carlaw Avenue

Appendix B: 388 Carlaw Avenue Elevations

Appendix C: Listing Statements for 369 Carlaw Avenue and 401 Logan Avenue

Appendix D: Architectural Drawings Annotated by ERA

Appendix E: Heritage Policy Review

Appendix G: Resource List

Appendix H: List of Figures

Refer to architectural drawings by SvN Architects + Planners, dated June 1, 2023.

1 INTRODUCTION

Scope of the Report

ERA Architects Inc. (“ERA”) has prepared this Transit-Oriented Community (“TOC”) Heritage Memo for the property at 388 Carlaw Avenue, which includes 360-388 and 400 Carlaw Avenue, and 10 Dickens Street in the City of Toronto (the “Site”). The purpose of this report is to assess the potential heritage impacts and mitigation measures of the proposed development.

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, background research from previous ERA reports and from observations made during site visits.

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 has been involved in all aspects of architectural projects ranging from single-family residences and condominiums to institutional, commercial and hotel projects. He has previously been qualified by the Ontario Municipal Board, now continued as the Ontario Land Tribunal (the "OLT"), the Conservation Review Board, and the Toronto Local Appeal Body in the field of heritage planning and architecture.

Dan Eylon is a Senior Associate and Planner at ERA. 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 a Project Manager, 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.

Timothy Bristow is a Planner with ERA. He holds a Master of Science in Planning and Master of Information Studies from the University of Toronto. His professional practice is informed by ten years of experience as an academic librarian.

Corals Zheng is a Planner with ERA. She holds a Master's of Environmental Studies in Planning from York University and she completed her Bachelor of Arts (Hons.) in Political Science and English Literature from the University of Toronto. She is a candidate member of the OPPI.

3 EXECUTIVE SUMMARY

Purpose

ERA Architects Inc. (“ERA”) has prepared this Transit-Oriented Community (“TOC”) Heritage Memo for the property located at 388 Carlaw Avenue, which includes 360-388 and 400 Carlaw Avenue, and 10 Dickens Street in the City of Toronto (the “Site”). The TOC Heritage Memo evaluates the proposed development in relation to cultural heritage resources that may be impacted.

Findings from the TOC Heritage Evaluation

The Site contains 388 Carlaw Avenue, a property listed on the City of Toronto's Heritage Register on May 11, 2022. The Site is adjacent to 369 Carlaw Avenue and 401 Logan Avenue, which are also listed on the Heritage Register. ERA has evaluated 388 Carlaw Avenue using the provincial Criteria for Determining Cultural Heritage Value or Interest as prescribed under Ontario Regulation 9/06 (“O.Reg. 9/06”) and found that it meets the criteria for cultural heritage value or interest. A draft Statement of Significance and draft list of heritage attributes have been provided in the TOC Heritage Evaluation provided under separate cover.

Proposed Development

The proposed development will modify the Site to create four new blocks, each containing mixed use buildings: Dickens block, at the southwest corner of the Site; Thackeray block, at the southeast corner of the Site; Carlaw block, at the east portion of the Site between the Thackeray and Badgerow blocks; and Badgerow block, at the northeast corner of the Site. The proposal includes an extension of Thackeray Street to Carlaw Avenue, a new laneway between Carlaw Avenue and Thackeray Street, two new privately-owned public spaces, and a crash wall located along the rail corridor at the northern extent of the Site. Access to underground parking and servicing will be provided from the new Thackeray Street extension and laneway.

Conservation Strategy

The proposed development will retain elements of the building at 388 Carlaw, including the in-situ retention of a substantial portion of the east elevation facing Carlaw Avenue within the Carlaw block. A portion of the south elevation will be reconstructed using salvaged materials. A portion of the north elevation will be relocated and reconstructed using salvaged materials. The two tall chimneys and a portion of the boiler house will be retained in-situ. Select roof trusses will be salvaged and reused. The rest of the building will be demolished. The heritage attributes of the Site are concentrated in the retained portion of the building, which will be conserved. The proposed development has been designed to provide a compatible relationship to the cultural heritage value of the existing property. The proposal will remove several later additions that have subsumed the original warehouse building. The proposal will reveal and highlight some of the earliest structures on Site and the retention of the two chimneys on Site will help maintain a visual link to the surrounding neighbourhood.

Conclusion

This TOC Heritage Memo finds that the proposed development will conserve the integrity of the identified cultural heritage value of the Site. The proposed development responds to the evolution of the Site and its surrounding context, including the intensification under way in the Riverdale neighbourhood and the expansion of higher order transit. The proposed development provides new retail, commercial, office, and residential uses, two new east-west connections across the Site, and two new

4 PROPERTY OWNER

Metrolinx

5 OWNER'S REPRESENTATIVE OR AGENT

Not applicable.

6 LOCATION PLAN

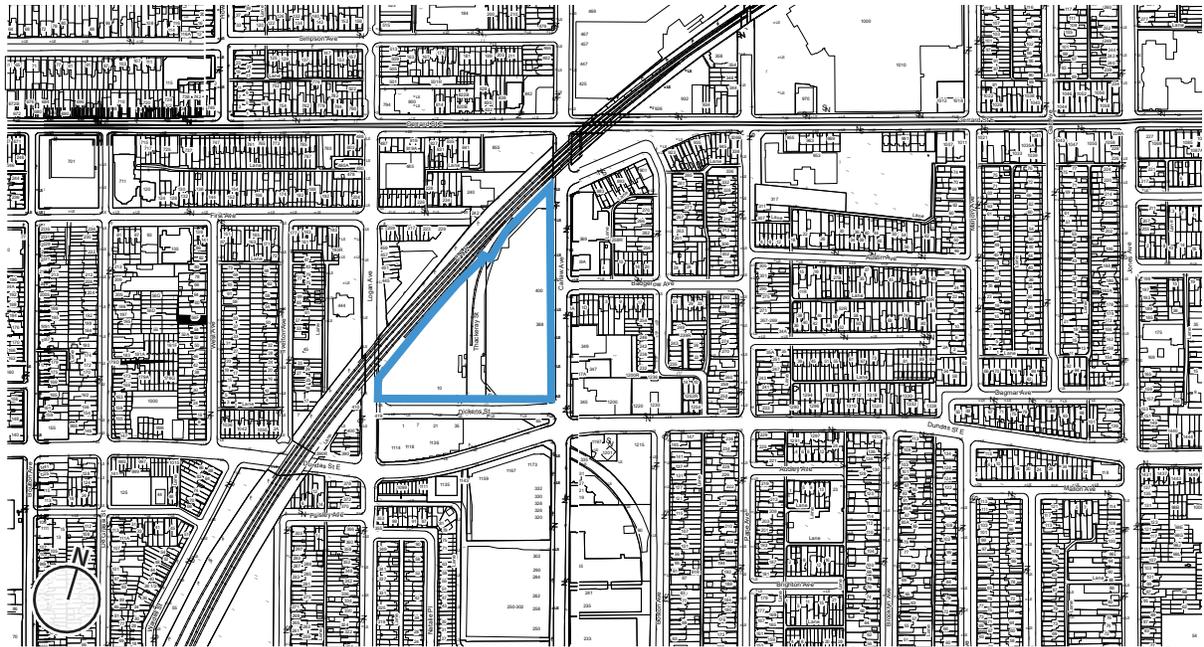


Figure 2. Context map of the Site, outlined in blue (Property Data Map 2014; annotated by ERA).



Figure 3. Aerial photograph showing the Site, outlined in blue (ESRI 2021; annotated by ERA)

7 TOC HERITAGE EVALUATION

ERA prepared a TOC Heritage Evaluation for this Site as a separate report, dated November 10, 2023.

8 DESCRIPTION OF ON-SITE HERITAGE RESOURCES

The Site¹ is located in the South Riverdale neighbourhood in Toronto. The Site is bounded by Carlaw Avenue to the east, Dickens Street to the south, and a rail corridor to the west and north. The Site contains two irregularly shaped lots divided by Thackeray Street which runs north-south from the rail corridor to Dickens Street. There is a grade differentiation between the east and west property line. The west portion of the Site contains a triangularly shaped surface parking lot with the municipal address of 10 Dickens Street and 429 Logan Avenue. The east portion of the Site includes a low-rise commercial building with an irregular footprint with the municipal address of 388 Carlaw Avenue. The building at 388 Carlaw Avenue has been built out to the property lines, with the exception of a triangular area in the northeast and southwest corners of the property.

The property at 388 Carlaw Avenue contains a two- to three-storey masonry building that was originally constructed in 1912 for industrial use, with many subsequent additions and alterations over time to adapt the space for various industrial and commercial tenants (refer to Section 9 for information on building evolution). ERA visited the Site for visual inspection a number of times, including on May 4, August 30, September 6, and September 16, 2022. The building is generally in fair condition, with localized areas in poor condition (refer to Section 13 for the condition assessment).

The property at 388 Carlaw Avenue is listed on the City of Toronto Heritage Register, and is not designated under Part IV or Part V of the OHA. On May 11 2022, City Council adopted the inclusion of 388 Carlaw Avenue on the City of Toronto's Heritage Register (TE32.10). A copy of the listing statement can be found in Appendix A. There are two adjacent properties listed on the City of Toronto Heritage Register located at 369 Carlaw Avenue (May 7, 1991) and 401 Logan Avenue (May 11, 2022).

1. A survey conducted by Holding Jones Vanderveen Inc on February 18, 2021, includes the following legal description of the Site: LT 16-27, 29-39 part of Lot 28 Registered Plan 327E and Part of Block D Registered Plan 744 City of Toronto. The Land Registry Office provides the following as the property description for 10 Dickens Street: PT LT 38-39 PL 327E TORONTO PT 1 64R14985; CITY OF TORONTO

The City of Toronto Official Plan Land Use Plan identifies the Site as General Employment. The Site is not located within a Secondary Plan area. The Site is within the boundary of Site and Area Specific Policy (“SASP”) 154 which permits a mix of employment and residential uses with certain conditions.

The City of Toronto archaeological mapping tool does not identify the Site as having archaeological potential.

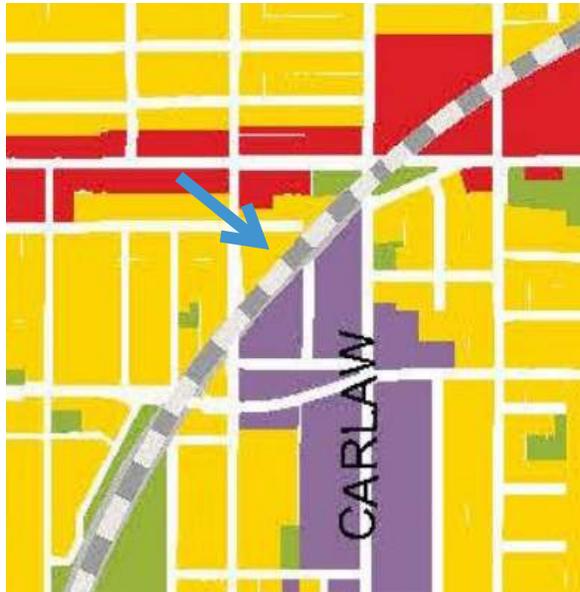


Figure 4. The City of Toronto Official Plan Land Use Plan showing the Site with a General Employment Area land use designation (City of Toronto, 2019; annotated by ERA).



Figure 5. The City of Toronto archaeological potential mapping tool (City of Toronto, 2020; annotated by ERA).

9 HISTORIC PHOTOGRAPHS

The following historic photographs were retrieved from the City of Toronto Archives.



Figure 6. The Reliable Manufacturing Company Limited, currently 10 Dickens Street, located east of the rail corridor and Dickens Street. Photo looking north along Logan Avenue (City of Toronto Archives, 1930-1935).



Figure 7. The Reliable Manufacturing Company Limited located at 10 Dickens Street as seen from the rail tracks looking northeast with the Site in the background (City of Toronto Archives, 1930-1935; annotated by ERA).



Figure 8. The Site as seen from Carlaw Avenue looking south (City of Toronto Archives, 1948; annotated by ERA).



Figure 9. The Site as seen from Carlaw Avenue looking north (City of Toronto Archives, 1948; annotated by ERA).



Figure 10. c. 1980 photograph of the south (left) and east (right) elevation of 388 Carlaw Avenue (City of Toronto Archives).



Figure 11. Partial east elevation circa 1980s (City of Toronto Archives).



Figure 12. The west elevation as seen from the rail corridor (City of Toronto Archives, 1980-1998).



Figure 13. The southwest elevation and south elevation (City of Toronto Archives, 1980-1998).



Figure 14. The north and partial east elevation as seen from the rail overpass (City of Toronto Archives, 1980-1998).

Visual Resources



Figure 15. Map of the Township of York in the County of York in Upper Canada with the approximate location of the Site noted in blue (Browne, 1851; annotated by ERA).



Figure 16. In 1854 the Grand Trunk Railway was constructed immediately west of the Site. By 1884, the Site contained two wood-framed structures (Goad's, 1884).

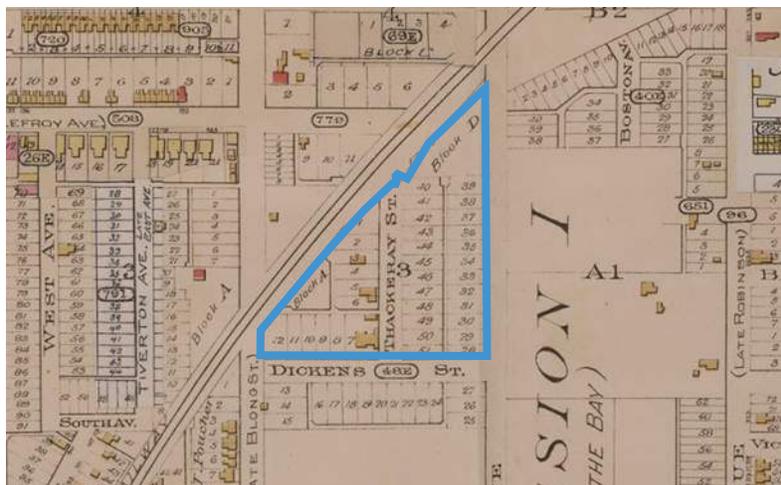


Figure 17. By 1903, the Site was subdivided into smaller lots. Several lots along Thackeray Street contained wood-framed buildings (Goad's Atlas, 1903; annotated by ERA).

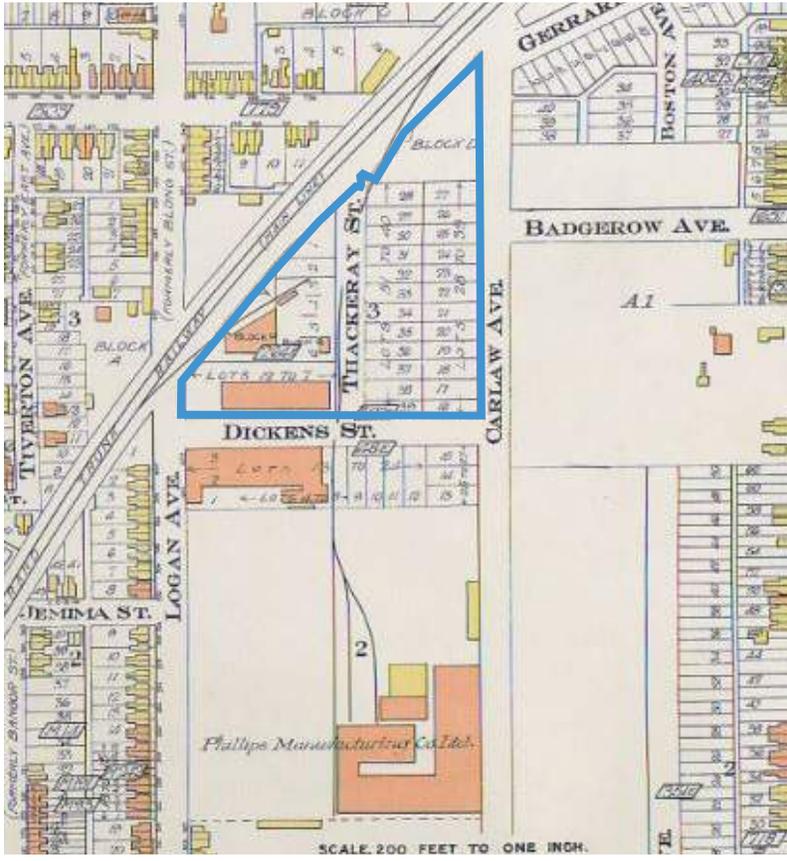


Figure 18. By 1910, a railway spur from the Grand Trunk Railway was constructed along Thackeray Street. Three masonry structures were constructed at the present 10 Dickens Street (Goad's 1910; annotated by ERA).



Figure 19. By 1913, a masonry building along with wood-frame structures were constructed (Goad's Atlas, 1913; annotated by ERA).

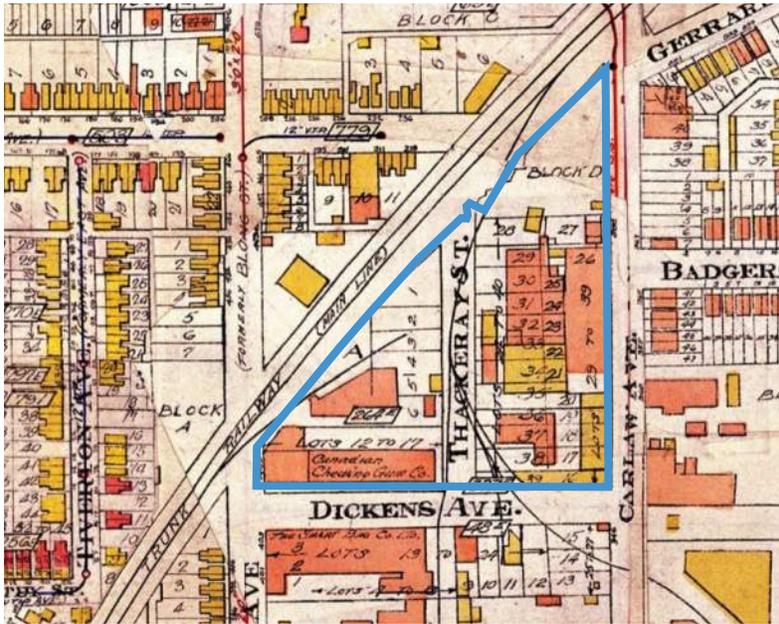


Figure 20. By 1924, a masonry addition was constructed along the east property line, along with a wood-frame addition at the south of the building. A wood bridge links the two buildings at the northern facade. A wood-framed building was constructed at the southeast corner of the Site. A series of wood-framed and masonry buildings were constructed to the west and south of the original structure (Goad's Atlas, 1924; annotated by ERA).

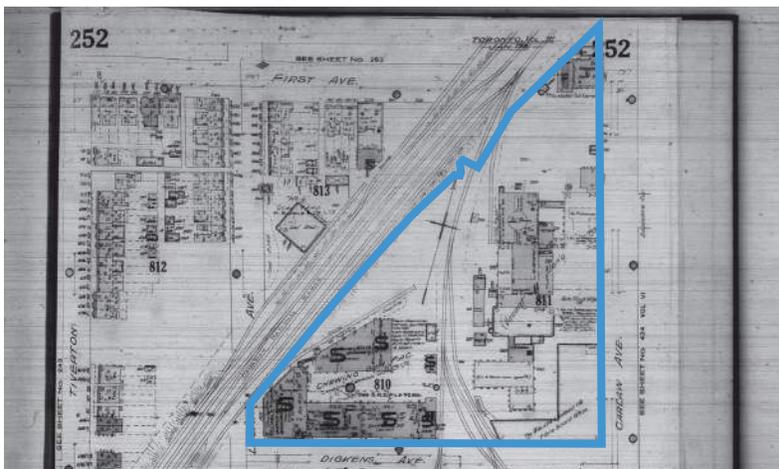


Figure 21. By 1931, a two and a half storey masonry structure was constructed at the northern corner of the Site (Goad's Atlas, 1931; annotated by ERA).



Figure 22. By 1939, the wood-framed building at the southeast corner of the Site was demolished, as well as the wood-framed additions south of the 1912 building (City of Toronto Aerial, 1939; annotated by ERA).



Figure 23. By 1947, the Site underwent a period of expansion with additions constructed to the north, west, and south (City of Toronto Aerial Photograph, 1947; annotated by ERA).



Figure 24. By 1961, new additions were constructed at the southwest and the northern corners of the Site. Nearby, new industrial buildings were constructed along Dundas Street East, and a surface parking lot southeast of the Site (City of Toronto Aerial Photograph, 1961; annotated by ERA).



Figure 25. By 1983, the masonry buildings to the west of Thackeray Street were demolished for a surface parking lot (City of Toronto Aerial Photograph, 1983; annotated by ERA).



Figure 26. By 1991, the Site footprint and surrounding area are relatively unchanged (City of Toronto Aerial Photograph, 1991; annotated by ERA).



Figure 27. By 2020, a new residential development was constructed across the rail tracks. Two new mid-rise, mixed use buildings were constructed to the east of the Site. Structures south of Dickens Street were demolished between 1991 and 2005, and replaced with surface parking. Public realm improvements have recently taken place at the Dundas Street East and Carlaw Avenue intersection (Google Earth, 2022; annotated by ERA).

Building Evolution

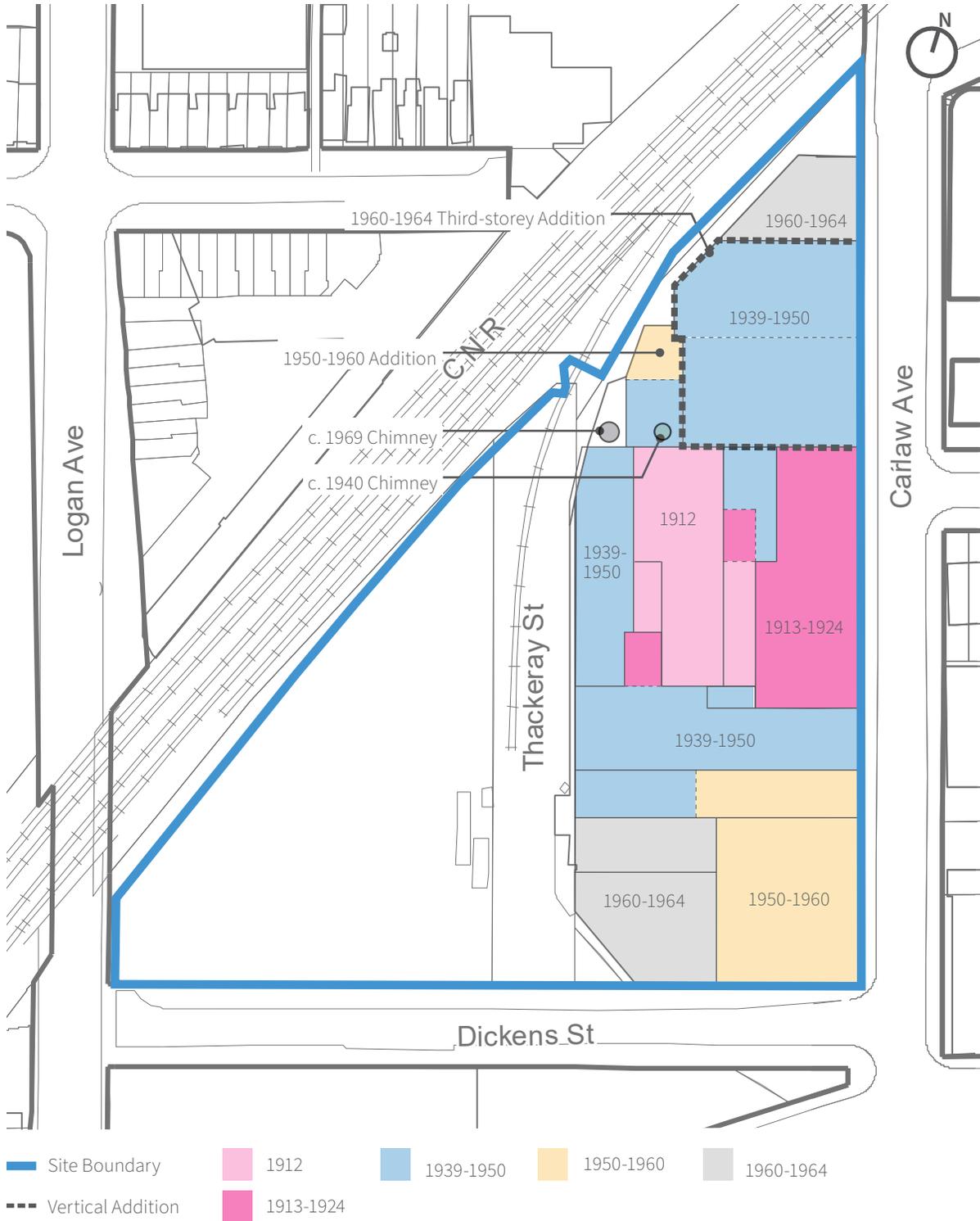


Figure 28. Site diagram indicating approximate dates of construction (Property Data Map 2014; annotated by ERA).

10 CURRENT PHOTOGRAPHS

Context Photographs

The following pages include photographs taken during a visit to the Site on August 30, 2022. Refer to Appendix B for elevations of the Site.



Figure 29. Context photo of the Site looking south along Carlaw Avenue (ERA, 2022).



Figure 30. Context photo of the Site looking north from Carlaw Avenue and Badgerow Avenue (ERA, 2022).



Figure 31. Context photo of the Site looking north from Carlaw Avenue south of Badgerow Avenue (ERA, 2022).



Figure 32. Context photo of the Site looking north from Carlaw Avenue and Dundas Street East (ERA, 2022).



Figure 33. Context photo of the Site looking west from Carlaw Avenue and Dickens Street (ERA, 2022).



Figure 34. Context photo looking east along Dickens Street with the Site (left) and 401 Logan Avenue (right) (ERA, 2022).

11 DESCRIPTION OF SURROUNDING NEIGHBOURHOOD

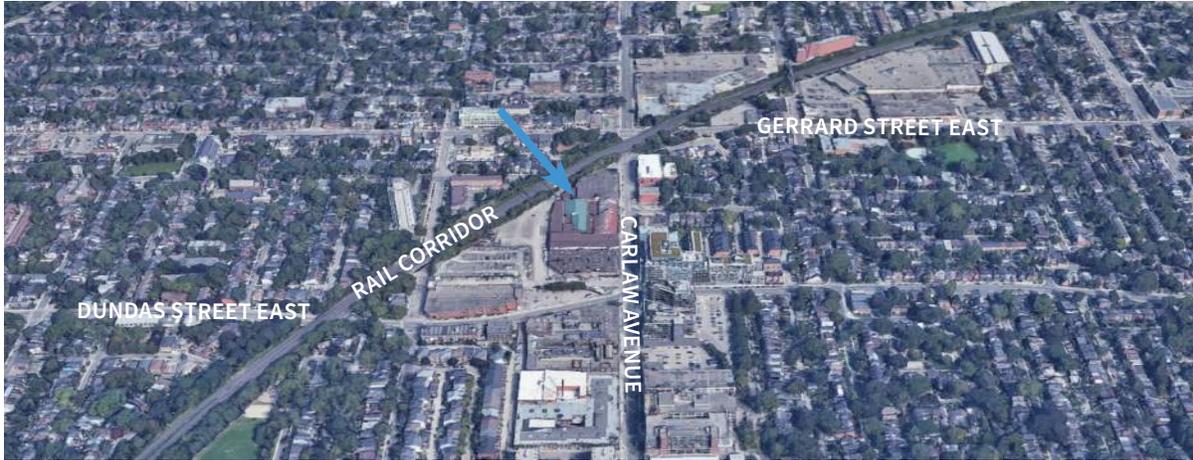


Figure 35. View of the Site showing the surrounding context (Google Earth 2020; annotated by ERA).

The section of Carlaw Avenue between Gerrard Street East and Dundas Street East contains a mix of low-rise commercial buildings, house-form buildings, as well as mid-rise mixed-use buildings built in a range of architectural styles. The street segment previously contained numerous industrial buildings constructed in the early 20th century. These industrial buildings were constructed using masonry materials on large lots with wide street frontages. Over time the built form of the street segment has evolved. Former factory and warehouse buildings have been adapted to suit the needs of various residential, commercial, and employment uses. More recently, the area has seen increased development. In 2011, new mid-rise, mixed-use buildings were constructed at the northeast and southeast corners of Carlaw Avenue and Dundas Street East. The area is serviced by existing public transit. In 2019, the Province of Ontario announced the Ontario Line transit project, with a proposed station located at Gerrard Street East and Carlaw Avenue. The station entrance will connect to an above-ground track segment shared with the rail corridor.

The Site's immediate surrounding context includes:

- To the east across Carlaw Avenue is the two-storey Toronto Hydro Substation building (c. 1916), two-storey house-form building, three-storey commercial building (c. 1911) and an 11-storey mixed-use building, with low-rise house-form buildings beyond;
- To the south across Dickens Street is a two- to three-storey commercial building located at 401 Logan Avenue (c. 1908), a surface parking lot and open space including a parkette, with Dundas Street East, low-rise commercial buildings and low-rise house-form buildings beyond;
- To the west is the rail corridor, with low-rise house-form buildings beyond; and
- To the north is the rail corridor, with a parkette beyond.

12 DESCRIPTION OF ADJACENT HERITAGE PROPERTIES

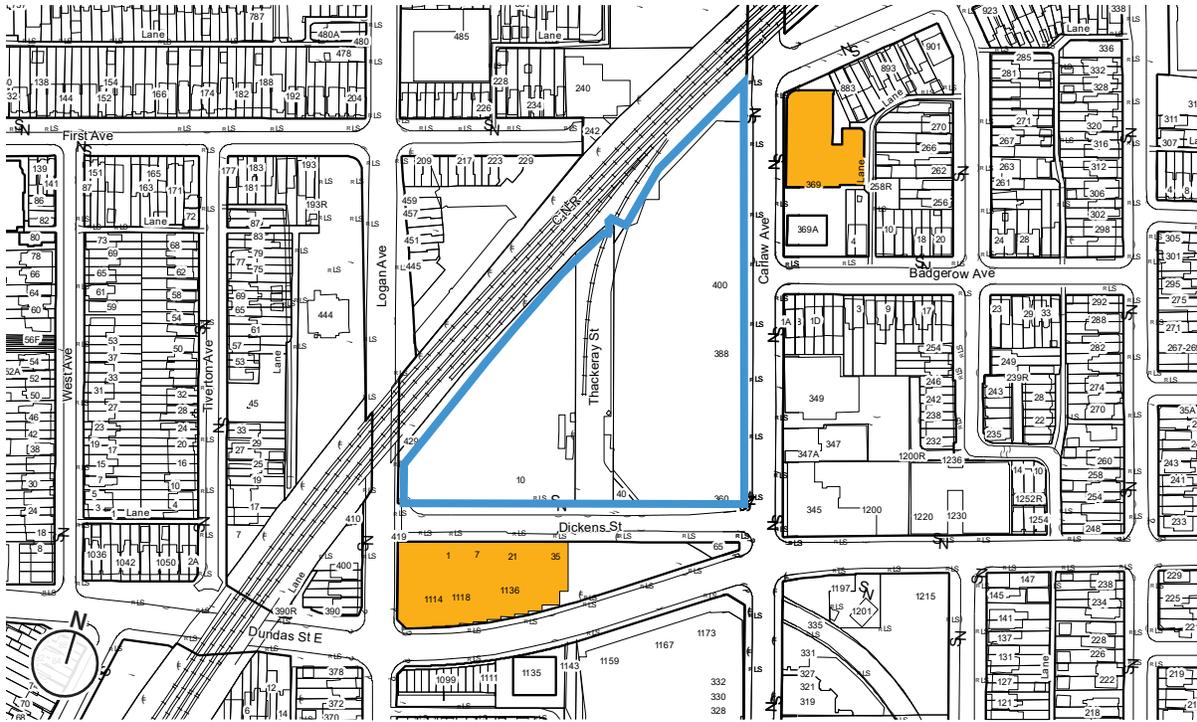


Figure 36. Adjacent heritage resources (Property Data Map, 2014; annotated by ERA).

Site
 Listed on the Heritage Register

The Site is adjacent to two heritage resources located at 369 Carlaw Avenue and 401 Logan Avenue. Copies of the listing statements for these two properties can be found in Appendix C.

Adjacent Heritage Properties Summary Table

Address	Date Listed
369 Carlaw Avenue	May 6, 1991
401 Logan Avenue (including entrances at 1, 5, 7, 21, 33, and 35 Dickens Street and 1110, 1112, 1114, 1116, 1118, 1120, 1122, 1132, 1134, 1136, and 1138 Dundas Street East)	May 11, 2022

Adjacent “means those lands adjoining a property on the Heritage Register or lands that are directly across from and near to a property on the Heritage Register and separated by land used as a private or public road, highway, street, lane, trail, right-of-way, walkway, green space, park and/or easement, or an intersection of any of these; whose location has the potential to have an impact on a property on the heritage register; or as otherwise defined in a Heritage Conservation District Plan adopted by by-law.” (Official Plan, Chapter 3, Section 3.1.6)

369 Carlaw Avenue contains the Toronto Hydroelectric Substation #8 building. Located on the east side of Carlaw Avenue across from the northwest corner of the Site, the two-storey building was constructed in 1916, expanded in 1924 and 1929, and listed on the City of Toronto Heritage Register in 1991. The following is an excerpt from the property's listing statement:

"The property at 369 Carlaw Avenue is identified for architectural reasons. The building was constructed in red brick and terracotta by the Toronto Hydroelectric System in 1916 with additions following in 1924 and 1929. [...] The property at 369 Carlaw Avenue stands as a fine example of Edwardian Classicism adapted to industrial use and is an important neighbourhood landmark."

401 Logan Avenue (including entrances at 1, 5, 7, 21, 33, and 35 Dickens Street and 1110, 1112, 1114, 1116, 1118, 1120, 1122, 1132, 1134, 1136, and 1138 Dundas Street East) contains a warehouse and factory building once occupied by a producer of textile products, including ropes, sacks, and military uniforms for Canadian and British forces serving in WWI and WWII. Located on the south side of Logan Avenue across from the southwest corner of the Site, the property contains a two-storey building with a tower at the northwest corner that was constructed in 1907 and extended to the south and east between 1965–1978. The property was listed on the City of Toronto Heritage Register in 2022. The following is an excerpt from the property's listing statement:

"The property at 401 Logan Avenue supports the historic character of Leslieville surrounding the intersection of Dundas Street East and Carlaw Avenue where it is part of an important collection of former factory/warehouse and garage buildings that were constructed in the first two decades of the 20th century when the area was developed as a manufacturing centre."

Riverdale Heritage Conservation District, which is located west of the Site on the west side of the railway corridor, does not meet the definition of adjacent specified by the City of Toronto Official Plan.

Current Photographs of Adjacent Heritage Properties



Figure 37. West elevation of 369 Carlaw Avenue (ERA, 2022).



Figure 38. Partial north elevation of 369 Carlaw Avenue (ERA, 2022).



Figure 39. South elevation of 369 Carlaw Avenue (ERA, 2022).



Figure 40. North (right) and east (left) elevations of 401 Logan Avenue (ERA, 2022).



Figure 41. South (right) and west (left) elevations of 401 Logan Avenue (ERA, 2022).

Historic Photographs of Adjacent Heritage Properties



Figure 42. Partial north elevation of 369 Carlaw Avenue and a chimney on the Site looking south (City of Toronto Archives, 1930).



Figure 43. Partial west elevation of 369 Carlaw Avenue looking south along Carlaw Avenue (City of Toronto Archives, 1948).



Figure 44. Partial west elevation of 401 Logan Avenue looking northeast across Logan Avenue towards the Site (Toronto Public Library Digital Archive, 1986).

13 CONDITION ASSESSMENT

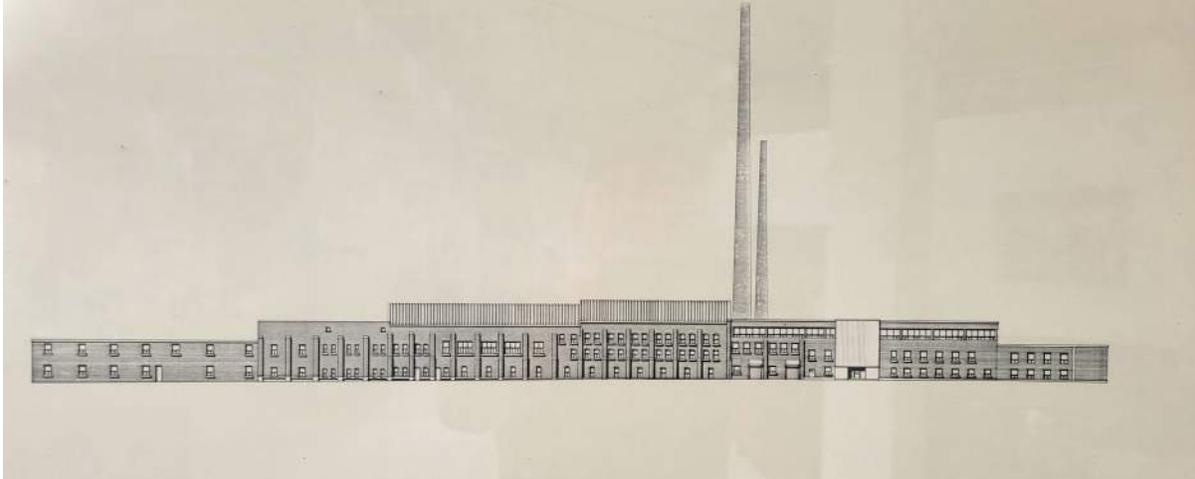


Figure 45. Illustration of the Site's east elevation (Artist and date unknown).

GENERAL

The following condition assessment was conducted by ERA for the building at 388 Carlaw Avenue over multiple visits, including on August 30, September 6 and September 20, 2022. The condition assessment was completed through a visual inspection and photo documentation of building elements including exposed wall areas below and above grade, roofing, and openings, as well as two chimney stacks at the rear of the building. The assessment did not include destructive testing. The building at 388 Carlaw Avenue was viewed from grade, roof as well as interior floor levels.

This assessment provides a detailed evaluation of 388 Carlaw Avenue. The main focus of the assessment is to examine exterior envelope and interior conditions of the building, and document forms of damage and deterioration. For this condition assessment, the building components were graded using the terms found in the sidebar.

DEFINITION OF TERMS

The building components were graded using the following assessment system:

Good: Normal Result. Functioning as intended; normal deterioration observed; no maintenance anticipated within the next five years.

Fair: Functioning as intended. Normal deterioration and minor distress observed; maintenance will be required within the next three to five years to maintain functionality.

Poor: Not functioning as intended; significant deterioration and distress observed; maintenance and some repair required within the next year or two to restore functionality.

Defective: Not functioning as intended; significant deterioration and major distress observed, possible damage to support structure; may present a risk; should be dealt with promptly.

OVERVIEW

Located on the west side of Carlaw Avenue north of Dundas Street East, the property at 388 Carlaw Avenue contains a two- to three-storey warehouse building constructed in multiple stages. The oldest portion of the building was built in 1912 and sits near the centre of the Site. Between 1913-1924, the portion of the building that fronts Carlaw Avenue was constructed, comprised of 14 bays. Additions to the north and south of the 1912 and 1913-1924 building were constructed between 1939-50. The northernmost portion of the building near the railway tracks and the southernmost portion near Dickens Street were built between 1950-1964.

There are multiple entrances and loading bays throughout the building. The two-storey brick addition at the southeast portion of the building completed between 1950-1960 repeats features present in the 1913-1924 portion of the property with variations. It features a cast-in-place concrete base, flat-headed windows with precast sills, and brick piers marking bay divisions. Later additions are also clad in brick and continue the repetition of openings and the commercial layout. The west elevation at the rear of the building contains openings for loading doors, docks and two large cylindrical chimneys.



Figure 46. Assembled photographs of south portion of east elevation (ERA, 2022).

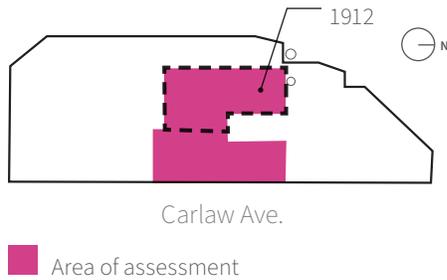


Figure 47. Assembled photographs of central portion of east elevation (ERA, 2022).



Figure 48. Assembled photographs of north portion of east elevation (ERA, 2022).

1912 AND 1913-1924 CONSTRUCTION



1912 Exterior

The oldest portion of the building was built in 1912 and sits near the centre of the Site. The 1912 portion of the building features a two-storey rectangular plan with the narrow end facing north and south. Its construction materials are visible above the roof-line and within units 204 through 207. Constructed mostly of brick, the building is set on a cast-in-place concrete foundation with brick piers that extend from grade to the top of the second floor where steel trusses are embedded into the brick piers on the interior to support the low-pitched gable roof. On the east and west sides, steel purlins support wood plank deck on two flat roof sections. The pitched roof is clad in green asphalt shingles and in fair condition. The exterior brick walls are in fair condition with spalling in some locations and general atmospheric staining. Painted metal flashing covers parapet walls and roof edges that appear to be failing in many locations. Exterior defects appear to be causing issues on the interior, with visible water damage and efflorescence found on interior masonry walls below. Exterior windows, sealants, and flashing are deteriorated and in poor condition.



Figure 50. View looking north along the green asphalt shingle roof of the 1912 construction (ERA, 2022).



Figure 51. South gable wall in fair condition with metal flashed coping (ERA, 2022).



Figure 52. North gable brick wall with window infill and ductwork (ERA, 2022).

1912 Interior

The first floor of the 1912 portion of the building consists of painted concrete block and brick partition walls that separate the large space into units facing east and west. The masonry in the hallways has been painted and is in poor condition, with brick spalling in some locations. Hallways include openings which have been infilled with concrete block. Brick walls throughout units are in fair condition with localized sections in poor condition. In some areas, exposed steel beams support the concrete floor above and tie into brick or concrete piers. In other areas, cast-in-place concrete beams in poor condition support the concrete floor above. Along the west side of the 1912 portion of the building, there is separation of the pier and slab from the vertical wall which may be due to structural movement. Loading areas appear to be in fair condition. Freight elevators are operational. The concrete floor is in fair condition, with some areas in poor condition.

The second floor of the 1912 portion of the building includes horizontal clerestory windows facing east and west that are in fair condition where observed from roof level. The majority of walls are in fair condition, with some locations in poor condition with visible signs of efflorescence, and brick repairs and repointing in poor condition. Interior brick gable end walls include segmental arched openings which have been infilled. Similar modifications appear throughout the space. The steel and wood roof components are generally in fair condition with minor surface corrosion. The underside of the wood planking appears to be in fair condition with no signs of wood rot, mold or moisture staining. The skylights are in fair condition. The concrete floor is in fair condition with signs of wear from commercial uses over time.



Figure 53. Concrete beam supports the concrete floor above in first floor hallway (ERA, 2022).



Figure 54. Brick with spalling and concrete block infill (ERA, 2022).



Figure 55. Concrete floor in hallway (ERA, 2022).



Figure 56. Separation of pier and slab from vertical wall at first floor along west side of 1912 portion of the building which may be due to structural movement (ERA, 2022).



Figure 57. Freight elevator (ERA, 2022).



Figure 58. Interior brick pier with concrete cap in poor condition, with water and salt damage (ERA, 2022).



Figure 59. View of Unit 204 looking south, including steel trusses spanning east-west (ERA, 2022).

1913-1924 Exterior

The 1913-1924 portion of the building fronting Carlaw Avenue is constructed mainly of brick, with a cast-in-place concrete foundation. The east elevation includes a triple wythe brick wall comprised of 14 bays, with brick piers marking bay divisions. Openings in the wall help determine that the triple wythe brick wall extends from ground to roof. The top of the wall is capped with clay coping tiles. Vines growing on the east elevation conceal some of the masonry and openings. Both the interior and exterior masonry show evidence of abrasive cleaning. The surface of the brick does not appear to be compromised. Overall the brickwork on the exterior is in fair condition, with some areas that include spalled brick and soiling. The original concrete foundation is in fair condition, with areas of deterioration where the surface has delaminated and exposed aggregate is noticeable. Concrete sills and pier caps are in poor condition with visible cracking and mortar loss. A corrugated metal roof is built over interior steel trusses and is divided into two sections, with the southern section having a greater span. The metal roof appears to be in poor condition with rust and evidence of previous repairs. A square chimney, concealed from the street and only visible from the top of the roof, is in fair condition. Parapets exposed above the roofline appear to be in fair condition. Aluminium windows with thermal glazing along Carlaw Avenue are in good condition.



Figure 60. East elevation of the 1913-1924 portion of the building (ERA, 2022).



Figure 61. Cracked concrete sills and vine damage. Spalled brick and soiling on surface (ERA, 2022).



Figure 62. Deteriorated concrete surface and spalled brick at first three feet of masonry wall (ERA, 2022).



Figure 63. Exterior brick surface with evidence of abrasive cleaning (ERA, 2022).



Figure 64. South gable partially exposed above the flat roof of a later extension south (ERA, 2022).

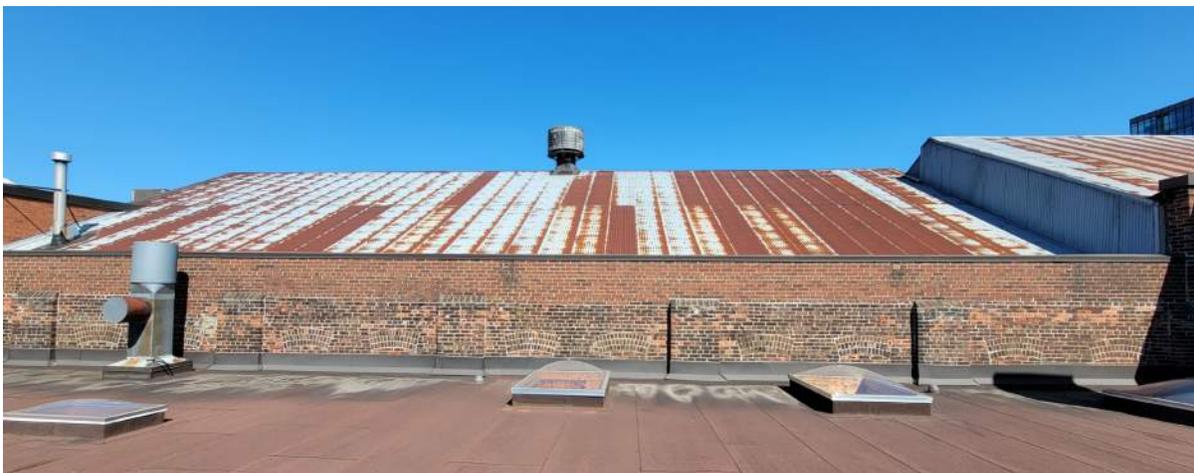


Figure 65. Corrugated metal roof with corrosion. Brick arches and piers rise above the roofline (ERA, 2022).

1913-1924 Interior

The first floor of the 1913-24 portion of the building consists of painted concrete block and brick partition walls that separate the space into smaller units, and common areas. The masonry in the corridors has been painted and is in poor condition, with brick spalling in some locations. Corridors include openings which have been infilled with concrete block. Brick walls throughout units are in fair condition with localized sections in poor condition. In some areas, exposed steel beams support the concrete floor above and tie into brick or concrete piers. In other areas, cast-in-place concrete beams in poor condition support the concrete floor above. The concrete floor is in fair condition, with some areas in poor condition.

The second floor of the 1913-24 portion of the building includes flat and segmental arch window openings on the east elevation in fair condition. The majority of the walls are in fair condition, with some locations in poor condition. There are indications of alterations and infilled openings throughout. The steel and wood roof components are generally in poor condition with deterioration of the wood decking at the perimeter walls. The concrete floor is in defective condition with cracking. The trusses appear to be in good condition throughout, with the steel exhibiting minor surface corrosion.

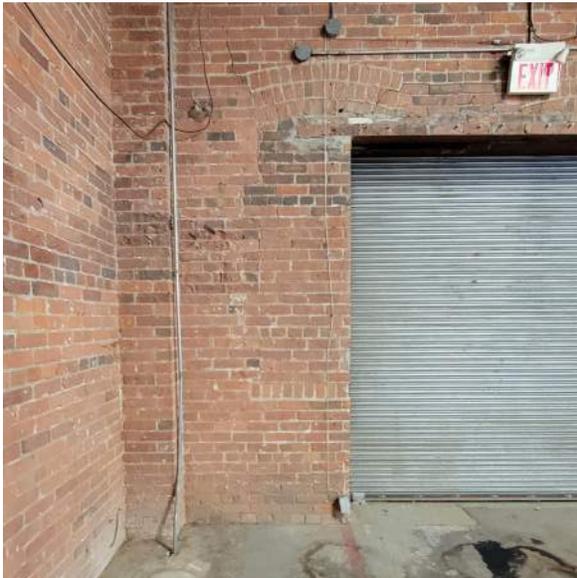


Figure 66. Second floor east wall with overhead metal door. Alteration and infill found throughout (ERA, 2022).



Figure 67. The second floor concrete floor with cracking (ERA, 2022).



Figure 68. The second floor concrete floor with cracking and steel trusses spanning the east and west. The trusses are embedded in brick piers (ERA, 2022).

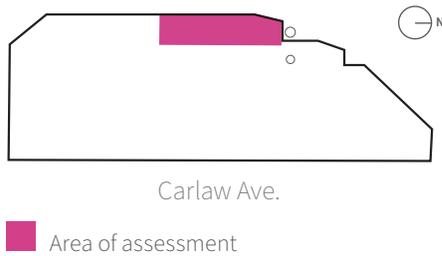


Figure 69. Steel and wood roof components with deterioration of wood decking at perimeter wall (ERA, 2022).



Figure 70. Window openings with segmental arch (ERA, 2022).

1939-1950 WEST ADDITION



1939-1950 West Addition Exterior and Interior

The 1939-1950 west addition has a painted brick exterior, aluminium windows, and loading docks that are in poor condition. The exterior of the brick wall has visible signs of spalling and mortar loss. The parapet coping includes clay tiles or painted metal flashing in good condition. The membrane roof is in poor condition with visible water pooling in sloped sections and noticeable surface wear. This portion of the building includes hallways, elevators, stairs and loading areas. Interiors include steel columns with supporting steel beams and wood planking.



Figure 71. West elevation loading dock at the rear of the building (ERA, 2022).

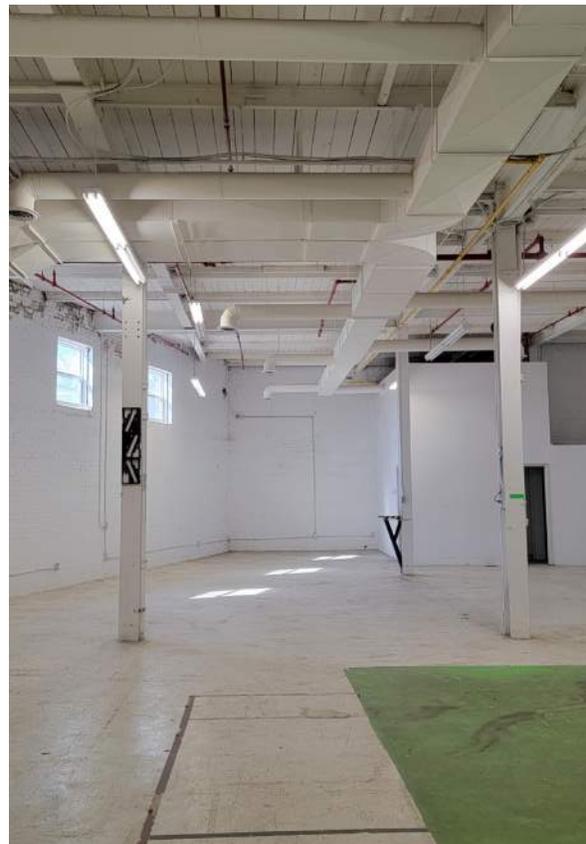
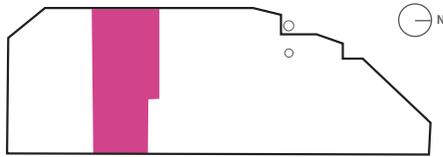


Figure 72. Interior with steel columns supporting steel beams and second floor wood decking (ERA, 2022).

1939-1950 SOUTH ADDITION

1939-1950 South Addition Exterior



Carlaw Ave.

 Area of assessment

The east elevation of the 1939-1950 south addition features red brick walls, a concrete base, flat-headed window openings with precast concrete sills, and brick piers marking bay divisions. The masonry is in fair condition with localized soiling, mortar loss and deterioration. Openings at grade have been modified to create additional loading areas. All windows and doors have been changed to aluminium with double glazing. The concrete foundation and water-shedding concrete elements, including sills and pier caps, are in fair condition. Brick on the west elevation is painted and in fair condition, except at the south end where there is areas of brick spalling and mortar loss. Metal flashing and clay coping are generally in good condition. The loading dock has surface corrosion and appears to be deteriorated at grade. Concrete piers are crumbling and rust jacking was observed. The roofing membrane appears to be in poor condition, with ponding and a generally deteriorated surface.



Figure 75. West elevation overhead door with corroded loading dock. Painted brick is deteriorated with extensive mortar loss on the upper portion of the wall (ERA, 2022).



Figure 73. Brick piers separate each bay. Openings at grade have been modified for additional loading areas (ERA, 2022).



Figure 74. Roofing membrane with ponding and general deteriorated surface (ERA, 2022).



Figure 76. Brick spalling and mortar loss is evident under the painted surface (ERA, 2022).

1939-1950 South Addition Interior

The interiors of the 1939-1950 south addition are varied in design with large open units. Exterior and demising walls are made of painted brick and concrete block which are in poor condition, with portions of the south wall in defective condition. Steel support columns are either embedded in the walls or along wall faces, providing clear span spaces. The steel system is in fair condition. The interior unit facing Carlaw Avenue is finished with wood floors and drywall and in good condition. A gantry crane midway through the space is no longer operational. The roof consists of steel purlins, rafters and a corrugated metal deck that are in fair condition.



Figure 77. Looking west on second floor. This area has steel columns and painted brick (ERA, 2022).



Figure 78. Looking east on second floor (ERA, 2022).

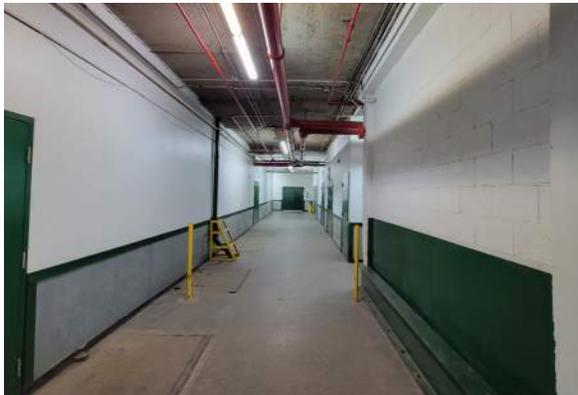


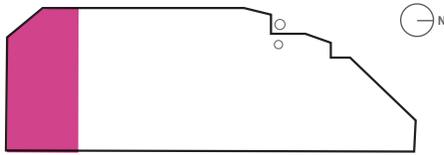
Figure 79. First floor hallways (ERA, 2022).



Figure 80. Interior with painted masonry walls (ERA, 2022).

1950-1964 SOUTH ADDITION

1950-1964 South Addition Exterior



Carlaw Ave.

■ Area of assessment

The brick facade on the east elevation is in fair condition. The masonry on the south elevation is in poor condition. The steel lintels of the flat headed window openings are in poor condition. Windows and doors are deteriorated and generally in poor condition. The flat roof areas are in poor condition with water pooling in many areas and worn membrane throughout. Clay coping is in good condition and much of the brick above the roof-line has been painted. Skylights appear to be in fair condition.



Figure 81. Flat roof sections with roofing membrane (ERA, 2022).



Figure 82. Brick on east elevation (ERA, 2022).

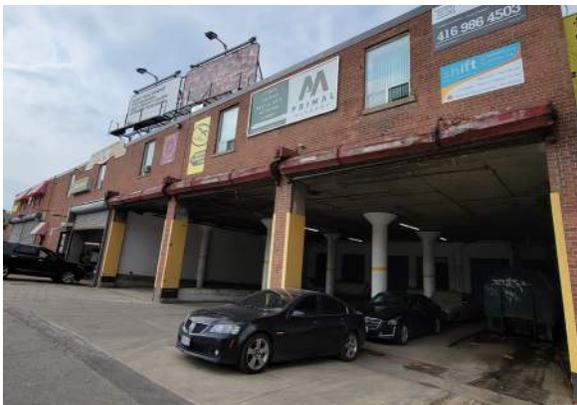


Figure 83. Windows and doors on south elevation (ERA, 2022).



Figure 84. View of south elevation with overhead doors at ground floor level (ERA, 2022).

1950-1964 South Addition Interior

The 1950-1964 south addition features cast-in-place concrete columns with capitals and reinforced concrete slabs at the loading dock and service corridor, and with steel columns and beams in other areas. There is a slab on grade with no basement except for a below-grade boiler room. The concrete columns and capitals are in good condition with no signs of cracking. There is evidence of concrete beams in poor condition with missing material. The interior masonry walls are overall in fair condition with noticeable brick spalling, concrete block cracking and steel corrosion in some locations. The partially enclosed loading space is in poor condition. Many of the brick walls in the hallways are in poor condition. The service corridor with electrical equipment is in poor condition with noticeable brick deterioration throughout.



Figure 85. View of concrete column (ERA, 2022).



Figure 86. Concrete beam with missing material (ERA, 2022).



Figure 87. First floor unit with steel columns and concrete floor above (ERA, 2022).

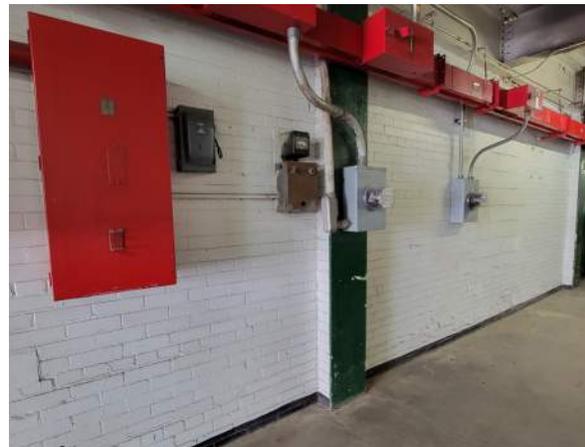
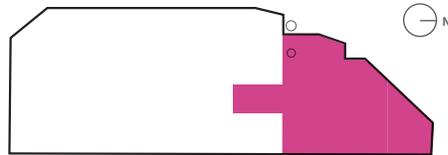


Figure 88. Masonry wall in hallway on ground floor (ERA, 2022).

1939-1964 NORTH ADDITION

1939-1964 North Addition Exterior



Carlaw Ave.

■ Area of assessment

The 1939-1964 north addition was constructed in several phases, with a third floor added in 1960-1964. The main entrance to the north addition on the east elevation has been clad with painted corrugated metal in good condition, has tiled walls and multi-coloured terrazzo floors in fair condition. The entrance includes a typical commercial metal and glass door with two sidelights in fair condition. On the west elevation, openings have been modified and masonry is soiled. The condition of the west and north elevations of the building range from poor to fair. The roofing membrane is in poor condition.



Figure 91. Main entrance with terrazzo floors and tile on exterior walls, and painted metal cladding above (ERA, 2022).



Figure 89. Roofing membrane (ERA, 2022).



Figure 90. North elevation with soiling and steel corrosion (ERA, 2022).



Figure 92. View looking east on the roof of the north addition (ERA, 2022).

1939-1964 North Addition Interior

The interior of the north addition consist of concrete and steel structural members with concrete floors, brick and concrete block walls, and punched window openings. The masonry units are generally in good condition, with deterioration noted in loading areas and hallways in fair condition. The ground floor entrance on the east elevation includes tiled walls and a terrazzo floor in fair condition. The second floor includes concrete and steel columns and steel joists. The interiors appear to be in good condition. Aluminium windows are in poor condition with damaged frames, glazing and deteriorated sealants throughout.



Figure 93. Aluminium windows (ERA, 2022).



Figure 94. Concrete columns, ceilings and walls (ERA, 2022).



Figure 95. Steel columns connect to steel beams (ERA, 2022).



Figure 96. Terrazzo floors and tiled wall make up the interior of the lobby within the main entrance (ERA, 2022).

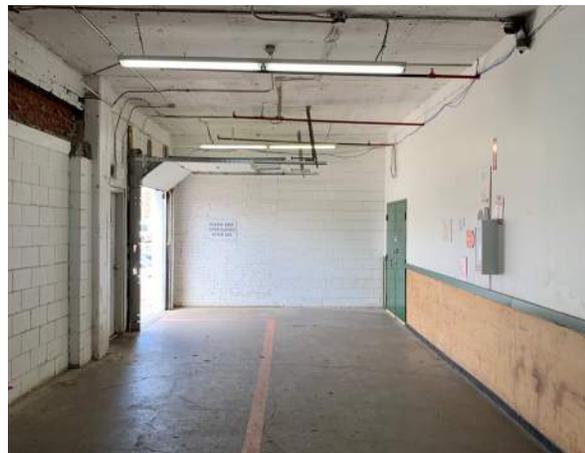


Figure 97. Loading area and hallway (ERA, 2022).

c. 1940 and c. 1969 Chimney Stacks

The west elevation of the north addition includes two chimney stacks that were observed from the roof and at grade. The taller c. 1969 west stack rests on an exterior concrete slab with a flue duct connecting it to the building and a cast steel ash door on the west side. The stack appears to have had previous repairs, with many bricks replaced. Some of the brick exhibits soiling and spalling. Vertical cracking was not visible. Tension bands and the grounding system are in fair condition, with some evidence of corroded steel. The west stack is generally in fair condition. The shorter c. 1940 east stack has numerous tension steel straps with surface corrosion, and overall appears to be in poor condition with masonry spalling, vertical cracking and soiling. The shorter east chimney emerges from a two storey area of the building with an octagonal base with venting, and copper flashing. The metal is in poor condition with open seams and visible corrosion.



Figure 98. Taller west chimney exhibiting soiling, spalling and rusted steel tension bands (ERA, 2022).



Figure 99. Ash door at the taller west chimney (ERA, 2022).



Figure 100. The shorter east chimney in the foreground with steel strapping, and taller west chimney beyond (ERA, 2022).



Figure 101. Damaged copper flashing of shorter east stack. Painted metal venting and steel bands with corrosion (ERA, 2022)

14 DESCRIPTION OF PROPOSED DEVELOPMENT

The proposed Gerrard Carlaw South TOC development will modify the Site to accommodate four new blocks with mixed-use buildings:

- Dickens block will be situated at the southwest corner of the Site and will include a tall building with a podium and two towers. The building will have retail and residential uses at grade and residential uses above.
- Thackeray block will be located at the southeast corner of the Site and include a mid-rise building with retail and residential uses at grade and residential uses above.
- Carlaw block will be situated at the east portion of the Site between the Thackeray and Badgerow blocks. It will include a mid-rise building and a tower component at the block's northwest corner. The building will have retail and general commercial uses in lower levels, with residential uses above.
- Badgerow block will be situated at the northeast corner of the Site and will include a mid-rise building with retail and office uses at grade and office uses above.

The proposed development will retain elements of the building at 388 Carlaw, including the in-situ retention of a substantial portion of the east elevation facing Carlaw Avenue within the Carlaw block. A portion of the south elevation will be reconstructed using salvaged materials. A portion of the north elevation will be relocated and reconstructed using salvaged materials. The two tall chimneys and a portion of the boiler house will be retained in-situ. Steel roof trusses from the 1912 and 1913-1924 buildings will be reinstated within the courtyard of the Carlaw block. The rest of the building at 388 Carlaw will be demolished. The primary heritage attributes of the Site are concentrated in the retained portion, which will be conserved. Building setbacks will ensure that the retained and reconstructed facades will be legible as distinct building elements. The use of contemporary cladding materials on the new construction will ensure distinguishability between new and old elements.

The proposal will include a new extension of Thackeray Street running east-west to Carlaw Avenue between the Carlaw and Badgerow blocks, as well as a new laneway running east-west between the Carlaw and Thackeray blocks. Vehicular access to underground parking and servicing will be provided from the new Thackeray Street extension and laneway. There will be two new publicly accessible landscaped spaces in the form of privately-owned public spaces: a greenway that runs along the northern edge of the Site, and a courtyard space within the Carlaw block. A crash wall will be located along the rail corridor to protect the buildings and landscaped spaces. The extent of the crash wall and the boiler house retention will be confirmed at a later date.

Select plans and elevations from the architectural package by SvN Architects + Planners are provided over the following pages to illustrate the proposed development.

Refer to Appendix D for diagrams showing the existing and proposed conditions of the property with areas proposed to be demolished or removed identified in red or altered in blue.

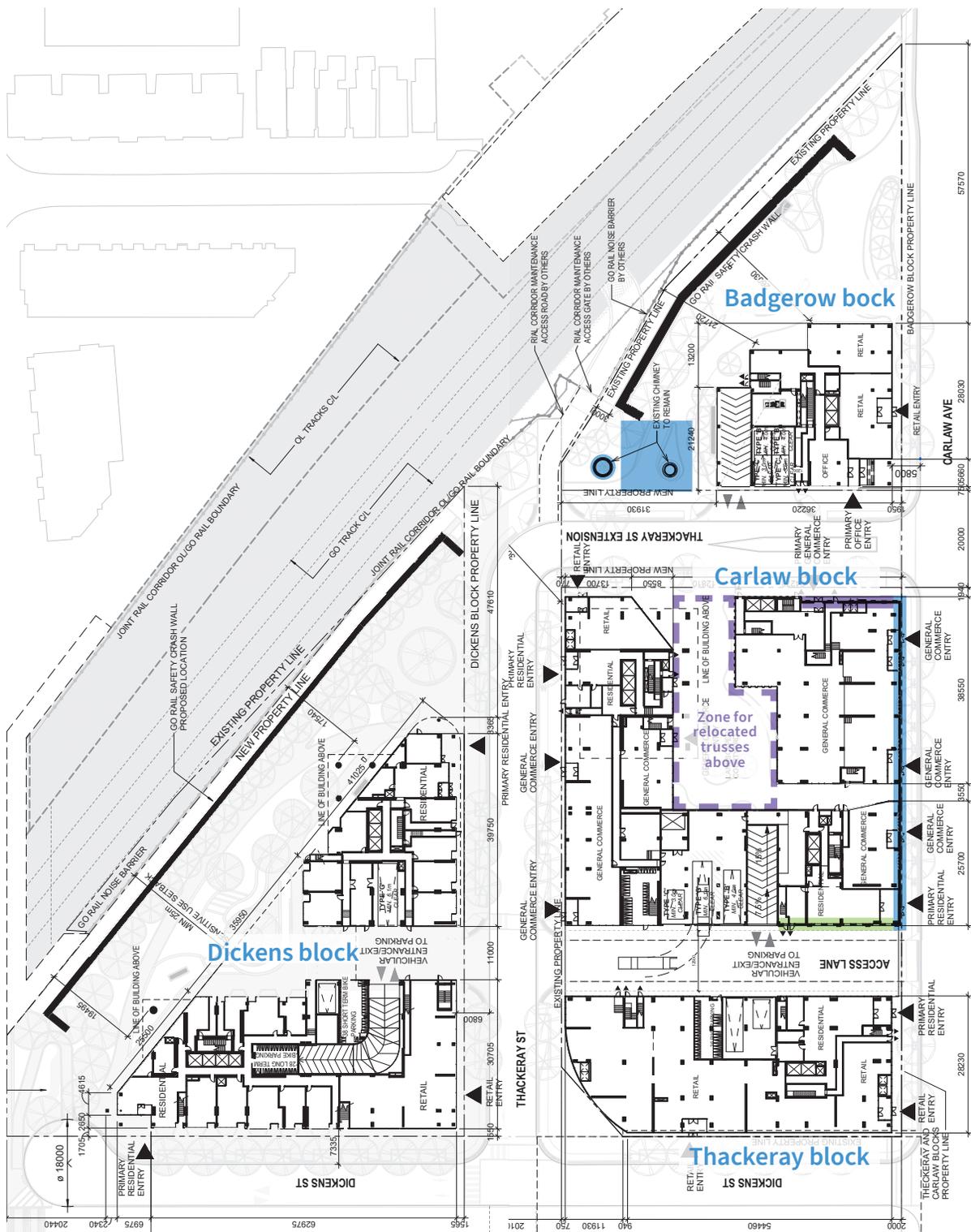


Figure 102. Proposed site plan (SvN, 2023; annotated by ERA).

■ Retained in-situ
 ■ Reconstructed
 ■ Relocated and reconstructed

Elevations – Carlaw block

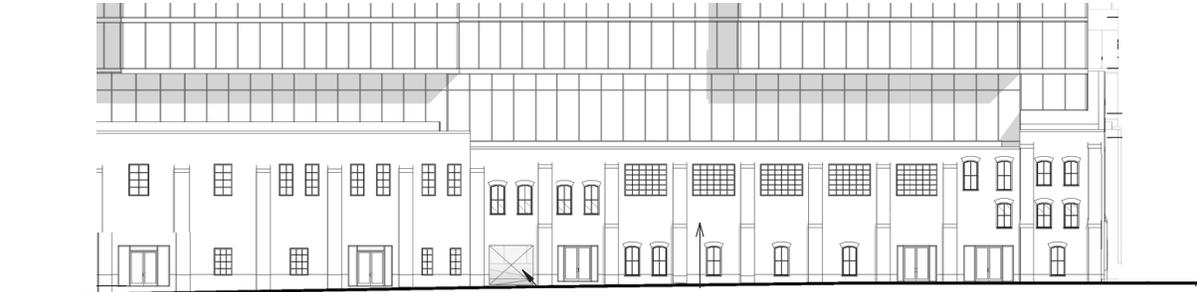


Figure 103. Proposed east elevation (SvN, 2023).

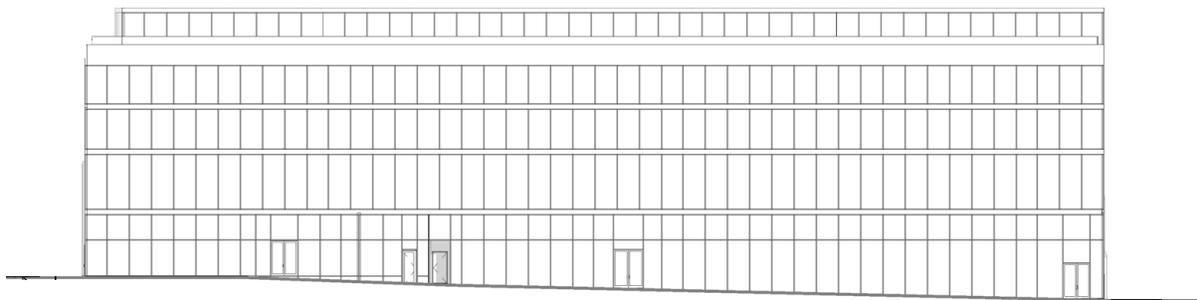


Figure 104. Proposed west elevation (SvN, 2023).

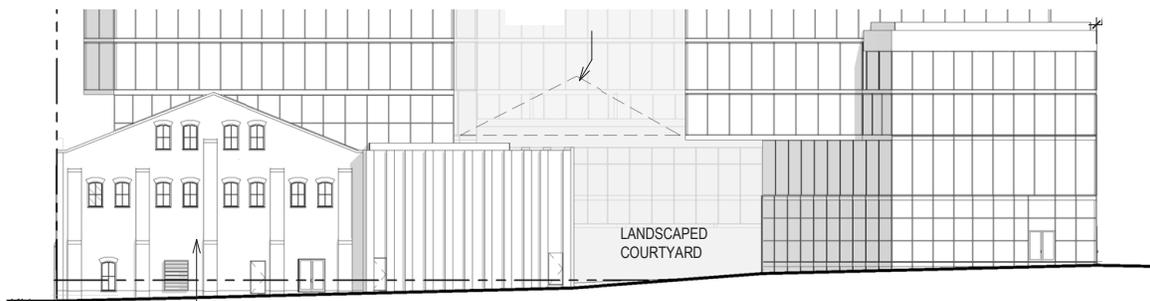


Figure 105. Proposed north elevation (SvN, 2023).

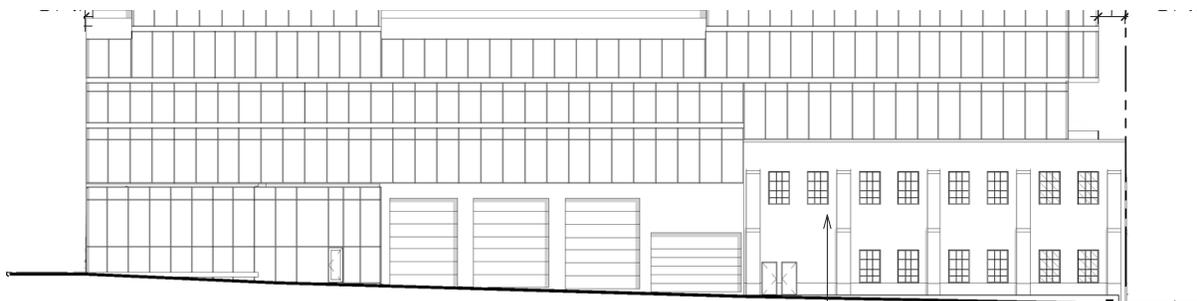


Figure 106. Proposed south elevation (SvN, 2023).

Renderings



Figure 107. Rendering of the proposed Thackeray block (right) and Dickens block (left) looking northwest from the corner of Dundas Street East and Carlaw Avenue (SvN, 2022).



Figure 108. Rendering of the proposed Carlaw block looking southwest from the corner of Badgerow Avenue and Carlaw Avenue (SvN, 2022).



Figure 109. Rendering of the proposed Badgerow block looking south along Carlaw Avenue (SvN, 2022).



Figure 110. Rendering of the proposed Carlaw block courtyard with salvaged and relocated steel trusses looking northeast (SvN, 2022).

15 DEMOLITION

The OHA does not define the term demolition or removal. The definition of demolition and removal as contained in the City of Toronto Official Plan Chapter 3.1.6 (consolidated March 2022), are as follows:

Demolition: is the complete destruction of a heritage structure and property from its site, including the disassembly of structures and properties on the Heritage Register for the purpose of reassembly at a later date.

Removal: is the complete and permanent dislocation of a heritage resource from its site, including relocation of structures to another property.

The proposal does not contemplate demolition or removal of the heritage structure as defined by Chapter 3.1.6 of the Official Plan, as portions of the structure and property at 388 Carlaw Avenue will be retained. Given that the property at 10 Dickens Street is not currently included on the heritage register, nor listed or designated under the OHA, and does not include existing structures, the proposal does not contemplate demolition or removal under the OHA for this property.

16 ANALYSIS OF THE IMPACT OF DEVELOPMENT

This section evaluates the heritage impacts and mitigation measures of the proposed redevelopment on the cultural heritage value and attributes of the heritage property on the Site as identified in the TOC Heritage Evaluation.

Elements of the Site will be conserved and maintained in a manner consistent with the *Parks Canada Standards and Guideline for the Conservation of Historic Places in Canada*. The proposed conservation approach for the Site is rehabilitation, defined by Parks Canada as:

“the action or process of making possible a continuing or compatible contemporary use of an historic place, or an individual component, while protecting its heritage value.”

The reason for selecting rehabilitation as the primary conservation treatment is to allow for the Site to evolve, leading to new and continued uses of the Site while ensuring that the elements that define the Site’s cultural heritage value are maintained.

Relevant legislation, policies and guidelines have been applied when considering the heritage impact and mitigation measures for proposed alterations affecting the cultural heritage value and attributes of the Site. The following were among the sources reviewed in preparing this Heritage Memo:

Legislation

- The Ontario Heritage Act (R.S.O. 1990)
- The Planning Act (R.S.O. 1990)

Land Use Policy

- The Provincial Policy Statement (2020)
- A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019) as amended in 2020
- City of Toronto Official Plan (consolidated March 2022)
- Site and Area Specific Policy 154 - Certain Lands Within the Blocks Bounded by Queen Street East, Boston Avenue, Logan Street and 1st Avenue

Heritage Registers

- Toronto Heritage Register

Guidelines

- Standards and Guidelines for the Conservation of Historic Places in Canada
- City of Toronto Tall Building Guidelines (2013)

A review of the above noted policies can be found in Appendix E.

The following diagrams highlight the proposed retention strategy for the Site.



Figure 112. Proposed east elevation of the Carlaw block (SvN, 2023; annotated by ERA).



Figure 113. Proposed south elevation of the Carlaw block (SvN, 2023; annotated by ERA).

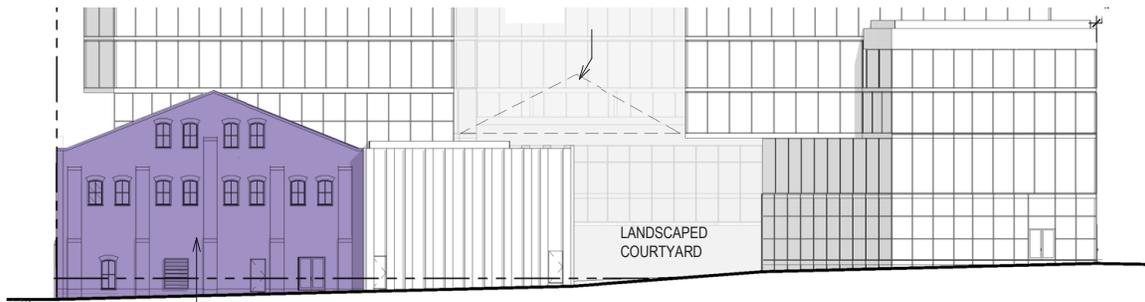


Figure 114. Proposed north elevation of the Carlaw block (SvN, 2023; annotated by ERA).

- Retained in-situ
- Reconstructed
- Relocated and reconstructed

Impact: Temporary dismantle of the 1939–1950 south elevation.

Rationale and Mitigation: The construction of a new access lane connecting Carlaw Avenue and Thackeray Street will require the partial demolition of the 1950–1960 portion of the building. This demolition will expose the south elevation of the 1939–1950 portion of the building which will be temporarily dismantled to permit the excavation of the broader Site. The removal will be mitigated by the reconstruction of a portion of the south elevation with modifications, using salvaged materials. The design of the reconstructed south elevation, which has been interpolated from available Site information, carries the rhythm of piers and fenestration found on the 1939–1950 portion of the retained east facade. The final configuration will be informed by the on-site heritage fabric which is currently concealed. The reconstruction of a portion of the south elevation will help to maintain the three-dimensional legibility of the building.

Impact: Relocation of the north elevation of the 1913–1924 portion of the building.

Rationale and Mitigation: The 1913–1924 portion of the building will be partially demolished in order to construct the new Thackeray Street extension. The relocation will be mitigated by the reconstruction of a portion of the north elevation with modifications, using salvaged materials. The design of the reconstructed elevation with gable end, which has been interpolated from available Site information, carries the rhythm of piers and fenestration found on the retained east facade. The design is also based on a review of precedents with comparable features, dates of construction, and historical uses, including the west elevation of 344 Eastern Avenue. The final configuration will be informed by the on-site heritage fabric which is currently concealed. The relocation and reconstruction of a portion of the north elevation will help to maintain the three-dimensional legibility of the building and will give increased prominence to a portion of the building that was previously concealed.



Figure 115. West elevation of Building B located at 344 Eastern Avenue (ERA, 2018).



Figure 116. Existing east elevation of the Carlaw block (SvN, 2022; annotated by ERA).



Figure 117. Proposed east elevation of the Carlaw block (SvN, 2023; annotated by ERA).

- New or modified opening
- Infill existing opening
- Backpainted glass

Impact: Modification to select openings on the retained east elevation.

Rationale and Mitigation: Modifications to existing window and door openings on the retained east elevation are required to provide access to the proposed courtyard, to increase visibility and porosity into the new retail and lobby spaces located in the Carlaw block, to provide for additional daylight to upper floors, and to ensure compatibility between openings and realigned floor levels. Visual and physical impacts are mitigated by limiting the number and size of modified openings and by maintaining the proportions of the openings to the historic openings of the facade. In several instances when window openings overlap with the new floor level, backpainted glass will be used in order to retain the historic openings. New openings will be differentiated from historic openings to ensure one can distinguish between new and old upon close inspection.

The design has been developed to limit the extent of proposed window alterations. The diagram above notes the modified openings. Some of the bays to be modified already exhibit signs of previous alteration. The alterations will respect the rhythm of the structural frame, and will maintain bays on the elevation as representative examples of the current condition of the building.

Impact: Removal of the existing windows on the retained east elevation.

Rationale and Mitigation: The removal of windows is required to facilitate the in-situ retention of the east facade. The removal is mitigated by the provision of new, historically appropriate windows that will enhance the character and appearance of the heritage facade as seen from the street. The configuration and details of the new windows will be proportioned to the modified window openings.



Figure 118. Partial existing east elevation (SvN, 2022; annotated by ERA).



Figure 119. Proposed east elevation of the Carlaw block (SvN, 2023; annotated by ERA).

Impact: Removal of existing building interior and realignment of floor levels.

Rationale and Mitigation: The existing floor levels will be removed for excavation and construction. The realigned floor levels will support new uses and provide barrier-free access throughout the building. The floors levels that currently exist along the retained portion of the east elevation vary in height. The north portion is three storeys while the southern portion is two storeys. The second floor of the north portion is lower than that of the south portion.

The proposed floor levels along the retained portion of the east elevation will vary. The proposed second floor is similar to the level of the existing south portion, but is carried across the retained elevation. This level will be used for general commerce.

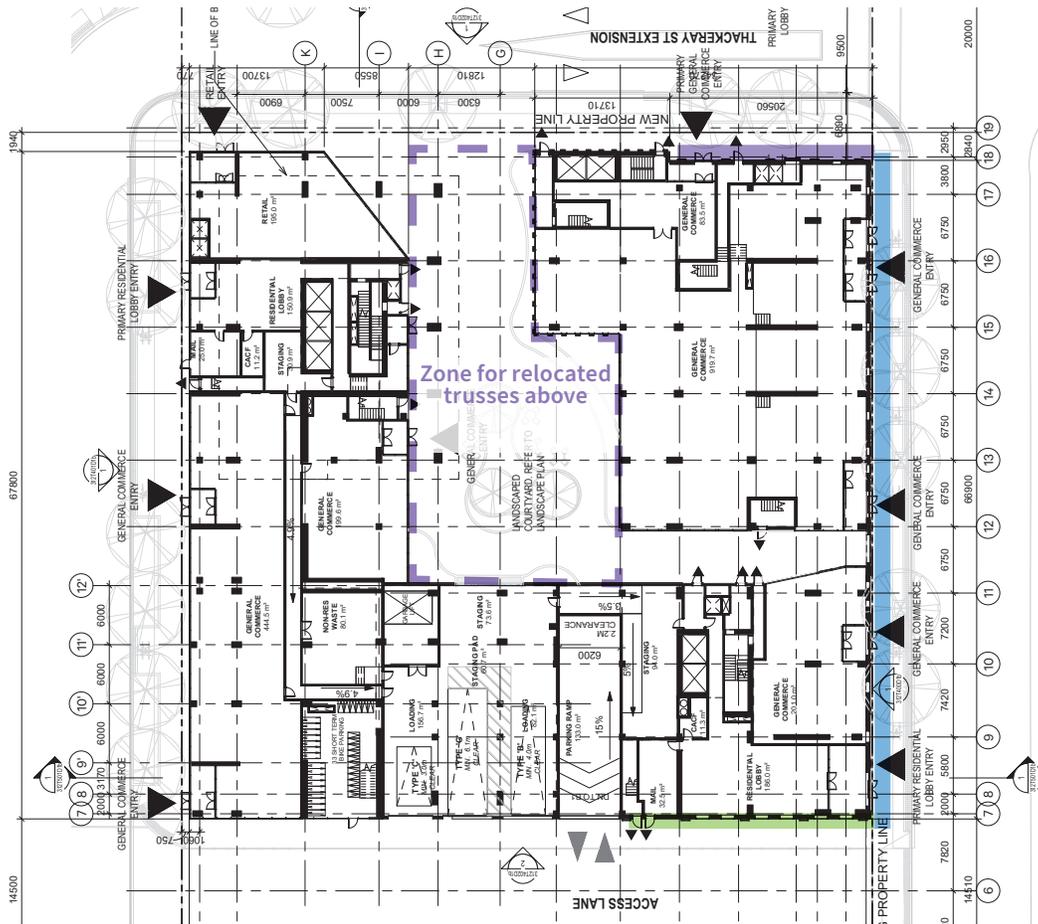


Figure 120. Proposed ground floor plan of the Carlaw block (SvN, 2023; annotated by ERA).

Retained in-situ
 Reconstructed
 Relocated and reconstructed

Impact: Removal of roof elements, including steel roof trusses

Rationale and Mitigation: The removal of the roof elements, which is required to accommodate the construction of the Carlaw block, will be mitigated by the salvage of selected steel trusses. These trusses will be relocated to the courtyard of the Carlaw block, where they will help to convey the industrial character of the Site.

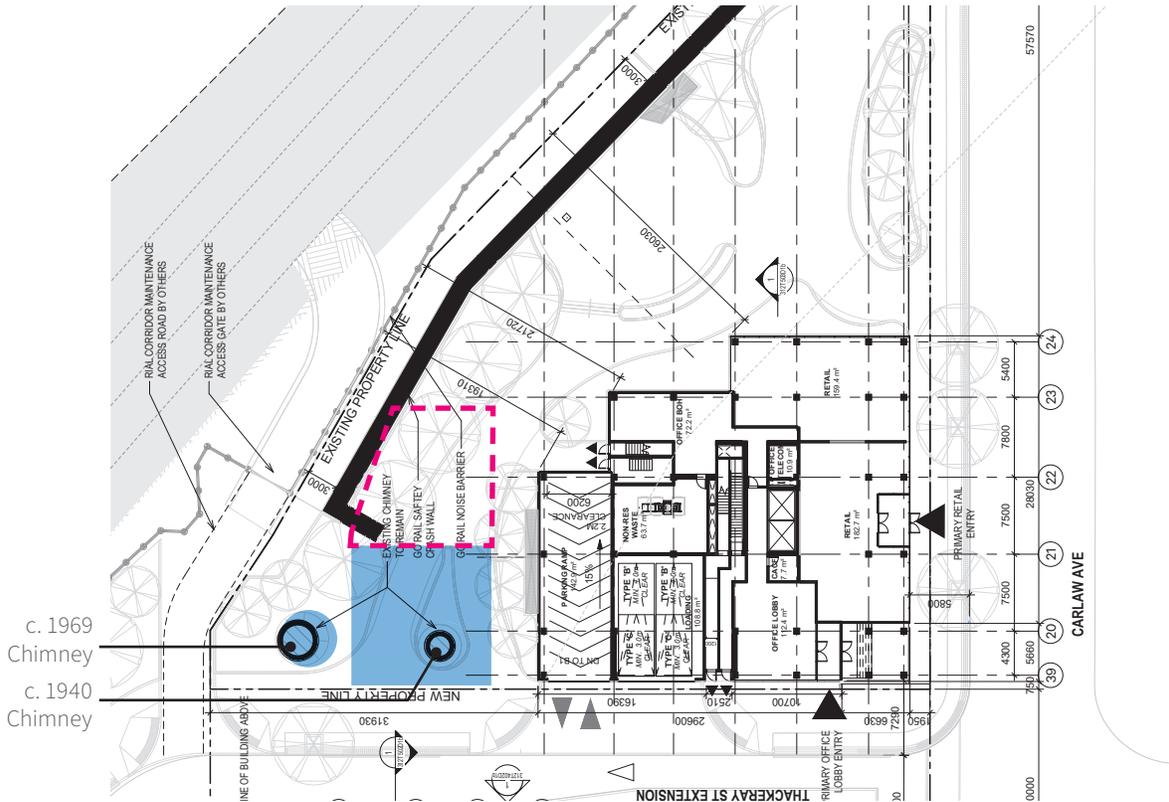


Figure 121. Proposed ground floor plan of the Badgerow block (SvN, 2023; annotated by ERA).

Retained in-situ
 Approximate footprint of existing boiler house to be demolished

Impact: Removal of the northern portion of the boiler house.

Rationale and Mitigation: The northern portion of the boiler house must be removed to accommodate the crash wall at the northern extent of the Site. The boiler house was constructed in two phases, and the removal generally aligns with the later addition. A new north elevation will be constructed to be compatible with the existing structure using salvaged and new masonry. The program for the boiler house has not yet been determined and additional modifications may be required. The increased visibility of the boiler house and two tall masonry chimneys, which will be located at the northwest corner of the proposed Thackeray Street extension and northeast of the band of green space running along the railway corridor, will make them prominent features of the proposed development. The extent of the crash wall and the boiler house retention will be confirmed at a later date.

Adjacent Heritage Properties

There are two adjacent properties that are listed on the heritage register: 369 Carlaw Avenue, and 401 Logan Avenue. The proposed development is located across Carlaw Avenue from 369 Carlaw, and across Dickens Street from 401 Logan Avenue. The proposed development is therefore separated from the two adjacent heritage resources, with the intervening streets acting as a physical and visual buffer that ensure the resources will be unaffected by the proposal.

16.2 Integrity Analysis

The following section provides an overall assessment of the heritage impact of the proposed development on the integrity of 388 Carlaw Avenue. In the TOC Heritage Evaluation, the building was found to have low integrity due to previous additions and alterations which have obscured the legibility of the earliest portions of the building.

The tall chimney and a substantial portion of the east elevation of the building will be retained in-situ, including nine bays from the 1913–1924 portion of the building, three bays from the 1939–1950 portion, and two bays from the 1950–1960 portion. A portion of the south elevation will be reconstructed using salvaged materials. A portion of the north elevation with gable end will be relocated and reconstructed using salvaged materials. One way that 388 Carlaw Avenue conveys its value is through its heritage attributes. The identified heritage attributes of the building are concentrated on the eastern elevation and in the tall chimney located at the northwest corner of the Site. Given that portions of the east elevation as well as the tall chimney will be retained, their ability to convey their value will persist. As such, the proposed development generally maintains the elements that characterize the Site and will conserve the integrity and cultural heritage value of the Site.

16.3 Visual Impacts of New Construction

ERA has evaluated the visual impact of the proposed development on the potential heritage value and draft heritage attributes.

The proposed development integrates elements of 388 Carlaw Avenue into the new building podium of the Carlaw block, which has mid-rise and tall building components above. The new construction incorporates setbacks above the retained heritage elements that are intended to provide a transition between the retained, relocated, and reconstructed heritage elements when viewed from the public realm. The heritage facade will be legible as a distinct building element. The proposed north and south elevations will maintain the three dimensional legibility of the retained portion of the existing building as seen from the street. The use of contemporary cladding materials on the new construction will ensure distinguishability between the new and old elements. The new street configuration will serve to highlight the boiler house and chimneys which will enhance their prominence and help punctuate the public realm.

17 ENGINEERING CONSIDERATIONS

A memorandum prepared by a structural engineer that speaks to the feasibility of the proposed conservation strategy will be provided under separate cover.

18 MITIGATION

Refer to Section 16 of this report for mitigation measures addressing the potential heritage impacts of new construction.

Considered Alternatives

Initial development proposals for the Site did not include the reconstruction of a portion of the south elevation, the relocation and reconstruction of a portion of the north elevation with gable end, the relocation of existing steel roof trusses within the courtyard of the Carlaw block, or the retention of the boiler house located on the northwest corner of the Site at the base of the existing chimneys. Subsequent design iterations produced a refined proposal which includes these elements.



Figure 122. Initial ground floor plan for the Badgerow, Carlaw, and Thackeray blocks (SvN, 2022).

19 CONSERVATION STRATEGY

The conservation strategy for the Site consists of the following measures itemized and summarized from the previous relevant sections, and diagrams annotated by ERA:

General

- New historically appropriate windows and compatible doors;
- Salvage sound heritage fabric, including masonry from the demising wall between the 1939–1950 and 1950–1960 portions of the building, and from other parts of the building as required, for reconstruction of portions of the north and south elevations, as well as repairs to the retained portion;
- Conservation work to the retained portion of the Site will be implemented in order to address existing conditions and bring the retained portions to a state of good repair, including:
 - Generalized masonry cleaning to address soiling; and
 - Selective masonry replacement using salvaged material in sound condition and repointing where needed.

East Elevation

- In-situ retention of a substantial portion of the east elevation, including:
 - Retention with modifications of nine bays from the 1913–1924 portion of the building, three bays from the 1939–1950 portion, and two bays from the 1950–1960 portion;
 - Realignment of the floor levels to support new uses and provide barrier-free access throughout the building;
 - Modification to window opening locations to minimize conflicts with realigned floor levels;
 - Provide back-painted glazing where representative window openings are maintained.

South Elevation

- Reconstruction of a portion of the south elevation using salvaged materials and informed by the on-site heritage fabric which is currently concealed, including:
 - New openings to facilitate new uses and increase daylight.

North Elevation

- Relocation and reconstruction of a portion of the north elevation, with gable end, using salvaged materials and informed by the on-site heritage fabric which is currently concealed, including:
 - New openings to facilitate new uses and increase daylight.

Chimneys and Boiler House

- In-situ retention of the tall masonry chimney and boiler house located at the northwest corner of the Site, with the north elevation of the boiler house to be rebuilt using salvaged and new brick.

Trusses

- Salvage steel roof trusses for relocation within the courtyard of the Carlaw block in an east-west orientation.

New Construction

- The new construction will step back above the roof level to transition the architecture between, retained, relocated, and reconstructed heritage elements.
- A contemporary design for the new construction that helps to distinguish between old and new.

20 STATEMENT OF PROFESSIONAL OPINION

This TOC Heritage Memo considers the impacts of the proposed development at 388 Carlaw Avenue and 10 Dickens Street in relation to the potential cultural heritage resources that may be impacted on and adjacent to the Site.

The conservation strategy for the proposed development includes the in-situ retention of a substantial portion of the east elevation facing Carlaw Avenue, and portions of the boiler house and tall chimney located at the northwest corner of the Site, with modifications. The retained facade will be legible as a distinct building element and its three-dimensional legibility as seen from the street will be maintained by the reconstruction of a portion of the south elevation and the relocation and reconstruction of a portion of the north elevation with gable end. The identified heritage attributes are concentrated on the east elevation, representative elements of which will be retained, including nine bays from the 1913–1924 portion of the building, three bays from the 1939–1950 portion, and two bays from the 1950–1960 portion. Salvaged materials from the building will be used for the repairs on the retained elements and to rebuild the north and south elevations. The proposal maintains elements of the existing building both in-situ and through salvage and relocation and reconstruction methods. The proposal seeks to uncover some of the earliest structures of the Site, while highlighting the roof trusses in a new courtyard area, and enhancing the new public realm with the boiler house and chimney that are currently inboard with limited visibility on the Site.

Based on the findings of this TOC Heritage Memo, the proposed development conserves the integrity and identified cultural heritage value, attributes, and character of the Site and adjacent heritage resources. The proposed development responds to the evolution of the Site and its surrounding context, including the intensification and expansion of higher order transit under way in the Riverdale neighbourhood. The proposed development provides new retail, office, and residential uses, as well as a Thackeray Street extension, laneway, and two new landscaped spaces which will act as an amenity for the new TOC.

21 APPENDICES

APPENDIX A: Listing Statement for 388 Carlaw Avenue

Address: 388 Carlaw Avenue
Year Built: 1912



Description: Located on the west side of Carlaw Avenue north of Dundas Street East, the property at 388 Carlaw Avenue contains a two- and three-storey warehouse/factory type building. The original portion of the building, which sits in the centre of the property and cannot be seen from the street, was constructed in 1912. In c.1913-24, the portion of the building that's sits below the tin roof and fronts Carlaw Avenue and is comprised

of 14-bays, was constructed. Northern and southern additions were constructed in c.1939-54, with the northern tip near the railway tracks and the southern tip near Dundas Street East being completed in c.1954-65.

The original three-storey portion of the subject property is clad in red brick with a smooth stone base. It contains flat-headed windows with cast stone lintels and sills and there are chamfered, stepped pilasters that mark the bay divisions and extend to the height of the roof. The northern entrance has since been over clad in stucco and a third-storey appears to have been added above the neighbouring loading bays. There are multiple entrances and loading bays throughout the property. The c.1939-53 northern, three-storey red brick addition carries through some of the features present in the original portion of the property, such as the flat-headed windows with stone sills. The ribbon windows in the third-storey are reflective of the Modernist additions that were commonly made to factory/warehouse buildings surrounding Dundas Street East and Carlaw Avenue towards the end of the 20th century.

The southern, two-storey red brick addition, which was also completed in c.1939-53, was intended to mirror the features present in the original c.1913-24 portion of the property with slight variations. It features a smooth stone base, flat-headed windows with stone sills, and chamfered pilasters marking the bay divisions. Further additions were made to the northern and southern tips of the property in c.1954-65. The northern, two-storey addition is clad in red brick with stone detailing and flat-headed windows. The southern addition also contains two-storeys and is clad in red brick. It contains flat-headed windows with stone sills and the side (south) elevation features several loading bays.

The property at 388 Carlaw Avenue was constructed for Jefferson Glass Co. Ltd, which was founded in Steubenville, Ohio, in 1900. The company specialized in light shades and illuminated signs and by 1918 it was making approximately 35,000 light bulbs a day. The company also made glass products for the military during WWI. The Acme Paper Box Co., founded by Moische (Moses) Oelbaum, bought the factory in 1931. Oelbaum was a philanthropist who donated to various causes and helped establish Jewish schools in Toronto. The company was sold to a conglomerate in 1964 and the plant became a paper mill.

The property at 388 Carlaw Avenue supports the historic character of Leslieville surrounding the intersection of Dundas Street East and Carlaw Avenue where it is part of an important collection of former factory/warehouse and garage buildings that were constructed in the first two decades of the 20th century when the area was developed as a manufacturing centre.

Appendix B: 388 Carlaw Avenue Elevations

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North elevation (ERA, 2022).



East elevation (ERA, 2022).



South elevation (ERA, 2022).



West elevation (ERA, 2022).

DRAFT

APPENDIX C: Listing Statements for 369 Carlaw Avenue and 401 Logan Avenue

**INCLUSION ON THE INVENTORY OF HERITAGE PROPERTIES
- 369 CARLAW AVENUE (CARLAW STATION)**

The Committee recommends the adoption of the report (April 8, 1991) from the Managing Director, Toronto Historical Board:

Origin: Managing Director, Toronto Historical Board (c74nhc91006:637)

Recommendation

1. That City Council include the property at 369 Carlaw Avenue (Carlaw Station) on the City of Toronto Inventory of Heritage Properties.
2. That the appropriate officials be authorized to take whatever action is necessary to give effect hereto.

Comments

1. Background:

At its meeting of June 12, 1985, the Toronto Historical Board adopted the recommendations printed above. The property owner was notified in a letter dated March 15, 1991, and no comment or objection was received.

2. Discussion:

The property at 369 Carlaw Avenue is identified for architectural reasons. The building was constructed by the Toronto Hydro Electric System in 1916. Featuring red brick with terra cotta detailing, it is a fine example of Edwardian Classicism adapted to industrial use.

Property Research Summary

Basic Building Data:

Address:	369 Carlaw Avenue (southeast corner at Gerrard Street)
Ward:	08
Current Name:	Carlaw Station
Historical Name:	Toronto Hydroelectric Substation #8
Construction Date:	1916
Architect:	Toronto Hydroelectric System
Contractor/Builder:	Toronto Hydroelectric System
Additions/Alterations:	Addition to the south of the property in 1924; addition to the east of the property in 1929
Original Owner:	Toronto Hydroelectric System
Original Use:	Commercial (Electrical Substation)

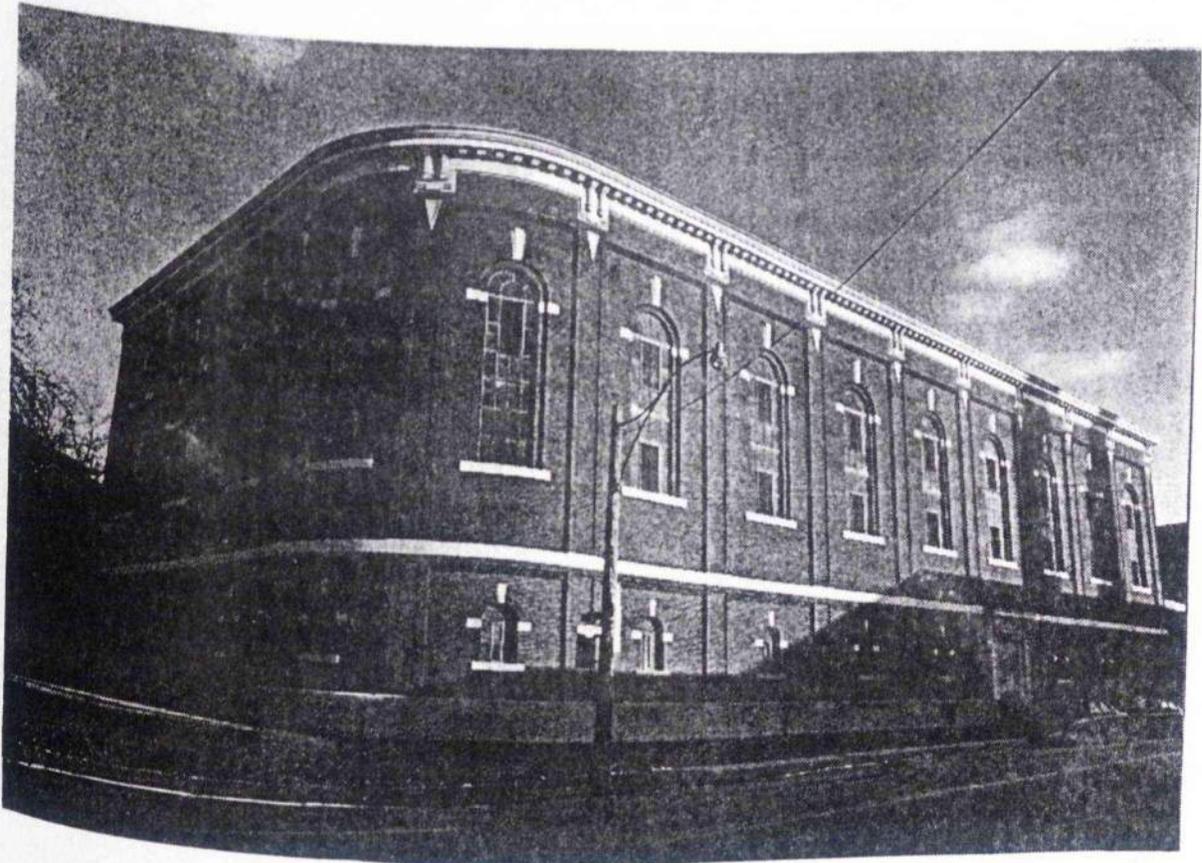
DRAFT

Current Use: Commercial (Electrical Substation)
Heritage Category: C
Recording Date: February 5, 1991
Recorder: HPD:jc

Description: The property at 369 Carlaw Avenue is identified for architectural reasons. The building was constructed in red brick and terracotta by the Toronto Hydroelectric System in 1916 with additions following in 1924 and 1929. The Toronto Hydroelectric System had in-house architects who were under the supervision of A.E. Salisbury, the Supervisor of Architecture for Station Planning and Design in the first decades of the 20th century.

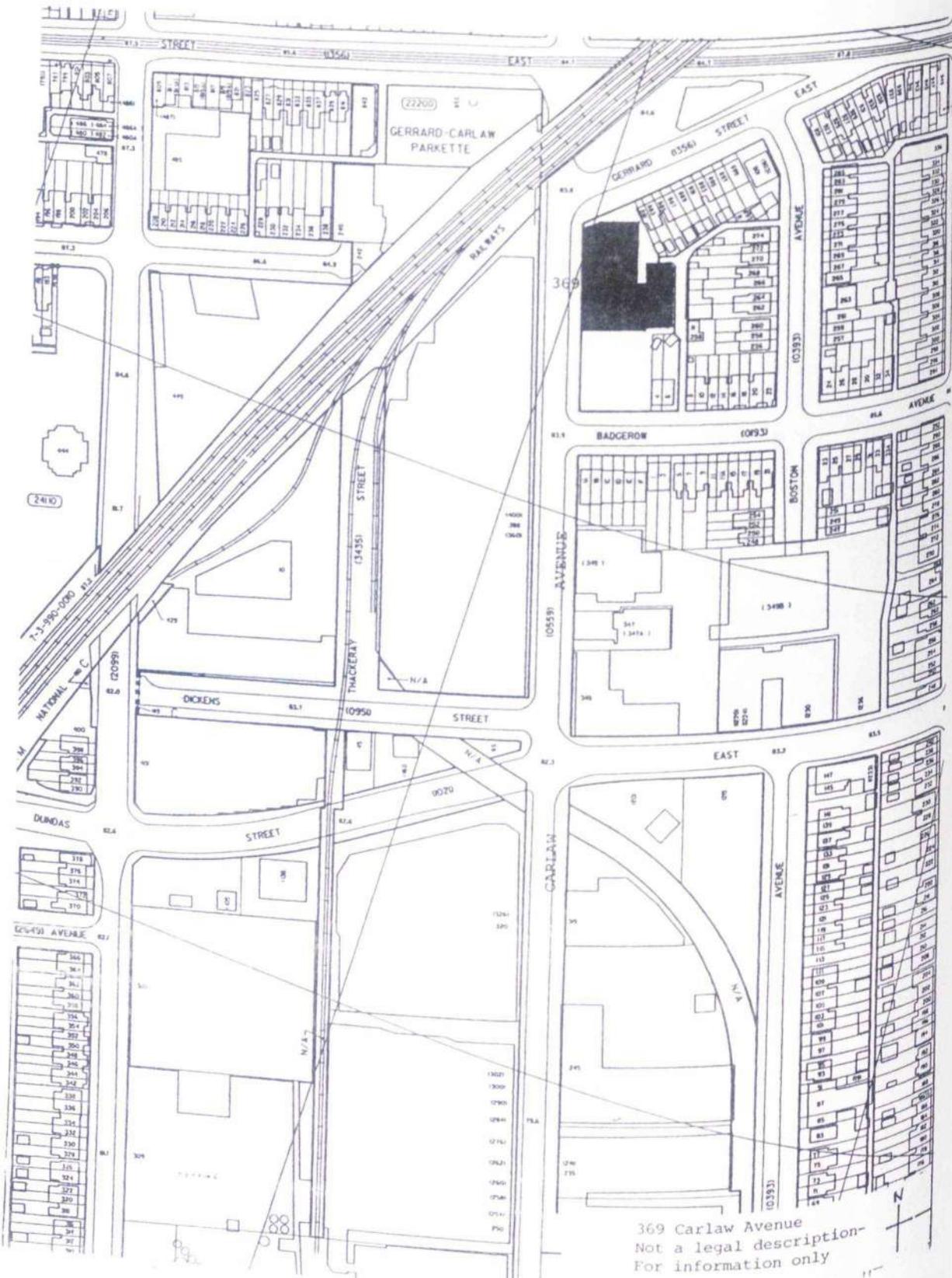
The Carlaw Station is a two storey building situated on a corner lot. The facade comprises nine bays, separated by strip pilasters which run from the ground level to the cornice. The main entrance is situated asymmetrically in the fourth bay from the south end of the building and consists of a copper door, terracotta strip pilasters, consoles and an unornamented entablature. The upper and lower fenestration deliberately follow the same pattern but vary in scale. The roundheaded windows are centrally placed between the pilaster strips, and are marked with stone sills, keystones and springing blocks. The building has a flat roof with a dentilated cornice and paired brackets.

The property at 369 Carlaw Avenue stands as a fine example of Edwardian Classicism adapted to industrial use and is an important neighbourhood landmark.



Photograph: 369 Carlaw Avenue

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Address: 401 Logan Avenue
Year Built: 1907



Description: Located on the east side of Logan Avenue north of Dundas Street East, the property at 401 Logan Avenue contains a two-storey warehouse/factory type building with a tower at the northwest corner and a three-storey wing at the east end. The north portion of the property with the corner tower was constructed in 1907. The complex was split by the extension of Dundas Street East through the area in 1954 and the property was extended to the south and to the east from 1965-78.

The 1907 portion of the property retains its original red brick and much of its Edwardian Classical detailing including the segmental-arched window openings with cast stone sills, the multiple orders in the arches above the window openings, the stepped detailing in the brick below the roof cornice, and the chamfered pilasters that mark the bay divisions. The 1965-78 southern and eastern additions are reflective of the Modernist additions that were commonly made to factory/warehouse buildings surrounding

Dundas Street East and Carlaw Avenue towards the end of the 20th century, where the focus was on emphasizing horizontality through their form and the use of ribbon windows.

The 1907 portion of the property was constructed for Smart Bag Co. Ltd and was designed by the architect James Layrock Havill. The company originated in Montreal in 1906 and created various products including jute and cotton ropes, twines, bags, and sacks for the transportation of flour, cereals, and cement. It was renamed Smart-Woods and then Woods Manufacturing after a merger in 1918, and it became one of the largest producers of fibre products in Canada with factories in Ontario, Quebec, and Manitoba. During both WWI and WWII, the company produced uniforms, tents and equipment for the Canadian and British armies. The company continued to operate here until the 1980s.

The property at 401 Logan Avenue supports the historic character of Leslieville surrounding the intersection of Dundas Street East and Carlaw Avenue where it is part of an important collection of former factory/warehouse and garage buildings that were constructed in the first two decades of the 20th century when the area was developed as a manufacturing centre.

APPENDIX D: Architectural Diagrams Annotated by ERA

Existing Survey

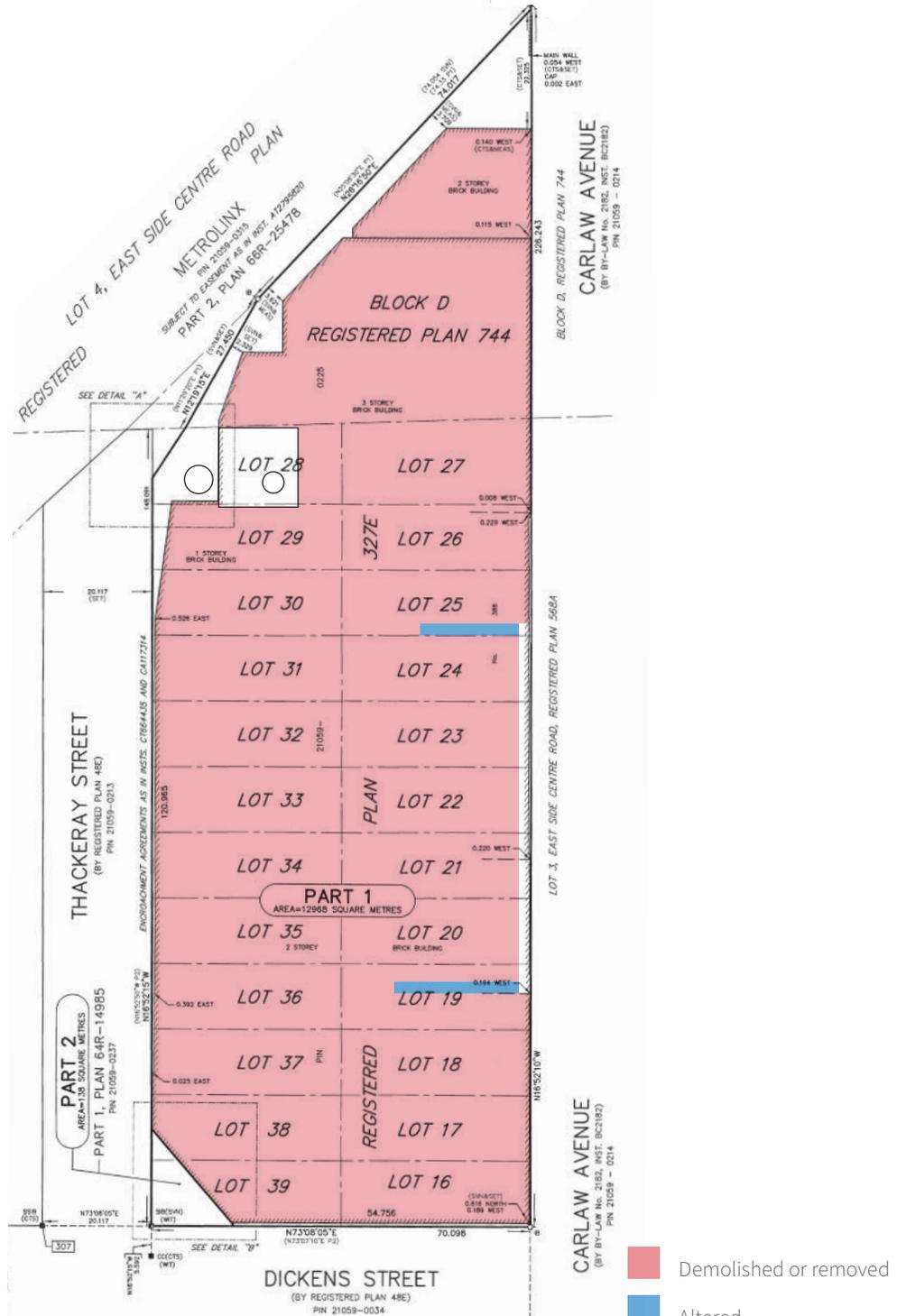


Figure 123. Site survey (Holding Jones Vanderveen, 2021; annotated by ERA).

Existing Elevations



Figure 124. Existing east elevation (SvN, 2022; annotated by ERA).

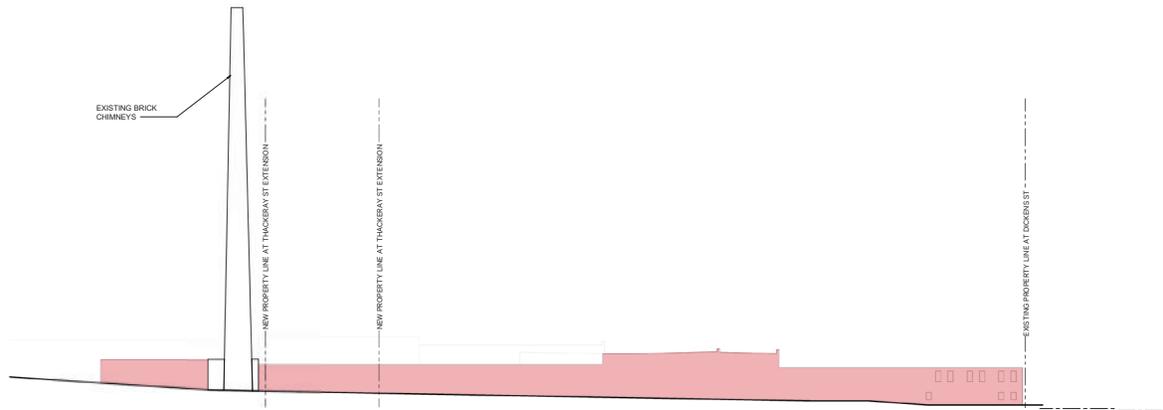


Figure 125. Existing west elevation (SvN, 2022; annotated by ERA).

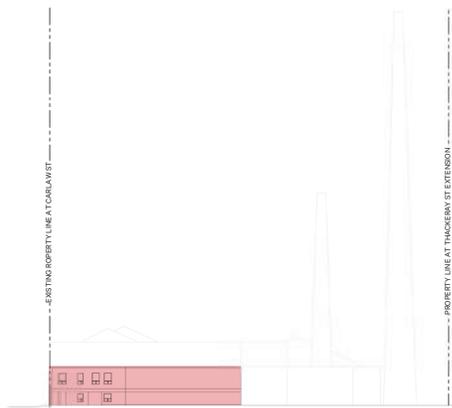


Figure 126. Existing north elevation (SvN, 2022; annotated by ERA).

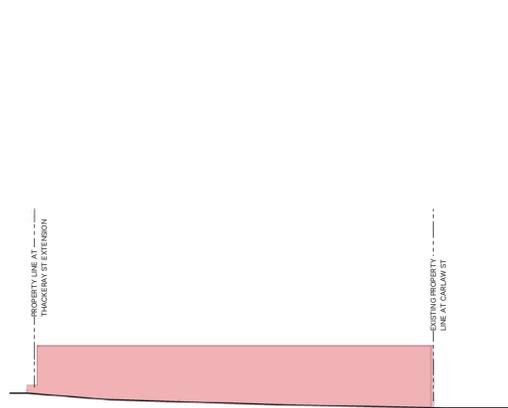


Figure 127. Existing south elevation (SvN, 2022; annotated by ERA).

Demolished or removed
 Altered
 Retained in-situ

Proposed Site Plan



Figure 128. Proposed site plan (SvN,2023; annotated by ERA).

- Demolished, removed, or reconstructed
- New Construction or alteration
- Retained in-situ

DRAFT

Proposed Elevations – Carlaw block



Figure 129. Proposed east elevation of the Carlaw block (SvN, 2023; annotated by ERA).

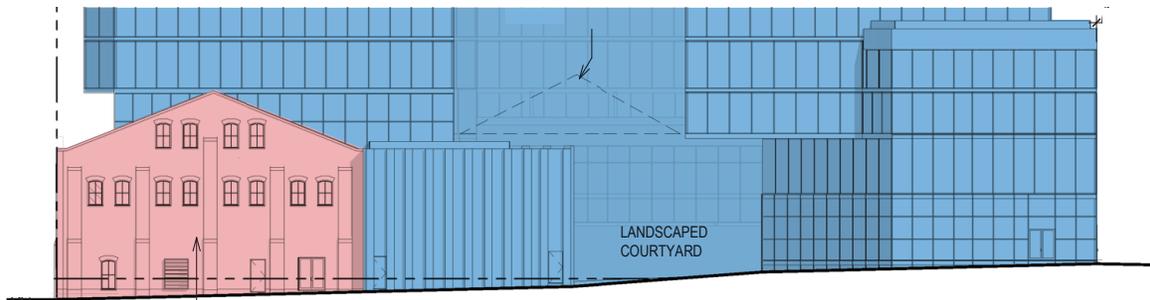


Figure 130. Proposed north elevation of the Carlaw block (SvN, 2023).



Figure 131. Proposed south elevation of the Carlaw block (SvN, 2023).

 Demolished, removed, or reconstructed  New Construction or alteration  Retained in-situ

APPENDIX E: Heritage Policy Review

Legislation

[The Ontario Heritage Act \(R.S.O. 1990\)](#)

The Ontario Heritage Act (the “OHA”) is the statutory legal foundation for heritage conservation in Ontario.

[The Planning Act \(R.S.O. 1990\)](#)

The Planning Act is Ontario’s provincial legislation that sets out the rules and regulations for planning. Section 3 of the Planning Act provides for the issuance of policy statements on matters relating to municipal planning that are of provincial interest.

Section 2 of the Planning Act provides that:

The Minister, the council of a municipality, a local board, a planning board, and the Tribunal, in carrying out their responsibilities under this Act, shall have regard to, among other matters, matters of provincial interest such as:

- (d) The conservation of features of significant architectural, cultural, historical, archaeological, or scientific interest;

Land Use Policy

[The Provincial Policy Statement \(2020\)](#)

The Provincial Policy Statement (“PPS”) provides the policy direction for matters relating to land use planning and development in Ontario. The Provincial Policy Statement contains policies relating to the conservation of heritage resources.

Under Section 1.7 Long-Term Economic Prosperity, Policy 1.7.1 states:

Long-term economic prosperity should be supported by:

- e) encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes;

Under Section 2.6 Cultural Heritage and Archaeology, Policy 2.6.1 states:

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

Policy 2.6.3 states:

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

[A Place to Grow: Growth Plan for the Greater Golden Horseshoe \(2019\) as amended in 2020](#)

The Growth Plan for the Greater Golden Horseshoe (“the Growth Plan”) offers a framework for implementing the Government of Ontario’s vision for building stronger, prosperous communities by better managing growth in the region. Section 4.2.7.1 of the Growth Plan addresses cultural heritage and states:

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

[City of Toronto Official Plan \(consolidated March 2022\)](#)

Chapter 3, Subsection 3.1.6 of the Official Plan contains policies pertaining to heritage conservation. The following are policies from the plan.

3.1.6.2. Properties and Heritage Conservation Districts of potential cultural heritage value or interest will be identified and evaluated to determine their cultural heritage value or interest consistent with provincial regulations, where applicable, and will include the consideration of cultural heritage values including design or physical value, historical or associative value and contextual value. The evaluation of cultural heritage value of a Heritage Conservation District may also consider social or community value and natural or scientific value. The contributions of Toronto’s diverse cultures will be considered in determining the cultural heritage value of properties on the Heritage Register.

3.1.6.3. Heritage properties of cultural heritage value or interest properties, including Heritage Conservation Districts and archaeological sites that are publicly known will be protected by being designated under the *Ontario Heritage Act* and/or included on the Heritage Register.

3.1.6.4. Properties on the 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 as adopted by Council.

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

3.1.6.6. The adaptive re-use of properties on the Heritage Register is encouraged for new uses permitted in the applicable Official Plan land use designation, consistent with the *Standards and Guidelines for the Conservation of Historic Places in Canada*.

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

3.1.6.27. Where it is supported by the cultural heritage values and attributes of a property on the Heritage Register, the *conservation* of whole or substantial portions of buildings, structures and landscapes on those properties is desirable and encouraged. The retention of facades alone is discouraged.

[Site and Area Specific Policy 154](#)

SASP 154 pertains to certain lands within the blocks bounded by Queen Street East, Boston Avenue, Logan Street and 1st Avenue, and states:

A mix of employment and residential uses are permitted provided that:

- a) if the property is designated Employment Areas, the building will provide for a satisfactory living environment compatible with the employment uses in the building and adjacent area; or
- b) if the property is designated as any designation other than Employment Areas, the employment uses are restricted to those compatible with residential uses in terms of emissions, odour, noise and generation of traffic.

Heritage Registers

[Toronto Heritage Register](#)

Under the Ontario Heritage Act, municipalities are required to maintain a register of properties that are of cultural heritage value or interest. The criteria for determining Cultural Heritage Value or Interest are prescribed by regulation under the Ontario Heritage Act. A heritage register shall contain properties designated by the Minister and municipalities, and may also contain properties that are not designated but the municipality believes to be of Cultural Heritage Value or Interest. Non-designated properties that are added to a municipal register are colloquially referred to as listed properties. With respect to listed properties, the register shall contain a description of the property that is sufficient to readily ascertain the property.

Guidelines

[Standards and Guidelines for the Conservation of Historic Places in Canada](#)

The *Standards and Guidelines for the Conservation of Historic Places in Canada* (the “Standards and Guidelines”) is a pan-Canadian document published by Parks Canada as a tool to help users decide how to conserve historic places. The Standards and Guidelines establishes the guiding principles for the conservation of built heritage resources.

Tall Building Guidelines (2013)

In 2013, City Council adopted the updated city-wide Tall Building Design Guidelines to establish set of performance measures for the evaluation of all tall building development applications in the city. The following are excerpts from the guidelines.

1.3 FIT AND TRANSITION IN SCALE

Ensure tall buildings fit within the existing or planned context and provide an appropriate transition in scale down to lower-scaled buildings, parks, and open space.

1.4 SUNLIGHT AND SKY VIEW

Locate and design tall buildings to protect access to sunlight and sky view within the surrounding context of streets, parks, public and private open space, and other shadow sensitive areas.

- d. Additional shadow and sky view protection may be required for a particular street, park, open space, natural area, heritage property, Heritage Conservation District, or other shadow sensitive area on a site-specific basis

1.6 HERITAGE PROPERTIES AND HERITAGE CONSERVATION DISTRICTS

Locate and design tall buildings to respect and complement the scale, character, form and setting of on-site and adjacent heritage properties and Heritage Conservation Districts (HCDs).

- a. Conserve and integrate heritage properties into tall building developments in a manner that is consistent with accepted principles of good heritage conservation (see Appendix A: Heritage Conservation Principles). Tall building proposals with adjacent or on-site heritage properties or within an HCD are required to provide a Heritage Impact Assessment as part of a complete application.
- b. Conserve the integrity of the cultural heritage values, attributes, character, and three-dimensional form of an on-site heritage building or structure or property within an HCD. Façade retention alone is not an acceptable method of heritage preservation.
- c. When a tall building is adjacent to a lower-scale heritage property:
 - design new base buildings to respect the urban grain, scale, setbacks, proportions, visual relationships, topography, and materials of the historic context;
 - integrate the existing heritage character into the base building through high-quality, contemporary design cues;
 - provide additional tall building setbacks, stepbacks, and other appropriate placement or design measures to respect the heritage setting (see also 1.5 Prominent Sites and Views from the Public Realm); and

- ensure consistency with applicable HCD Plan requirements.

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

3.1.1 BASE BUILDING SCALE AND HEIGHT

Design the base building to fit harmoniously within the existing context of neighbouring building heights at the street and to respect the scale and proportion of adjacent streets, parks, and public or private open space.

e. For sites including or adjacent to heritage properties, design the scale and height of the base building to respect and reinforce the streetwall height established by the historic context.

3.1.3 FIRST FLOOR HEIGHT

Provide a minimum first floor height of 4.5 metres, measured floor-to-floor from average grade.

a. Where the base building is adjacent to low-rise residential buildings or to a heritage property, maintain a direct relationship between the first floor height and the height and scale of the neighbouring buildings (see 3.1.1 Base Building Scale and Height and 3.1.4 Façade Articulation and Transparency)

3.2.2 TOWER PLACEMENT

Place towers away from streets, parks, open space, and neighbouring properties to reduce visual and physical impacts of the tower and allow the base building to be the primary defining element for the site and adjacent public realm.

c. Tower setbacks greater than 3 metres are encouraged and may be required for tall buildings to fit harmoniously within an existing context, including sites that contain or are adjacent to heritage properties.

APPENDIX F: Resource List

- Canada's Historic Places. *Parks Canada Standards & Guidelines for the Conservation of Historic Places in Canada*, 2nd ed. 2010. <https://www.historicplaces.ca/en/pages/standards-normes.aspx>
- City of Toronto. Aerial Photographs. 1947–1992. City of Toronto Archives. <https://www.toronto.ca/city-government/accountability-operations-customer-service/access-city-information-or-records/city-of-toronto-archives/whats-online/maps/aerial-photographs/>
- City of Toronto. City of Toronto Archives. 2022. <https://www.toronto.ca/city-government/accountability-operations-customer-service/access-city-information-or-records/city-of-toronto-archives/>
- City of Toronto. *Heritage Register*. 2022. <https://www.toronto.ca/city-government/planning-development/heritage-preservation/heritage-register/>
- City of Toronto. *Official Plan*. 2022. <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/>
- City of Toronto. Property Data Map. 2014. <https://mdl.library.utoronto.ca/collections/geospatial-data/toronto-property-data-maps-pdms-5>
- City of Toronto. *Tall Building Design Guidelines*. 2013. <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/design-guidelines/tall-buildings/>
- Goad, Chas E. *Toronto Fire Insurance Map*. 1884–1924. Goad's Atlas of the City of Toronto. <http://goadstoronto.blogspot.com/>
- Ontario. *A Place to Grow: Growth Plan for the Greater Golden Horseshoe*. 2019. <https://www.ontario.ca/document/place-grow-growth-plan-greater-golden-horseshoe>
- Ontario Heritage Act, R.S.O. 1990. <https://www.ontario.ca/laws/statute/90o18>
- Ontario Planning Act, R.S.O. 1990. <https://www.ontario.ca/laws/statute/90p13>
- Ontario. *Provincial Policy Statement*. 2020. <https://www.ontario.ca/page/provincial-policy-statement-2020>
- Toronto Public Library. Digital Archive. 2022. <https://digitalarchive.tpl.ca/>

APPENDIX G: List of Figures

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- Figure 2. Context map of the Site, outlined in blue (Property Data Map 2014; annotated by ERA).
- Figure 3. Aerial photograph showing the Site, outlined in blue (ESRI 2021; annotated by ERA)
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- Figure 6. The Reliable Manufacturing Company Limited, currently 10 Dickens Street, located east of the rail corridor and Dickens Street. Photo looking north along Logan Avenue (City of Toronto Archives, 1930-1935).
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- Figure 8. The Site as seen from Carlaw Avenue looking south (City of Toronto Archives, 1948; annotated by ERA).
- Figure 9. The Site as seen from Carlaw Avenue looking north (City of Toronto Archives, 1948; annotated by ERA).
- Figure 10. c. 1980 photograph of the south (left) and east (right) elevation of 388 Carlaw Avenue (City of Toronto Archives).
- Figure 11. Partial east elevation circa 1980s (City of Toronto Archives).
- Figure 12. The west elevation as seen from the rail corridor (City of Toronto Archives, 1980-1998).
- Figure 13. The southwest elevation and south elevation (City of Toronto Archives, 1980-1998).
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- Figure 15. Map of the Township of York in the County of York in Upper Canada with the approximate location of the Site noted in blue (Browne, 1851; annotated by ERA).
- Figure 16. In 1854 the Grand Trunk Railway was constructed immediately west of the Site. By 1884, the Site contained two wood-framed structures (Goad's, 1884).
- Figure 17. By 1903, the Site was subdivided into smaller lots. Several lots along Thackeray Street contained wood-framed buildings (Goad's Atlas, 1903; annotated by ERA).
- Figure 18. By 1910, a railway spur from the Grand Trunk Railway was constructed along Thackeray Street. Three masonry structures were constructed at the present 10 Dickens Street (Goad's 1910; annotated by ERA).
- Figure 19. By 1913, a masonry building along with wood-frame structures were constructed (Goad's Atlas, 1913; annotated by ERA).

- Figure 20. By 1924, a masonry addition was constructed along the east property line, along with a wood-frame addition at the south of the building. A wood bridge links the two buildings at the northern facade. A wood-framed building was constructed at the southeast corner of the Site. A series of wood-framed and masonry buildings were constructed to the west and south of the original structure (Goad's Atlas, 1924; annotated by ERA).
- Figure 21. By 1931, a two and a half storey masonry structure was constructed at the northern corner of the Site (Goad's Atlas, 1931; annotated by ERA).
- Figure 22. By 1939, the wood-framed building at the southeast corner of the Site was demolished, as well as the wood-framed additions south of the 1912 building (City of Toronto Aerial, 1939; annotated by ERA).
- Figure 23. By 1947, the Site underwent a period of expansion with additions constructed to the north, west, and south (City of Toronto Aerial Photograph, 1947; annotated by ERA).
- Figure 24. By 1961, new additions were constructed at the southwest and the northern corners of the Site. Nearby, new industrial buildings were constructed along Dundas Street East, and a surface parking lot southeast of the Site (City of Toronto Aerial Photograph, 1961; annotated by ERA).
- Figure 25. By 1983, the masonry buildings to the west of Thackeray Street were demolished for a surface parking lot (City of Toronto Aerial Photograph, 1983; annotated by ERA).
- Figure 26. By 1991, the Site footprint and surrounding area are relatively unchanged (City of Toronto Aerial Photograph, 1991; annotated by ERA).
- Figure 27. By 2020, a new residential development was constructed across the rail tracks. Two new mid-rise, mixed use buildings were constructed to the east of the Site. Structures south of Dickens Street were demolished between 1991 and 2005, and replaced with surface parking. Public realm improvements have recently taken place at the Dundas Street East and Carlaw Avenue intersection (Google Earth, 2022; annotated by ERA).
- Figure 28. Site diagram indicating approximate dates of construction (Property Data Map 2014; annotated by ERA).
- Figure 29. Context photo of the Site looking south along Carlaw Avenue (ERA, 2022).
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