

BLOOR STREET STUDY CULTURAL HERITAGE RESOURCE ASSESSMENT

FINAL
OCTOBER 27, 2021



PREPARED FOR
GARY MIEDEMA
PROJECT MANAGER
HERITAGE PRESERVATION SERVICES
CITY OF TORONTO

CONTACT
COMMON BOND COLLECTIVE
416-559-4540
ELLEN@CBCOLLECTIVE.CA
77 DIXON AVE - UNIT 3, TORONTO ON

COMMON
BOND
COLLECTIVE

BLOOR STREET STUDY CULTURAL HERITAGE RESOURCE ASSESSMENT

FINAL

TABLE OF CONTENTS

Acknowledgments	3
Executive Summary	3
1.0 Introduction	4
2.0 CHRA Area	5
3.0 Heritage and Planning Policy Framework	6
3.1 Ontario Heritage Act	6
3.2 The Planning Act	6
3.3 City of Toronto's Official Plan	7
4.0 Methodology	9
5.0 Community Consultation	10
6.0 Historic Context of Bloor Street Study CHRA	12
6.1 Themes	12
6.2 Historic Context Statement	12
6.3 Building Types	24
7.0 Summary of Historic Context of the CHRA Area	28
7.1 Periods of Development and Themes	28
7.2 Description of CHRA Area	28
7.3 Existing Built Form	29
8.0 Identification of Cultural Heritage Resources	31
9.0 Conclusion and Recommendations	40
10.0 Figures	41
11.0 Sources	53
Appendix A – Heritage Focus Group Meetings 1 & 2 Summaries	61

*Cover Image: 1923 Bloor St. level crossing, train and traffic looking East.
City of Toronto Archives: File 1266 Item 0216.*

ACKNOWLEDGMENTS

The study team gratefully acknowledges the participation and efforts of the Bloor Street Study CHRA Heritage Focus Group who provided valuable information relating to the history of the CHRA area as well as commenting on the Historic Context Statement (Section 6.0). This project was completed under the direction of Heritage Planning, Urban Design and has benefited from the review, comments and project management of its staff.

EXECUTIVE SUMMARY

The Bloor Street Study Cultural Heritage Resource Assessment (CHRA) was commissioned by the City of Toronto's Heritage Planning Division in November 2020. The CHRA area was identified by the City of Toronto and aligns to the boundary of the Bloor Street Study: St. Helens Avenue to Perth Avenue. The CHRA was led by Common Bond Collective (consultant team).

Based on historical research, field survey, community consultation, analysis and evaluation the CHRA recommends that the following 13 properties be added to the City of Toronto's Heritage Register under Subsection 27(1.2) of the Ontario Heritage Act:

- 213 Sterling Road
- 221 Sterling Road
- 1421 Bloor Street West
- 1419 Bloor Street West
- 1422, 1424 & 1426 Bloor Street West
- 1411 Bloor Street West
- 270, 272, 274 & 276 Sterling Road
- 284 St. Helen's Avenue

In addition the CHRA recommends that:

- the Heritage Planning Division complete a Cultural Heritage Evaluation Report (CHER) for the properties at 213 and 221 Sterling Avenue for the purposes of designating it under Section 29(1) of the Ontario Heritage Act;
- the Heritage Planning Division pursue opportunities for recording the oral history of area residents as well as commemorative and interpretative opportunities related to the industrial history of the area; and
- a copy of the Bloor Street Study CHRA be included in the local history collection at the Bloor-Gladstone library.

1.0 INTRODUCTION

The City of Toronto’s Heritage Planning Division utilizes CHRAs to document an area’s history and ensure that properties of potential cultural heritage value or interest are appropriately identified, understood and conserved. In November 2020 Heritage Planning engaged Common Bond Collective to prepare the Bloor Street Study Cultural Heritage Resource Assessment (CHRA). The consultant team was composed of David Deo (BA, Dipl. Heritage Conservation, CAHP) and Ellen Kowalchuk (MA, CAHP), both partners at Common Bond Collective.

The Bloor Street Study CHRA was undertaken as part of the larger Bloor Street Study: St. Helen’s Avenue to Perth Avenue, which was tasked with developing a planning framework for evaluating the appropriate built form, transportation and pedestrian networks, a public realm strategy and identification of potential heritage properties.

The CHRA was closely coordinated with the Bloor Street Study. Common Bond Collective and Heritage Planning staff presented updates to, and sought input from, all SAC and community consultation meetings. In addition, the CHRA was informed by input from a Heritage Focus Group composed of local historians, representatives of neighbourhood organizations, and property owners with insight into the area’s heritage. City of Toronto staff leading the planning framework study also attended the Heritage Focus Group meetings, as did a representative of the local Councillor’s office. The results were integrated into the Bloor Street Study: St. Helens Avenue to Perth Avenue Planning Framework – Final Report, approved by City Council on July 14, 2021.

2.0 CHRA AREA

The Bloor Street Study CHRA area is approximately 13 hectares and generally bounded by St. Helen’s Avenue (east), Rankin Crescent and Bloor Street West (north), the CPR Corridor (west) and Sterling Avenue (south) (see Map 1).

Historically, the Bloor Street Study CHRA area is composed of portions of Concession 1, Township Lot 33 and Park Lot 32 as well as Concession 2, Township Lot 33. However, the majority of the CHRA area falls within Concession 1, Township Lot 33. The CHRA area has long been part of a larger civic entity, first, as part of Brockton Village (1880) and then the City of Toronto (1884).

Currently, the CHRA area is a portion of the larger Junction Triangle neighbourhood which stretches from Dundas Street West, north to the CPR Corridor. The CHRA area is composed of low-scale residential buildings along Perth Avenue and Sterling Road as well as former industrial properties on Sterling Road and St. Helens Avenue. The portion of Bloor Street West within the CHRA area contains a mixture of mid-rise residential buildings, mixed use commercial buildings and low-scale residential buildings.



Map 1: Aerial image showing the CHRA area outlined in red with a dashed white line (City of Toronto 2018, CBCollective).

3.0 HERITAGE AND PLANNING POLICY FRAMEWORK

3.1 ONTARIO HERITAGE ACT¹

The *Ontario Heritage Act* (OHA) is the key piece of legislation for the conservation of cultural heritage resources in the province. Among other things, it regulates how municipal councils can identify and protect heritage resources including archaeological sites within their boundaries.

The OHA permits municipal clerks to maintain a register of properties that are of cultural heritage value of interest. The City of Toronto’s Heritage Register includes: individual properties that have been designated under Section 29(1) of the OHA; properties in a heritage conservation district designated under Section 41(1) of the OHA; and properties that have not been designated, but that City Council believes to be of cultural heritage value or interest under Subsection 27(1.2) of the OHA.

3.2 THE PLANNING ACT²

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

The *Planning Act* requires that all decisions affecting land use planning matters shall conform to *A Place to Grow: Growth Plan for the Greater Golden Horseshoe* and shall be consistent with the *Provincial Policy Statement* (PPS), both of which position heritage as a key component in supporting key provincial principles and interests.

3.2.1 PROVINCIAL POLICY STATEMENT (2020)³

Conservation of cultural heritage resources is an integral component of good planning, contributing to a sense of place, economic prosperity, health and equitable communities. Heritage conservation in Ontario is identified as a provincial interest under the *Planning Act*. Cultural heritage resources are considered assets that should be wisely protected and managed as part of planning for future growth under the Provincial Policy Statement (PPS).

1 ‘Ontario Heritage Act,’ <https://www.ontario.ca/laws/statute/90o18>

2 ‘Planning Act,’ <https://www.ontario.ca/laws/statute/90p13>

3 Ontario, ‘Provincial Policy Statement, 2020,’ <https://files.ontario.ca/mmah-provincial-policy-statement-2020-accessible-final-en-2020-02-14.pdf>

3.2.2 A PLACE TO GROW: GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE (2020)⁴

This plan builds on the PPS to establish a land use planning framework that supports complete communities, a thriving economy, a clean and healthy environment and social equity. Section 1.2.1 Guiding Principles states that policies in the plan seek to, among other principles, “conserve and promote cultural heritage resources to support the social, economic and cultural well-being of all communities, including First Nations and Metis communities.” Cultural heritage resources are understood as being irreplaceable, and are significant features that provide people with a sense of place. Section 4.2.7 Cultural Heritage Resources directs that cultural heritage resources will be conserved in order to foster a sense of place and benefit communities, particularly in strategic growth areas.

3.3 CITY OF TORONTO’S OFFICIAL PLAN⁵

The City of Toronto’s Official Plan contains a number of policies related to properties on the City’s Heritage Register and properties adjacent to them, as well as the protection of areas of archaeological potential. Section 3.1.5 of the Official Plan states that, “Cultural heritage is an important component of sustainable development and place making. The preservation of our cultural heritage is essential to the character of this urban and livable City that can contribute to other social, cultural, economic and environmental goals of the City.”

Policy 3.1.5.2 states that properties 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.”

Policy 3.1.5.3 states that heritage properties “will be protected by being designated under the *Ontario Heritage Act*, and/or included on the Heritage Register.” This includes properties included on the Heritage Register (Part IV, Section 27.1.2), designated properties (Part IV, Section 29) and designated properties in a Heritage Conservation District (Part VI, Section 41).

Policy 3.1.5.4 states that heritage resources on the City’s Heritage Register “will be conserved and maintained consistent with the Standard and Guidelines for the

4 Ontario, ‘A Place to Grow,’ <https://files.ontario.ca/mmah-place-to-grow-office-consolidation-en-2020-08-28.pdf>

5 City of Toronto, ‘Official Plan,’ <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/>

Conservation of Historic Places in Canada, as revised from time to time and adopted by Council.” Policy 3.1.5.6 encourages the adaptive re-use of heritage properties while Policy 3.1.5.26 states that, when new construction on, or adjacent to, a property on the Heritage Register does occur, it will be designed to conserve the cultural heritage values, attributes and character of that property and will mitigate visual and physical impacts on it. Heritage Impact Assessments (HIAs) are required for development applications that affect designated properties and those included on the Heritage Register. A HIA shall be considered when determining how a heritage property is to be conserved.

The Ontario Heritage Toolkit also provides guidance on the inclusion of non-designated properties on a Heritage Register. The Tool Kit provides direction on the purpose of listing heritage properties and explains how the PPS and the Ontario Heritage Act provide a framework for how listed properties fit within the land use planning system.

4.0 METHODOLOGY

The project began with an in-depth review of primary and secondary sources including aerial photographs, fire insurance plans, topographic and historic maps, historic images and demographic data. While the majority of these sources were consulted online due to COVID 19 restrictions, an in-person visit was made to the local history collection at the Bloor-Gladstone Library. A detailed list of sources is provided in Section 11.0 Sources.

After developing an understanding of the historical evolution of the CHRA area from primary and secondary sources, the consultant team conducted a site visit on December 3, 2020, to review and photograph the CHRA area and adjacencies. During the site visit, the team reviewed all 134 properties in the CHRA area and flagged those with the potential to meet one or more criteria in O. Reg. 9/06 of the *Ontario Heritage Act*. From this flagging exercise an initial list of heritage potential properties was created.

The consultant team then drafted a Historic Context Statement of the CHRA area which identified the significant themes, time periods and existing built form (see Section 6.0). The Historic Context Statement was reviewed by Heritage Planning and presented to the Heritage Focus Group on January 7, 2021. Verbal and written comments were received from the group and incorporated into the revised statement. A summary of the meeting is provided in Appendix A of this CHRA and is available on the City of Toronto's Bloor Street Study web page: <https://www.toronto.ca/wp-content/uploads/2021/02/95db-CityPlanning-Bloor-Sterling-HFG-1-Summary-of-Feedback.pdf>. The revised statement was provided to the Heritage Focus Group.

Next, a list of heritage potential properties identified by the consultant team was reviewed with Heritage Planning and supplemented with additional properties based on city comments. The consultant team then conducted a screening of each of these properties against O. Reg. 9/06 taking into consideration the significant time periods and themes identified in the Historic Context Statement. The screening identified 13 properties with strong potential to meet one criteria, and those that did not meet the threshold were removed from the list. The results of the screening were presented to and reviewed by Heritage Planning, the internal City Planning Bloor Street Study team, and then the local Councillor.

The list of heritage potential properties was presented to the Heritage Focus Group on January 26, 2021. Feedback from the meeting is provided in Appendix A of this CHRA and is available on the City of Toronto's Bloor Street Study web page: <https://www.toronto.ca/wp-content/uploads/2021/05/874c-CityPlanning-Bloor-Street-Study-Heritage-Focus-Group-2-Meeting-Summary.pdf>.

The list of heritage potential properties was then presented to the Stakeholder Advisory Committee (SAC) on February 10, 2021, and at a Community Meeting on April 12, 2021.

5.0 COMMUNITY CONSULTATION

Community consultation for the Bloor Street Study CHRA was fully integrated into the consultation work program of the Bloor Street Study: St. Helen's Avenue to Perth Avenue that saw a variety of input and feedback from the local community, the local Councillor, and stakeholders. The consultation program included two community consultation meetings and three Stakeholder Advisory Committee (SAC) meetings. In addition, the CHRA was informed by input from a Heritage Focus Group composed of local historians, representatives of local neighbourhood organizations and property owners with insight into the area's history. As a result of the ongoing COVID-19 pandemic, all consultation meetings were held virtually through the City's chosen consultation platform, Webex.

The 13 heritage potential properties, accompanied by updates to the Historic Context Statement, were presented to the second Heritage Focus Group meeting on January 26, 2021, and input from that meeting informed the CHRA recommendations. While the Heritage Focus Group was generally in agreement with the identified properties, participants requested additional properties on Sterling Road, Perth Avenue and Bloor Street West be reconsidered for their heritage potential. The consultants reviewed these properties but determined they did not merit inclusion on the Heritage Register according to O. Reg. 9/06. Some participants also expressed concern that the identification of 13 properties would not preserve the character of the CHRA area and expressed an interest in understanding the area as a district, like the Distillery District. Heritage Planning staff advised that the Heritage Register was only one tool that could be used to support the character of an area, and that the Planning Study was also considering character areas within the CHRA area to support the development of policies for those areas.

Following the second Heritage Focus Group meeting, the consultant engaged in further research on several properties identified by the community to determine if new information was available that might change their evaluation. After additional review and research into these properties, the consultant team completed the screening, resulting in no additions or removals of properties from the list of 13 heritage potential properties. It was also determined that there was insufficient evidence available at this time to support further study of the area as a Heritage Conservation District. The list of 13 heritage potential properties was presented to the Stakeholder Advisory Committee on February 10, 2021 and at the Community Meeting #2 on April 12, 2021.

At the final Community Meeting, a participant raised concerns about the depth of information included in the Historic Context Statement regarding Indigenous history. The summary of Indigenous history within the Historic Context Statement has been updated with a longer summary informed by an interview with Indigenous historian and ancestral knowledge keeper, Philip Cote, and by the Mississauga of the Credit First Nation.

Finally, community input was received prior to and during the consideration of the Bloor Street Study: St. Helens Avenue to Perth Avenue Planning Framework – Final Report by Toronto East York Community Council on June 24, 2021. Prior to the meeting, the South Junction Triangle Grows community organization submitted a letter to the Toronto Preservation Board supporting the listing on the Heritage Register of properties identified through the CHRA, and requesting the further listing of “the early 1900s houses on Sterling Road and south Perth.” This letter was supported by 18 emails from local residents. The residential properties on Sterling Road and south Perth were reviewed through the CHRA, and determined not to merit inclusion on the Heritage Register using the criteria in O. Reg. 9/06. Given the very small CHRA area, however, these properties should be reviewed as part of the Toronto Heritage Survey when a better understanding of the types, location and extent of worker’s housing throughout the City has been developed.

Multiple written submissions and oral deputations to Toronto and East York Community Council on June 24, 2021, raised further concerns about the impact of a development application on 221 Sterling Road (including entrance addresses at 225 and 227 Sterling Road). All submissions supported the identification of 221 Sterling Road as a property with heritage potential, and advocated for its conservation. In addition to the heritage value of the property, submissions highlighted the value of the use of the former industrial building as live/work space for artists, artisans, and cultural industries, and argued for recognition of the building as an arts and culture hub. These submissions will be considered by staff when a full evaluation of the building is conducted to consider its inclusion on the Heritage Register.

6.0 HISTORIC CONTEXT OF BLOOR STREET STUDY CHRA

6.1 THEMES

Themes related to the evolution and development of the CHRA area were developed by the consultant team through research, analysis and in consultation with Heritage Planning staff. The themes provided a broad organizing structure with the sub-themes providing a greater level of specificity.

Theme	Theme Description	Sub-themes
Indigenous Peoples	This theme relates to the ways in which Indigenous Peoples have shaped an area.	<ul style="list-style-type: none"> • Trails
Urban Environment	This theme relates to the ways the urban environment has been shaped. This includes informal and formal processes as well as those conducted by local and regional levels of government.	<ul style="list-style-type: none"> • Mapping & Surveying • Land Division and Subdivision • Residential Development • Commercial Development • Large-scale Redevelopment
Transportation Networks	This theme relates to transportation and infrastructure networks developed by private and public entities and how they have shaped an area.	<ul style="list-style-type: none"> • Railways • Roads (Bloor Street West, Sterling Road, Perth Avenue, St. Helen’s Avenue)
Economic Activity	This theme relates to the major economic activities within an area.	<ul style="list-style-type: none"> • Industry & Manufacturing • Commerce and Service Industries
Governance & Civic Administration	This theme relates to the entities responsible for governance and civic administration within a CHRA area.	<ul style="list-style-type: none"> • Village of Brockton (1880-1884) • City of Toronto (1884-present)

6.2 HISTORIC CONTEXT STATEMENT

This section provides a high-level account of the historical evolution of the Bloor Street Study CHRA Area. It is organized into seven parts based on periods of development in the historical evolution of the area:

- Indigenous Peoples and Treaty 13
- The Organization of European Settlement – Townships, Concessions and Lots (1790s - 1840s)

- Railway Development (1850s – 1870s)
- Block and Subdivision Plans (1880s – 1890s)
- Industry and Manufacturing Rise (1900s - 1930s)
- Industry and Manufacturing Change (1940s – 1980s)
- Industrial Decline and Residential Redevelopment (1990s- present)

Each section provides: an introduction to the period of development; a list of themes and sub-themes that were significant in shaping the CHRA Area during the period; a narrative description of the period of development; and a summary of the existing built form as related to the themes and subthemes. The Historic Context Statement serves as an evaluative tool when screening properties for heritage potential.

6.2.1 INDIGENOUS PEOPLES & TREATY 13

For time immemorial, Toronto has been home to Indigenous peoples. Ojibway oral histories speak of Ice People, who lived at a time when ice covered the land.⁶ Following the retreat of glaciers approximately 13,000 years ago, small groups of Indigenous peoples moved from place to place, hunting and gathering the food they needed according to the seasons. Over millennia, they adapted to dramatically changing environmental conditions, developing and acquiring new technologies as they did so. Waterways and the lake were vital sources of fresh water and nourishment, and shorelines and nearby areas were important sites for gathering, trading, hunting, fishing, and ceremonies. Long-distance trade moved valuable resources across the land.

After corn was introduced to Southern Ontario, possibly as early as 2300 years ago, horticulture began to supplement food sources. Between 1300-1450 years ago, villages focused on growing food appeared in the Toronto area and became year-round settlements surrounded by crops. These villages were home to ancestors of the Huron-Wendat Nation, who would continue to occupy increasingly larger villages in the Toronto area and beyond. These villages were connected to well-established travel routes which were part of local and long-distance trail networks, including the Carrying Place trails on the Don, Rouge and Humber rivers that connected Lake Ontario to Georgian Bay. Beads made from sea shells from the eastern seaboard were found at the Alexandra site in North York, which was a community of 800-1000 people in approximately 1350.⁷

By 1600, the Wendat had formed a confederation of individual nations, and had concentrated their villages away from Lake Ontario, in the Georgian Bay area. Following contact with French explorers and missionaries in Southern Ontario in the early 1600s, European diseases decimated First Nations. Competition for furs

⁶ With thanks to Philip Cote for the reference to Benton-Banai, Edward, *The Mishomis book : the voice of the Ojibway*. (Indian Country Press, 1985), 26.

⁷ Information drawn from various Archaeology reports, including “Stage 1 Archaeological Resource Assessment of the Frank Faubert Woodlot Park Improvements, 165 Borough Drive”, prepared by ASI (17 May 2021).

to trade with Europeans and the desire to replenish numbers through absorption of captives, among other factors⁸, contributed to the Beaver Wars, which after 1640, saw the Haudenosaunee Confederacy expand into Southern Ontario, dispersing the Wendat. Within the boundaries of today's Toronto, the Seneca Nation, a member of the Haudenosaunee Confederacy, then occupied villages on the Carrying Place trails on the Humber and Rouge Rivers from approximately the 1660s to the 1680s.

The Haudenosaunee Confederacy left Southern Ontario after Anishinaabe peoples of the Upper Great Lakes, joined in the Three Fires confederacy, defeated them.⁹ A part of the Three Fires, the Mississaugas moved after 1690 into the vast vacated territory which included the Toronto area. While the Wendat and Haudenosaunee people lived in year-round villages surrounded by crops, the Mississaugas continued to live primarily by seasonally moving across the land to hunt, fish and gather resources that were available at a specific time, including migrating birds and maple syrup. To the west of Toronto, the Anishinaabe people became known as the Mississaugas of the Credit. To the east, they became known as the Chippewas of Beausoleil, Georgina Island and Rama and the Mississaugas of Alderville, Curve Lake, Hiawatha, Scugog Island.¹⁰

In 1787, as the British began to prepare for an influx of colonists into the area following the American Revolution, the British Crown negotiated the Toronto Purchase with the Mississaugas of the Credit First Nation to obtain title to the land. The flawed and poorly documented agreement was invalidated, and Treaty 13 was negotiated in 1805 for lands now including much of the City of Toronto. In 1923, the Governments of Ontario and Canada signed the Williams Treaties for over 20,000 km², including portions of eastern Toronto, with seven First Nations of the Chippewa of Lake Simcoe (Beausoleil, Georgina Island and Rama) and the Mississauga of the north shore of Lake Ontario (Alderville, Curve Lake, Hiawatha and Scugog Island). While the Mississaugas, Chippewa, the Haudenosaunee, or the Wendat did not traditionally regard land as a commodity to be sold or owned exclusively by individuals, the British government quickly set out to survey the land into lots which were either sold or granted into private ownership of settlers. In 2010, the Government of Canada settled the Toronto Purchase Claim with the Mississaugas of the Credit after agreeing that the Mississaugas were originally unfairly compensated. In 2018, the Williams Treaties First Nations settled litigation about land surrenders and harvesting rights with the Governments of Canada and Ontario.

The City of Toronto remains the traditional territory of many nations including the Mississaugas of the Credit, the Anishnabeg, the Chippewa, the Haudenosaunee and the Wendat peoples and is now home to many diverse First Nations, Inuit and Métis

8 <https://histindigenouspeoples.pressbooks.tru.ca/chapter/chapter-5-colonial-wars-looking-east>; Warrick, Gary. "The Aboriginal Population of Ontario in Late Pre-history," in Munson and Jamieson, eds., *Before Ontario: The Archaeology of a Province*. (McGill-Queens University Press, 2013), 72.

9 Warrick, Gary. "The Aboriginal Population of Ontario in Late Pre-history," in Munson and Jamieson, eds., *Before Ontario: The Archaeology of a Province*. (McGill-Queens University Press, 2013), 74.

10 Mississaugas of the Credit, "The History of Mississaugas of the New Credit First Nation." ND.

peoples. Toronto is also covered by Treaty 13 signed with the Mississaugas of the Credit, and the Williams Treaties signed with seven Mississaugas and Chippewa First Nations.

Themes and Existing Built Form
<p>Theme: Indigenous Peoples</p> <p>Contribution to Existing Built Form: There are no identified Indigenous transportation routes within the study area.</p>

6.2.2 THE ORGANIZATION OF EUROPEAN SETTLEMENT - TOWNSHIPS, CONCESSIONS AND LOTS - 1790s - 1840s

Following negotiation of the Toronto Purchase, British Parliament created Upper Canada and appointed John Graves Simcoe Lieutenant-Governor. Upper Canada was divided into a series of counties which were further surveyed into townships, concessions and lots. Toronto was surveyed into park lots (100 acres) between Queen and Bloor streets and township or farm lots (200 acres) north of Bloor Street. These lots, including Concession 1, Lot 32 and 33 within the CHRA area, were granted to retired soldiers and high ranking bureaucrats, many of whom were friends and associates of Simcoe.

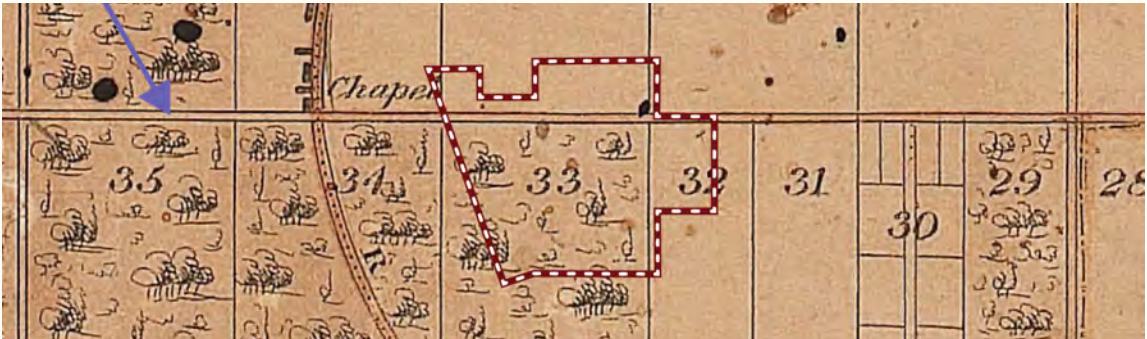
One of these was Lieutenant-Colonel David Shank who served with Simcoe in the Queen’s Rangers during the American Revolution. In March 1797, Shank was patented Concession 1, Township Lot 33.¹¹ Park lot 32 was patented to Alexander McDonnell in December 1798 and Concession 2, Township Lot 33 was patented to John McGill in July 1809. During this period, Dundas Street (outside CHRA area) was established by Simcoe as a military road in the 1790s and became an important transportation route. Bloor Street, an early concession road became the northern boundary of Toronto upon incorporation in 1834. The western boundary was set at Dufferin Street, putting the CHRA area just outside city limits (Figure 1).

¹¹ Shank was also granted Township Lot 34 in 1798.

Themes and Existing Built Form: 1790s-1840s

Theme: Urban Environment
Sub theme: Mapping & Surveying

Contribution to Existing Built Form: The route of Bloor Street as a major concession road.



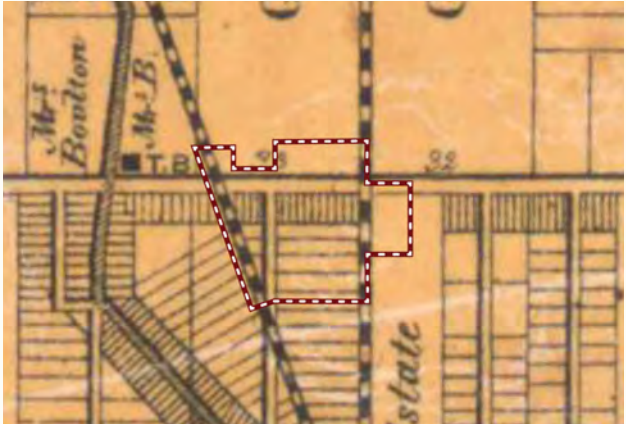
Detail from J.O. Browne's 1851 map of York Township showing the study area with related park / farm lots. A purple arrow identifies the concession road that would become Bloor Street (City of Toronto Archives).

6.2.3 RAILWAY DEVELOPMENT 1850s - 1870s

Construction of the railways shaped the CHRA area and surroundings more than the original lot surveys. Between 1853 and 1884, five railway lines were constructed forming the triangle shape which gave the Junction Triangle community its name (Figures 2 & 3). In 1853, the north-south Ontario, Simcoe & Huron Union Railroad (OSHR) was completed between Toronto and Barrie. It was followed by three other north-south routes located to its west - the Grand Trunk Railway (GTR, 1856), the Toronto, Grey & Bruce Railway (TGBR, 1871) and the Credit Valley Railway (CVR, 1879). The east-west Ontario & Quebec Railway (OQR, 1884) joined the CVR to the northwest of the CHRA area. The lines later became part of Canada's two national railway systems - Canadian Pacific Railway (composed of TGBR, CVR and OQR) and Canadian National Railway (composed of OSHR and GTR). These railway lines are subsequently referred to in this report as the CPR Corridor and CNR Corridor.

By the 1870s, the CHRA area was part of Brockton Village, a postal village centered along Dundas Street about 5 km from Toronto. The City Directory only lists 20 individuals in the village in 1870 with the majority being employed in agriculture (cattle-driver, farmer, market gardener) or as a proprietor (inn, hotel or tavern). Brockton was incorporated in 1880 with a population of about 700 and shortly after annexed to the City of Toronto in 1884. The CHRA area is located at the north west periphery of the

historic Brockton Village, but at the time of annexation was predominantly rural in character (Figure 4). It featured residential and agricultural buildings scattered along Bloor Street, with most of the CHRA area yet to be subdivided into building lots. The CHRA area north of Bloor Street was annexed to the City of Toronto in 1888, as part of a much larger parcel.

Themes and Existing Built Form: 1850s-1870s	
<p>Theme: Transportation Networks Sub theme: Railways</p> <p>Contribution to Existing Built Form: The location of both railway corridors, which serve as a key organizing principle for built form in the study area.</p>	 <p>Detail from Tremaine's 1860 plan of York County, with purple arrows indicating the location of the two railway corridors (University of Toronto Map & Data Library).</p>
<p>Theme: Governance and Civic Administration Sub theme: Brockton Village</p> <p>Contribution to Existing Built Form: No lasting impacts on existing built form date from this period.</p>	

6.2.4 BLOCK AND SUBDIVISION PLANS - 1880s - 1890s

The preceding wave of railway construction led to a surge in land subdivision as developers anticipated industrial development along the rail corridors and corresponding suburban growth. As a result of this uncoordinated process, the CHRA area evolved more in relation to the CPR and CNR corridors than Bloor Street.

Consistent with this pattern several fundamental subdivision plans were registered in the CHRA area in the 1880s, creating building lots and establishing many of the CHRA area's street and block patterns. Perth Avenue (originally Churchill Avenue)¹² and Symington Street were laid out north of Bloor Street in 1887, with most building lots (including those along Bloor Street) having 50' frontages. That same year the area was served by the GTR's short-lived Suburban service, which included a station at Bloor

¹² Registered plans M-23 (1887) and M-44 (1888) include the name Churchill Avenue, however the 1890 Fire Insurance Atlas shows it had been replaced by Perth Avenue.

Street.¹³ An 1887 advertisement for this subdivision on the Shedden Farm emphasized the area’s railway service, underscoring the important relationship between the railways and suburban development at the time (Figure 5).¹⁴

A second plan extended both streets somewhat awkwardly south of Bloor Street in 1888, again with building lots of 50’ frontages (Figure 6). Here both streets were angled to run parallel with the rail corridor adjacent to the west. At the CHRA area’s east end narrow building lots were first laid out along Malton Avenue by 1890 (see Figure 9), and then on the Griffin properties to the east by 1893 (Figure 7). These areas were both adjacent to the railway line however and were never developed residentially. Development on Perth and Sterling (originally Symington) streets south of Bloor Street quickly followed subdivision, with roughly 20 dwellings built by 1890 (Figure 8). The depression of the 1890s however brought about a pause in the area’s development, which also corresponded to the end of the GTR’s Suburban service in 1895.

Houses from this period reflect the Bay and Gable types and variations characteristic of late-19th century Toronto. By 1894 industrialist James Lochrie had constructed a large detached residence on his site fronting onto the south side of Bloor Street. The house contrasts the modest dwellings on Perth and Sterling streets, being of brick and sandstone construction with an elaborate style similar to contemporary dwellings in the affluent Annex neighbourhood several kilometers further east.

This timing and sparse level of development was consistent with similarly subdivided blocks immediately north and east of the CHRA area. Further north and west were entirely unbuilt subdivisions tracts, beyond which was the burgeoning town of West Toronto Junction. Land immediately south and west of the CHRA area remained unsubdivided, perhaps anticipating industrial tenants along the adjacent railways (Figure 9).

¹³ “Grand Trunk Railway,” *The Globe*, June 24, 1887, p. 6.

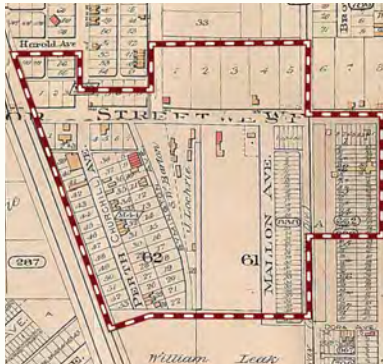
¹⁴ “Bloor Street West,” *The Globe*, May 14, 1887, p. 6. The advertisement indicates a ‘Suburban Station’ footprint located immediately northeast of the CPR corridor crossing Bloor Street.

Themes and Existing Built Form: 1880s-1890s

Theme: Urban Environment
Sub theme: Land Division and Subdivision

Contribution to Existing Built Form:

- Defining street and block patterns;
- James Lochrie’s detached dwelling on the south side of Bloor Street; and
- Roughly a dozen dwellings on Perth and Sterling streets, including detached and terraced forms.



1899 fire insurance plan showing the area’s defining street and block patterns with early development (Toronto Public Library).



Prominent dwelling built by industrialist James Lochrie in 1894 at 1411 Bloor Street (CBCollective 2020).



A collection of four Bay and Gable houses built c.1890 at 270-276 Sterling Road (CBCollective 2020).

6.2.5 INDUSTRY & MANUFACTURING RISE 1900s - 1930s

In the early 1900s a number of factors led to a pattern of industrial decentralization in Toronto, characterized by companies investing in new facilities along railway lines outside the traditional downtown manufacturing core. A first wave of industrial development saw nearly a dozen new factories built along the CPR and CNR corridors between Dundas and Dupont streets by 1910, with more following into the 1920s (Figures 10, 11 & 12). The trend hastened the development of the CHRA area, and resulted in a concentration of industrial development within its east side. One of these early businesses was the James Lochrie Rope Manufacturer which occupied the south side of Bloor Street in the CHRA area as early as 1884 with Lochrie’s residence on the same site.¹⁵ By 1896, the business at 1403 Bloor Street was identified as Lochrie Rope and Bicycle.

James Lochrie immigrated to Canada from Scotland in 1845 and was one of the early

¹⁵ Toronto City Directory for 1884 (Toronto: R.L. Polk, 1884), p. 727. This remained true in 1889, Toronto City Directory for 1889, p. 43.

business owners in Brockton Village, providing nautical rope to the shipping vessels of Lake Ontario. Lochrie moved into the bicycle business in the mid-1890s, when he began to manufacture his Antelope Bicycle. Lochrie was likely taking advantage of the cycling boom which occurred at the end of the 19th century. Lochrie continued his bicycle business into the first decade of the 20th century even after bicycling had fallen out of fashion. By 1918, Lochrie's business on Bloor Street was listed as producing ammunition. Lochrie was still living at 1411 Bloor Street west in 1930, the year of his death (Figure 13).

In 1906, the Canadian Fairbanks-Morse Company purchased 8 acres of property in the CHRA area for \$500,000.¹⁶ The company manufactured and distributed scales, engines, pumps, motors, valves, machinery, mill supplies, steam and water fittings (Figure 14). They established a large manufacturing complex between Symington Avenue and the CNR Corridor (original OHSR line) adding a prominent warehouse building fronting Bloor Street in 1910 (Figure 15). Through the 1910s and 1920s they continued expanding to the southern CHRA area boundary at Sterling Avenue, making it a dominant property within the CHRA area (Figure 16). Other industries developed east of the CNR Corridor, including a coal yard, stone cutting yard, a curled hair factory and foundries for a steel radiator factory. By c1900 a greenhouse was built across the street from the Fairbanks-Morse site, though it was replaced by the substantial Hancock Planing Mill before long (Figures 17 & 18). By 1914 spur lines serviced the operations on both sides of the CNR Corridor. Industrial facilities were also built south of the CHRA area, with diverse operations including pickle, cutlery, chocolate, biscuit factories, a foundry, and lithographer by 1914. The landmark Tower Automotive Building was built in 1919.

Neighbourhood development resumed in the CHRA area's western portion in the 1900s, following the end of the depression and corresponding with industrial growth. The Perth - Sterling area south of Bloor developed contemporarily with surrounding areas to be thoroughly built out by 1914. Dwellings were predominantly duplex or terraced house forms, modest in size and of wood or masonry construction.



At the same time Bloor Street west of the Fairbanks-Morse and Hancock Planing Mill sites had been built out with brick dwellings interspersed with brick mixed-use buildings (Figure 19). Residential buildings fronting onto Bloor Street existed in other stretches of the street, sometimes in entire blocks. Within the CHRA area, uses on Bloor Street were also affected by the rail corridors, and so included a mix of industrial, commercial and residential buildings.

The blocks immediately east of the CPR Corridor attracted industrial and supporting uses, including a planing mill, foundry, and storage yards for coal, wood and hay (Figure 20). As Toronto grew and Bloor Street emerged as a key link to growing areas further west, the CPR and CNR corridor crossings proved a considerable hindrance and

¹⁶ "The Canadian Fairbanks-Morse Co. Limited," *The Winnipeg Tribune*, September 25, 1915, page 59.

hazard to local life and productivity. These railways ultimately prevented a continuous streetcar route through the area until subways eliminated both level crossings in 1925 (Figure 21).¹⁷

The influence of manufacturing and industry can be seen in the occupations of CHRA area residents. A review of the residents of Perth Avenue (primarily male heads of households) from the 1921 personal census, reveals that their occupations were primarily in industrial fields with many employed as labourers at foundries, the CPR shops, lumber and brick yards.¹⁸ Although it is not possible to connect most of these individuals to specific enterprises within the CHRA area (either through the census or city directories), the census does reveal the industry and manufacturing sector as the major driver of economic activity during this period. The census also identifies that an overwhelming number of these residents were of British origin, primarily from England but with some from Ireland and Scotland. Almost half of the residents had immigrated to Canada, and the majority of those immigrated between 1910 and 1920.

Themes and Existing Built Form: 1900s-1930s	
<p>Theme: Economic Activity Sub theme: Industry & Manufacturing</p> <p>Contribution to Existing Built Form:</p> <ul style="list-style-type: none"> • Large parcels of land consolidated for industrial uses; and • Remnant industrial buildings east and west of the CNR Corridor. 	
	
<p>The factory building at 284 St. Helens Avenue is used as residential lofts today (CBCollective 2020).</p>	<p>A collection of factory structures at 221 Sterling Road (CBCollective 2020).</p>

17 Toronto Railway Company service ran west on Bloor Street to Lansdowne Avenue by 1898, and Toronto Civic Railway service ran west from Dundas Street by 1916, but a gap in service between Dundas and Lansdowne streets existed until the level crossings were eliminated.

18 The history of industrial workers was noted as significant by many members of the Heritage Focus Group. To facilitate further research into this topic, the 1921 census records pertaining to Perth Avenue and Sterling Road are included as an appendix to this CHRA report. These are Library and Archives Canada, 1921 Census of Canada. District 113 Parkdale, Sub district 86, Perth Avenue, p. 1-5. Images e003025387, 88, 89, 90, 91 and Sterling Avenue, p. 1. Image e003025391.

Themes and Existing Built Form: 1900s-1930s	
<p>Theme: Urban Environment Sub themes: Residential Development; Commercial Development</p>	
<p>Contribution to Existing Built Form:</p> <ul style="list-style-type: none"> • Dwellings on Perth and Sterling streets, primarily duplex and terraced forms; • Detached dwelling on the south side of Bloor Street; and • Dwellings and mixed-use buildings on Bloor Street. 	
	
<p>Rows of dwellings from the early 1900s at 228-238 Sterling Road (CBCollective 2020).</p>	<p>A pair of mixed-use buildings at 1419-1421 Bloor Street at the intersection with Sterling Road (CBCollective 2020).</p>

6.2.6 INDUSTRY & MANUFACTURING CHANGE 1940s - 1980s

Industry and manufacturing remained significant economic activities in the CHRA area, although different companies came to occupy the industrial buildings constructed at the beginning of the century. By the mid-1940s for instance, the Fairbanks-Morse complex had been taken over by other businesses including Moloney Electrical Co. Transformers (who occupied the property until the 1980s), J.H. Lock Refrigeration Machines, Freuhauf Trailor, Canada Food Products and Imperial Woodworking.¹⁹ Industries on St. Helen’s Avenue included millwork, dies, castings and clothing production. This remained the case until the 1980s (Figures 22 & 23).

The cultural composition of the area began to change in the 1960s with census data from 1961 offering insight.²⁰ It should be noted that these findings pertain to the census tract which is larger than the CHRA area. Of the 6000 residents in the census tract, more than half (3400+) were born in Canada. The next largest group (2000+) were born in Europe, followed by the UK (500+), the Commonwealth (70), Asia (65) and

¹⁹ It appears that Fairbanks-Morse moved its factory to Sherbrooke, Quebec by the early 1940s. Advertisement “Fairbanks-Morse Stoker,” Toronto Star, September 2, 1941, p. 7.

²⁰ University of Toronto Libraries, Map and Data Library. 1961 Census of Canada. Population file - male (POP110-MG1) and Population file - female (POP110-MGA).

Scandinavia (15).²¹ Given that Canada was the place of birth for most residents, it is not surprising that English was the language spoken by the majority of residents (3500+). While more than 25 other languages were spoken by residents, 20 of these were spoken by fewer than 100 residents. While the area was home to a diversity of people, it does not appear to be either a reception or migration area for any specific cultural community in the early 1960s.

In 1963, Perth and Sterling streets were connected at the south end of the block. This involved the demolition of several dwellings at the south end of Perth Avenue, and its extension east to meet Sterling Road.

The 1980s saw significant environmental concerns in the area. While these pertained primarily to industries located north of the CHRA area, it highlighted the dangers of residential and industrial properties in proximity, and often adjacent, to each other.



Themes and Existing Built Form: 1940s-1980s	
<p>Theme: Economic Activity Sub theme: Industry & Manufacturing</p> <p>Contribution to Existing Built Form:</p> <ul style="list-style-type: none"> • Remnant industrial buildings east of CPR Corridor and at Value Village site; and • Infill tower development at Bloor and Perth streets. 	 <p>Infill mid-rise residential building at 120 Perth Avenue (CBCollective 2020).</p>

6.2.7 INDUSTRY DECLINE AND RESIDENTIAL REDEVELOPMENT - 1990s - PRESENT

By the late 20th century many of Toronto’s industrial operations were in decline, and the large sites left behind by closures created opportunities for new uses or redevelopment. This change had a large impact on the CHRA area, with its high proportion of industrial uses adjacent to the two railway corridors. The post-industrial transformation manifested in both adaptive re-use of the extant building stock, and large scale infill development taking advantage of the very large industrial parcels preceding them.

²¹ Commonwealth (Australia, India, Pakistan, South Africa, West Indies); Scandinavia (Denmark, Iceland, Norway, Sweden); Europe (Austria, Belgium, Czechoslovakia; Finland, France, Germany, Greece, Hungary, Iceland, Italy, Netherlands, Poland, Ireland, Roumania, USSR, Switzerland, Yugoslavia); Asia (China, Japan); United Kingdom (England, Scotland, Wales, Northern Ireland).

The first large scale infill developments date to the 1980s, and continued through the 1990s and beyond with townhomes and residential towers built on the generous sites (Figure 24). The pattern is ongoing with several development applications in process for parcels adjacent the railway corridor on Perth Avenue. In other cases adaptive reuse has reanimated former industrial sites with a diverse array of uses including rental, industrial and commercial lofts; condominium lofts; retail; and a church.

Themes and Existing Built Form: 1990s-present	
<p>Theme: Urban Environment Sub theme: Large scale Redevelopment</p> <p>Contribution to Existing Built Form:</p> <ul style="list-style-type: none"> • Additions and renovations related to adaptive reuse of remnant industrial buildings; and • Infill townhouse and tower developments on former large industrial parcels. 	
	
<p>Infill townhouses at 1386-1400 Bloor Street make use of a large formerly industrial site (CBCollective 2020).</p>	<p>Former industrial buildings were adapted into a place of worship in 2000 at 56 Perth Avenue (CBCollective 2020).</p>

6.3 BUILDING TYPES

The CHRA area is composed of low-scale residential buildings along Perth Avenue and Sterling Road as well as former industrial properties on Sterling Road and St. Helens Avenue. The portion of Bloor Street West within the CHRA area contains a mixture of mid-rise residential buildings, mixed-use commercial buildings and low-scale residential buildings. The following building types pertain to the prevalent, historic building types found in the CHRA area.

6.3.1 MAIN STREET COMMERCIAL ROW

The Main Street Commercial Row type most often establishes the predominant main street character of a street, and reflects typical patterns of development along arterial roads in the 19th and through the mid-20th century. They are generally

designed to accommodate retail at-grade, with residential or commercial use above and their form is long and narrow, maximizing the number of storefronts on any given block. These buildings were designed in a variety of architectural styles and vernacular interpretations, most typically with brick cladding and more rarely with clapboard siding, various rooflines and heights ranging from 1 to 4 storeys. Individual row buildings may be constructed in isolation or as a part of a larger, contiguous development consisting of multiple row buildings with shared characteristics.

Common Features

- 1-4 storeys
- Public retail/commercial use at-grade with private/residential uses above
- generally one part of a row of buildings with the same or similar architectural scale, design, proportions and materials
- brick or clapboard cladding
- flat roof with parapet, gable roof, or mansard roof with dormers
- storefronts of varying designs, often with side or centre entrance, display windows, transoms and/or signboard

6.3.2 WAREHOUSE / FACTORY

The 19th and early-20th twentieth century warehouse / factory building type is a large building, generally occupying a significant portion of a city block and reaching 2-4 storeys in height. Often, its internal post-and-beam structure is indicated in the elevations with regular bays of uniformly sized window openings. Typically clad in brick, those with principal, street-facing elevation may be elaborately designed with stone trim and classical-style elements which could be featured at the entrance, the windows, string courses and roof lines.

Common Features

- 2-4 storeys in height
- typically larger footprint than other building types frequently occupying a large portion of a block to allow window openings on as many sides as possible
- regular rhythm of bays on all elevations with uniformly sized window openings
- principal, main street-facing elevation has more elaborate detailing at the entrance, ground floor level, windows and cornice often in a classical style with stone or stone detailing at the base and brick or stone cladding on the upper levels
- formal primary entrances, with secondary access and loading bays on the side elevations

6.3.3 TERRACE

Terrace housing is a common form of continuous or row housing, and is defined by a collection of at least 3 units connected by a common wall to buildings on either side, but each having an independent primary entrance and generally not connected on the interior. Terraces were a prevalent working and middle class building type throughout the 19th century within the inner city and in particular within proximity of industrial employment, however faded into the 20th century with the rise of apartment housing, and the ability to access greater land for housing development.

Common Features

- 2-2.5 storeys on raised basement or foundations
- Flat, mansard or gable roof, often with a continuous cornice or roofline shared across multiple units
- Generally part of a row of at least 3 similar or identical units, each with its own primary entrance
- Variety of cladding material, including brick, polychromatic brick, board and batten or stucco, and occasionally with wood or stone detailing

6.3.4 BAY AND GABLE

The Bay and Gable type was primarily constructed from the mid-to-late 19th-century, and is a common house type in neighbourhoods within Toronto from that period. The type responded to the city's residential subdivisions which typically included long, narrow building lots with minimal street frontage. These parameters resulted in narrow, interior layouts, often only wide enough to accommodate an entry hall and one room facing the street at the ground floor level. Often, the side hall arrangement persisted even when circumstances permitted a wider structure. The Bay and Gable type is generally 2-3 storeys, with its street-facing wall defined by 2-bays, one bay containing the main entrance while the other bay is typically capped by a cross gable - which may include decorative wood bargeboards - above projecting bay windows. Examples of this building type are generally designed with Gothic Revival architectural influences; variations of this typology can include homes with a mansard roof, featuring a protruding mansard dormer in place of the cross gable. The Bay and Gable type is generally clad with brick or stucco, and includes a wide range of window and entrance types, including variations of window bays, recessed entrances, and porches.

Common Features

- 2-3 storeys
- Asymmetrical façade, with an entrance in one bay and a projecting bay window below a cross gable or mansard dormer in the other
- Side gable or occasionally mansard roof
- Cladding is often brick, or less often stucco or clapboard

- May be detached, semi-detached or part of a terrace
- Brick chimneys, often rising from the front half of the side gable roof
- Decorative bargeboard, woodwork, brick and terra cotta details

7.0 SUMMARY OF HISTORIC CONTEXT OF THE CHRA AREA

The Bloor Street Study CHRA area is approximately 13 hectares and generally bounded by St. Helen’s Avenue (east), Rankin Crescent and Bloor Street West (north), the CPR Corridor (west) and Sterling Avenue (south). The CHRA area is a portion of the larger Junction Triangle neighbourhood which stretches from Dundas Street West, north to the CPR Corridor. The CHRA area has always been part of a larger civic entity. First, as part of Brockton Village (1880) and then the City of Toronto (1884).

7.1 PERIODS OF DEVELOPMENT AND THEMES

Evolution of the CHRA area’s existing built form began in the late 18th century with the survey of township and park lots as well as concession roads. Several periods of development stand out as important to the historic evolution of the CHRA area. These are:

- Railway Development - 1850s to 1870s
- Block and Subdivision Plans - 1880s to 1890s
- Industry & Manufacturing Rise - 1900s to 1930s
- Industry Decline and Residential Redevelopment - 1990s to present

Similarly, the CHRA area is associated with many historic themes. The following are regarded as important to understanding its historic development:

- Transportation Networks: Roads (Bloor Street West); Railways
- Economic Activity: Industry & Manufacturing; Commerce and Service Industries
- Urban Environment: Residential Development

As a result of the periods of development and historic themes, the CHRA area contains a combination of built features - streets, railway lines, industrial buildings, residences and mixed use commercial buildings - that together can be understood as part of a former industrial neighbourhood.

7.2 DESCRIPTION OF CHRA AREA

While Bloor Street was an early concession road, Brockton Village centred itself along Dundas Street, initially putting the CHRA area on the periphery of economic and residential development. Between 1853 and 1884, five railway lines were constructed that helped transform the CHRA area and its surroundings from a rural and agricultural landscape to an industrial neighbourhood.

Railway construction led first to land speculation and subdivision as the initial land grants were surveyed into 50’ residential building lots along Perth Avenue and Sterling

Road in the 1880s. Proximity to multiple railway lines then attracted industry and manufacturing with major operations including the Canadian Fairbanks-Morse complex, the Lochrie Rope and Bicycle Company, the Hancock Planing Mill as well as several other foundries and factories.

Perth Avenue and Sterling Road saw an early period of residential construction immediately following subdivision, followed by further residential development between 1910 and 1914. Both periods were characterized by modest two-storey dwellings with a high proportion of duplex and terraced forms. Given their proximity to the railway line and industry, these houses were not surprisingly occupied by labourers employed at industries within the CHRA area and beyond. Bloor Street West's development was varied, including industrial facilities, prominent residences, duplex and terrace residences and mixed-use buildings often prominently located at corner locations. These mixed-use buildings provided commercial space for grocers, butchers, confectioners, tailors and shoemakers.

Industry and manufacturing remained significant economic activities in the CHRA area into the 1980s, although different companies came to occupy the industrial buildings constructed at the beginning of the century. By the 1990s, many of the CHRA area's large, industrial operations were declining or closed altogether. This was particularly true along the portion of Bloor Street West in the CHRA area. This change resulted in the adaptive re-use of existing industrial buildings as well as large-scale infill residential development on former, substantial industrial parcels.

7.3 EXISTING BUILT FORM

The existing built form of the CHRA area contains the following elements of a former industrial neighbourhood:

- Existence of two historic railway corridors CPR (west) and CNR (east).
- Elements of the 1888 subdivision plan (M-44) as seen in:
 - the street and block patterns including the orientation of Perth Avenue; and Sterling Road to the railway corridor and Sterling Avenue's 30' width.
- Evidence of the industrial and manufacturing history as seen in:
 - the remaining structures of the former Fairbanks-Morse complex and railway spur line;
 - the remaining structures of the property at 284 St. Helen's Avenue (Bloorline Lofts);
 - the ongoing practice of adaptive re-use in former industrial buildings; and
 - the property at 1411 Bloor Street West and its historic relationship to Lochrie's Rope and Bicycle factory.

- Evidence of the historically varied use of Bloor Street West for industrial, residential and commercial purposes.
- Evidence of modest residential buildings on Perth Avenue and Sterling Road as seen in:
 - their low-scale (2 - 2 1/2 storey); and
 - the preponderance of duplex and terrace residential forms resulting in narrow lot frontages (4-5 m).

8.0 IDENTIFICATION OF CULTURAL HERITAGE RESOURCES


The following properties were identified by the consultant team in consultation with Heritage Planning staff, a Heritage Focus Group, the Stakeholder Advisory Committee, and the general public through community meetings. The properties were screened against each of the criteria in O. Reg. 9/06, taking into consideration the significant time periods and themes identified in the Historic Context Statement. The properties all have strong potential to meet at least one criteria. In many instances, additional site review and research will be required to determine if a property meets more than one criteria. For instance in the design value category, an interior assessment of the former industrial buildings would be required to make further determinations about heritage value. In the historical and associative value category, more in-depth research is required on a property by property basis. Where this is the case, the screening table indicates 'tbd'.


- 213 Sterling Road
- 221 Sterling Road
- 1421 Bloor Street West
- 1419 Bloor Street West
- 1422, 1424 & 1426 Bloor Street West
- 1411 Bloor Street West
- 270, 272, 274 & 276 Sterling Road
- 284 St. Helen's Avenue




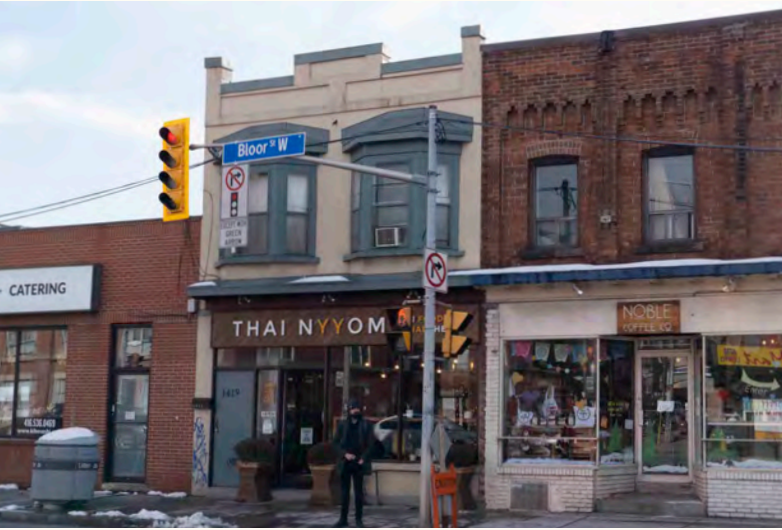
Map 2: The CHRA area with all properties identified coloured orange (City of Toronto, CB Collective 2021).


These screening results may be used by Heritage Planning to support inclusion of the heritage potential properties on the City of Toronto's Heritage Register.


213 Sterling Road (including 219 Sterling Road)	
 <p>South elevation, looking east (CBCollective 2020)</p>	Date of Construction c.1914 (Goads)
	Period of Construction 1900s-1930s
	Associated Themes Economic Activity - Industry & Manufacturing
	Building Type Warehouse / Factory
	Design Influence Industrial
Screening Against O. Reg. 9/06 Criteria	
The property displays potential for design or physical value because it...	
i. is a rare, unique, representative or early example of a style, type, expression, material or construction method;	Yes
ii. displays a high degree of craftsmanship or artistic merit;	tbd
iii. demonstrates a high degree of technical or scientific achievement.	tbd
The property displays potential for 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
ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture;	tbd
iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.	tbd
The property displays potential for contextual value because it...	
i. is important in defining, maintaining or supporting the character of an area;	Yes
ii. is physically, functionally, visually or historically linked to its surroundings;	Yes
iii. is a landmark.	No

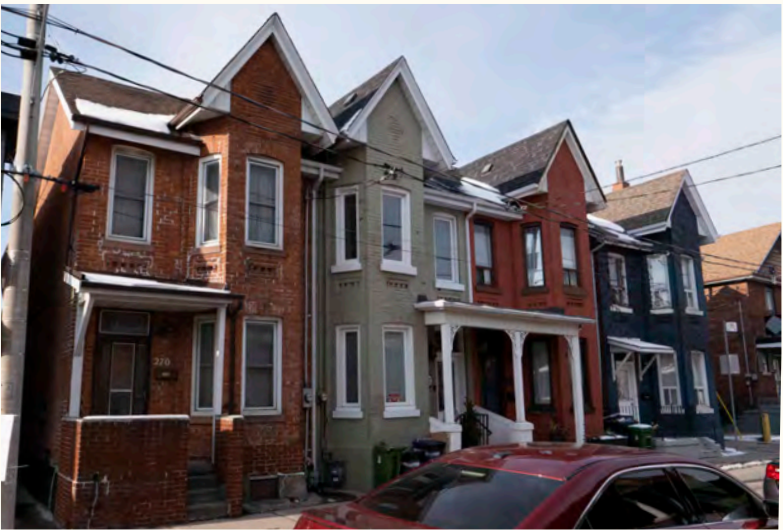
221 Sterling Road (including 225, 227 Sterling Road)	
 <p>South and west elevations, looking northeast (CBCollective 2020)</p>	Date of Construction c.1923 (Goads)
	Period of Construction 1900s-1930s
	Associated Themes Economic Activity - Industry & Manufacturing
	Building Type Warehouse / Factory
	Design Influence Industrial
Screening Against O. Reg. 9/06 Criteria	
The property displays potential for design or physical value because it...	
i. is a rare, unique, representative or early example of a style, type, expression, material or construction method;	Yes
ii. displays a high degree of craftsmanship or artistic merit;	tbd
iii. demonstrates a high degree of technical or scientific achievement.	tbd
The property displays potential for 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
ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture;	tbd
iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.	tbd
The property displays potential for contextual value because it...	
i. is important in defining, maintaining or supporting the character of an area;	Yes
ii. is physically, functionally, visually or historically linked to its surroundings;	Yes
iii. is a landmark.	No


1421 Bloor Street West	
 <p>North and west elevations, looking southeast (CBCollective 2020)</p>	Date of Construction c.1910 (Goads)
	Period of Construction 1900s-1930s
	Associated Themes Urban Environment - Commercial Development
	Building Type Main Street Commercial Row
	Design Influence Vernacular (Edwardian)
Screening Against O. Reg. 9/06 Criteria	
The property displays potential for design or physical value because it...	
i. is a rare, unique, representative or early example of a style, type, expression, material or construction method;	Yes
ii. displays a high degree of craftsmanship or artistic merit;	No
iii. demonstrates a high degree of technical or scientific achievement.	No
The property displays potential for 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;	tbd
ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture;	tbd
iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.	tbd
The property displays potential for contextual value because it...	
i. is important in defining, maintaining or supporting the character of an area;	Yes
ii. is physically, functionally, visually or historically linked to its surroundings;	Yes
iii. is a landmark.	No

1419 Bloor Street West (including 1419A Bloor Street West)	
 <p>North elevation, looking southeast (CBCollective 2020)</p>	Date of Construction c.1913 (Goads)
	Period of Construction 1900s-1930s
	Associated Themes Urban Environment - Commercial Development
	Building Type Main Street Commercial Row
	Design Influence Vernacular (Edwardian)
Screening Against O. Reg. 9/06 Criteria	
The property displays potential for design or physical value because it...	
i. is a rare, unique, representative or early example of a style, type, expression, material or construction method;	Yes
ii. displays a high degree of craftsmanship or artistic merit;	No
iii. demonstrates a high degree of technical or scientific achievement.	No
The property displays potential for 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;	tbd
ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture;	tbd
iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.	tbd
The property displays potential for contextual value because it...	
i. is important in defining, maintaining or supporting the character of an area;	Yes
ii. is physically, functionally, visually or historically linked to its surroundings;	Yes
iii. is a landmark.	No

1422, 1424 & 1426 Bloor Street West	
	Date of Construction c.1918 (Goads)
	Period of Construction 1900s-1930s
	Associated Themes Urban Environment - Commercial Development
	Building Type Main Street Commercial Row
	Design Influence Vernacular (Edwardian)
South and west elevations, looking northwest (CBCollective 2020)	
Screening Against O. Reg. 9/06 Criteria	
The property displays potential for design or physical value because it...	
i. is a rare, unique, representative or early example of a style, type, expression, material or construction method;	Yes
ii. displays a high degree of craftsmanship or artistic merit;	No
iii. demonstrates a high degree of technical or scientific achievement.	No
The property displays potential for 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;	tbd
ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture;	tbd
iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.	tbd
The property displays potential for contextual value because it...	
i. is important in defining, maintaining or supporting the character of an area;	Yes
ii. is physically, functionally, visually or historically linked to its surroundings;	Yes
iii. is a landmark.	No

1411 Bloor Street West	
	Date of Construction c.1894 (City Directory)
	Period of Construction 1880s-1890s
	Associated Themes Urban Environment - Residential Development
	Building Type Residential - Detached
	Design Influence Queen Anne / Annex House
North and east elevations, looking southwest (CBCollective 2020)	
Screening Against O. Reg. 9/06 Criteria	
The property displays potential for design or physical value because it...	
i. is a rare, unique, representative or early example of a style, type, expression, material or construction method;	Yes
ii. displays a high degree of craftsmanship or artistic merit;	tbd
iii. demonstrates a high degree of technical or scientific achievement.	No
The property displays potential for 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 (James Lochrie)
ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture;	tbd
iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.	tbd
The property displays potential for contextual value because it...	
i. is important in defining, maintaining or supporting the character of an area;	No
ii. is physically, functionally, visually or historically linked to its surroundings;	Yes
iii. is a landmark.	No

270, 272, 274 & 276 Sterling Road	
 <p>East elevations, looking northwest (CBCollective 2020)</p>	Date of Construction c.1890 (Goads)
	Period of Construction 1880s-1890s
	Associated Themes Urban Environment - Residential Development
	Building Type Terrace
	Design Influence Bay and Gable
Screening Against O. Reg. 9/06 Criteria	
The property displays potential for design or physical value because it...	
i. is a rare, unique, representative or early example of a style, type, expression, material or construction method;	Yes
ii. displays a high degree of craftsmanship or artistic merit;	No
iii. demonstrates a high degree of technical or scientific achievement.	No
The property displays potential for 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;	tbd
ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture;	tbd
iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.	tbd
The property displays potential for contextual value because it...	
i. is important in defining, maintaining or supporting the character of an area;	Yes
ii. is physically, functionally, visually or historically linked to its surroundings;	No
iii. is a landmark.	No

284 St. Helen's Avenue	
	Date of Construction c.1913 (Goads)
	Period of Construction 1900s-1930s
	Associated Themes Economic Activity - Industry & Manufacturing
	Building Type Warehouse / Factory
	Design Influence Industrial
South and east elevations, looking northwest (CBCollective 2020)	
Screening Against O. Reg. 9/06 Criteria	
The property displays potential for design or physical value because it...	
i. is a rare, unique, representative or early example of a style, type, expression, material or construction method;	Yes
ii. displays a high degree of craftsmanship or artistic merit;	tbd
iii. demonstrates a high degree of technical or scientific achievement.	tbd
The property displays potential for 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
ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture;	tbd
iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.	tbd
The property displays potential for contextual value because it...	
i. is important in defining, maintaining or supporting the character of an area;	Yes
ii. is physically, functionally, visually or historically linked to its surroundings;	Yes
iii. is a landmark.	No

9.0 CONCLUSION AND RECOMMENDATIONS

Based on primary and secondary research, field survey, community consultation, analysis and evaluation, the Bloor Street Study CHRA recommends that the 13 properties listed in Section 9.0 of this report be included on the City of Toronto's Heritage Register under Subsection 27(1.2) of the Ontario Heritage Act.

In addition, the CHRA area's combination of built features - streets, railway lines, industrial buildings, residences and mixed use commercial buildings - can be understood as part of a former industrial neighbourhood. During the community consultation for this CHRA, members of the Heritage Focus Group emphasized the industrial/working class history of the area and noted the need for oral histories of residents. Focus Group members also indicated the need for commemoration and interpretation relating to the factories including through public art. The CHRA recommends that the City of Toronto investigate opportunities for recording the oral history of residents and commemoration/interpretation, potentially as part of development projects.

The former Fairbanks-Morse complex at 213 and 221 Sterling Road is integral to understanding the CHRA area as a historic industrial area. Its size, configuration, location and remnant railway spur lines make it a strong candidate for designation under Section 29(1) of the OHA. As such, this CHRA recommends that the Heritage Planning Division undertake more in-depth research, conduct a site visit to the interior of the complex and complete a Cultural Heritage Evaluation Report (CHER) to determine the cultural heritage value or interest of the property.

Finally, a copy of this CHRA should be included in the local history collection at the Bloor-Gladstone library.

10.0 FIGURES

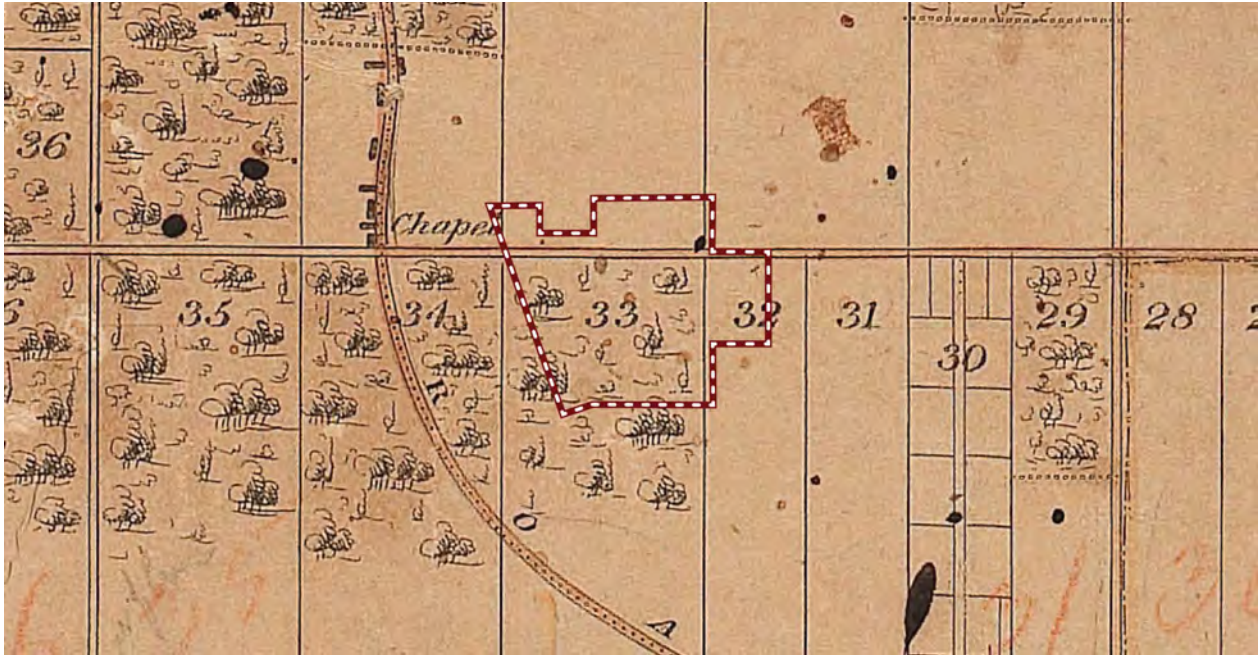


Figure 1: 1851 J.O. Browne plan of York Township with study area outlined in red the arrangement of park and farm lots are seen, as is the concession road (Bloor Street) passing through the upper portion (*City of Toronto Archives*).

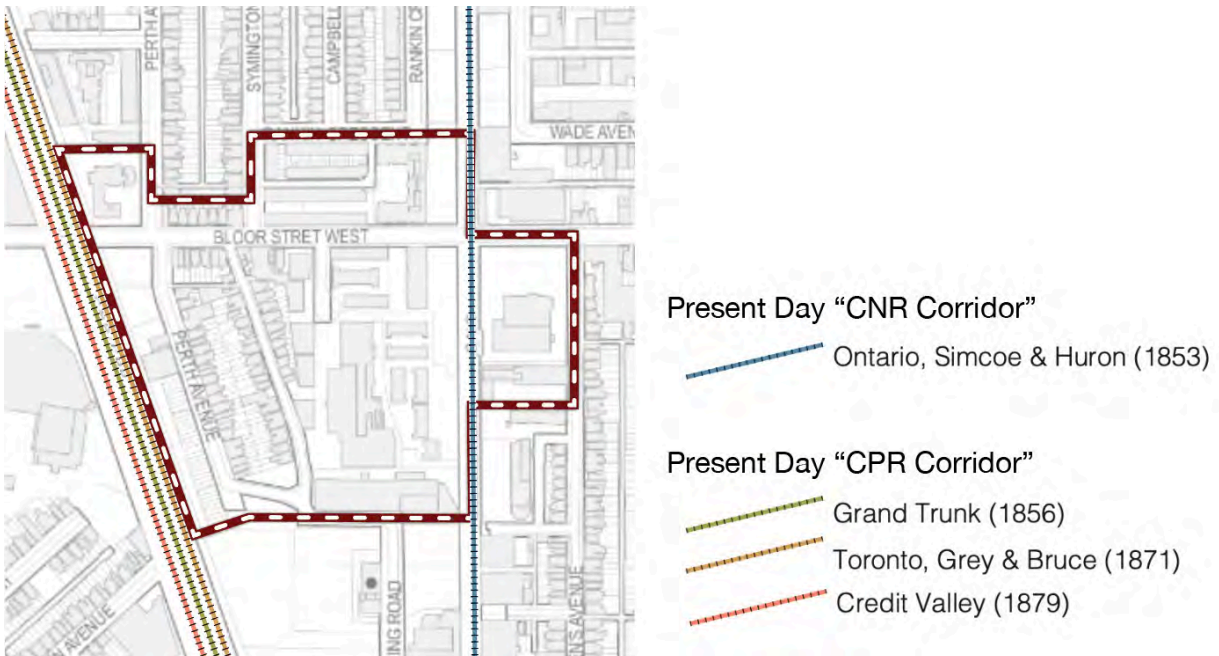


Figure 2: Map showing railways in and adjacent to study area, with dates of construction (*City of Toronto, CBCollective 2020*).



Figure 3: 1868 Gehle and Hassard military reconnaissance sketch with study area showing sparse development along the concession road (Bloor Street) at the time (*Library and Archives Canada*).

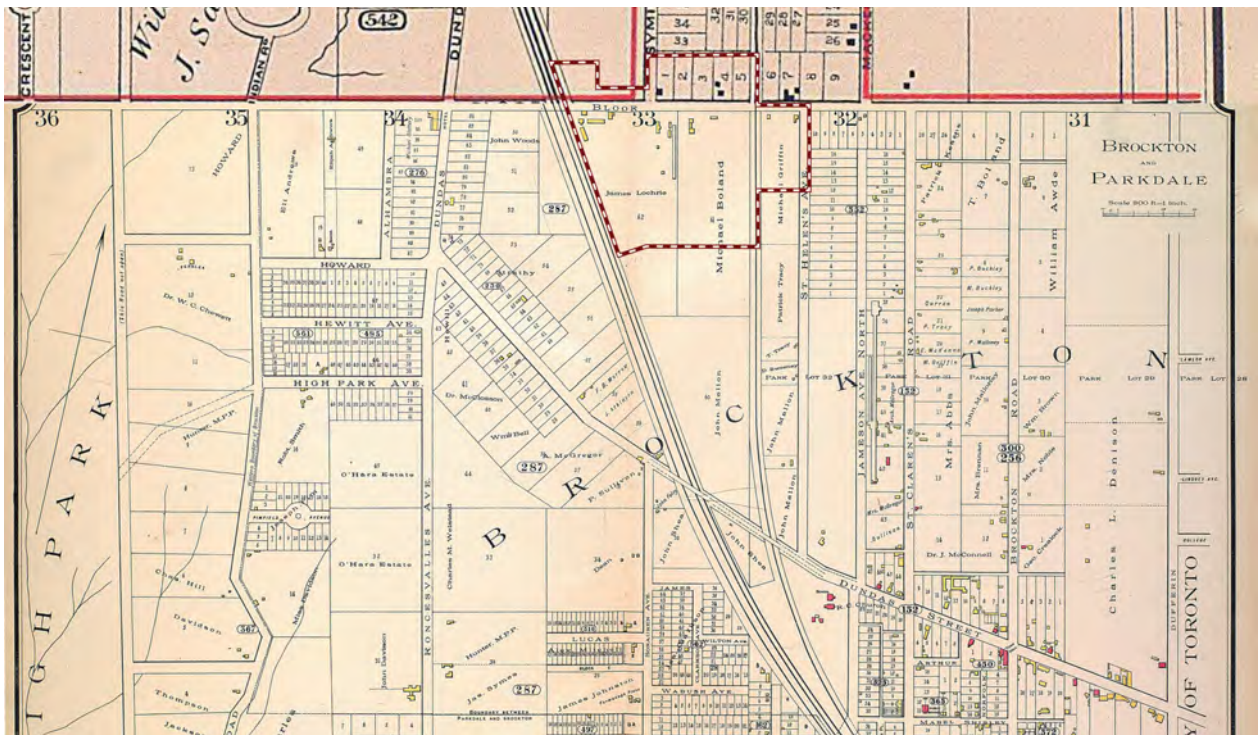


Figure 4: Composite of plates from 1884 Fire Insurance Atlas, showing the study area (outlined in red) in the northeast portion of Brockton Village. Note the typically urban form characterizing the village centre at Dundas Street and Brockton Avenue, compared with the rural form of the study area (*City of Toronto Archives*).

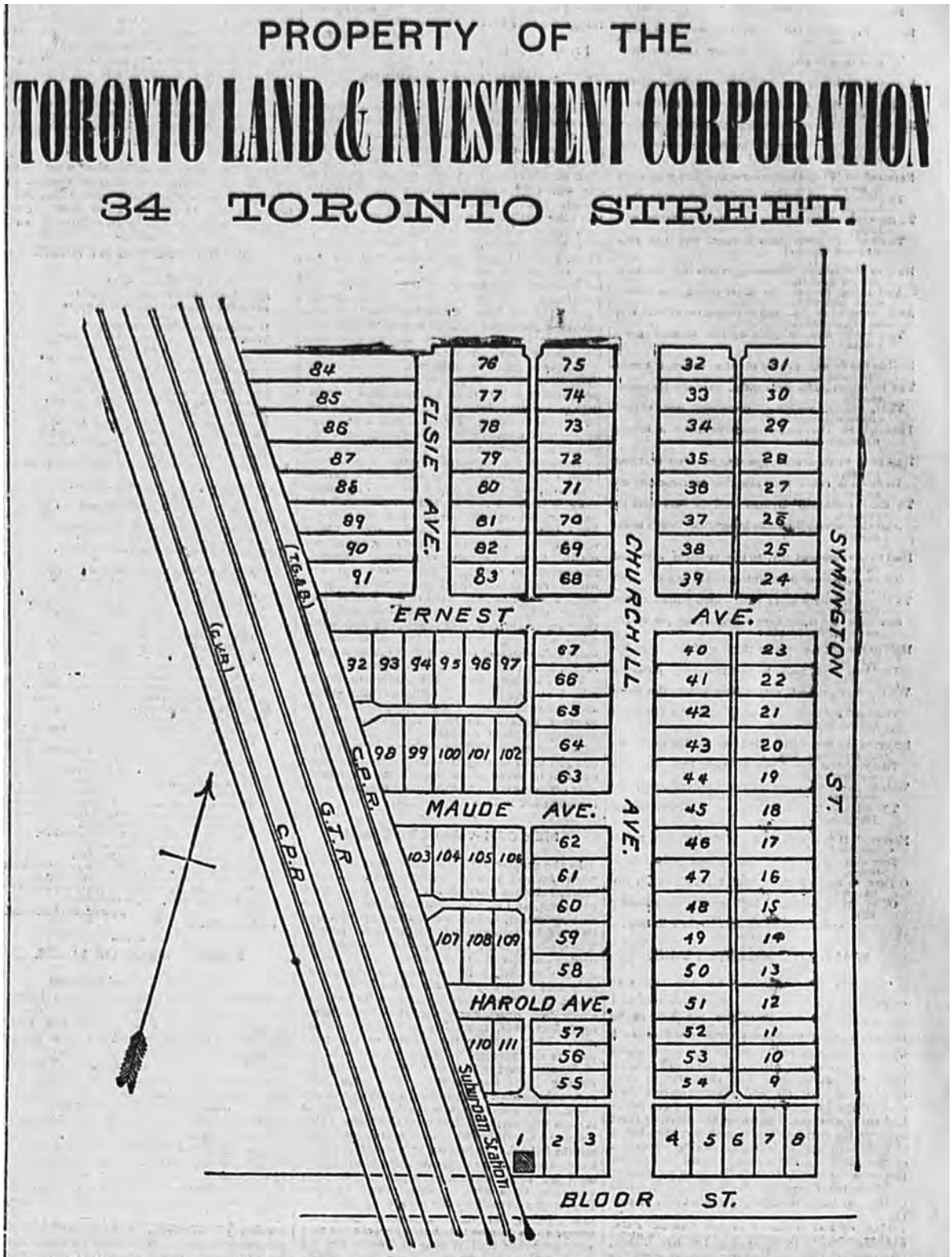


Figure 5: Detail of 1887 newspaper advertisement for building lots northwest of Bloor and Symington streets (subdivided by Registered Plan M-23 that same year), boasting frequent railway service to central Toronto via the GTR's Suburban service. The Suburban line was serving Bloor Street by 1887 but ceased running by the mid 1890s (*The Globe*, May 14, 1887).

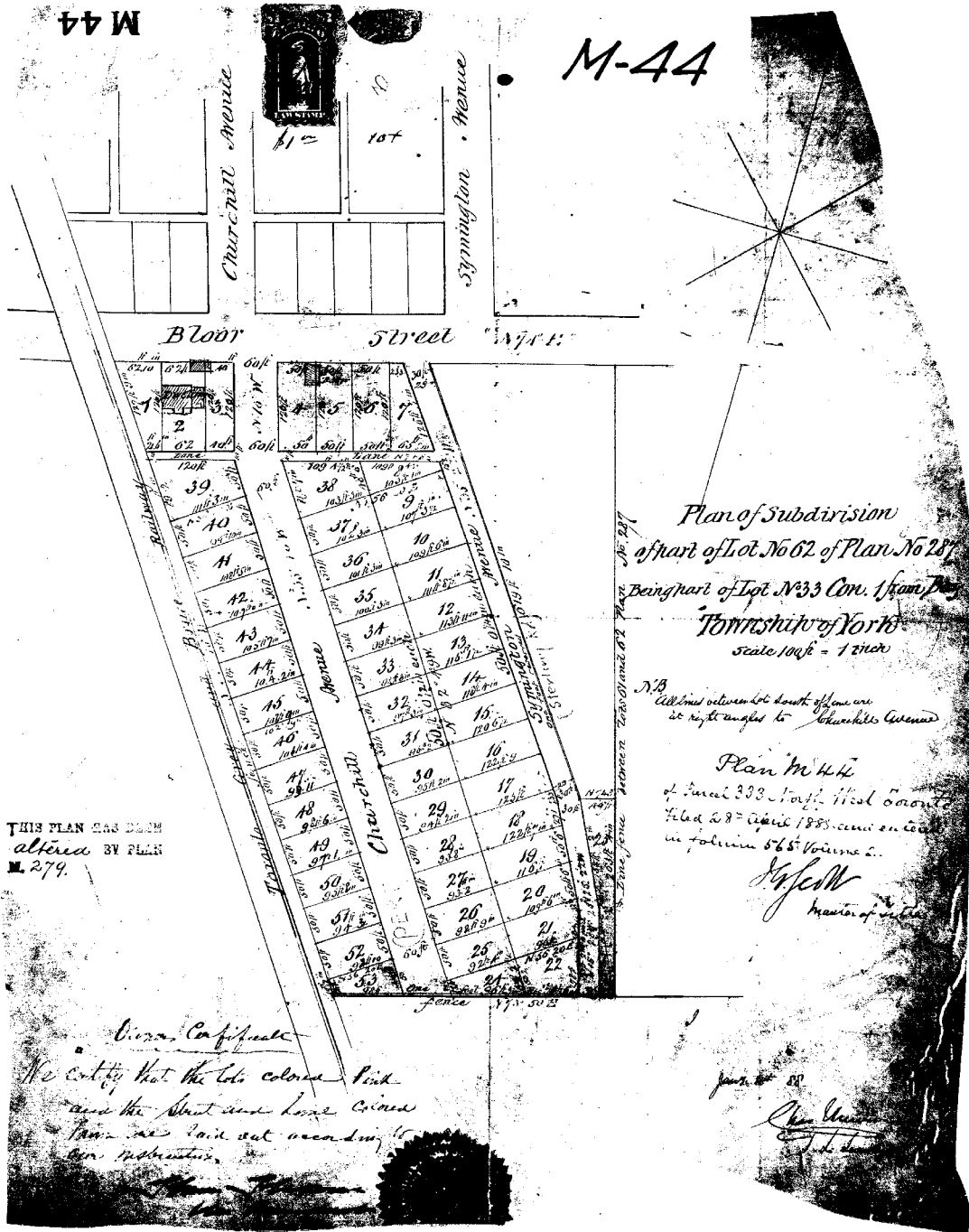


Figure 6: Registered Plan M-44 showing the subdivision of lands southeast of Bloor Street, angled to run parallel to the CPR rail line. Lots from the subdivision plan on the north side of Bloor Street is visible (Accessed at: Onland.ca).



Figure 7: c.1901 photograph looking east on Bloor Street over CNR corridor, with buildings associated with the Griffin Estate at right. The Griffin lands were subdivided with residential lots by 1893 but would eventually be developed industrially to take advantage of the railway line (*City of Toronto Archives: s0376_f10003_it0024*).



Figure 8: c.1901 photograph looking southeast from the CPR corridor. The first residential buildings associated with suburban development can be seen behind the agricultural building at centre, with 73 Perth Avenue visible directly to its left (*City of Toronto Archives: s0376_f10003_it0021*).

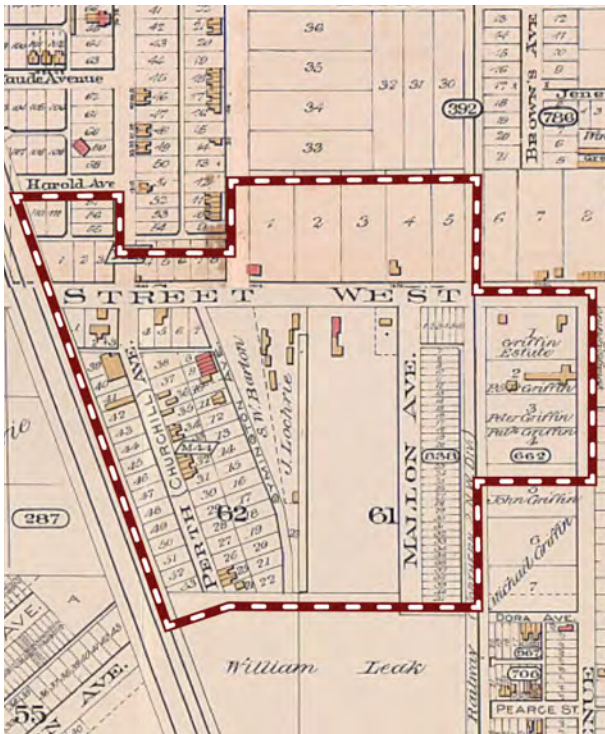


Figure 9: 1890 Fire Insurance Atlas showing the residential subdivisions and initial build out (*Toronto Public Library*).

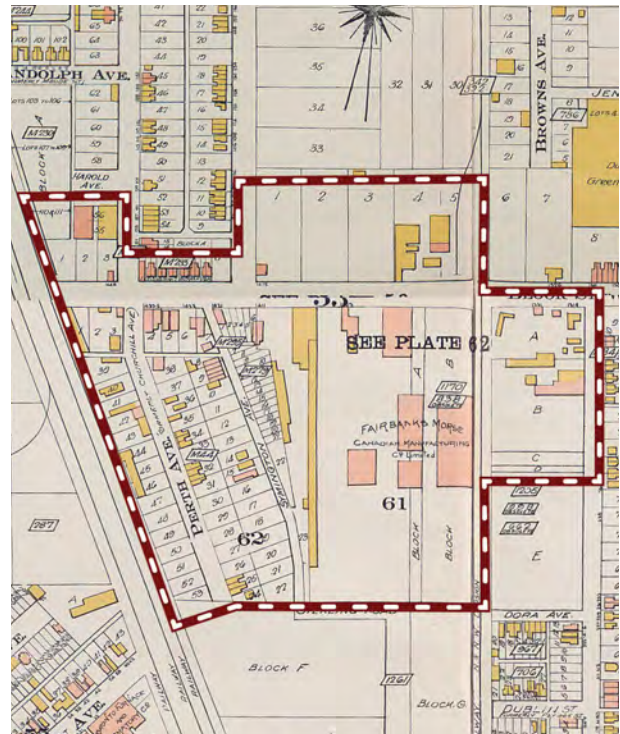


Figure 10: 1910 Fire Insurance Atlas showing continued residential development and significant industrial growth of the 1900s (*University of Toronto Map & Data Library*).

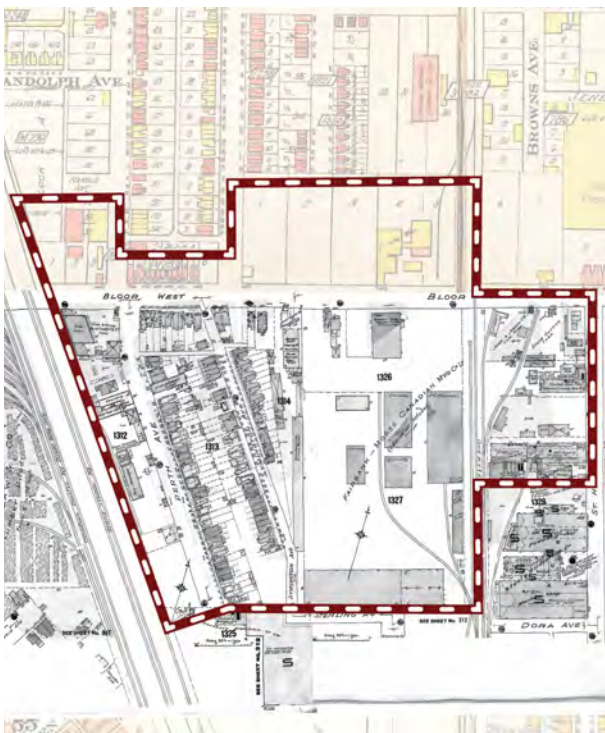


Figure 11: 1914 Fire Insurance Plan showing the continued build-out and industrial expansion south of Bloor Street (*University of Toronto Map & Data Library*).

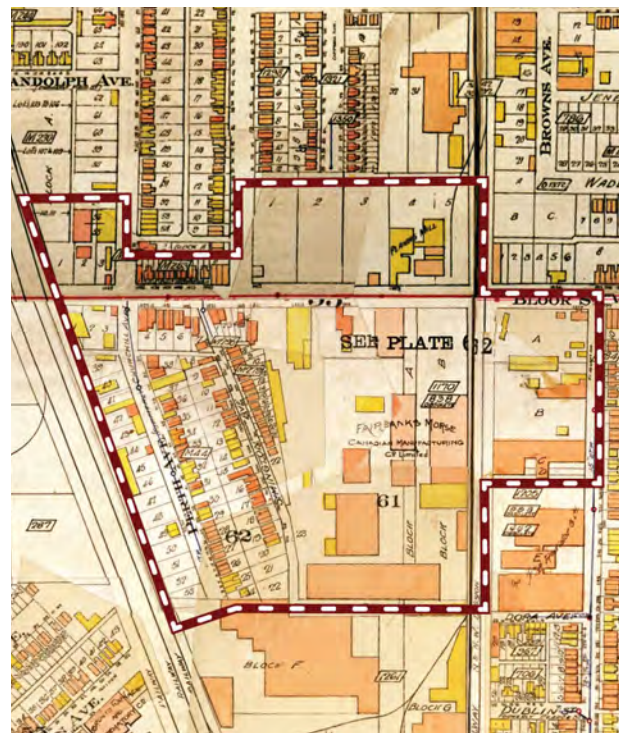


Figure 12: 1924 Fire Insurance Atlas showing the area's built extents by the mid-1920s (*University of Toronto Map & Data Library*).



Figure 13: c.1901 photograph looking northwest from a roof nearby 1391 Bloor Street. The house associated with James Lochrie at 1411 Bloor Street is visible at left (*City of Toronto Archives: s0376_f10003_it0025*).



Figure 14: A Canadian Fairbanks Morse exhibit displaying the range of goods produced by the company, 1912 (*LAC, William James Topley, PA-010422*).



Figure 15: 1923 photograph of the Fairbanks Morse warehouse on the south side of Bloor Street, with a dwelling and mixed-use building seen to the west (*City of Toronto Archives: s0372_ss0003_it0502*).



Figure 16: View of the Canadian Fairbanks Morse factory looking northwest, c1914. Note the railway tracks at the bottom right of the photograph (*LAC, Dept. of National Defence, PA-024502*).



Figure 17: c.1891 photograph showing the greenhouse complex northwest of the Bloor Street and the CNR corridor that preceded the planing mill (*City of Toronto Archives: s0376_f10003_it0022*).



Figure 18: 1935 photograph looking northeast at the Hancock Lumber Company's planing mill facility, with CNR corridor's subway at right (*City of Toronto Archives: s0372_ss0003_it1383*).



Figure 19: 1934 photograph showing the built character of Bloor Street west of the industrial facilities (*City of Toronto Archives: s0071_it10162*).



Figure 20: 1923 photograph showing industries east of the CPR corridor, including coal yards at centre-right. The railways' level crossings constituted a constant impediment to traffic through the area along Bloor Street (*City of Toronto Archives: f1266_it0216*).



Figure 21: 1925 photograph looking east from the new CPR corridor subway at the parade celebrating the removal of both level crossings (*City of Toronto Archives: f1266_it6057*).



Figure 22: 1947 aerial photograph showing the build extents and character of the study area following the Second World War (*City of Toronto Archives: s0012_f11947_it0018e*).

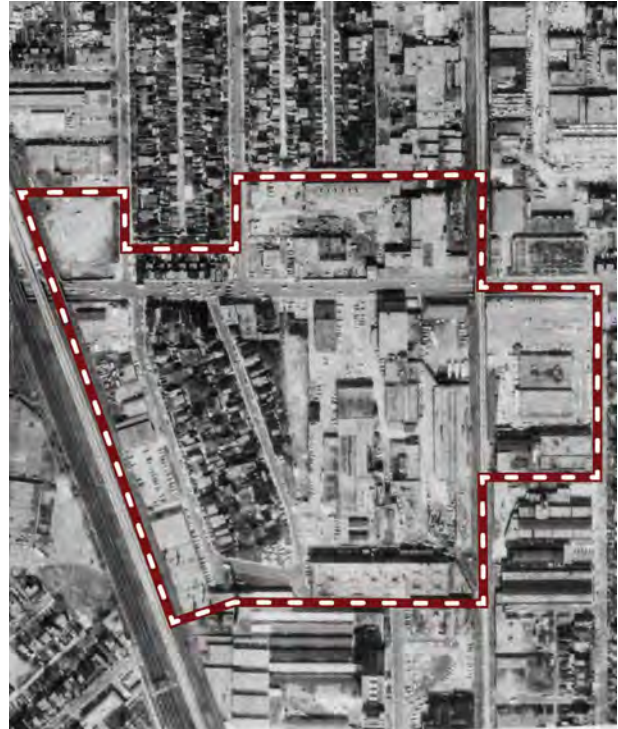


Figure 23: 1983 aerial showing signs of industrial decline at where Bloor intersects St. Helens Avenue and at Perth Street (*City of Toronto Archives: s0012_f11983_it0048h*).

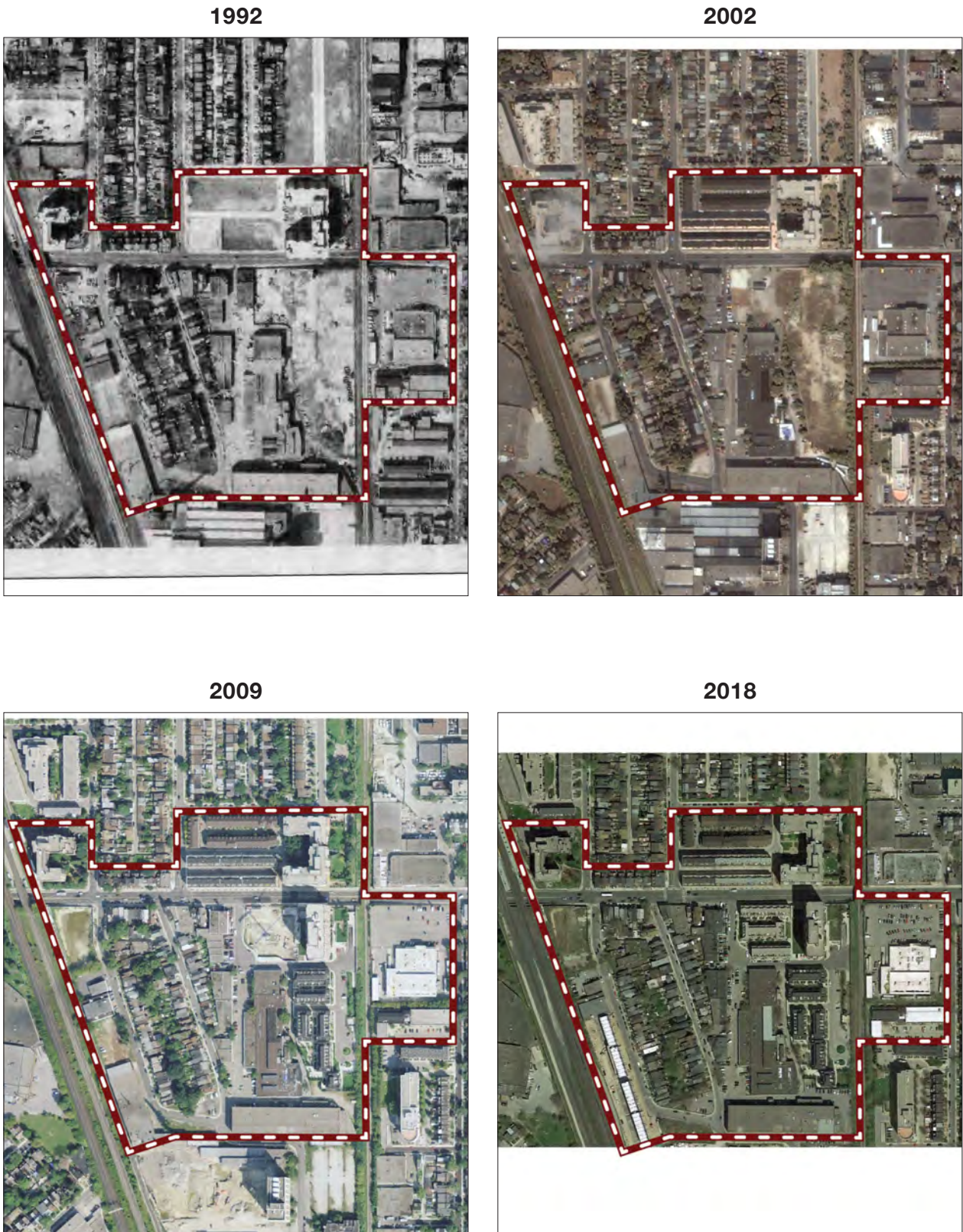


Figure 24: Series of aerial photographs showing the transformative nature of infill developments on former industrial sites in the 1990s, 2000s, and 2010s (*City of Toronto Archives: Series 12, various*).

11.0 SOURCES

11.1 ABSTRACT BOOKS

The CHRA Area is part of Concession 1, Lots 32 and 33. Lot 33 was a 160 acre Township Lot granted to David Shank in 1797. The lot ran between Queen and Bloor streets. He was also granted Concession 1, Lot 34 (to the west) as well as 200 acres to the south along the Broken Front Concession.

Concession 1, Lot 33

OnLand - Abstract Book 139A <https://www.onland.ca/ui/80/books/103/> (page 114 of book / page 73 of the pdf)

OnLand - Abstract Book 139B <https://www.onland.ca/ui/80/books/4044/> (page 389 of the pdf)

Concession 1, Lot 32

Onland - Abstract Book <https://www.onland.ca/ui/80/books/103/> (page 115 of the book / page 63 of the pdf).

Concession 2, Lot 33

Onland - Abstract Book 145 Part 1 <https://www.onland.ca/ui/80/books/108/> (page 152 of the book / page 83 of the pdf).

Plan 287

Onland - Abstract Book 191, Plan 287, Lots 32, 33, 34 <https://www.onland.ca/ui/80/books/154/> (page 42 of the book and pdf)

Onland - Abstract Book 193, Plan 287 <https://www.onland.ca/ui/80/books/16472/>

11.2 AERIAL PHOTOGRAPHS

The following chart lists the relevant aerial photographs at the City of Toronto Archives with links to the digital files.

Aerial Photographs		
1947, Sheet 18e	1950 Sheet 18e	1953 not available online
1956 Sheet 170	1957 Sheet 136	1959 Sheet 36
1960 Sheet 56	1961 Sheets 63	1962 Sheet 64
1963 Sheet 66	1964 Sheet 66	1965 Sh. 83 ; 1966 Sh. 63
1967 Sheet 64	1968 Sheet 65	1969 Sheet 66
1970 Sheet 66	1971 Sheet 66	1973 Sheet 79
1975 Sheet 70	1977 Sheet 31	1981 Sheet 18

Aerial Photographs		
1983 Sheet 48j	1985 Sheet 48j	1987 Sheet 48j
1989 Sheet 48j	1991, Sheet 48j not avail.	1992, Sheet 48j

11.3 ARCHIVES & SPECIAL COLLECTIONS

11.3.1 CITY OF TORONTO ARCHIVES

Photographs of Steel and Radiation Ltd. Plant Facilities Fonds 1416, Items 1-10

Records consist of photographs documenting the properties of Steel and Radiation Ltd. There are exterior and interior views of the King Plant at 228 St. Helen’s Avenue in Toronto, which provide excellent views of the facility, the employees, and aspects of the process of manufacturing heat radiators.

11.3.2 BLOOR/GLADSTONE LIBRARY - LOCAL HISTORY COLLECTION

Vertical File List

<https://torontopubliclibrary.typepad.com/files/bloorgladstone-local-history-vf-2015.pdf>

11.4 CENSUS OF CANADA

1921 Census

<https://www.bac-lac.gc.ca/eng/census/1921/Pages/search.aspx>

Perth Avenue - District 113 Parkdale, Sub district 86, p. 1-5. Images e003025387, 88, 89, 90, 91

1961 Census

University of Toronto Libraries, Map and Data Library. 1961 Census of Canada. Population file - male (POP110-MG1) and Population file - female (POP110-MGA).

11.5 CITY DIRECTORIES

The following chart is based on the TPL spreadsheet indexed by name with links to CDs. It provides direct hyperlinks to city directories for Brockton from years 1870 - 1884.

<https://docs.google.com/spreadsheets/d/1kF8EbADiJpF3czSx6Pkb0iZd53nFftXD3HIdPjCtp8Q/edit#gid=0>

Toronto Public Library maintains a list of digitized city directories 1797-1969 <https://www.torontopubliclibrary.ca/history-genealogy/lh-digital-city-directories.jsp>

The Toronto Reference Library also maintains hard copies of city directories 1833-2001 <https://www.torontopubliclibrary.ca/history-genealogy/lh-print-city-directories.jsp>

11.6 FIRE INSURANCE PLANS

There is good coverage of the CHRA Area in fire insurance plans between 1884 and 1969. The plans are drawn from registered subdivision plans, with building footprints rendered in watercolour indicating construction materials and other details. A catalogue published 2002 is an invaluable resource to identify available plans.¹ Where materials are out of copyright and available digitally, links are provided to those hosted at goadstoronto.blogspot and the University of Toronto Map and Data Library. Entries in *Italics* were not consulted due to COVID restrictions. They are presumed to cover the CHRA Area based on previous volume numbers but should be confirmed prior to investigation.

Type	Year	Rev.	Volume: Sheet No's
Atlas	1884	--	City of Toronto Atlas Vol. 2: Sheets 33, 36, 39
Atlas	1890	--	City of Toronto Atlas Vol. 2: Sheets 41, 42
Atlas	1890	1893	City of Toronto Atlas Vol. 2: Sheets 41, 42
Atlas	1890	1899	City of Toronto Atlas Vol. 2: Sheets 41, 42
Atlas	1890	1903	City of Toronto Atlas Vol. 2: Sheets 41, 42
Atlas	1910	--	City of Toronto Atlas Vol. 2: Sheets 59, 62
Atlas	1910	1913	City of Toronto Atlas Vol. 2: Sheets 59, 62
Plans	1910	1914	City of Toronto Vol 4: Sheets 309, 310
Plans	1912	1918	City of Toronto Vol. 5: Sheets 419
Atlas	1912	1923	City of Toronto Atlas Vol. 2: Sheets 59, 62
Atlas	1910	1924	City of Toronto Atlas Vol. 2: Sheets 59, 62
	1929	1939	See Volumes 4 & 5
	<i>1931</i>	<i>1941</i>	<i>See Volume 4 (UWO - Map & Data Library)</i>
	<i>1921</i>	<i>1943</i>	<i>See Volume 5 (UWO - Map & Data Library)</i>
<i>Plans</i>	1965	--	<i>See Volume 4 (UofT - Fisher Rare Books Library)</i>
<i>Plans</i>	1969	--	<i>See Volume 5 (UofT - Fisher Rare Books Library)</i>

¹ See Lorraine & Woods, *Catalogue of Canadian Fire Insurance Plans* in Secondary Sources below.

11.7 PLANS

The following list of *subdivision* plans is taken from the Historical Book Log for Toronto LRO 80 <https://help.onland.ca/en/serviceontario-prefixes-and-cross-references/>

Abstract Book #	Place	Description
	VILLAGE OF BROCKTON	PLAN 152
192, 192A, 192B, 192C	VILLAGE OF BROCKTON	PLAN 256 OR 300
193	VILLAGE OF BROCKTON	PLAN 250
193	VILLAGE OF BROCKTON	PLAN 287
193	VILLAGE OF BROCKTON	PLAN 294
193	VILLAGE OF BROCKTON	PLAN 305
193	VILLAGE OF BROCKTON	PLAN 319
193A	VILLAGE OF BROCKTON	PLAN 352
193A, 192B, 192C	VILLAGE OF BROCKTON	PLAN 363
193C, 193D	VILLAGE OF BROCKTON	PLAN 367
193D	VILLAGE OF BROCKTON	PLAN 372
194	VILLAGE OF BROCKTON	PLAN 438; LOT 1 TO 30
194A	VILLAGE OF BROCKTON	PLAN 438; LOT 31 TO 60
194B	VILLAGE OF BROCKTON	PLAN 438; LOT 61 TO 96; BLOCK A; STREET; RESERVE
194C	VILLAGE OF BROCKTON	PLAN 450
194C	VILLAGE OF BROCKTON	PLAN 452; BLOCK H
195	VILLAGE OF BROCKTON	PLAN 485
195A	VILLAGE OF BROCKTON	PLAN 502
195A	VILLAGE OF BROCKTON	PLAN 510
195B	VILLAGE OF BROCKTON	PLAN 525

11.8 MAPS

Numerous maps were identified and used during the course of the project to understand and illustrate the historic evolution of the CHRA area.

1851 *Map of the Township of York in the County of York Upper Canada. 1851. Compiled and Drawn by J.O. Browne FSA. Civil Engineer & D.P. Surveyor. Toronto. Engraved and Printed by Jno Ellis, 8, King St.*

1860 *Tremaine's Map of the County of York Canada West, Compiled and Drawn by Geo. R. Tremaine from Actual Surveys Toronto Published by Geo. C. Tremaine, 1860. Available at <https://maps.library.utoronto.ca/datapub/digital/NG/historicTOMaps/trem0010.jpg>*

1865 *Toronto, Canada West, Shewing Existing & Proposed Defences To accompany Report by Lieut-Colonel Jervois. Dated January 1865. London: Topographical Depot*

of the War Office. Available at https://maps.library.utoronto.ca/datapub/digital/NG/historicTOMaps/1865-JerVois-MPH_1_1111x.jpg

1868 F.C. Hassard and H.J.W. Gehle. *Sketch Sheets of a Winter Reconnaissance of the Country W. of Toronto to the Humber River, and North to the Davenport Road.* 1868. Available at <https://maps.library.utoronto.ca/datapub/digital/NG/historicTOMaps/1868.Gehle.Hassard.Sketch.WofTorontotoHumber.n0020712k.pdf>

1870 City of Toronto (from end of New Album of Toronto Views). Available at https://maps.library.utoronto.ca/datapub/digital/NG/historicTOMaps/1870torontoviews00crnuoft_0015.jpg

1878 “South West Part of York” in *Illustrated Historical Atlas of York County Ontario.* Belleville: Mike Silk Screening Limited, 1972. Available at <https://maps.library.utoronto.ca/datapub/digital/NG/historicTOMaps/1878yor-m-york-swf.jpg>

1879 Canadian Railway News: Bird’s Eye View of Toronto in *New album of Toronto views.* Available at <http://oldtorontomaps.blogspot.com/2013/02/1870-canadian-railway-news-birds-eye.html>

1882 City Engineer’s Office. *Plan of the city of Toronto, shewing proposed system of parks and boulevards to accompany Mayor McMurrich’s report to council, 11th November 1882.* Available at <https://maps.library.utoronto.ca/datapub/digital/NG/historicTOMaps/1882McMurrichPlan.jpeg>

1886 *City of Toronto* by William Nathaniel Wesbromm, 1886. Available at <http://oldtorontomaps.blogspot.com/2013/03/1886-wesbroom-city-of-toronto-birds-eye.html>

1890 Unwin, Foster & Proudfoot. *Belt Line Map Shewing Northern Suburbs of Toronto,* [1890].

1891 Ontario Department of Lands Forests & Mines. *Map of Toronto and Vicinity to accompany Part 1, Volume 22, Report of Bureau of Mines, 1913* [1891]. Available at https://maps.library.utoronto.ca/dvhmp/Scans/G_3501_C5_1891_22g.jpg

1891 “Birds Eye View of the Toronto Belt Line Railway” in *The Highlands of Toronto,* Toronto Belt Land Corporation, 1891. Available at <http://oldtorontomaps.blogspot.com/2013/01/1892Map-of-Toronto-Showing-BeltLine-Route.html>

1892 *Toronto Railway Company’s Map Showing Street Railway Lines.* Available at <https://maps.library.utoronto.ca/datapub/digital/NG/historicTOMaps/1892TorontoRailwayCompanyMap2.jpeg>

1893 *Bird’s-eye view, looking n. from harbour to n. of Bloor St. and some points beyond, from Humber R. on the west to Victoria Park Ave. on the east.* Toronto: Barclay, Clark & Co. Lithographers, 1893. Available at <http://oldtorontomaps.blogspot.com/2013/01/1893-barclay-clark-co-birds-eye-view.html>

1894 Ellis, J. *Diagram showing electric railways connecting Toronto and Swansea Projected and Constructed*. Available at <https://maps.library.utoronto.ca/datapub/digital/NG/historicTOMaps/1894-electric-railways-maps-r-111.jpg>

1895 “Toronto” in *Cram’s Universal Atlas*, Chicago: George F. Cram, 1895. Available at <https://maps.library.utoronto.ca/datapub/digital/NG/historicTOMaps/1895Cram.jpg>

1898 Rand McNall, “City of Toronto” in *The Enlarged Business Atlas and Shippers Guide*, 1901. Available at <https://maps.library.utoronto.ca/datapub/digital/NG/historicTOMaps/1901RandMcNally.jpg>

1910 *Map of Toronto & Suburbs Shewing the Location of the Toronto Belt Line Railway*. Toronto: Alexander & Cable, 1910. Available at <https://maps.library.utoronto.ca/datapub/digital/NG/historicTOMaps/1892BeltLineMap-AlexanderCablesmaybe1910.jpeg>

1913 Map of Toronto and Vicinity to Accompany Volume 22, part 1, Report of Bureau of Mines [Ontario]. Geology by A.P. Coleman and H.L. Kerr; Moraine located by F.B. Taylor, 1913.

1915 Civic Transportation Committee. *Plan Showing Development of Property in and Around the City of Toronto*, 1915.

1943 City of Toronto Master Plan from Richard White, *Planning Toronto: The Planners, The Plans, Their Legacies 1940-80*, p. 31.

1967 *City of Toronto*. [Annexation Map] A. Douglas Ford, City Surveyor, City Surveyor’s Department, January 1, 1967.

1976 *Disposition of Crown Lands Township of York*. Toronto: Ontario Ministry of Natural Resources, 1976.

11.9 NEWSPAPERS & NEWSLETTERS

The Toronto Star (Formerly ‘Toronto Daily Star’) The Toronto Star Historical Newspaper Archive contains articles and full page reproductions of the publication dating to 1894. It can be accessed via the Toronto Public Library website catalogue.

The Globe and Mail (‘The Globe’ from 1844-1936) The Globe and Mail Historical Newspaper Archive contains articles and full page reproductions of the publication dating to 1844. It can be accessed via the Toronto Public Library website catalogue.

11.10 PUBLISHED SOURCES

Andreae, Chris. *Lines of Country*. Boston Mills: Boston Mills Press, 1997. Definitive resource for Canada’s railway history. Plate 26, p. 147 pertains to Toronto’s railway lines. Available at TRL.

Harris, Richard. *Unplanned Suburbs: Toronto’s American Tragedy 1900-1950*.

Baltimore: The Johns Hopkins University Press, 1996. Innovative study on the nature and growth of Toronto's early twentieth century suburbs, with areas near the CHRA Area serving as case studies. Contains information and data on population growth, building types, social makeup, and commuter patterns. Available at TRL.

Hayes, Derek. *Historical Atlas of Toronto*. Vancouver: Douglas & McIntyre Ltd., 2008. History of Toronto as told through maps dating from the colonial period through modern planning and satellite imagery.

Lorraine, Dubreuil & Cheryl A. Woods. *Catalogue of Canadian Fire Insurance Plans, 1875-1975*. Ottawa: Association of Canadian Map Libraries and Archives, 2002. Thorough reference document cataloguing known versions and locations of insurance plans for Canadian locales. Provides publication and revision data for each known map, identifying the repositories housing them, and which sheets are extant. Available at TRL.

Patterson, Cynthia. *Bloor-Dufferin in pictures*. Toronto: Toronto Public Library Board, 1986. Available at TPL, Bloor-Gladstone Branch and online as an e-book.

***Robertson's Landmarks of Toronto A Collection of Historical Sketches of the Old Town of York from 1792 to 1833 and of Toronto From 1834 to 1895*. Toronto: J. Ross Robertson, 1896.** Collection of historical accounts on Toronto's 19th century history compiled as a comprehensive anthology. Contains summary of the Village of Brockton's history.

Trout, John Malcolm. *The Railways of Canada for 1870-1*. Toronto: Monetary Times, 1871. Descriptions of railways including Toronto Huron and Toronto Grey Bruce. Available from the Internet Archive - <https://archive.org/details/railwayscanadaf00trougoog/page/n10>

White, Richard. *Planning Toronto: The Planners, The Plans, Their Legacies 1940-80*. Vancouver: UBC Press, 2016. Excellent resource pertaining to the history of city planning in Toronto. Includes reproductions of several historic land use plans. Available at TRL.

11.11 PLANNING STUDIES

City of Toronto Planning Board, *City of Toronto Official Plan, 1969*. Available at TPL, Toronto Reference Library.

Toronto Planning Board. *Junction Triangle: Neighbourhood plan proposals, 1979*. Available at TPL, Annette Street Branch.

City of Toronto Planning Board. *A Report on the Ethnic Origins of the Population of Toronto, 1960*. Available at TPL, Bloor-Gladstone Branch, Local History Reference 304.87135 REP

Toronto Development Department. *Junction Triangle: Redevelopment Plan*. Available at TPL, Annette Street Branch.

11.12 WEBSITES

Historicist: Challenging Times at Brockton Town Hall <https://torontoist.com/2015/12/historicist-challenging-times-at-brockton-town-hall/>

Toronto Neighbourhood and Ward Profiles

Dufferin Grove

<https://www.toronto.ca/ext/sdfa/Neighbourhood%20Profiles/pdf/2016/pdf1/cpa83.pdf>

Dovercourt-Emerson-Wallace-Junction (93)

https://www.toronto.ca/wp-content/uploads/2018/05/8f72-City_Planning_2016_Census_Profile_2014_Wards_Ward18.pdf

Dovercourt South Ward 18 Profile

https://www.toronto.ca/wp-content/uploads/2018/05/8f72-City_Planning_2016_Census_Profile_2014_Wards_Ward18.pdf

Toronto Branch, Ontario Genealogical Society

Simcoe's Gentry <https://torontofamilyhistory.org/simcoesgentry/>. Thorough discussion of park and township lots and their original grantees.

APPENDIX A – HERITAGE FOCUS GROUP MEETINGS 1 & 2 SUMMARIES

Bloor-Sterling Cultural Heritage Resource Assessment

Heritage Focus Group Meeting #1

Thursday, January 7th, 2021

Cisco Webex

7-8:30pm

Meeting Summary

Attendance

Heritage Focus Group Members: Scott Dobson (Friends of West Toronto Rail Path); Phillip Share (South Perth Sterling Residents Association); Sandra De Carvalho; Mark Hazelden; Irmina Ayuyao (Junction Triangle Community Action Network); Kevin Putnam; Kris Erickson; Kristen den Hartog; Jasmine Frolick (Castlepoint Numa); Brett Rycombel; Adam Wynne (Toronto East York Community Preservation Panel)

City Planning Project Team: Gary Miedema (Project Team Lead, Heritage Planning); Zoi de la Peña (Heritage Planning); Nathan Bortolin (Heritage Planning); Dan Nicholson (Community Planning); Diane Silver (Community Planning); Ran Chen (Urban Design); Setareh Fadaee (Urban Design)

Common Bond Collective: Ellen Kowalchuk; David Deo

Representing Deputy Mayor Bailão: Nicholas Gallant, Senior Advisor

Meeting Purpose

Heritage Focus Groups are advisory in nature. This meeting was the first of two meetings to inform an understanding of the historical development of the Cultural Heritage Resource Assessment (CHRA) study area, including its social and community values.

Meeting Outline

HFG members began logging in shortly before 7pm.

The meeting started at 7pm.

Gary Miedema welcomed participants and explained meeting procedures. Gary gave a land acknowledgement.

Gary facilitated a round of introductions, and then introduced the purpose of the meeting, the agenda, and the roles & responsibilities of the Heritage Focus Group.

Gary introduced the purpose and methodology of a Cultural Heritage Resource Assessment, including the outcomes of both a Historical Overview and a list of properties considered to have heritage potential, that may later be recommended for inclusion on the Heritage Register. Gary also reviewed the Provincial criteria contained in Regulation 9/06 that are used to evaluate properties for cultural heritage value.

Ellen Kowalchuk presented a summary of the draft Historical Overview of the Bloor-Sterling study area, which was distributed in full prior to the meeting.

Gary facilitated a discussion (results summarized below).

The Project Team invited HFG members to submit written feedback on the Historical Overview, as well as supplementary materials following the meeting.

Discussion Questions and Comments from HFG Members

1) What people, organizations, communities, or events in the study area's history do you think are important to understand as part of the Cultural Heritage Resource Assessment?

Heritage Focus Group participants identified the rail lines and manufacturing, as well as the housing associated with those, as being of fundamental importance to understanding the neighbourhood. In particular, participants provided the following key points:

- The timing of the subdivision plans was related to the promise of nearby railway stations. For example, the opening of the Credit Valley Rail Line in 1884, with a stop at Dupont and Dundas, was cited as having spurred the development of the first residential neighbourhood along Franklin Avenue. In 1887, advertisements of the subdivisions in and around the study area related them to the opening of a station at Bloor St W.
- Understanding Bloor-Sterling as a working-class neighbourhood related to industry was cited as critical.
- Understanding the history of the industrial buildings, including what was manufactured in each, was identified as important. An emphasis was also made that the industrial history of this neighbourhood extends to the history of the city as a whole, and is part of what made Toronto what it is today.
- Participants mentioned that a large percentage of residents who worked in the area also lived in the area.

2) What buildings, areas, or features of the Study Area do you think have heritage value in relation to the neighbourhood's history?

- Construction of the railway lines (see response to Question 1).
- Immigration tied to the manufacturing industry in the area was identified as a major event. Several participants shared stories of family members immigrating from Portugal and other countries specifically to Sterling Road to work in manufacturing. Toronto was a major stop for

immigrants due to manufacturing. One participant stated that Sterling Road is famous in the Azores because everyone from there came to Sterling Road to work.

- One participant illustrated the significance of industry to the area by sharing that during his dad's time, it was possible to start a new job at a factory in the morning and switch to another factory in the afternoon if the first wasn't to one's liking.
- Churches in the area were also cited as being representative of the patterns of immigration that took place.
- Small businesses such as barbers and tailors were also cited as important.
- James Lochrie was identified as a major landholder in this area in the late 19th and early 20th century. He manufactured bicycles and a few other products and may have installed the first bike lanes on Bloor Street West (c. 1896), which were also some of the first purpose-built bike lanes in Toronto. He also built and lived in 1411 Bloor Street West.
- More recently, businesses and organizations related to the arts were mentioned as being significant to the area, with references to the dance studio within 221 Sterling Road and MOCA.

3) What buildings, areas, or features of the Study Area do you think have heritage value in relation to the neighbourhood's history?

- The significance of Sterling-Perth as a working class neighbourhood related to nearby industries was emphasized, with comparisons made to other areas in the City already having properties on the Heritage Register.
- Buildings and spaces connected to artists were raised, due to the ability of former industrial buildings to provide large spaces at low rents. 221 and 227 Sterling Road were specifically mentioned. Belief that the abundance of creative and cultural practice in the area is what attracted MOCA, whose presence in turn helps to preserve and amplify this energy.
- A number of factories were identified as being significant, including: Arthur Jones; Fairbanks-Morse; Alcan Aluminum; SPAR-Marathon; and the chocolate factory. Reiteration that these factories are part of the city's history and what made Toronto what it is today. The factories themselves are also interesting architecturally. The need to understand the history of these buildings was emphasized.
- The houses that served as workers' cottages were identified as having value, due to their connection to the industry that was here and the living that it provided to residents.
- With respect to the rail lines, the Bruce line was specifically mentioned, with a desire to see the line commemorated through the naming of a Parkette in the vicinity.
- The commercial buildings relating to the retail history of the area along Bloor, formerly composed of tailors and a clay shop for example, were identified.
- The village character of the area was mentioned, with specific references to the houses on Bloor St W.
- There was reference to 1411 Bloor Street West as a significant building. This was the residence of James Lochrie (see response to Question 2). Lochrie lived here until his death in 1930, and had a manufacturing facility immediately to the east and south of the house.
- Participants also shared stories of the people that lived at their homes in the past and their relationships with local industries.

Other Thoughts

- Participants highlighted the need for oral histories to be recorded in the neighbourhood, and identified the need for support to be provided, perhaps from s.37 agreements related to new development.

- Participants also spoke to the need for commemoration and interpretation of what the factories produced, including through public art
-

Written Feedback and Submissions

Some members followed up after the meeting with further information, including historic advertisements for industries in the area and promoting land sales following subdivision, and including photographs of properties. A written submission was also received from Rui De Carvalho providing his memories of growing up in the study area in the 1960s and 1970s.

Bloor Street Study Cultural Heritage Resource Assessment

Heritage Focus Group Meeting #2

Tuesday, January 26th, 2021

Cisco Webex

7-8:30pm

Meeting Summary

Attendance

Heritage Focus Group Members: Scott Dobson (Friends of West Toronto Rail Path); Phillip Share (South Perth Sterling Residents Association); Irmina Ayuyao (Junction Triangle Community Action Network); Kevin Putnam; Kris Erickson; Kristen den Hartog; Jasmine Frolick (Castlepoint Numa); Brett Rycombel; Adam Wynne (Toronto East York Community Preservation Panel)

City Planning Project Team: Gary Miedema (Project Team Lead, Heritage Planning); Zoi de la Peña (Heritage Planning); Nathan Bortolin (Heritage Planning); Anne Fisher (Heritage Planning); Dan Nicholson (Community Planning); Diane Silver (Community Planning); Ran Chen (Urban Design); Setareh Fadaee (Urban Design)

Common Bond Collective: Ellen Kowalchuk; David Deo

Representing Deputy Mayor Bailão: Nicholas Gallant, Senior Advisor

Meeting Purpose

Heritage Focus Groups are advisory in nature. This meeting was the second of two meetings to inform an understanding of the historical development of the Cultural Heritage Resource Assessment (CHRA) study area, including its social and community values. The focus of this meeting was on reviewing a summary of feedback from Meeting 1, updates to the Historical Overview as a result of that feedback, and the draft list of heritage potential properties resulting from a heritage survey.

Timeline

HFG members began logging in shortly before 7pm.

The meeting started at 7pm.

Gary Miedema welcomed participants and explained meeting procedures, and opened the meeting with a Land Acknowledgement.

After a round of introductions, Gary introduced the purpose of the meeting, the agenda, and the roles & responsibilities of the Heritage Focus Group.

Gary then reviewed the methodology and potential outcomes of a Cultural Heritage Resource Assessment, the legislative framework for listing non-designated properties on the Heritage Register, and the provincial criteria (O. Regulation 9/06) used for heritage evaluations.

The feedback from Meeting 1 was reviewed, with no revisions or additions.

Ellen Kowalchuk, Common Bond, then briefly reviewed the Historical Overview for the study area, noting changes made to the Historical Overview resulting from feedback from Meeting 1.

Ellen then reviewed the draft list of heritage potential properties resulting from the heritage survey. Those properties are:

- 270-276 Sterling Road
- 213 Sterling Road
- 221 Sterling Road
- 284 St. Helen's Avenue
- 1411 Bloor Street West
- 1419 Bloor Street West
- 1421 Bloor Street West
- 1422-1426 Bloor Street West

Gary facilitated a discussion (summarized below).

Discussion Questions and Comments from HFG Members

1) Do you have questions about the identification of any of the heritage potential properties?

- Concern was expressed that while the properties identified as having heritage potential could be protected, the character of the rest of the area could be lost. One participant noted that, without their current context, the properties at 270-276 Sterling Road would be meaningless. They expressed an interest in understanding the area as a district, like the Distillery District. Representatives from City Planning explained that the Heritage Register was only one tool that could be used to support the character of an area, and that the Planning Study was also considering character areas within the study area to support the development of policies for those areas.
- A question was asked about why answers to some criteria for some properties were marked "To Be Determined", and whether all of the criteria contained in O. Reg 9/06 need to be met in order for a property to be included on the Register. Ellen Kowalchuk confirmed that only one criteria needs to be met.

- A participant questioned whether a building in the rear of 270-276 Sterling Road was considered in the evaluation of those properties.

2) Are there properties not identified on the draft list of heritage potential properties that you think we should reconsider? If so, why?

- 128 Sterling Ave was mentioned as a property of interest, but it was noted that it is outside of the study area.
- A participant noted that properties on Perth St were being left out, as well as 1433 Bloor St W, and the intact Edwardian homes on the north side of Bloor St W. The consultant acknowledged the presence of early properties on Perth St, but noted that the integrity of their design has been compromised due to modifications. With respect to the properties on the north side of Bloor St W., David Deo noted that these represent a typical vernacular style found throughout much of Toronto, making it difficult to identify a feature that would satisfy O. Reg 9/06. The consultant also noted that they had examined the significance of the row itself in the context of Bloor Street West in and beyond the study area, and were not able to determine that the properties could meet O. Reg 9/06.
- One participant asked if 240 Sterling Road been considered, and noted that it was a former candy factory now converted to residential use. Others indicated that Kent Monkman had his studio in that building in recent years.

3) General Feedback

- Participants questioned how the Bloor Street Study would inform current development proposals within the area. Representatives from Community Planning explained that the acceleration of this study is partly in response to development pressures in the area, and that the study will result in Council adopted policy.
- Participants inquired as to whether elements in the landscape not connected to a building, such as retaining walls or underpasses or railway tracks, would be identified and conserved. City Planning noted that if such elements were considered attributes of a heritage property as the result of designation under the Ontario Heritage Act, they could be protected.

Written Feedback and Submissions

Some participants followed up after the meeting with further information, feedback, and suggestions for properties to consider.

- One participant followed up to express their experience as a member of the local residents' association over the years, and shared his concern that residents' voices are often ignored by the City. The member expressed a strong desire from the community to have their voices heard by local politicians and City staff. The member also relayed that the community is not against development, but is opposed to the approval of projects that are insensitive to the existing context and the needs of the community.

- A participant submitted by email further information pertaining to specific properties on Perth Avenue and Bloor St W that were also raised during the meeting, and requesting their consideration as heritage potential properties:
 - 1428-1450 Bloor Street West
 - 1433 Bloor Street West
 - 1452 Bloor Street West
 - 1423 and 1425 Bloor Street West
 - 15 Perth Avenue
 - 21-31 Perth Avenue
 - 47-49 Perth Avenue
 - 59-61 Perth Avenue
 - 73 Perth Avenue
 - Building behind 276 Sterling Road
 - 214 Sterling Road
 - 233 Sterling Road
 - 234-238 Sterling Road
 - 240 Sterling Road
 - 253-269 Sterling Road

- One participant followed up with further information confirming the existence of an early train station at Bloor Street West.