

Intention to Designate under Part IV, Section 29 of the Ontario Heritage Act and Authority to Enter into a Heritage Easement Agreement – 721 Eastern Avenue

Date: January 16, 2019

To: Toronto and East York Community Council
Toronto Preservation Board

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

Wards: Ward 14 - Toronto Danforth

SUMMARY

This report recommends that City Council include the property on the City's Heritage Register, state its intention to designate the property at 721 Eastern Avenue under Part IV, Section 29 of the Ontario Heritage Act and to grant authority to enter into a Heritage Easement Agreement.

Located in Leslieville, on the south side of Eastern Avenue, between Carlaw Avenue and Leslie Street, north of Lakeshore Boulevard, the property contains a collection of ten, one-two storey, industrial structures constructed from 1925-1980 for Hoyt Metal of Canada Ltd., subsequently known as The Canada Metal Company Ltd.

Following research and evaluation, it has been determined that the property meets Ontario Regulation 9/06, the criteria prescribed for municipal designation under Part IV, Section 29 of the Ontario Heritage Act for its design, associative and contextual value. This report recommends the designation of the original Hoyt Metal of Canada Ltd. Main Building office and warehouse (Building A), 1925-26, designed by Wells & Gray Ltd., a significant structure of the Canada Metal Company Ltd. industrial complex.

The property was recently sold and in July 2018 City Council adopted recommendations to amend the Official Plan and Zoning By-Laws and include the designation and a heritage easement agreement for the Hoyt Metal Company Main Building (Building A) as part of a substantial redevelopment of the property at 721 Eastern Avenue.

Properties on the Heritage Register will be conserved and maintained in accordance with the Official Plan Heritage Policies. Designation enables City Council to review alterations to the site, enforce heritage property standards and maintenance, and refuse demolition.

RECOMMENDATIONS

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

1. City Council include the property at 721 Eastern Avenue on the City of Toronto's Heritage Register.
2. City Council state its intention to designate the property at 721 Eastern Avenue under Part IV, Section 29 of the Ontario Heritage Act, in accordance with the Statement of Significance: 721 Eastern Avenue (Reasons for Designation) attached as Attachment 3 to the report (January 16, 2019) from the Senior Manager, Urban Design/Heritage, City Planning Division.
3. If there are no objections to the designation in accordance with the Ontario Heritage Act, City Council authorize the City Solicitor to introduce the necessary bill in Council.
4. If there are objections in accordance with the Ontario Heritage Act, City Council direct the City Clerk to refer the proposed designation to the Conservation Review Board.
5. If the designation is referred to the Conservation Review Board, City Council authorize the City Solicitor and appropriate staff to attend any hearing held by the Conservation Review Board in support of Council's decision to designate the property.
6. City Council authorize the entering into of a Heritage Easement Agreement under Section 37 of the Ontario Heritage Act with the owner of 721 Eastern Avenue in a form and content satisfactory to the City Solicitor and the Chief Planner and Executive Director, City Planning Division.
7. City Council authorize the City Solicitor to introduce the necessary bill in Council authorizing the entering into of a Heritage Easement Agreement for the property at 721 Eastern Avenue.

FINANCIAL IMPACT

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

DECISION HISTORY

At its meeting of July 23 2018, City Council adopted the recommendations in "721 Eastern Avenue - Official Plan Amendment, Zoning Amendment and Draft Plan of Subdivision Applications - Final Report" which included the requirements, outlined in Section 13 i, for the owner to "enter into a Heritage Easement Agreement for Building A at 721 Eastern Avenue, as identified on Attachment 3 to the report (June 25, 2018) from the Chief Planner and Executive Director, City Planning, and shall not object to the

designation of 721 Eastern Avenue (Building A) under Part IV of the Ontario Heritage Act;". In Section 13 d, "The owner shall explore the retention, reuse, and potential relocation of Building G's industrial framing and clerestory in the design and relationship to the Publicly-Accessible Privately Owned Space as identified in Attachment 3: Existing Buildings, to the report (June 25, 2018) from the Chief Planner and Executive Director, City Planning;"

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.PG31.2>

At its meeting of May 2, 2017, the Toronto and East York Community Council, requested the Senior Manager, Heritage Preservation Services to prepare a report with respect to the buildings located at 701 to 721 Eastern Avenue (please note: 701 Eastern Avenue is a structure address for the property known as 721 Eastern Avenue) for inclusion on the City's Heritage Register and to report to the Toronto Preservation Board and the Toronto and East York Community Council by September 2017.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.TE24.84>

COMMENTS

A location map (Attachment 1) and photographs (Attachment 2) are attached. Staff have completed the Research and Evaluation Report (Attachment 4) for the property at 721 Eastern Avenue and determined that the property meets Ontario Regulation 9/06, the criteria prescribed for municipal designation under Part IV, Section 29 of the Ontario Heritage Act under all three categories of design, associative and contextual values.

Located on the south side of Eastern Avenue between Carlaw Avenue and Leslie Street, the property at 721 Eastern Avenue contains the Main Building (comprising Building A, office and warehouse and B factory) constructed in 1925-6 for the Hoyt Metal Company of Canada Ltd. to the design of Wells & Gray Ltd., Engineers and Contractors and Building G, a connecting structure between the Main Building and the Foundry Building (D). The Main Building (A) is a finely crafted example of an industrial warehouse building type, expressing the characteristic structural grid of columns on the regulated bays of its principal (north) and side (west) elevations, clad in brick with classical precast stone details. Building G is a metal-framed industrial structure with a characteristic clerestory roof. From 1926, the complex was the location for the Canadian Branch of the international Hoyt Metal Company under the management of George F. Allen, an American inventor and patent holder. In 1929, Hoyt merged with The Canada Metal Company Ltd., a Toronto-based family company which began in 1893 in the backyard of the W. G. Harris family home on St. Patrick Street and by 1922 had expanded with branches across Canada. The Canada Metal Co. continued to occupy and extend its operations with additional buildings, also designed by Wells & Gray, at 721 Eastern Avenue for another 75 years until they sold the property in 2004. After that time the large industrial spaces accommodated Cinespace Film Studios until General Motors of Canada purchased the property in 2016.

Contextually, the Canada Metal Co. Ltd. property contributes to and maintains the early 20th-century character of Eastern Avenue as a hub of manufacturing and industry. With its carefully crafted elevations, the Hoyt Metal Company of Canada Ltd. Main Building (Building A) contributes to the sequence of finely designed industrial buildings situated along Eastern Avenue.

To the east of and adjoining the Hoyt Metal Company Main Building (A), a steel structure with a clerestory roof (Building G), was constructed to link the Main Building with the Foundry Building (D). Although currently not visible from Eastern Avenue, the owner will explore the retention, reuse, and potential relocation of the steel structure in the design and relationship to the Publicly-Accessible Privately Owned Space as part of the redevelopment of the property. As such, staff recommend to include this structure in the description of heritage attributes of the property.

The Statement of Significance (Attachment 3) for 721 Eastern Avenue comprises the Reasons for Designation, which is the Public Notice of Intention to Designate and will be advertised on the City of Toronto's website in accordance with the City of Toronto Act provisions and served on the Ontario Heritage Trust to the provisions of the Ontario Heritage Act.

CONTACT

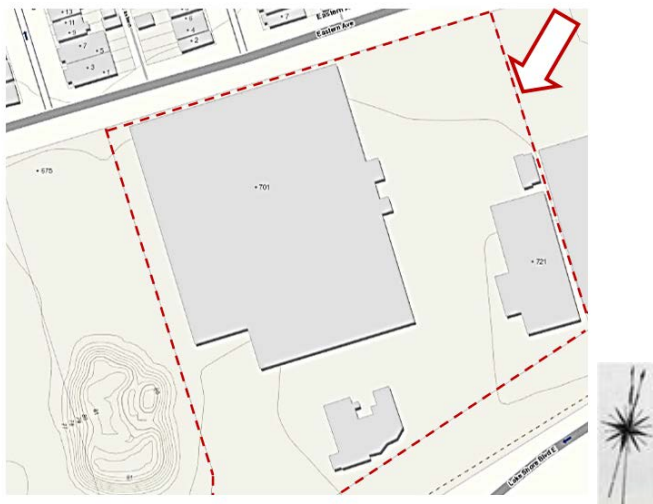
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Heritage Preservation Services
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SIGNATURE

Mary L. MacDonald, MA, CAHP
Senior Manager, Urban Design/Heritage
City Planning Division

ATTACHMENTS

Attachment No. 1 – Location Map
Attachment No. 2 – Photographs
Attachment No. 3 – Statement of Significance (Reasons for Designation) - 721 Eastern Avenue
Attachment No. 4 – Heritage Property Research and Evaluation Report - 721 Eastern Avenue



These location maps are for information purposes only; the exact boundaries of the property are not shown. The arrow marks the site of the property at 721 Eastern Avenue, between Carlaw Avenue and Leslie Street on the south side of Eastern Avenue. The upper map provides the neighbourhood context and the lower map shows the remaining structure on the property, the larger building, incorporating the Main Building (A-C), Foundry Building (D), Comfort Building (E), and Shipping Building (F) and the connecting structure (Building G). The building is identified as 701 Eastern Avenue which is the structure address for the property at 721 Eastern Avenue. The three smaller structures have been demolished. Please note: unless otherwise identified plans and maps are always oriented with north at the top. (City of Toronto, INview Map)



Aerial View of the Property at 721 Eastern Avenue, looking south and showing
 1. Main Building (A + B 1925-6, C -1929), 2. Foundry Building D (1929, rebuilt 1967 with a 1980 extension behind Building H and C), 3. Comfort Building E (1930, extended 1943, 1946), 4. Building G (1943)
 5. Shipping Building F (1946, upper floor 1967), 6. Oxide Building I (1946), 7. Building H (post 2004)
 Please note the Oxide Building (I) was demolished in late 2018. (Google Maps, 2019)



Photograph of The Canada Metal Co. Ltd. complex facing north onto Eastern Avenue, from far left to right, Comfort Building E (1930, upper storey 1946), Shipping Building F (1945-49, upper storey, 1967) and the Main Building A (1925-6) (HPS, 2018)



Photograph of the Main Building (A), principal (north) and side (west) elevations facing Eastern Avenue (HPS, 2018)



Photograph of the Main Building (A), main entrance on the principal (north) elevation (HPS, 2018)

The Canada Metal Company Ltd. (Hoyt Metal Company of Canada Ltd.)
(REASONS FOR DESIGNATION)

The property at 721 Eastern Avenue, containing the complex of industrial buildings originally known as the Hoyt Metal Company of Canada Ltd. and, from 1929 until 2004, as The Canada Metal Company Ltd., is worthy of designation under Part IV, Section 29 of the Ontario Heritage Act for its cultural heritage value, and meets Ontario Regulation 9/06, the provincial criteria prescribed for municipal designation under all three categories of design, associative and contextual value.

Description

The property at 721 Eastern Avenue is located in Leslieville, on the south side of Eastern Avenue between Carlaw Avenue and Leslie Street, north of Lakeshore Boulevard and the former Gardiner Expressway which for 80 years contained the former industrial complex known as The Canada Metal Company Ltd. The first building constructed on the site in 1925-6 by the Hoyt Metal Company of Canada Ltd. was the Main Building (including Buildings A+B), located at the northwest corner of the property and built to the design of Wells & Gray Ltd., Engineers and Contractors. Building A included upper level offices and a shipping warehouse below and Building B contained the factory. From 1929 until 1980 the complex would undergo a continuous series of expansions, alterations and demolitions, primarily to the designs of Wells & Gray, in response to an evolving sequence of functions related to the production of metal alloys, until operations ceased. One of these structures was the building known as Building G (1943) connecting the Main Building and Foundry Building (D, 1929). The proximity to the CNR railway to the south of the property meant that railway spurs were included in the property's evolution. In 1930 Hoyt amalgamated with other metal companies and became known as The Canada Metal Co. Ltd which continued to own the property until 2004. After that time the large industrial spaces accommodated Cinespace Film Studios until General Motors of Canada purchased the property in 2016.

Statement of Cultural Heritage Value

The Canada Metal Company Ltd. property, including the original Hoyt Metal Company of Canada Ltd. Main Building, the office and warehouse building (Building A), located at the property at 721 Eastern Avenue, is a fine representative of the industrial building type which emerged in the 19th century and whose key characteristic was a plan based on a structural grid of columns providing maximum internal flexibility for the accommodation of factory machinery and the production and movement of products. The structural grid is reflected on the building's principal (north) and side (west) elevations with their regular composition of brick piers flanking banks of windows. The embellishment of the building's elevations, the sculptural relief of the brick wall surface between piers and stepped brick bands over the second-floor windows, the classical styling of the entrance with its brick piers, precast stone bases and entablature incised with the word "OFFICE," and the decorative panels above the entrance marked by precast stone squares, are typical of the early 20th century industrial buildings which frequently retained elements of the Classical style.

Building G, the connecting link between the Main Building (A + B) and the Foundry Building (D), is valued for its design which, in the light-weight appearance of its structural steel framing and the clerestory roof, constructed to maximize daylight for factory workers, is expressive of a functionally elegant 20th-century industrial building typology.

The property is valued for its association with the international Hoyt Metal Company, an important manufacturer and innovator of metal alloys in the early 20th century, which was based in the United Kingdom with branches in Australia, the U.S. A. and Canada. The Toronto branch was established in 1909 and managed by George F. Allen, an American inventor and patent-holder for inventions related to metal alloys. The property is also associated with the Canada Metal Company Ltd. In 1929, the Hoyt Metal Company of Canada merged with the Toronto-based Canada Metal Company Ltd. a nation-wide employer and manufacturer of metal alloy products, which started in the 1890s by William G. Harris in the backyard of his home on St. Patrick Street. The Canada Metal Co. continued to operate at the Eastern Avenue property from 1929 until 2004 and was an important employer in the neighbourhood. The property has historic value for the information it yields regarding the growth of industry and how it contributed to the development of the working class neighbourhood between World Wars I and II. The building is also valued as it demonstrates the work of the firm of Wells & Gray Ltd. Engineers and Contractors, who were well-known for their infrastructure projects in Ontario, extending from bridges to railway stations, their expertise in concrete construction, their leadership in the design of well-lit factories and their architectural design skills.

Contextually, the building is valued as it maintains and supports the early industrial character of the neighbourhood south of Leslieville on Eastern Avenue. With its carefully crafted elevations, Main Building (A) contributes to the sequence of finely designed, early to mid-twentieth century industrial buildings situated along Eastern Avenue. Located with on the south side of Eastern Avenue since 1925, Building A is historically, visually and functionally linked to the residential neighbourhoods as well as the original industrial buildings and their subsequent adaptive re-use by the film industry.

Heritage Attributes

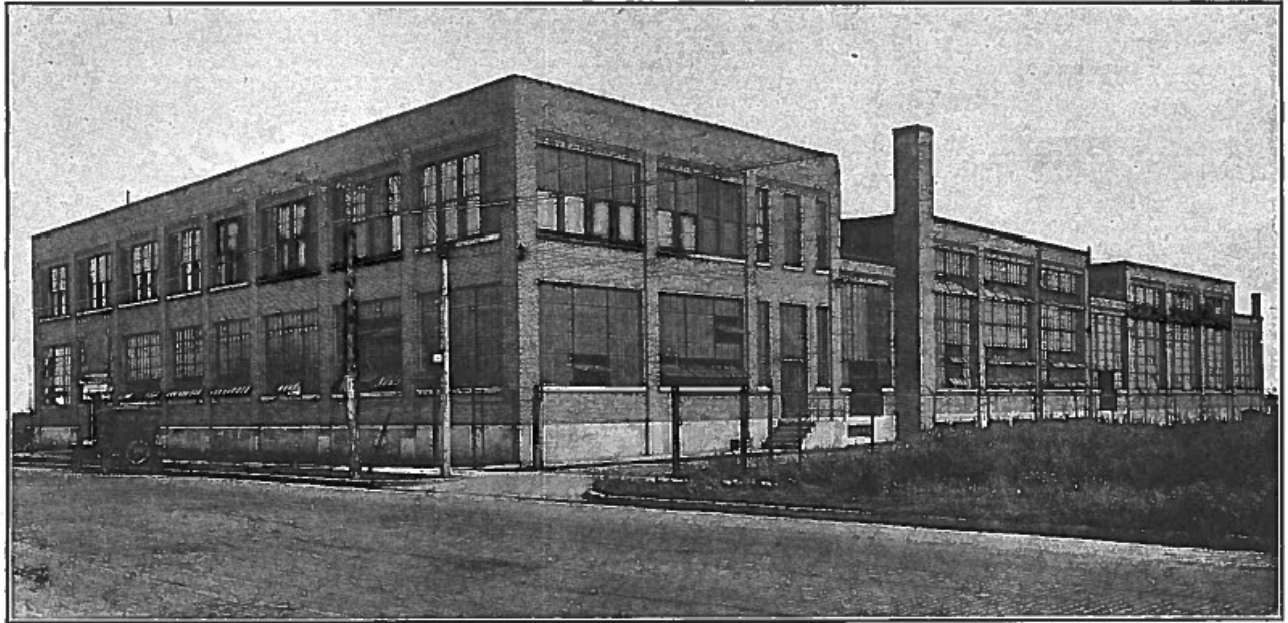
The heritage attributes of the Hoyt Metal Co. Main Building (Building A) are:

- The setback, placement and orientation of the building on its property on the south side of Eastern Avenue west of Leslie Street
- The scale, form and massing of the two-storey industrial warehouse-type building with a rectangular plan and flat roof
- The organization of the elevations (now visible on the north and west sides) as a series of bays of equal width, demarcated by brick piers with windows in the bays between the piers
- The cladding material which includes brick, with brick piers and decorative stepped details above the second floor windows, and precast stone, which is featured in the entablature with the word "OFFICE" carved on its frieze, the precast stone capitals and bases of the piers flanking the entrance facing Eastern Avenue, the decorative

pattern of precast stone blocks on the brick wall above the entrance and the concrete base which wraps around the building with protruding bases for the brick piers

- The windows, which include steel factory sash at the ground floor and double-paned wood sash at the upper storey on the principle (north) and side (west) elevations and glass block on the upper floor of the east-side elevation
- On the interior, the steel columns supported by concrete bases
- A connecting building between the Hoyt Company Main Building (A + B) and the Foundry Building, (G) with its steel structure, including the columns, roof trusses and clerestory windows

HERITAGE PROPERTY RESEARCH AND EVALUATION REPORT



721 EASTERN AVENUE
THE CANADA METAL COMPANY LTD.
(Originally known as Hoyt Metal Company of Canada Ltd.)

Prepared by:

Heritage Preservation Services
City Planning Division
City of Toronto

January 2019

1. DESCRIPTION



Above: 721 Eastern Avenue, The Canada Metal Company Ltd., Main Building (A)
(Heritage Preservation Services [HPS] 2018)

Cover: 721 Eastern Avenue, "Factory Built in 1924 for the Hoyt Metal Company of Canada, Limited"
showing the Main Building (Buildings A+B) from Wells & Gray Ltd., portfolio (Symons, 2019)

THE CANADA METAL COMPANY LTD. - 721 EASTERN AVENUE	
ADDRESS	721 Eastern Avenue
WARD	14
LEGAL DESCRIPTION	PT TWP LOT 11 WATER LOT
NEIGHBOURHOOD/COMMUNITY	Leslieville
HISTORICAL NAME	The Canada Metal Company Ltd.
CONSTRUCTION DATE	1925-6
ORIGINAL OWNER	Hoyt Metal of Canada Ltd.
ORIGINAL USE	Industrial
CURRENT USE*	vacant
ARCHITECT/BUILDER/DESIGNER	Wells & Gray Ltd. Engineers and Contractors
DESIGN/CONSTRUCTION/MATERIALS	Brick cladding
ARCHITECTURAL STYLE	Industrial Warehouse Type
ADDITIONS/ALTERATIONS	Numerous additions and alterations
CRITERIA	Design, associative, contextual
HERITAGE STATUS	n/a
RECORDER	Heritage Preservation Services: Marybeth McTeague
REPORT DATE	January 2019

2. BACKGROUND

This research and evaluation report describes the history, architecture and context of the property at 721 Eastern Avenue, and applies evaluation criteria to determine whether it merits designation under Part IV, Section 29 of the Ontario Heritage Act. The conclusions of the research and evaluation are found in Section 4 (Summary).

i. HISTORICAL TIMELINE

Key Date	Historical Event
1845	George Leslie purchases Lot 11 establishing Leslieville at the intersection of Queen Street and Leslie Street and the George Leslie and Son's Toronto Nurseries
1856	The Grand Trunk Railway is constructed encouraging the development of industry south of Queen Street along South Park Street (Eastern Avenue)
1910	Hoyt Metal Co. of Canada Ltd. first appears in the City of Toronto Directories and is located on the Don Esplanade
1913	Hoyt Metal Co. of Canada Ltd. relocated to 356-362 Eastern Avenue. The company is listed at this address until and including 1925.
1924	In December, drawings are prepared for a combined office and warehouse building for Hoyt Metal Co. of Canada Ltd., by Wells & Gray Ltd., Engineers and Contractors to be located at 721 Eastern Avenue (see Permit B11932, City of Toronto Building Records)
1926	City Directories and Assessment Rolls indicate Hoyt Metal Co. of Canada Ltd. have relocated to their new premises at 721 Eastern Avenue
1929	Plans are submitted for building permits for the construction of a new Dross and Brass Foundry Building as well as an extension to the existing factory building for Hoyt Metal Co. (Permits B11932, B12188)
1929	In December, a merger is announced which included Hoyt Metal of Canada, the Canada Metal Co. and three smaller companies located in Montreal, Winnipeg and Vancouver. The new company would be known as The Canada Metal Co. Ltd.
1930	Plans are submitted for a permit to construct an Employees Comfort House (Permit B14687)
1943	Plans are submitted for Building G, a top-lit connecting structure between the Main Building and the Foundry Building (Permit 77651) and to construct a second story on the Comfort House (Permit 77696) Permits indicate Wells & Gray are the engineers and applicant
1945	The Canada Metal Co. Ltd. extends its land holdings to the south with the acquisition of property owned by the Toronto Harbour Commission north of Keating Street
1946	Permits to build loading docks and a shipping room between the Main Building and Comfort Building and an extension to the Comfort Building to include a cafeteria are applied for by Wells & Gray (Permits B86474, B86687, B88231, B21139)

1946	Permits to construct an Oxide Mill Building are applied for by Wells & Gray (Permits B86475, B87548)
1950s-1964	Lakeshore Boulevard is expanded to four lanes and connects with Keating Street resulting in the street being renamed Lakeshore Boulevard and the Gardiner Expressway is extended east from the Don Valley Parkway to Leslie Street
1967	Applications are submitted by L. C. Bachorz and Associates, Architectural Engineers and Town Planners, to partly demolish and rebuild the Foundry Building (H) and machine shop and to build a second floor office extension over the shipping bays (Permits B93762, B93839, B93884, B93923, B94070, B94709)
1980	Extension of Foundry Building (H) behind Main Building (Permit 80-022664)
1999-2000	The Gardiner Expressway East is demolished
2004	Canada Metal sells the property to 2006199 Ontario Inc.
2016	2006199 Ontario Inc. sells the property to General Motors of Canada Ltd.
2018	At its meeting in July, City Council adopts the recommendations for an Official Plan and Zoning Amendment to permit the redevelopment of the site by General Motors with a Section 37 Agreement that would provide a Heritage Easement Agreement and designation under Part IV of the Ontario Heritage Act of the Main Building (A), with potential retention of the structure of Building G
2018	The demolition permit for the Oxide Building (I) is issued in October and the building is subsequently demolished

ii. HISTORICAL BACKGROUND

Leslieville and the Eastern Avenue Industrial Corridor

The property at 721 Eastern Avenue is located in the neighbourhood originally known as Leslieville and now also identified with the industrial buildings along Eastern Avenue and Lakeshore Boulevard on the south edge of the property which have recently been adaptively re-used by film production companies. (*Image 1*)

Leslieville's origins can be traced back to 1845 when George Leslie (1804-1893), a noted horticulturalist, purchased land to the east of the historic City of Toronto, on the east side of the Don River. Leslie immigrated with his family to Canada in 1825, and settled in the town of York where he established a grain, seed and grocery store on King Street with his brother Robert, worked as a gardener and established one of the first nurseries in Toronto. The land purchased in 1845 stretched from the waterfront to the second concession (now Danforth Avenue) and was bound on the east side by a road soon known as Leslie Street.

George Leslie subdivided the land north of Kingston Road, establishing a post office in 1852 at the northwest corner of Kingston Road and Curzon Street and became a

trustee of the village school. *(Image 2)* The land on the south side of Kingston Road was devoted to the nurseries and for several decades while the neighbourhood to the west developed for residential use, the nursery land use persisted.

By 1856, the Grand Trunk Railway had been constructed and this added means of transport, along with the wharves established to the west along the waterfront, would result in the location of industry in the neighbourhood. With the advent of industry, the name for South Park Street, which was originally intended to be adjacent to land allocated for a park, was changed to Eastern Avenue. Eastern Avenue effectively bisected the land between Queen Street and the waterfront. Between 1894 and 1899, the land south of Eastern Avenue was extended with infill down to a new waterfront with Keating Street (now known as Lakeshore Boulevard East) extending along its edges. After 1911 this land was owned and managed by the Toronto Harbour Commission. With landfill expansion southwards into the harbour, Keating Street would also develop as a major access road for industry. On the north side of Keating Street a new railway line was constructed providing industries along Eastern and Keating with access to the national railway network. *(Images 3-6)*

Rail as the primary means of transport for industry would be eclipsed by trucks. In the late 1950s the transformation of Keating Street as a continuation of Lakeshore Boulevard as the first major vehicular route across the southern edge of the city along the lakefront, the subsequent construction of the Gardiner Expressway in the late 1950s with the extension to Leslie Street in 1964, as well as the building of the Don Valley Parkway (DVP), was a boon to transportation access for the Leslieville industries. In 1999, the high cost of maintenance of the east portion of the Gardiner from the DVP to Leslie Street resulted in City Council voting for its demolition which began in 2000. Some of the piers supporting the expressway have been retained to the south of the property at 721 Eastern Avenue.

The Hoyt Metal Company of Canada, Ltd.

The property at 721 Eastern Avenue was acquired by Hoyt Metal Company of Canada Ltd. in 1924 for their new office and manufacturing premises. Hoyt Metal was an international company with branches in the United Kingdom, Australia and the U.S.A. *(Images 7-11)* The Canadian branch of the company established offices in Montreal and Winnipeg, first appearing in Toronto's City Directories in 1910 when it was located on the Don Esplanade. From the time of its first appearance in Toronto, the company was managed by George Franklin Allen. Allen was an American who had previously worked for a branch of Hoyt Metal in Granite City, Illinois. In 1906, he registered a patent for a new metal alloy using nickel and lead which increased tensile strength. By 1909, when he registered a second patent, related to a hot-dipping immersion process, Allen was living in Toronto.¹ Under Allen's leadership, Hoyt moved, in 1913, to a new location at 356-62 Eastern Avenue, and expanded the factory premises with a new addition in 1917. *(Images 12-13)* He relocated the company to its current location at 721 Eastern Avenue in 1925.

1. 1906 Patent: <https://patents.google.com/patent/US834099>

1909 Patent <https://patentimages.storage.googleapis.com/pages/US933612.png>

The Canada Metal Co. Ltd.

The Canada Metal Co. was founded by William G. Harris (1862-1931), who had been a self-employed, entrepreneur as a teenager, and began Canada Metal with the production of single strand solder wire. (*Image 14*) The company expanded, producing munitions in the First World War and metal type for newspapers. Harris initially operated the company out of his backyard on William Street (now St. Patrick Street) before purchasing land on Fraser Avenue in the early 1900s where he developed a factory that eventually covered five acres. A newspaper report in 1905 indicated the company had extended "from the Atlantic to the Pacific" producing babbitt (bearing metal), solder, lead pipe, stereotype and phosphor tin.² Harris's business relied on the participation of his family including his wife, son, daughter and son-in-law. Its diversification included the Oil-Right Burner Company, the Graham Nail Company and the Canada Foils Company. The sale of Canada Metal as part of a merger with Hoyt Metal followed the early death of his son, William G. Harris Jr., the Vice-President and General Manager of the company, in March 1929. Following Harris Sr.'s death in 1931, the management of the remaining business interests passed to his grandson.

Hoyt Metal and The Canada Metal Company and smaller companies located in Winnipeg, Montreal and Vancouver merged in December of 1929 with the sale of Canada Metal to the National Lead Company of New York, but the Canadian companies retained their original names and G. F. Allen continued to be the Vice President of Hoyt.³ Both City Directories and Assessment rolls refer solely to Hoyt Metal at 721 Eastern Avenue until 1933 when both Hoyt and Canada Metal are listed together. By 1941, the property was primarily known as The Canada Metal Company. This is reflected in both City Directories and building permit applications. The property at 721 Eastern Avenue was owned by Canada Metal until 2004.

721 Eastern Avenue⁴

The property at 721 Eastern Avenue underwent a rapid series of building programs during its occupation by Hoyt Metal Company of Canada Ltd. and subsequently the Canada Metal Company. This outline focuses on the construction of the primary building components which still exist on site. Unless otherwise indicated most of the complex was built to the designs of Wells & Gray Ltd., Engineers and Contractors.⁵

Plans for the Main Building (A+B) for the Hoyt Metal Company's new premises at 721 Eastern Avenue date to December 1924 and construction was completed between 1925 and 1926.⁶ The first building included a factory with an office space at the second floor

2. The Globe, 1905.

3. *The Globe*, December 10, 1929, p 1.

4. In 1925, the property now known as 721 Eastern Avenue was known as 655 Eastern Avenue. By the time the assessment rolls were undertaken in May 1926, the address had been changed to 721 Eastern Avenue. Please note regarding references to 701 Eastern Avenue, that "701" is the "structure address" for the property known as "721 Eastern Avenue."

5. See the Building Permit references as well as the article by Dr. D. T. Symons which states in 1924 "Wells & Gray built a 68,000-square-foot factory for Hoyte Metal Company of Canada Ltd." Dr. Symons emailed on 11 January 2019 confirming with scans of a Wells & Gray portfolio which illustrated 721 Eastern Avenue as one of their projects dating to 1924, the year building permit drawings were submitted. See Image 15.

6. Building Permit drawings submitted in 1929 for the extension to the Main Building, Building C and the Foundry Building, Building D include previous drawings dated December 1924 for the Main Building A +

level. Although the principal elevation faces north on Eastern Avenue, the design of the buildings and the site reflected the importance of the railways as the primary means of transporting goods as the first building integrated an industrial spur from the railway line which passed to the south of the property. Subsequent development of the site was designed to maximize railway access. (*Images 15-17*)

In 1929, the Main Building was expanded with an addition on its south side (Building C), a second building (Building D) was added to house a dross and brass foundry building and the following year, 1930, plans for a small "Comfort Building" (Building E) for staff including a dressing room and cafeteria were submitted for approval. This staff facility was given an upper storey in 1943 and then doubled in size to have its current rectangular plan, in 1946.⁷ (*Images 19-20*)

In 1943, Building G, a top-lit structure providing a link between the Main Building (A, B+C) and the Foundry Building (D) was constructed.⁸ (*Images 21-23*) In 1946, the Shipping Building (F) was constructed linking the Main Building (A) with the Comfort Building (E), creating a solid frontage along Eastern Avenue. (*Images 24-31*) The other building added in this year was the Oxide Building (I) at the south-east corner of the property.⁹ (*Images 32-34*)

Finally, in 1967, a second story office was added above the Shipping Building (F) facing Eastern Avenue and the entire Foundry Building (D) was rebuilt, demolishing the old foundry and machine shop buildings and re-using their existing foundations. (*Images 35-39*) This later work was undertaken by L. C. Bachorz and Associates, Architectural Engineers and Town Planners.¹⁰ The Foundry Building was extended to pass behind the Main Building (C) in 1980 acquiring its current configuration.¹¹ In 2007, after Canada Metal had sold the property the chimney was demolished and the open area which had surrounded the chimney was enclosed with a roof which is now identified as Building H.

Wells & Gray Ltd. Engineers and Contractors

Arthur Frederick Wells (1880-1979) is credited with being "a leader in the realm of reinforced concrete construction" and "notable as an architect and builder of major industrial facilities in central and southwestern Ontario in the 1910s and 1920s"¹²

A graduate of the University of Toronto, in 1907 Wells incorporated the Concrete Engineering and Construction Co. Following the marriage of his sister to John Vickers Gray, Wells invited Gray to join the company which became Wells & Gray Ltd. Engineers and Contractors. Wells was president and oversaw the engineering, architecture and site supervision while Gray, as vice-president, managed the business aspects of the partnership.

B (Permits B11232 and B12188). Assessment Rolls and City Directories confirm the building was under construction in 1925 and complete by 1926.

7. Permits for the staff facility are B14687, B77696 (1943) and B88231 (1946)

8. Permit B 77696

9. The demolition of the Oxide Building (I) took place in late 2018.

10. Permits B 93762, B93839, 93884, B93923, B94070, B94709

11. Permit 80-022664

12. Symons.

Shortly after their company was incorporated they received a series of projects including dams, the Wilton Avenue bridge in Toronto, the CPR station in Parkdale and the first new building for the Ford Motor Company factory in Windsor Ontario. Wells was also involved with the Niagara Transformer Station, and factories for Swift Canadian, Ford Plant, London, Ontario, the Hiram Walker factory, Walkerville, the Bell Telephone Company, Kodak Co. at Mount Dennis and Toronto's Wellington Avenue Destructor. While trained as an engineer, Wells is credited with considerable architectural flare designing, in 1927, the "most elegant and ornate office and factory for Crosse and Blackwell, Canada, Ltd."¹³

By the time of their commission to undertake Hoyt Metal Company's new premises, they were "well-known for their use of concrete and for the use of glass to create well-lit, open factory spaces."¹⁴ Wells & Gray continued to provide designs for the Hoyt Metal Company and later the Canada Metal Company complex as it expanded from 1924 until 1949.

L. C. Bachorz and Associates Ltd., Architectural Engineers and Town Planners
The firm which undertook the reconstruction of the 1929 Foundry Building (D) and the second floor office additions above the Shipping Building (F) between 1967 and 1971 was led by Les Celestyn Bachorz (1922-2013). Although trained as an engineer, Mr. Bachorz employed architects and undertook a diverse range of projects including townhouses and residential towers, including the El Pueblo townhouses in Toronto's Beaches neighbourhood, 1973. The company also designed facilities for Canadian Tire, Dominion grocery stores and Esso gas stations.¹⁵

iii. ARCHITECTURAL DESCRIPTION

The Main Building (Building A) is a fine representative of the industrial building type, whose key characteristics were functionally determined, resulting in a distinctive aesthetic style. These characteristics included a plan whose structure relied on a grid of columns, rather than walls, providing maximum internal flexibility for the accommodation of factory machinery and the production and movement of products. The incorporation of the grid of structural supports on the building elevations enabled broad bands of windows between the columns permitting maximum daylight for the interiors.
(*Images 40-44*),

Two elevations, the principal (north) elevation and the side (west) elevation, retain these features. The second floor windows are wood frame with single-pane sash which suggest double hung opening windows but are, in fact, fixed. The ground floor features typical steel factory sash windows with fine mullions and smaller panes. Glass block is also used in second floor windows as may be seen in the three windows over the entrance and on the side (east) elevation.

13. Symons.

14. Symons

15. Conversation with Grant Bachorz, 11 January 2019.

The buildings are clad in red brick. The brick surface of Main Building (A) provides a subtle modulation where the brick piers and the top parapet stand forward in a single plane which steps back in three linear bands above the upper floor windows. The brick elevations rest on a concrete foundation which steps forward providing bases for the projecting brick piers.

Further modulation of the elevations is provided at the entrance bay. Here the door to the office is flanked by two brick pilasters with precast stone capitals and bases supporting a tall entablature with a molded cornice and a frieze with incised carved letters spelling 'OFFICE.' Above the entrance, a solid brick wall panel is decorated with precast stone squares marking the corner of a square panel outlined by the alignment of brick headers to create parallel lines of mortar. Two narrow panels of factory sash flank the entry and are capped by two small panels with precast stone squares at their corners. The elimination of the concrete base for this bay as part of a shift in scale from the giant order of the structural piers to the human scale of the entrance indicates the thoughtfulness with which the architectural elements of the building were considered by Wells & Gray. The row of brick headers beneath the precast stone entablature and between the two precast stone capitals is another indication of the designer's artfulness with materials and the classical language.

Building G which provided an enclosed linking space between the Main Building (A + B) and the Foundry Building (D) in 1943 is currently experienced as a single-volume space with an exposed steel structure composed of (concealed) columns, trusses and a clerestory. The slender quality of the elements is expressive of the advances in industrial architecture from the late 18th century which saw traditional massive masonry construction as the primary structure of the building replaced with a structural grid of wood, iron or steel columns. The progressive thinness of the structural members from the 18th century to the mid-20th represents advances in construction materials and their assembly creating an aesthetic of lightness characteristic of 20th century modernism.

iv. CONTEXT

The property at 721 Eastern Avenue is located to the west of Leslie Street on a deep site whose southern edge once faced a railway line and now faces Lakeshore Boulevard and the remnants of the Gardiner Expressway. Located just west of Eastern Avenue's northward turn as the Eastern Avenue Crescent, the building marks the eastern end of a neighbourhood which for over a century has been characterized by a mix of industrial buildings with residential enclaves on streets perpendicular to the avenue. (*Images 45-57*)

The residential neighbourhoods reflect a local and domestic scale and this contrasts with the larger scale of networks made possible by transportation, railways, expressways and four-lane boulevards essential to commerce and industry. Housing was, and still is, located to the north of Eastern Avenue stretching up to Queen Street East, with a few pockets remaining on the south side. Housing in the area typically dates to the first quarter of the 20th century, is uniform in its scale, material and form, typically 1-3 storeys, built on narrow lots, with verandahs facing shallow front gardens and tree-lined streets of the working class neighbourhood adjacent to the Eastern Avenue industries.

While some industrial buildings, such as Brown's Bread at 462 Eastern Avenue were located on the north side of Eastern Avenue, more were constructed on the south. The industrial buildings typically date from 1920-1960s and have a variety of architectural styles from the richly articulated revival styles referencing Neo-Classical Georgian (Hoyt Metal and Consumers Gas, 433 Eastern Avenue) through to the Streamlined Modern (Silverline Studios, 588 Eastern Avenue) and the mid-century modern (Revival Film Studios, 629 Eastern Avenue). Other building types, such as car dealerships (Subaru, 601 Eastern Avenue) have come to fill in the former industrial properties. There are tracts of vacant land used as truck parking lots where industries have retreated and their buildings demolished. The intersection of Eastern Avenue and Carlaw is indicative of the mixed character with late 19th and early 20th century housing on the south side, a mid-century industrial building on the north-west corner and the c 1940 "Downtown Gas and Car Centre on the north-east corner.

The Hoyt Metal - Canada Metal Company Ltd. Building is part of a series of industrial buildings along Eastern Avenue, from the first Consumers Gas complex at 415 Eastern Avenue to the exuberant c 1960 Revival Studios building at 629 Eastern Avenue, which retain the early 20th century character of the neighbourhood which combined with the adjacent residential enclaves continues the story of the effect of transportation networks, railways, roads and expressways to foster the growth of industry and generate employment which was within walking distance of the homes where employees worked. In the past decade the neighbourhood has undergone a shift indicated by the current moniker of "Leslieville Studios" as traditional industrial employers have been replaced by film production enterprises. The retention of this industrial architectural legacy, adaptively re-used within current and future development, will be critical to the quality of the future places created.

3. EVALUATION CHECKLIST

The following evaluation applies Ontario Regulation 9/06 made under the Ontario Heritage Act: Criteria for Determining Cultural Heritage Value or Interest. While the criteria are prescribed for municipal designation under Part IV, Section 29 of the Ontario Heritage Act, the City of Toronto uses it when assessing properties for inclusion on the City of Toronto Inventory of Heritage Properties. The evaluation table is marked "N/A" if the criterion is "not applicable" to the property or X if it is applicable, with explanatory text below.

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

Representative example of a style and type

The Canada Metal Company Ltd. office and warehouse building, Main Building (A), is a fine representative of the industrial building type which emerged in the 19th century and whose key characteristic was a plan based on a structural grid of columns providing maximum internal flexibility for the accommodation of factory machinery and the production and movement of products. The structural grid is reflected on the building's

principal (north) and side (west) elevations with their regular composition of brick piers flanking banks of windows. The embellishment of the building's elevations, the sculptural relief of the brick wall surface between piers and stepped brick bands over the second-floor windows, the classical styling of the entrance with its brick piers, precast stone bases and entablature incised with the word "OFFICE," and the decorative panels above the entrance marked by precast stone squares, are typical of the early 20th century industrial buildings which frequently retained elements of the Classical style.

Building G, built as the connecting link between the Main Building (A + B) and the Foundry Building (D), is valued for its design which, in the light-weight appearance of its structural steel framing and the clerestory roof constructed to maximize daylight for factory workers, is expressive of a functionally elegant, 20th-century, industrial building typology.

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

Association with an organization significant to a community:

The property is valued for its association with the international Hoyt Metal Company, an important manufacturer and innovator of metal alloys in the early 20th century, which was based in the United Kingdom with branches in Australia, the U.S. A. and Canada. The Toronto branch was established in 1909 and managed by George F. Allen, an American inventor and patent-holder for inventions related to metal alloys. The property is also associated with the Canada Metal Company Ltd. In 1929, the Hoyt Metal Company of Canada merged with the Toronto-based Canada Metal Company Ltd. a nation-wide employer and manufacturer of metal alloy products, which started in the 1890s by William G. Harris in the backyard of his home on St. Patrick Street. The Canada Metal Co. continued to operate at the Eastern Avenue property from 1929 until 2004 and was an important employer in the neighbourhood.

Yields information that contributes to an understanding of a community

The property has historic value for the information it yields regarding the growth and development of industry in Leslieville from the 1920s through to 2000.

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

The property is valued as it demonstrates the work of the firm of Wells & Gray Ltd. Engineers and Contractors, who were well-known for their infrastructure projects in Ontario, extending from bridges to railway stations, their expertise in concrete construction, for their leadership in the design of well-lit factories and their architectural design skills.

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

Important in defining, maintaining or supporting the character of an area

Contextually, the property is valued as it maintains and supports the early industrial character of the neighbourhood south of Leslieville on Eastern Avenue and Lakeshore Boulevard. With its carefully crafted elevations, Main Building (A) contributes to the sequence of finely designed, early to mid-twentieth century industrial buildings situated along Eastern Avenue.

Physically, functionally, visually or historically linked to its surroundings

Located on the south side of Eastern Avenue since 1925, the industrial complex has been historically, visually and functionally linked to the industrial and residential surroundings of the Leslieville neighbourhood for over 80 years.

4. SUMMARY

Located on the south side of Eastern Avenue between Carlaw Avenue and Leslie Street, the property at 721 Eastern Avenue contains the Main Building (Buildings A and B) constructed in 1925-1926 for the Hoyt Metal Company of Canada Ltd. to the design of Wells & Gray Ltd., Engineers and Contractors. Main Building (A) included a second storey company office above a warehouse with a manufacturing building (B) behind.

Main Building A is a finely crafted example of an industrial warehouse building type, expressing the characteristic structural grid of columns on the regulated bays of its principal north and side west elevations, clad in brick with classical precast stone details. From 1926 it was the location for the Canadian Branch of the international Hoyt Metal Company under the management of George F. Allen, an American inventor and patent holder. In 1929, Hoyt merged with The Canada Metal Company Ltd., a Toronto-based family company which began in 1893 in the backyard of the W. G. Harris family home on St. Patrick Street and by 1922 had expanded with branches across Canada. The Canada Metal Co. continued to occupy and extend its operations with additional buildings, also designed by Wells & Gray, at 721 Eastern Avenue for another 75 years until they sold the property in 2004. The property was owned by Cinespace Film Studios before being purchased by General Motors of Canada Ltd. in 2016.

Contextually, the Canada Metal Co. Ltd. property contributes to and maintains the early 20th-century character of Eastern Avenue as a hub of manufacturing and industry and, subsequently, film production activity. With its carefully crafted elevations, Main Building (A) contributes to the sequence of finely designed industrial buildings situated along Eastern Avenue.

5. SOURCES

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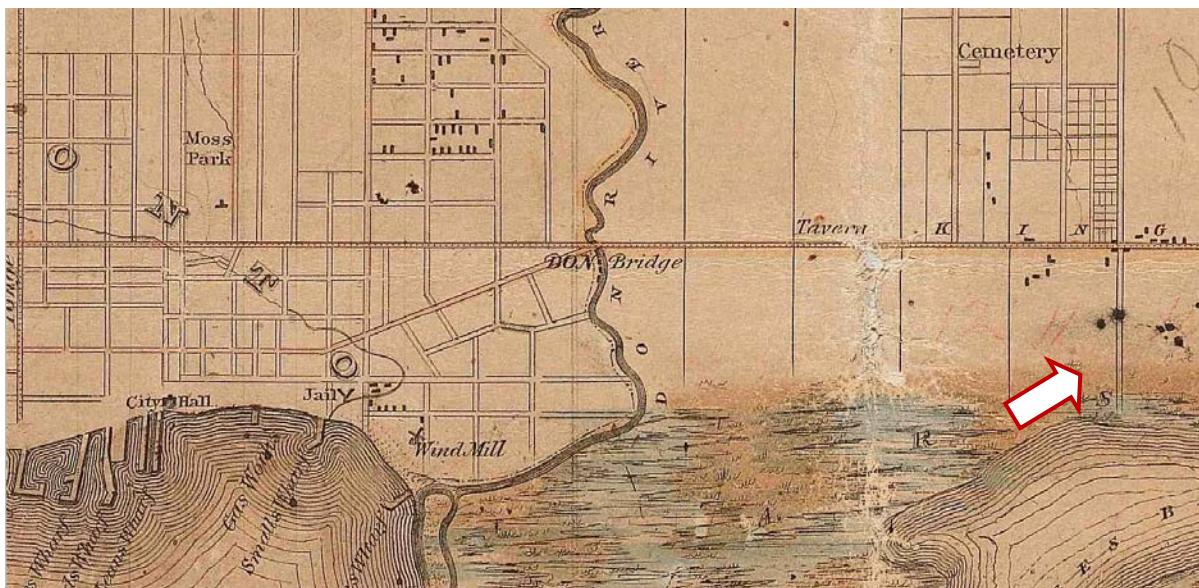
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6. IMAGES:

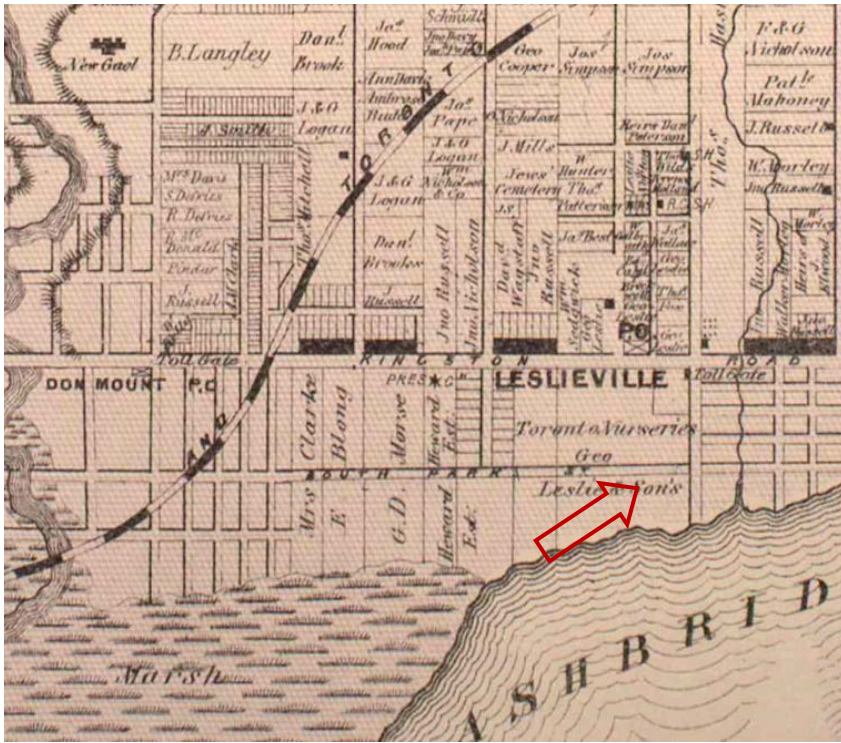


1. This location map is for information purposes only; the exact boundaries of the property are not shown. The arrow marks the site of the property at 721 Eastern Avenue, on the south side of the street between Carlaw Avenue and Leslie Street. (City of Toronto, INview Map)

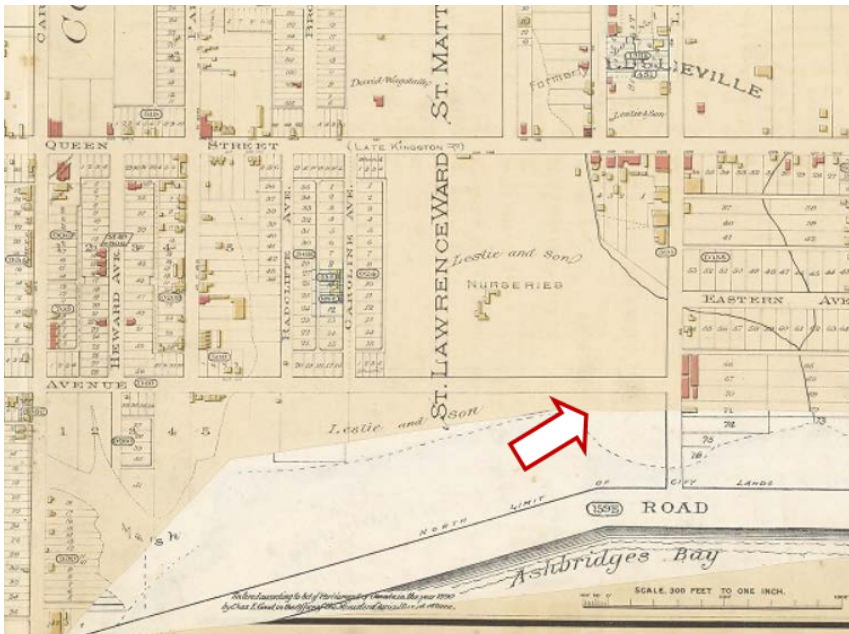
Please note: all maps are oriented with north at the top, unless otherwise indicated



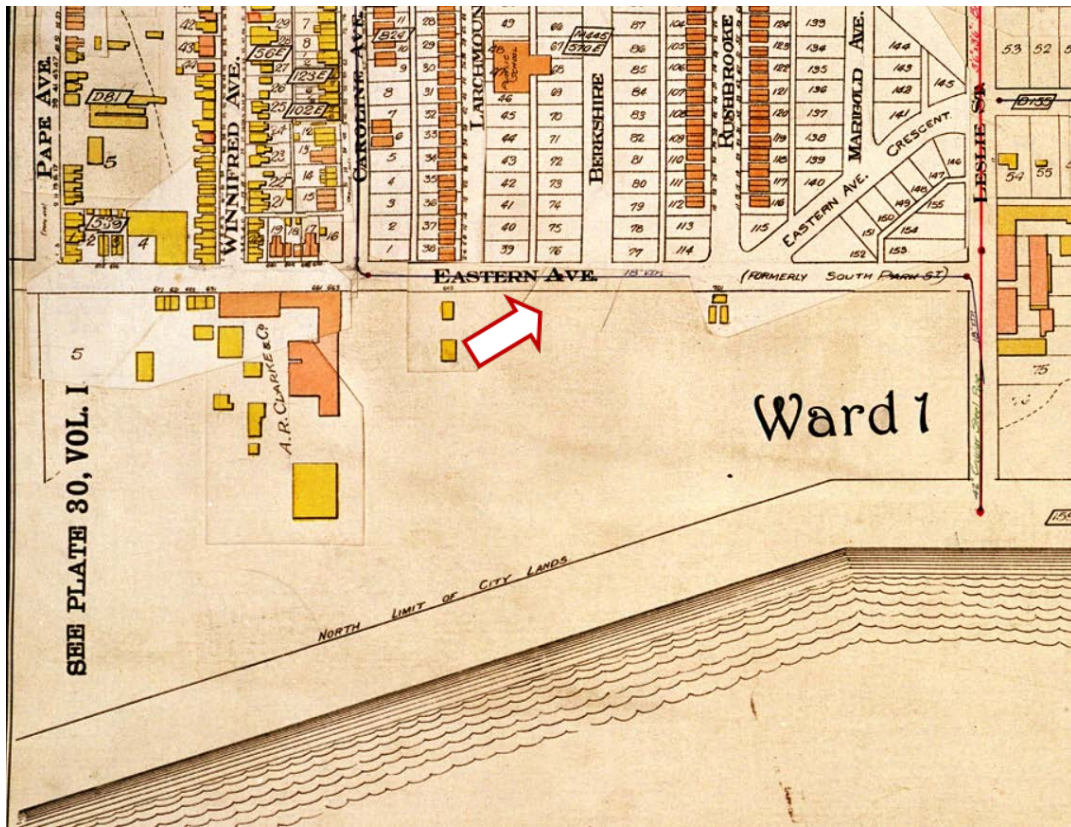
2. J. O. Browne, Map of the Township of York in the County of York, Upper Canada, 1851. The 'N' and 'G' of Kingston mark the intersection of current Leslie and Queen streets and the subdivision of the northwest corner of Lot 11 (north of the arrow). The south side of Queen was retained for market gardens and nurseries. (Ng)



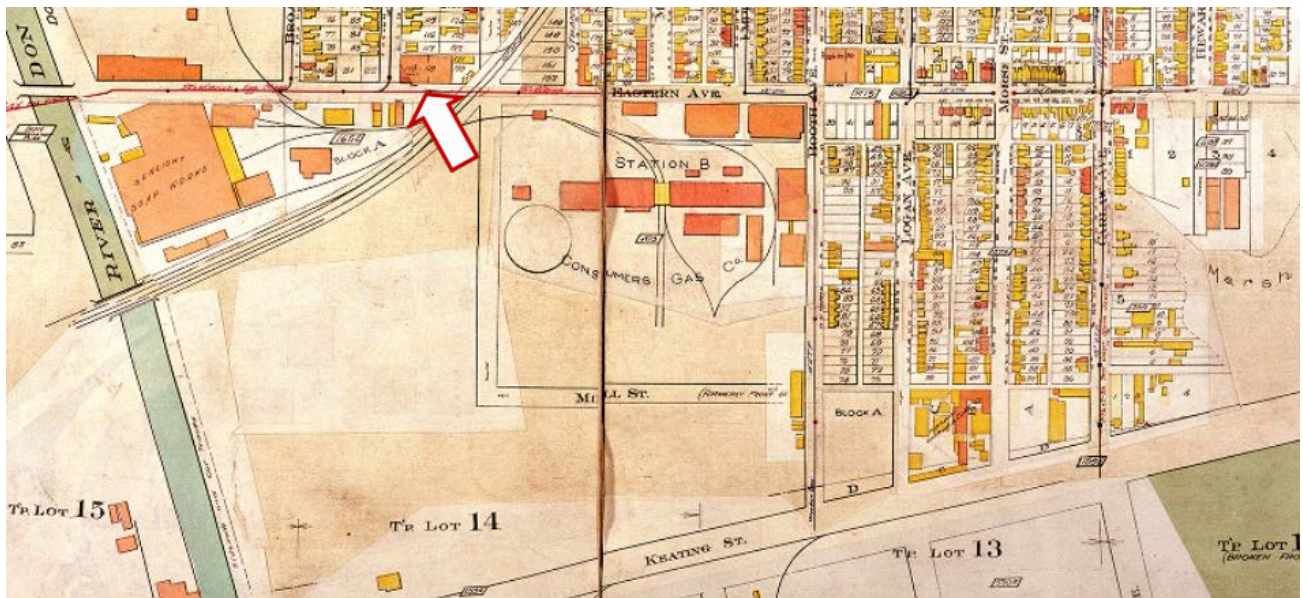
3. Miles & Co. Illustrated Historical Atlas of the County of York, (detail), 1878 showing the post office on the north side of Kingston Road (marked with the letters "PO") and the area retained for George Leslie and Son's Toronto Nurseries. Note South Park Street which would be the future Eastern Avenue. (Ng)



4. Goads Atlas, 1899, detail, showing the former shoreline (dotted line) and the infill of Ashbridges Bay. (CTA)



5. Goads Atlas, 1924, Plate 103 (detail), showing the development of Eastern Avenue, east of Pape Avenue, with the creation of Eastern Avenue Crescent, the industries on the south side and the residential streets to the north. (CTA)



6. Goads Atlas, 1924, Plate 30 (detail), showing the development of Eastern Avenue, west of Pape Avenue, with the industries, primarily on the south side, and the residential development, primarily situated on the north side, of Eastern Avenue. The arrow here indicates the previous Hoyt Metal location (1913-1924) at 356 Eastern Avenue. (CTA)

OLYMPIA—STAND No. 288.



HOYT METAL IN INGOTS

OR

DIE-CAST BEARINGS, READY FOR FITTING



TRUE TO .001 IN.



EITHER FORM WILL DO THIS:

BROOKLANDS, WEYBRIDGE,
October 25th, 1912.

Dear Sirs,

It may interest you to know that yesterday one of our engines secured the British duration record, by a
Continuous flight of 8 hours, 23 minutes.

Hoyt's I.C.E. (Internal Combustion Engine) metal was used throughout for the bearings of this engine, and we are pleased to say with entirely satisfactory results, the crank case and all main bearings being remarkably cool at the end of this run. The bearings in this engine, as in all aviation engines, have a very strenuous time as the engine has to develop maximum power through the flight, without a moment's rest.

The engine was running throughout at an average speed of 1,800 revolutions per minute, the maximum pressure on the bearings being something like 2,200 lbs. per sq. inch, which your bearing metal withstood excellently. The oil pressure in the lubricating system was 95 lbs. per sq. inch.

The same engine has now in 8 days flown 1,200 miles, which we believe also constitutes a record, although of course not nearly so important as the success achieved yesterday. We are more than satisfied with the metal you are supplying.

Yours faithfully,

THE ALL-BRITISH (ENGINE) CO., LTD.,
GRANVILLE E. BRADSHAW, Manager.

STRUCTURALLY SOUND.



THE HOYT METAL CO. OF GREAT BRITAIN, LTD., 26 BILLITER STREET, LONDON, E.C.

7. Advertisement for Hoyt Metal Co. of Great Britain, Ltd. Featuring a 1912 letter from The All-British (Engine) Company, providing testimony to the superior quality of Hoyt's I. C. E. (Internal Combustion Engine) metal which the All-British had used to build their aviation engines.

(Graces' Guide to British Industrial History
https://www.gracesguide.co.uk/Hoyt_Metal_Co)



8. Photograph of George F. Allen, inventor, Vice President and General Manager of Hoyt Metal Company of Canada Ltd. (*Toronto Daily Star*, 9 June, 1930, p 23.)

HOYT METALS

Are Sold on Their Merits




During the past forty years we have maintained a fixed ideal of **QUALITY FIRST**. Result: **THE HOYT PERFECT ALLOYS**. That's why it's so easy to sell our Mixed metals. Not only will you find **QUALITY** and **SATISFACTION** in our products, but **PROMPT ATTENTION** and **COURTEOUS SERVICE** in our organization. A combination hard to beat.

The lines that have made Hoyt Metals famous:
"NICKEL GENUINE"
"TROJAN"
"FROST KING"
BABBITS
 Solders in Bar and Wire, free flowing and satisfactory in every way.
 Information or suggestions cheerfully given. Write us.

HOYT METAL COMPANY
 TORONTO, CANADA
 London, Eng. St. Louis, Mo New York, N.Y.

9. Hoyt Metal Co. Advertisement 1919 indicating their affiliation with the company in the U.K. and the U.S.A. (Hardware Merchandising, 1919, p. 967 March-June 1919)



The illustration features a central text box with a large, stylized 'H' in the word 'HOYT'. The background shows a factory with smoking chimneys and two biplanes flying in the sky. In the foreground, there are several metal bars and a small figure of a person standing near a large block of metal.

HOYT METALS

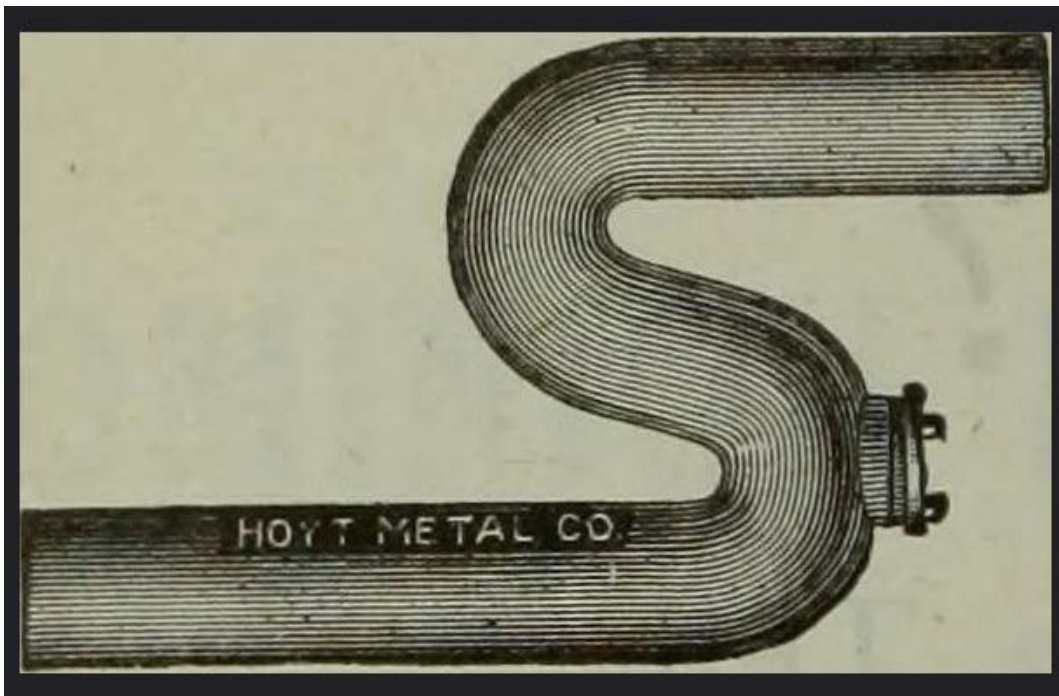
PROOF!

Hoyt Metals are used by every shop and factory that prides itself on maximum production. That the sales of Hoyt Metals amount to \$10,000,000 annually is convincing proof of the satisfaction in using or selling these efficient metals. Always cool running. Anti-friction quality and unequalled endurance are superior features of these popular metals.

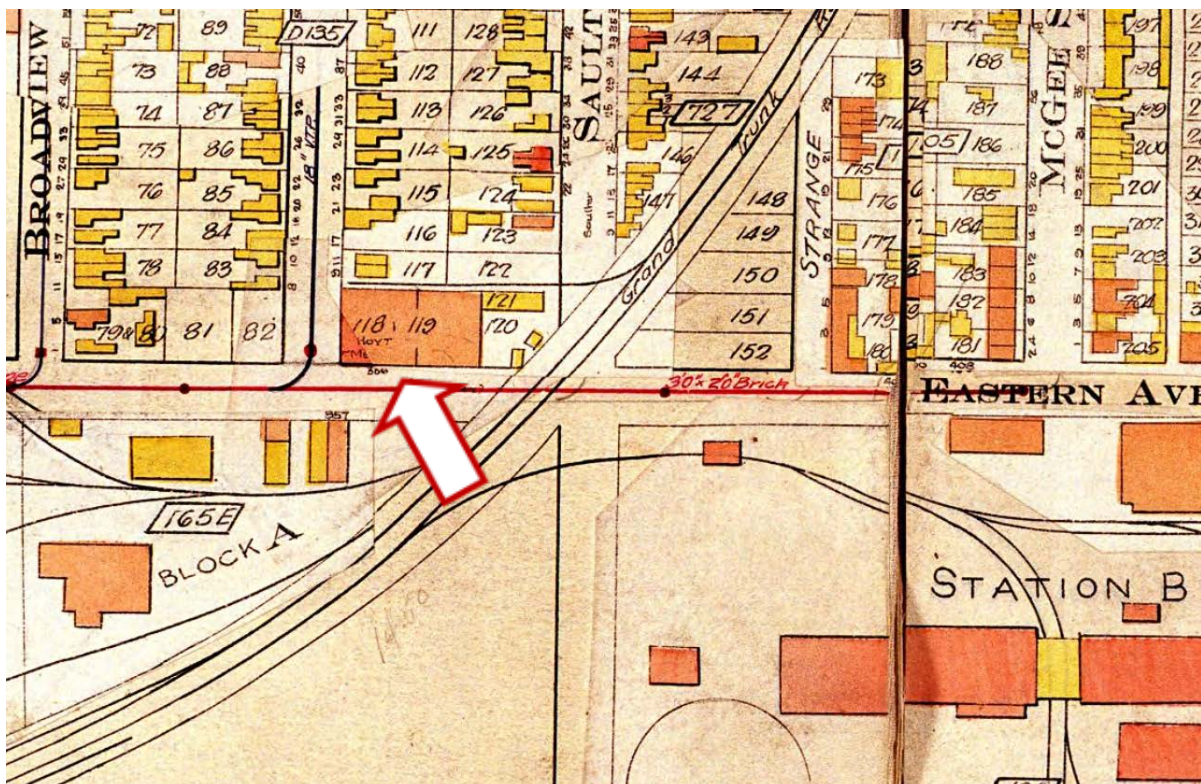
HOYT METAL COMPANY
 MONTREAL TORONTO WINNIPEG

10. Hoyt Metal Co. advertisement from "Hardware Merchandising, March-June 1921" The factories indicate their immediate application while the airplanes echo the message of the 1912 British advertisement attesting to their high quality for aviation.

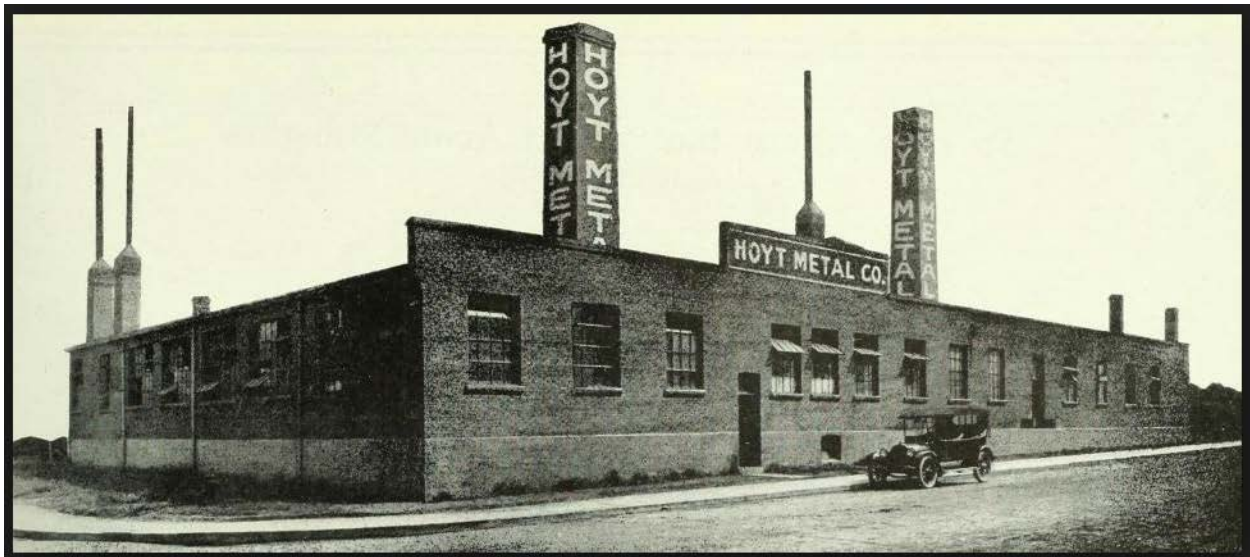
<https://archive.org/stream/hardmerchmarjun1921toro/hardmerchmarjun1921toro#page/n1293/mode/1up>



11. Hoyt Metal Co. advertisement indicating further application of their products. (Hardware Merchandising 1919, p. 967, March-June 1919)



12. Goads Atlas 1924, Plate 30, (detail showing the location of Hoyt's Metal at 356 Eastern Avenue, Lots 118 and 119. Note the word 'Hoyt' beneath the number 118 and the railway spur located to the north of the property. (CTA)



13. Hoyt Metal Co. of Canada Ltd., 356-362 Eastern Avenue at the north-east corner with Lewis Street

<http://urbantoronto.ca/news/2013/06/then-and-now-hoyt-metal-eastern-and-lewis>

WHY EXPERIMENT ?
WE DID IT FOR YOU YEARS AGO



IMPERIAL GENUINE

For Heavy Engines and
 Extraordinary Hard Work



**HARRIS HEAVY
 PRESSURE**

THE
 COPPER COATED
 CAKE

For Donkey Engines, Saw Carriages, Small Motors,
 Transmission Line Shafting and all steady heavy
 pressure duty.



Matchless

Suitable For Slow-Moving Bearings
 Write For Prices

THE CANADA METAL CO., LIMITED
 TORONTO HAMILTON MONTREAL
 WINNIPEG VANCOUVER

Canadian Machinery, 1921

14. The Canada Metal Co. Ltd. Advertisement, Canadian Machinery, 1921. Note W. G. Harris's profile is embossed on the "cake"

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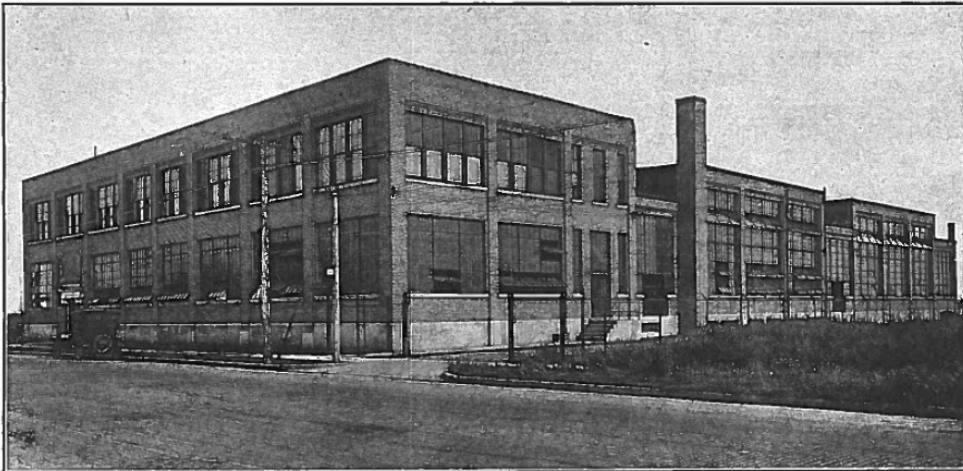
Wells and Gray Limited



**Engineers and
Contractors
Toronto - Ont.**

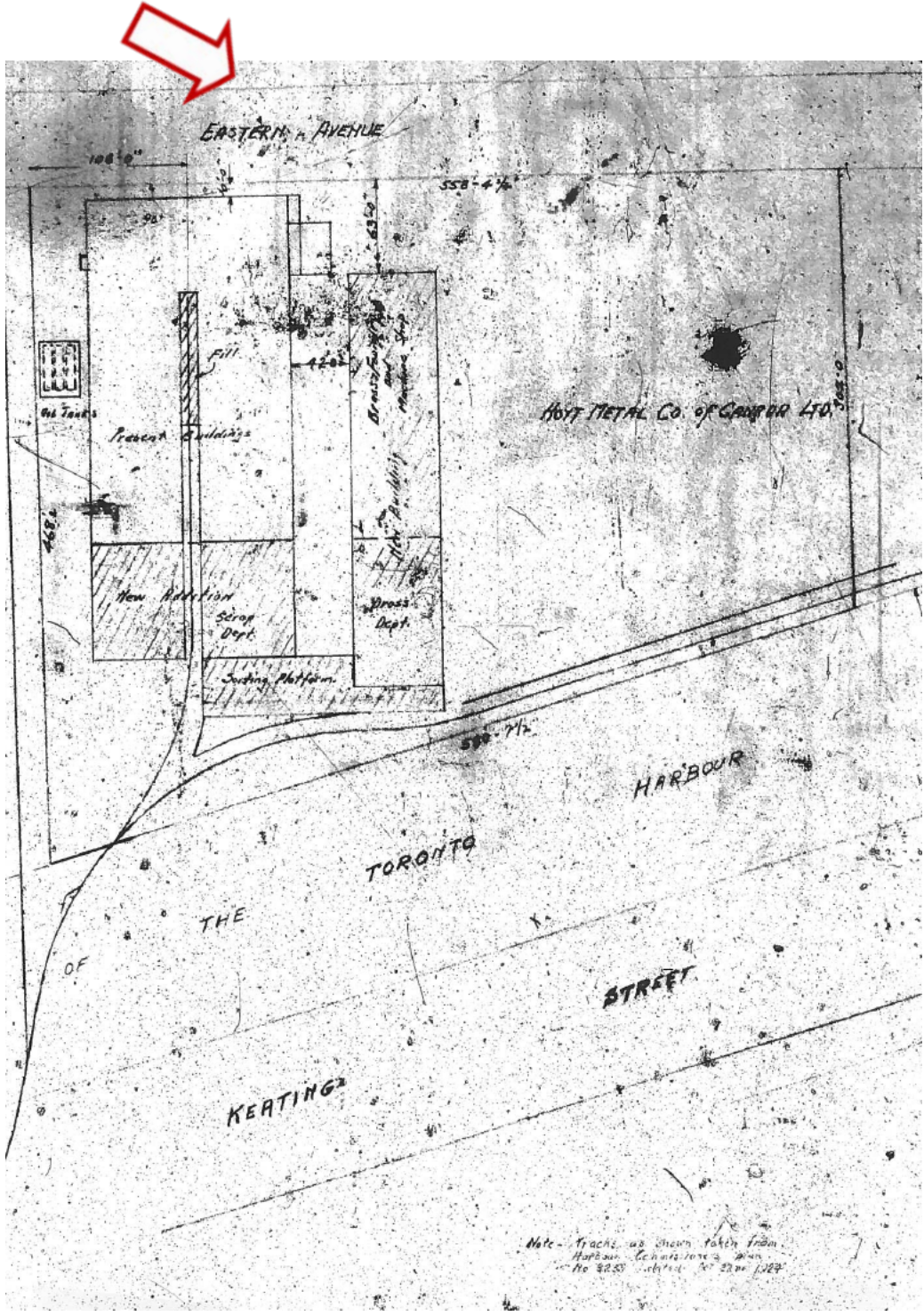
Photographs of the more important
buildings, bridges, etc., built by
Wells and Gray Limited

WELLS AND GRAY LIMITED



FACTORY BUILT IN 1924 FOR THE HOYT METAL COMPANY
OF CANADA, LIMITED, TORONTO, ONTARIO
Engineers, Ewart, Jacob, Armer and Byam, Toronto, Ont.

15. Cover for Wells and Gray Limited portfolio published c. 1926 or 1927 with page for the 1924 Hoyt Metal Company of Canada project showing the original Main Building with the office and warehouse (Building A) facing Eastern Avenue and the factory (Building B) behind (Symons, 2019)



16. Site Plan submitted in 1929 showing the existing Main Building (A +B) (indicated by the arrow) with the proposed addition (Building C) as well as the Brass Foundry and Machine Shop (Building D) to the right by McIntyre and MacGregor Structural Steel Works. The drawings shows the integration of the railway spurs within Main Building B and proposed Building C. (City of Toronto Building Records, Permit B 11932)



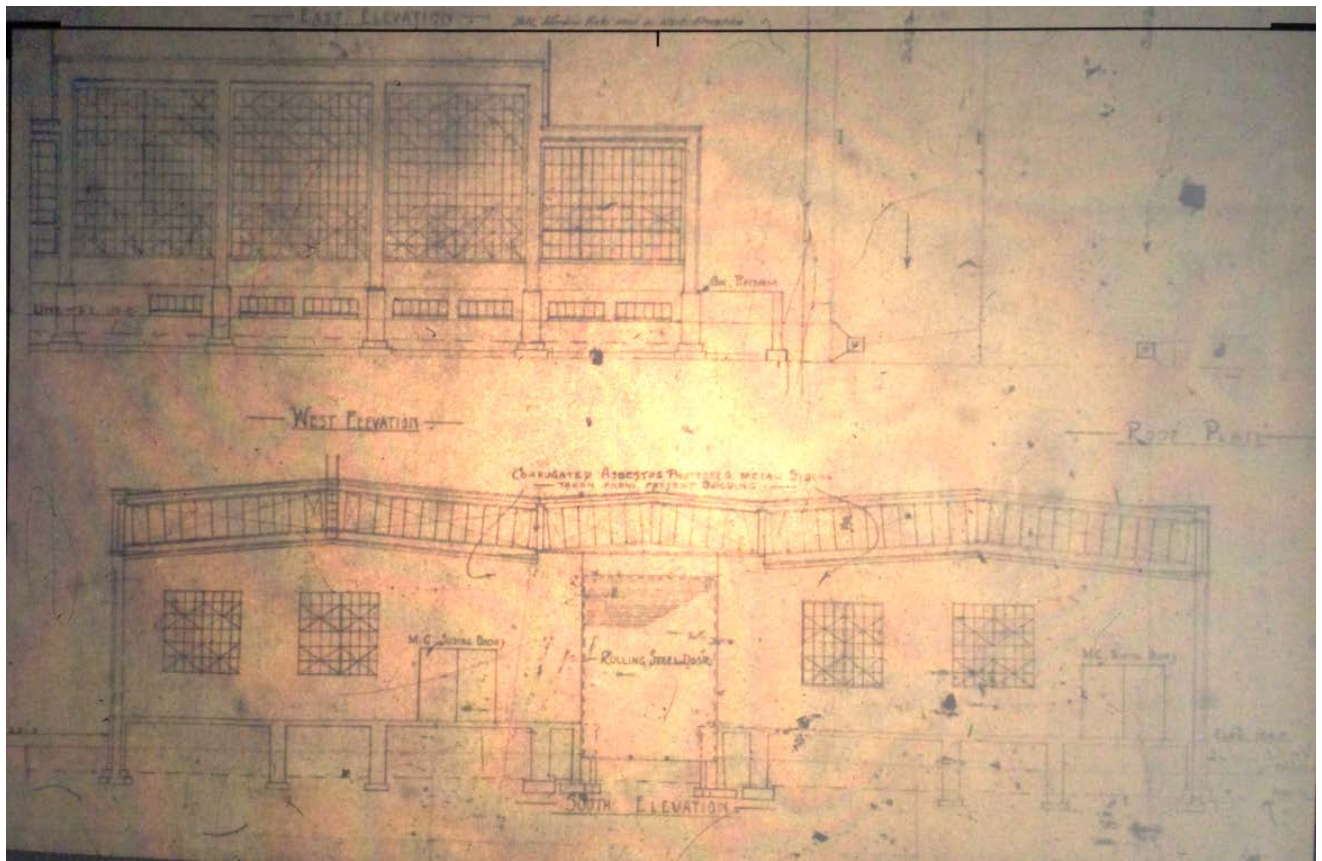
17. 721 Eastern Avenue, principle (north) Elevations of the Main Building (A), right, and the Shipping Building (F) and Comfort Building (E), to the left (HPS, 2018)



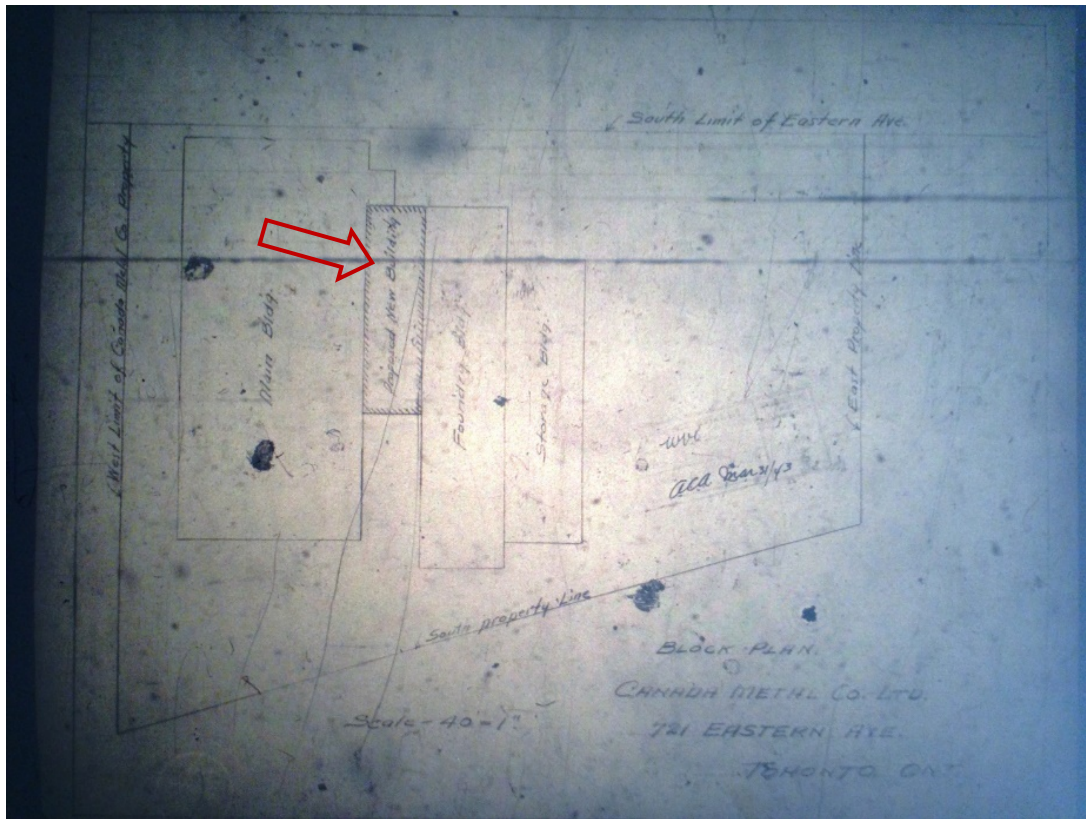
18. Side (west) Elevation viewed from Eastern Avenue of the Main Building (A B + C) showing A, the front building, B, with the chimney and two bays, and C, the later addition, with the single bay at the back of the site. The original glazing of B + C has been concealed (HPS, 2018)



19. Photograph showing the side (west) elevations of the Main Building (B + C) and the rear (south) elevation of C which faced the railway line on Keating Street, later, Lakeshore Boulevard (HPS 2018)



20. Building C: Permit Drawings for the addition duplicating a bay of the Main Building B, drawings by McGregor & McIntyre, Structural Steelworks, Toronto. The drawing above shows the side (west) elevation of Building C as it would connect with Main Building (B) to the left of the drawing and below the south elevation. The undulating roofs are still apparent in the existing buildings today (see above photo) (City of Toronto Building Records Building Permit B11932)



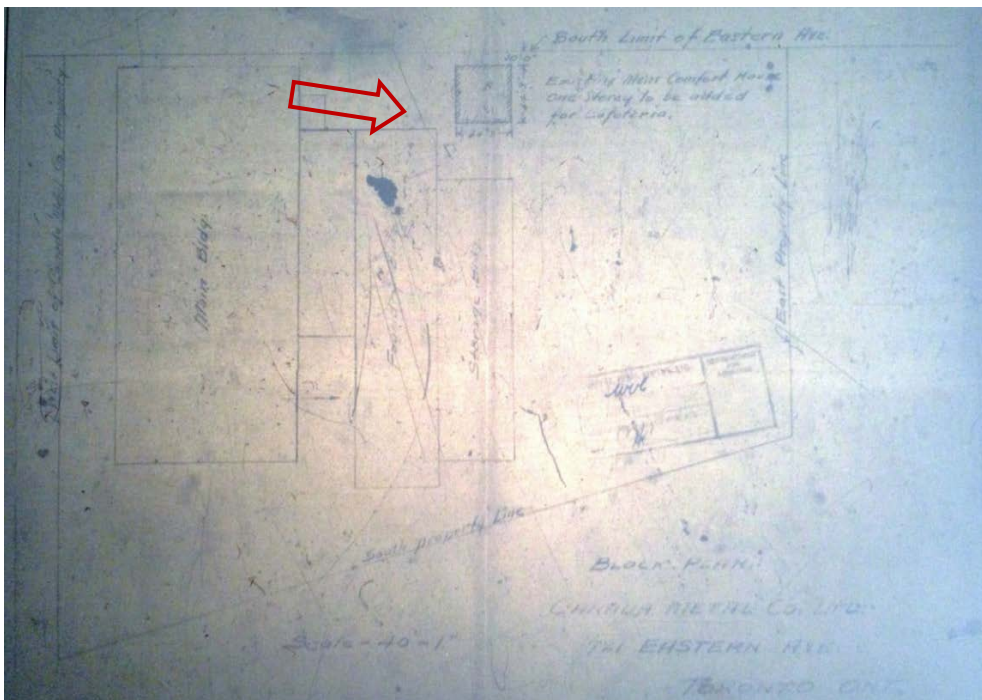
21. Block Plan for Canada Metal Co. Ltd., 1943, 721 Eastern Avenue indicating (with hatched lines) the "Proposed New Building" (Building G) connecting the Main Building (A, B + C) and the Foundry Building (D) with a storage building adjacent to the Foundry Building. The drawing is stamped March 31, 1943. Note the proximity of the southern property line to the existing buildings. (City of Toronto, Building Records, Building Permit 77651)



22. Building G showing the clerestory roof, left. On the right are the upper levels of Main Building (B + C) (HPS 2018)



23. Building G, showing the internal space and metal structure (HPS, 2018)



24. Site Plan submitted in March 1943 for second floor addition to provide a cafeteria for the Comfort Building (E) represented in the hatched square, at the top centre of the drawing. By 1946, the Comfort Building would be doubled in size with an extension on both floors to the south of the existing 1930 building shown in this plan. (City of Toronto, Building Records, Building Permit 77696)



25. Comfort Building (E), principal (north) elevation showing the single, 1930, first storey with the upper storey added in 1943. (HPS 2018)



26. Comfort Building (E), east elevation, showing the original 1930 one-story building (bottom right), the 1946 upper story (top right) and the 1949 two-storey extension (left) (HPS, 2018)



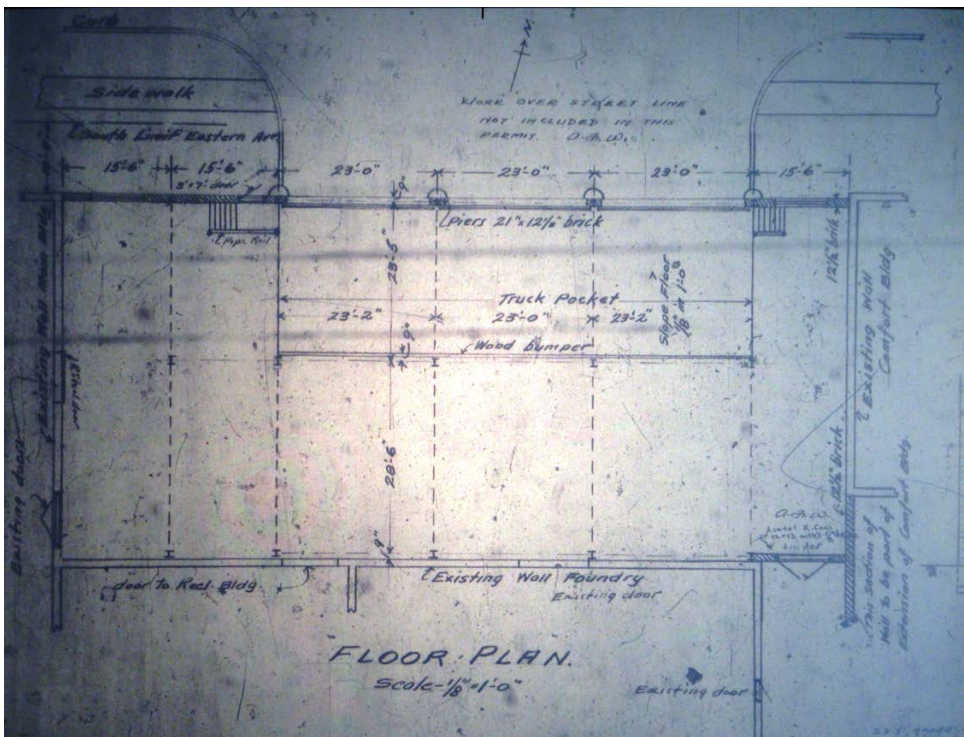
27. Comfort Building E, interior second floor showing one of two glass block panels (HPS, 2018)



28. Exterior View of the upper side (west) elevation of Building E showing the location of the coloured glass block panels (HPS, 2018)



29. Detail of an archival photograph looking west from Rushbrooke Avenue, showing the Comfort Building (E), before the brick was painted. (CTA, Fonds 200, series 1465, Item 23 of 25)



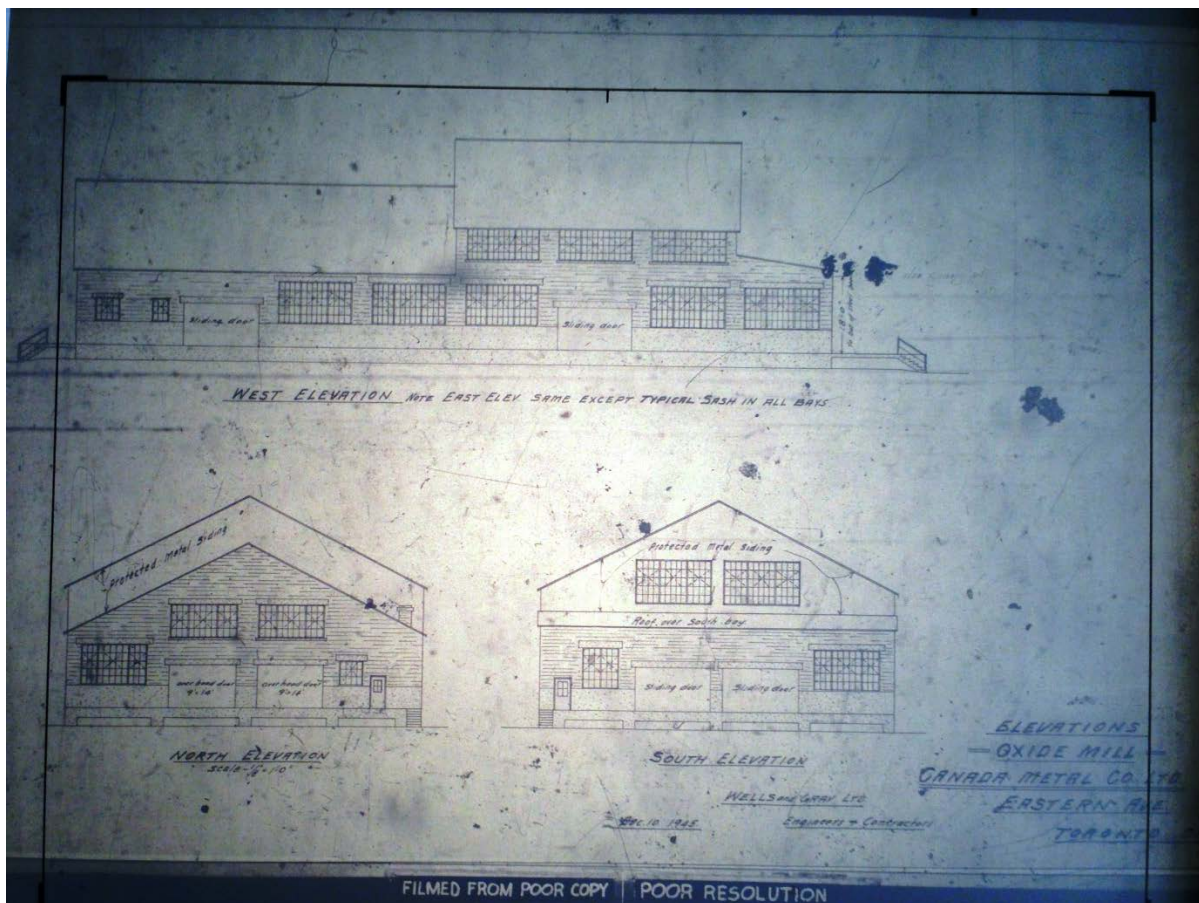
30. Building F: Wells & Gray Ltd. building permit drawings for the Shipping Room, indicating its position between the Main Building (A) and Comfort Building (E), revised January 25, 1946. (Building Permit B86687, City of Toronto Building Records)



31. Canada Metal Company, detail of archival photograph showing the Shipping Building (F), 1946-9 with the shipping bays and the 1967 office extension at the second floor. (CTA Fonds 200, Series 1465, File 384, [1970-1985])



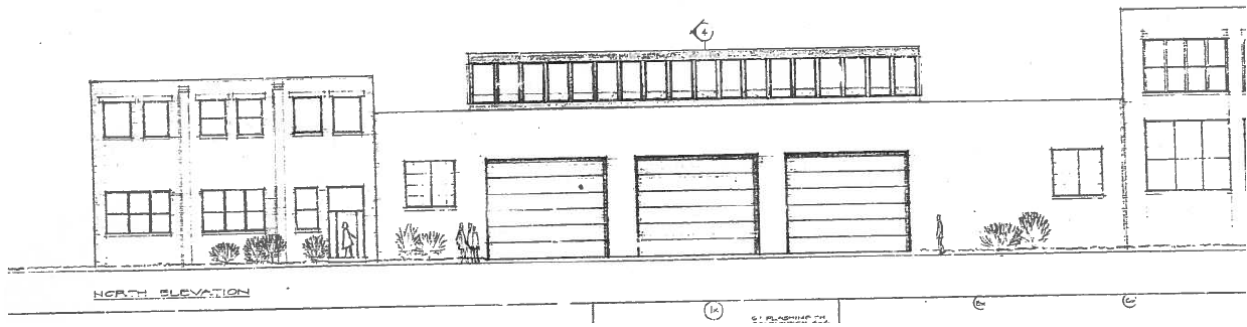
32. Canada Metal Company Ltd. Property Plan and Suggested Rearrangement of Tracks: showing a survey dated 10 June, 1945 with the acquisition of former Toronto Harbour Commission property by Canada Metal Company along the southern edge of the company's property. The additional land provided space for the construction of the Oxide Building (I). (City of Toronto Building Records, Building Permit 86475)



33. Oxide Building (I): Wells & Gray, Elevations for Oxide Mill, Canada Metal Co, Ltd., Dec 10, 1945 (City of Toronto Building Records, Permits B86475, B87548)



34. Oxide Mill Building (I): north and west elevations, demolished 2018 (HPS, 2018)



35. Shipping Building (F): Building Permit drawings, 1967, by L. C. Bachorz and Associates Ltd., Architectural Engineers and Town Planners, showing the North Elevations of the Comfort Building (E), Shipping Building (F) and part of the Main Building (A) with the proposed second floor extension for the offices above the shipping bays (F) (City of Toronto Building Records, Building Permits 93923, 94070)



36. Principal (north) Elevations of Canada Metal Company showing the Comfort Building (E), far left, Shipping Building (F), 1946-9 with its upper level offices, 1967, centre, and the Main Building (A) at the right. (HPS, 2018)



37. Building D: Building Permit Drawing submitted in 1967 by L. C. Bachorz and Associates Ltd., Architectural Engineers and Town Planners, showing the rebuilding of the 1929 Foundry Building (D). Building D is circled. (City of Toronto Building Records, Building Permit Drawing 93762)



38. Building D: photograph showing the east elevations of Building D (left) and the Comfort Building (E) (right) (HPS, 2018)



39. Building D: showing the west and south elevations of Building D (on the right) as finally extended in 1980 and the south elevation of Main Building (C). (HPS, 2018)



40. Main Building (A), principal (north) elevation, east end with entrance showing the factory sash glazing at the ground floor and double paned sash above (HPS, 2018)



41 and 42. Main Building (A), Entrance Bay showing the concrete base beneath the piers (left) and the principal entrance on Eastern Avenue (right) (HPS, 2019)



43. Main Building (A), Interior, Second Floor showing the north and east elevations with glass block (HPS, 2018)



44. Main Building (A), Ground Floor, showing the grid of structural steel columns and the integration of the columns within the exterior walls (HPS, 2018)



45. Photograph from c 1975-1988 looking south down Berkshire Avenue, towards the Canada Metal Company building, showing the relationship of the residential neighbourhood to the industrial building on Eastern Avenue. (CTA, South Riverdale, fonds 200, series 1465, Item 25 of 25)



46. Current photograph looking down Berkshire Avenue towards the Eastern Avenue and the former Canada Metal Company complex. (HPS, 2019)



47. Photograph looking from second floor offices in the Main Building (A), northwards across Eastern Avenue, to the laneway and backyards of houses fronting on to Berkshire Avenue (HPS, 2018)



48. Former Brown's Bread Co. Ltd. building, 462 Eastern Avenue (HPS, 2016)



49. Consumers Gas, 415 Eastern Avenue (HPS, 2014)



50. Consumers Gas, 433 Eastern Avenue (HPS, 2014)



51. Silverline Studios, 488 Eastern Avenue (HPS, 2019)



52. Revival Studios, c 1940, at 629 Eastern Avenue (HPS, 2019)

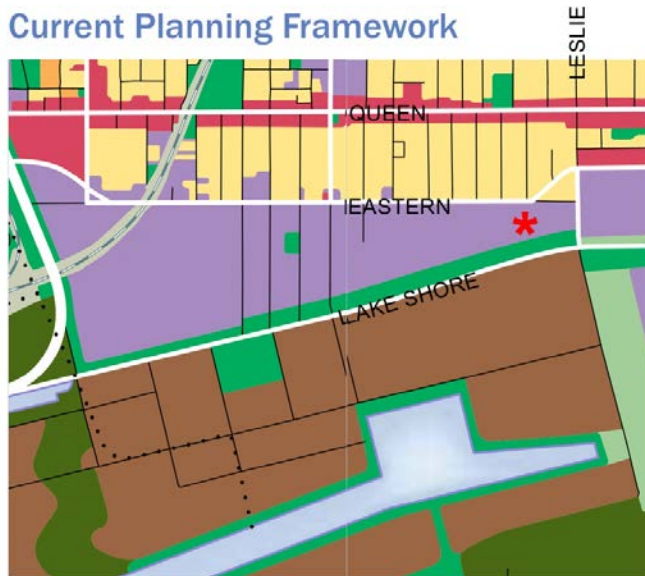


53. Revival Studios, c 1960, at 629 Eastern Avenue (HPS, 2019)



55. View looking east at the junction with Eastern Avenue with Eastern Avenue Crescent showing the typical Eastern Avenue neighbourhood mix of early 20th century industrial building at the right with a gas station and houses. (HPS, 2019)

Current Planning Framework



> Official Plan Map 18 and 21: Land Use Designations (Source: City of Toronto).



56. The City of Toronto official plan map indicates land-use designations in the area that are indicative of the neighbourhood's historical development along Eastern Avenue (General Motors Canada, 721 Eastern Avenue project website <http://721eastern.ca/>)



57. The image illustrates the other industrial complexes along Eastern Avenue that are undergoing transformation. The properties include 21 Don Roadway, 459 and 462 Eastern Avenue, 629, 633 and 679 Eastern Avenue and 1015 Lakeshore Boulevard. (General Motors Canada, 721 Eastern Avenue project website <http://721eastern.ca/>)