

Partial Repeal and Amendment of Designating By-law – 158 Sterling Road

Date: January 10, 2020

To: Toronto Preservation Board
Toronto and East York Community Council

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

Wards: Ward 9 - Davenport

SUMMARY

This report recommends that City Council partially repeal and amend the City of Toronto By-law 969-2005 designating the property at 158 Sterling Road (Northern Aluminum Company Building) under Part IV, Section 29 of the Ontario Heritage Act so that the By-law will no longer apply to a portion of the property and to revise the Reasons for Designation to update the cultural heritage values and attributes according to Ontario Regulation 9/06.

City of Toronto By-law 969-2005 was enacted on November 24, 2005 and designates the property at 158 Sterling Road under Part IV, Section 29 of the Ontario Heritage Act which contains the heritage building known as the Northern Aluminum Company Building (1920), and the legal description currently includes the neighbouring properties at 20 Perth Avenue and 150,150R, and 164 Sterling Road.

The property at 158 Sterling Road was legally severed into three parcels, one of which is identified as 158 Sterling Road, another as 150, 150R, and 164 Sterling Road, and one other as 20 Perth Avenue by notice of decision issued October 13, 2015 and June 15, 2016. Following the severances, the designation remained on title for all three properties. It is necessary to partially repeal the by-law to remove the properties located at 20 Perth Avenue and 150,150R, and 164 Sterling Road, which do not contain the heritage building.

The portion of the site described as Parts 8 and 9 on R-Plan 66R-28991 and Part 1 on R-Plan 66R-29927 will be removed from the legal description and these portions of the Property will be deleted from the Heritage Register.

The lands described as Parts 1 and 2 on R-Plan 66R-28500 of 158 Sterling Road will remain designated under the OHA, however, the Reasons for Designation will be amended to include all of the cultural heritage values and attributes of the property. The heritage attributes will be the same as those described in the Heritage Easement Agreement registered on December 20, 2016 as Instrument Number AT4439164.

RECOMMENDATIONS

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

1. City Council amend and partially repeal City of Toronto By-law 969-2005, designating the property at 158 Sterling Road under Part IV, Section 29 of Ontario Heritage Act, to change the legal description to include the lands described in PIN 21331-0507 being Parts 1 and 2 on Plan 66R-28500, only, and to amend the Reasons for Designation in accordance with the Revised Reasons for Designation: 158 Sterling Road (2020) attached as Attachment 7 to this report.
2. If there is no objection to the proposed amendment and partial repeal of By-law 969-2005, City Council authorize the City Solicitor to introduce the necessary bill in Council to amend the by-law, to release the existing bylaw from title to Parts 8 and 9 on R-Plan 66R-28991 and Part 1 on R-Plan 66R-29927, only, and to register the amending bylaw on the lands described in PIN 31331-0507 and direct the City Clerk to delete reference to those lands that are being removed from the bylaw from the Heritage Register.
3. If there is an objection to the proposed amendment and partial repeal of By-law 969-2005, City Council direct the City Clerk to refer the objection to the Conservation Review Board.
4. If the amendment of By-law 969-2005 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 on the amendment and partial repeal of By-law 969-2005.

FINANCIAL IMPACT

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

ISSUE BACKGROUND

Following the passage of the designating by-law in 2005, the property at 158 Sterling Road was subdivided into three parcels, with the heritage building remaining on the first parcel, being 158 Sterling Road, a new lot being created from the balance of 158 Sterling Road as the second parcel (now known as 150, 150R, and 164 Sterling Road), and a new lot being created at 20 Perth Avenue. To remove the heritage protection from 20 Perth Avenue and 150,150R, and 164 Sterling Road, it is necessary to partially repeal the by-law to correct the legal description.

The Reasons for Designation will be amended to capture all of the heritage values and to have the same attributes as those found in the Heritage Easement Agreement registered in 2016 as Instrument At4439164.

COMMENTS

A location map (Attachment 1) is attached for the property at 158 Sterling Road. Schedule "C" from By-law 969-2005 showing the property currently designated under Part IV, Section 29 of the Ontario Heritage Act is found in Attachment 2. The land to be removed from the legal descriptions in the designating by-law is shown on the attached reference plans (Attachments 3 and No. 4). The land to remain subject to By-law 969-2005 is shown on the attached Reference Plan 66R-28500 (Attachment 5).

The original Reasons for Designation (2005) from By-law 969-2005 are attached as Attachment 6. The revised Reasons for Designation (2020) in Attachment 7 update the description, statement of significance and heritage attributes.

The Revised Reasons for Designation (2020) will be advertised on the City of Toronto's web site in accordance with the City of Toronto Act provision and served on the Ontario Heritage Trust according to the provisions of the Ontario Heritage Act.

CONTACT

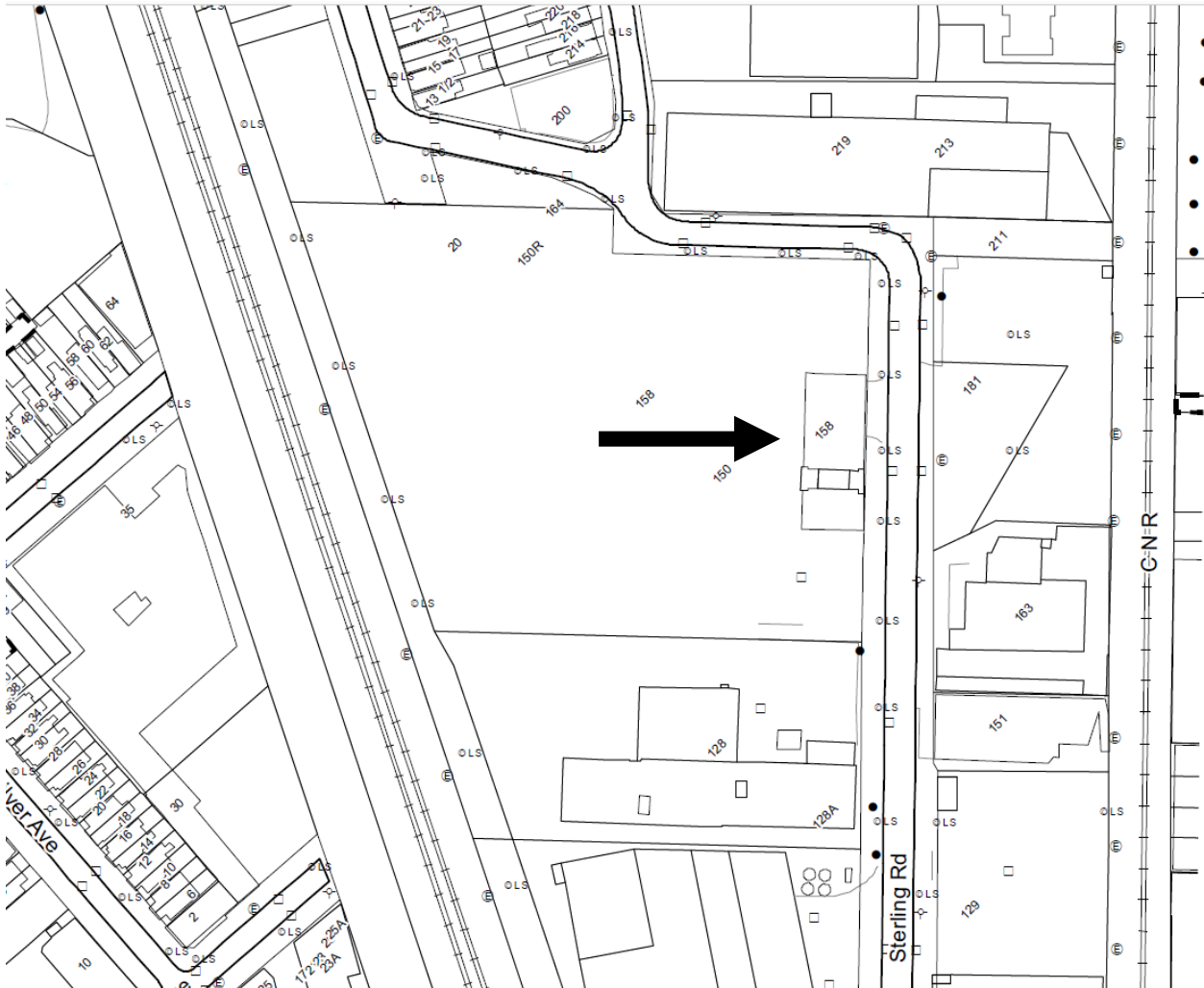
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SIGNATURE

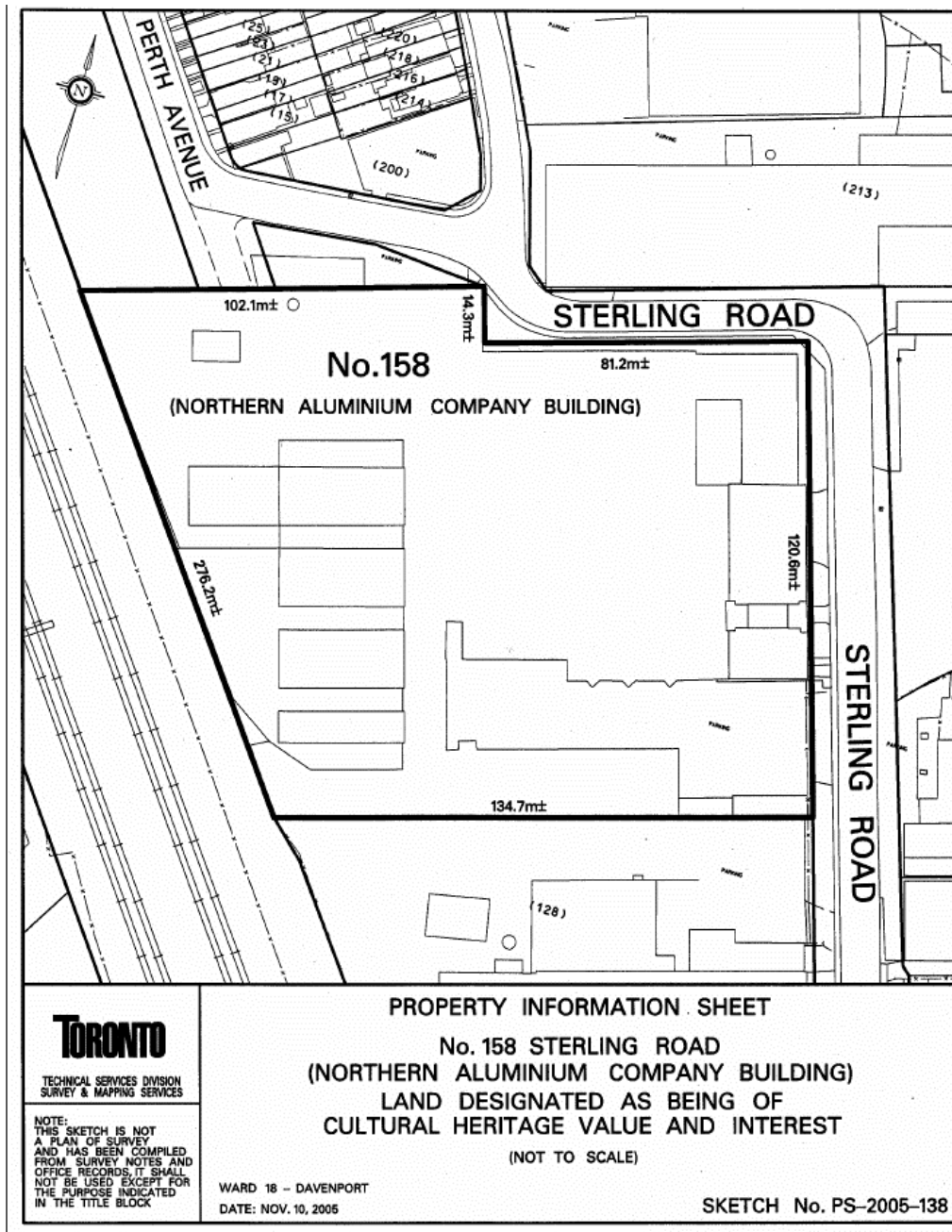
Mary L. MacDonald, MA, CAHP
Senior Manager, Heritage Preservation Services
Urban Design, City Planning

ATTACHMENTS

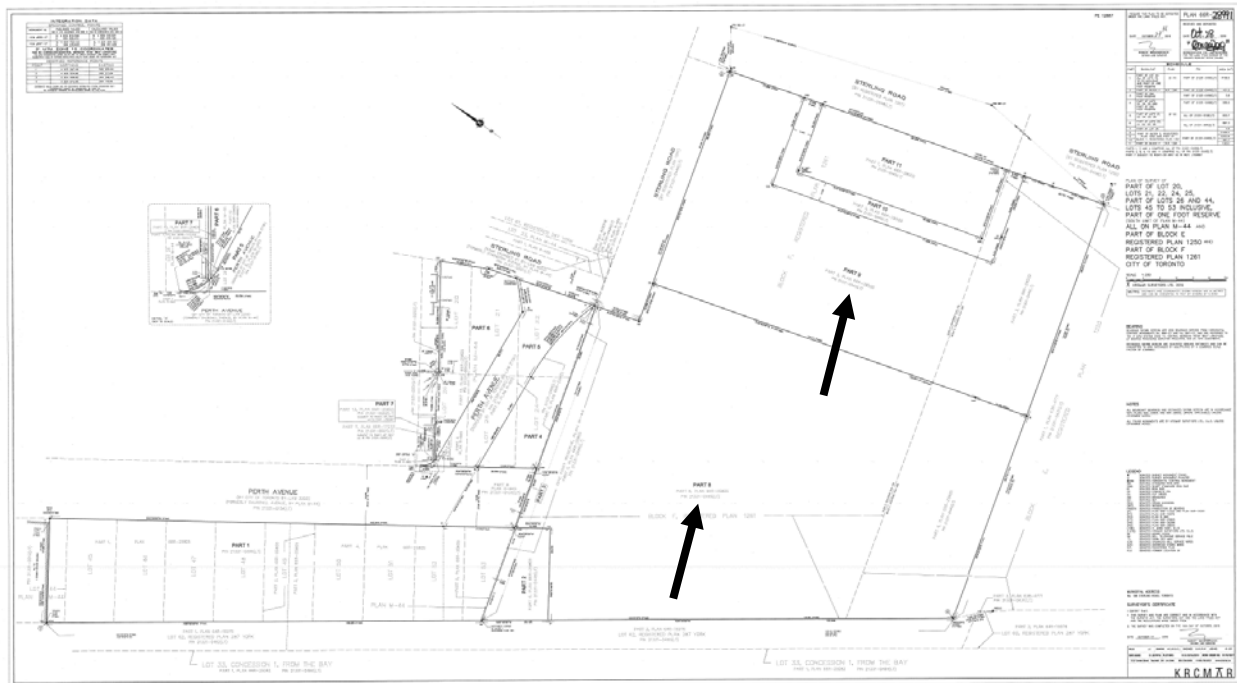
Attachment 1 - Location Map
Attachment 2 - Designating By-law 969-2005, Schedule "C"
Attachment 3 - Reference Plan 66R-28991
Attachment 3A - Reference Plan 66R-28991 in detail
Attachment 3B - Reference Plan 66R-28991 in detail
Attachment 4 - Reference Plan 66R-29927
Attachment 5 - Reference Plan 66R-28500
Attachment 6 - Original Reasons for Designation (2005)
Attachment 7 - Revised Reasons for Designation (2019)



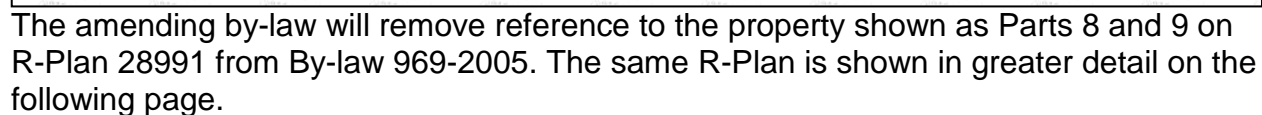
The arrow marks the location of the Northern Aluminum Company Building at 158 Sterling Rd

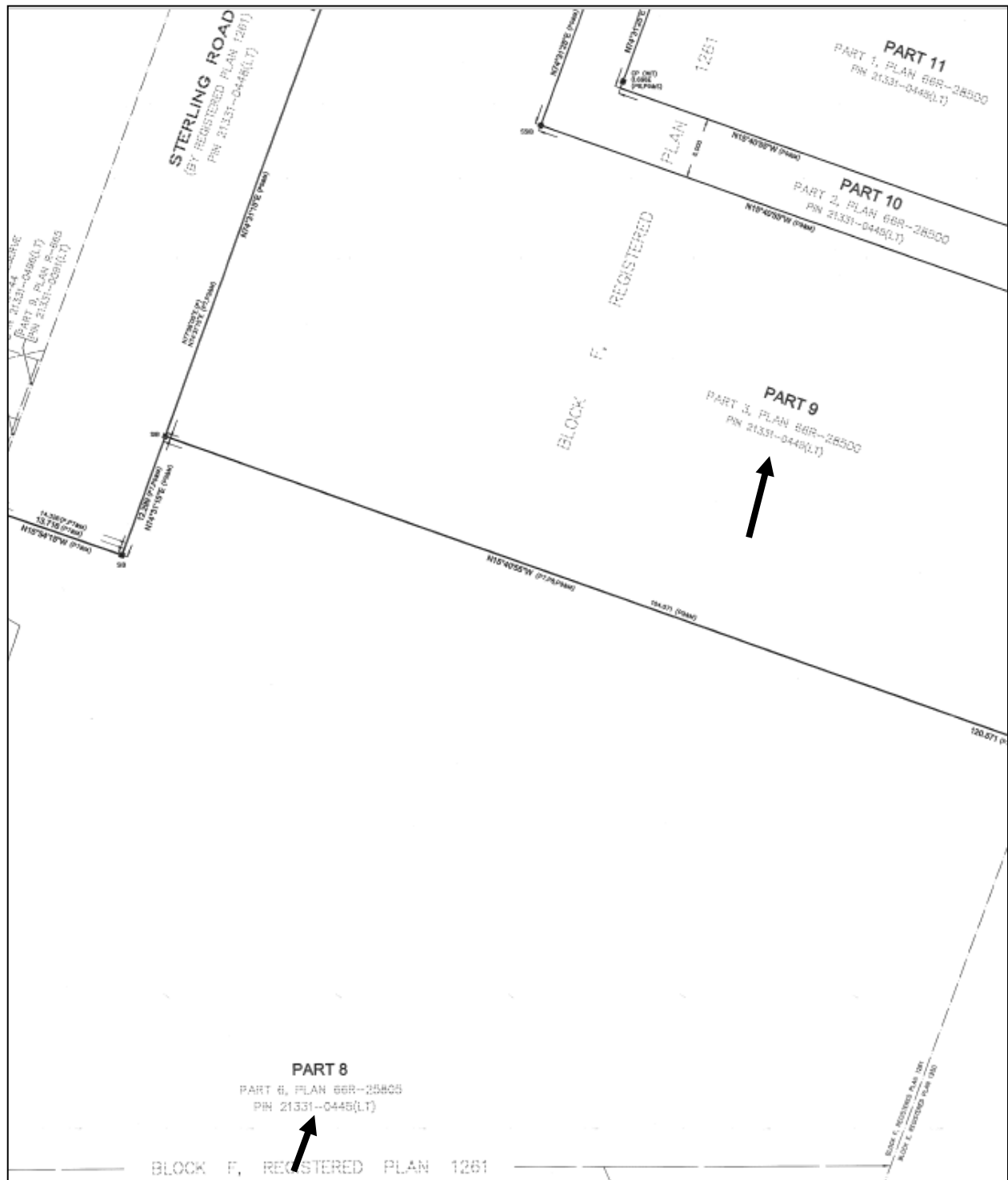


Schedule "C" of the City of Toronto By-law 969-2005 depicts the property currently designated under Part IV, Section 29 of the Ontario Heritage Act

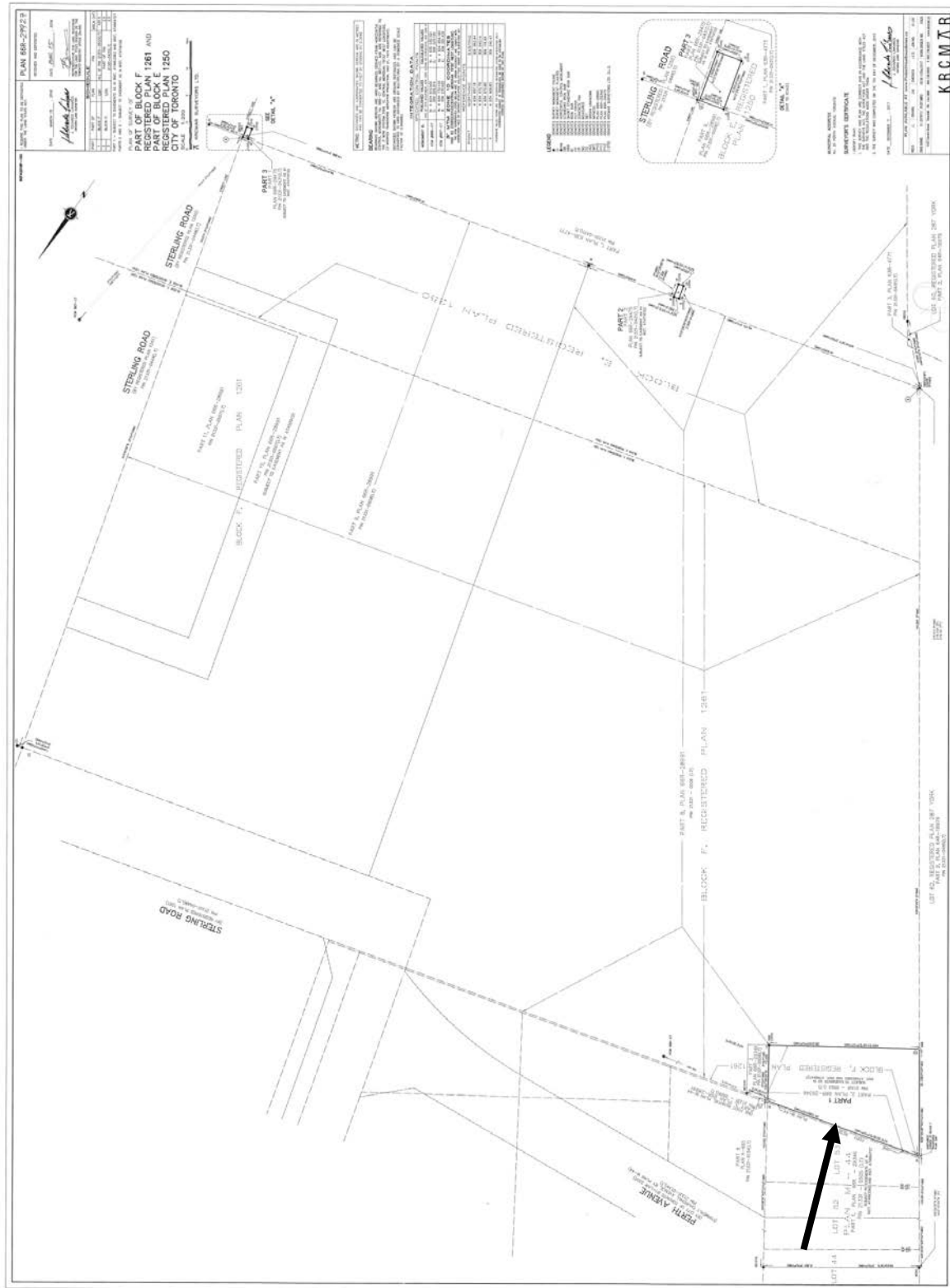


The amending by-law will remove reference to the property shown as Parts 8 and 9 on R-Plan 28991 from By-law 969-2005. The same R-Plan is shown in more detail on the following page.

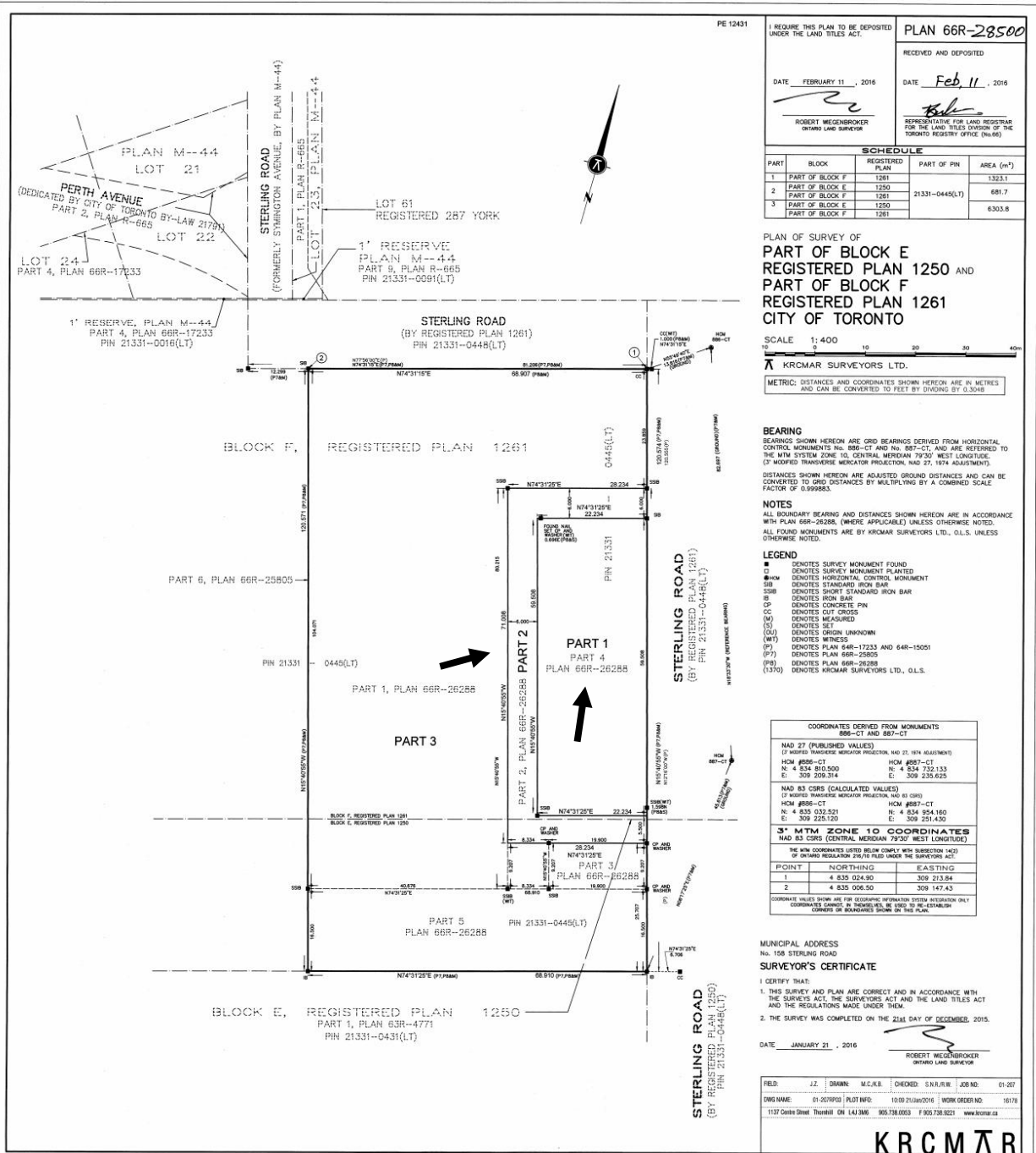




The amending by-law will remove reference to the property shown as Parts 8 and 9 on R-Plan 28991 from By-law 969-2005. The same R-Plan is shown in greater detail on the following page.



The amending bylaw will remove the property shown as Part 1 on Plan 66R-29927.



The lands described as Parts 1 and 2 on R-Plan 66R-28500 will remain subject to By-law 969-2005.

Original Reasons for Designation (2005)

Northern Aluminium Company Building
158 Sterling Road

The property at 158 Sterling Road is recommended for designation under Part IV of the Ontario Heritage Act for its cultural resource value or interest.

Located on the west side of Sterling Road, south of Bloor Street West and east of the railway tracks, the building was completed in 1920 for the Northern Aluminium Company, a producer of cooking utensils. The Northern Aluminium Company relocated to this site in 1912 where it added a series of buildings. The company produced military supplies during both World Wars. During the 1930s, it began diversifying its production line from cooking utensils to include aluminium bottle caps, meter covers, appliance accessories (such as washing machine covers), as well as pistons and cylinder heads for the Ford Motor Company. This division of the company was later renamed the Aluminium Company of Canada and is more recently known as Algoods.

Architect J. W. Schreiber, working in conjunction with engineer C. A. P. Turner, designed the building. The plans are purportedly based on the American parent company's Pittsburgh headquarters. Architecturally, the Northern Aluminium Company Building is an early example in Toronto of a high rise industrial building with exposed concrete structural framing. It is a highly visible neighbourhood landmark.

The heritage attributes of the Northern Aluminium Company Building are found on the exterior walls and roof. Rising 10 stories, the structure features flat slab construction with the concrete exposed on the north façade. A Classically detailed penthouse rises from the flat roof. The tripartite organization of the walls incorporates a two-storey base (currently re-clad), a shaft with exposed concrete columns and brick infill, and an attic storey with a concrete cornice with dentils and a band course. Flat-headed openings mark all the elevations.

Revised Reasons for Designation: 158 Sterling Road (2020)

The Original Reasons for Designation (2005) are amended to update the cultural heritage values according to Ontario Regulation 9/06, the provincial criteria prescribed for municipal designation. The heritage attributes are the same as those contained in the Reasons for Identification for the Heritage Easement Agreement registered in 2016.

Northern Aluminium Company Building

The property at 158 Sterling Road 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. Listed on the City of Toronto Inventory of Heritage Properties (now known as the Heritage Register) in 1984, the property was designated under Part IV, Section 29 of the Ontario Heritage Act on November 24, 2005 by By-law 969-2005 and is the subject of a Heritage Easement Agreement registered in 2016 as AT4439164.

Description

Located on the west side of Sterling Road, south of Bloor Street West, the Northern Aluminum Company Building (1920) is a 10-storey industrial building. It was designed as the headquarters of the Canadian subsidiary of the Aluminum Company of America (Alcoa), which acquired the property in 1912 and developed a series of structures. In this location, the Northern Aluminum Company produced cooking utensils and, during both World Wars, military supplies. Beginning in the 1930s, aluminum bottle caps, meter covers and appliance accessories (such as washing machine covers) were added to the production line, and afterward pistons and cylinder heads were made for the Ford Motor Company. The enterprise was later renamed the Aluminium Company of Canada and afterward known as Aluminum Goods Limited (Algoods). The Northern Aluminium Company Building on Sterling Road was designed by J. W. Schreiber, an engineer for the American parent company, who worked in association with local engineer C. A. P. Turner and purportedly based the design on Alcoa's Pittsburgh headquarters. More recently known as the Tower Automotive Building, in 2018 the City of Toronto's Museum of Contemporary Canadian Art (MOCCA) reopened in the Northern Aluminum Company Building at 158 Sterling Road.

Statement of Significance

The cultural heritage value of the Northern Aluminium Company Building is through its design as an early example in Toronto of a high-rise industrial building with exposed concrete structural framing. Completed as the tallest building in the west end of the city, the mixture of the organization of a traditional skyscraper with the classical base, shaft and attic with the frank use of concrete cladding and detailing is a unique feature of the design.

The Northern Aluminum Company Building is associated with the development and evolution of the Junction Triangle, the neighbourhood named in 2010 in recognition of its location inside the triangle created by the intersection of three railway lines now

operated by the Canadian Pacific Railway and Canadian National Railways. As the centrepiece of the transformation of the Junction Triangle from an industrial and residential enclave to a mixed-use community, the Northern Aluminum Company Building was repurposed and unveiled in 2018 as the permanent location of the Museum of Contemporary Art or MOCA (founded in 1999 as the Art Gallery of North York).

The property at 158 Sterling Road supports the historical character of the Junction Triangle neighbourhood as it developed with industrial buildings and workers' housing inside the unique triangular-shaped area outlined by three railway lines. Contextually, with its height and visual appearance, the Northern Aluminum Company Building is a local landmark in the Junction Triangle where it is viewed from many vantage points in the surrounding community and beyond.

Heritage Attributes

The heritage attributes of the Northern Aluminum Building at 158 Sterling Road are:

- The placement, setback and orientation of the building on the west side of Sterling Road, where the street curves south of Bloor Street West
- The scale, form and massing of the 10-storey building with the penthouse
- The materials, with the flat slab construction with the concrete exposed on the base and part of the north elevation, and the application of red brick with concrete detailing
- The flat roofline, which is marked by the concrete cornice with the dentils and band course
- The horizontal arrangement of the structure with the two-storey base, extended seven-storey shaft and single-storey attic
- The principal (east) and rear (west) elevations, which extend eight bays, and the narrow three-bay side elevations (north and south)
- On all elevations, above the base, the concrete pilasters that divide the walls into bays
- The principal (east) elevation, with the flat-headed door and window openings at the base, and the single flat-headed window openings above
- On the south (side) elevation, the placement of the flat-headed openings, including the pairs of window openings in all of the bays above the base
- The rear (west) elevation where single flat-headed openings are found in most of the bays, with other bays remaining blank
- On the north (side) elevation, the single flat-headed openings and the exposed concrete cladding in the left (east) bay