

221 Sterling Road - Notice of Intention to Designate a Property under Part IV, Section 29 of the Ontario Heritage Act

Date: January 24, 2022

To: Planning and Housing Committee

From: Chief Planner and Executive Director, City Planning

Wards: Davenport - Ward 9

SUMMARY

This report recommends that City Council state its intention to designate the property at 221 Sterling Road (including active entrances at 225 and 227 Sterling Road) under Part IV, Section 29 of the Ontario Heritage Act.

The property at 221 Sterling Road comprises a complex of adjoining one- and two-storey brick structures, constructed incrementally in c.1914-1918, c.1924-1939, and c.1954-1965. Originally part of a site developed alongside the Grand Trunk Railway tracks for the Fairbanks-Morse Canadian Manufacturing Company Ltd., the property served a variety of industrial uses through the 1980s. It reflects the history of industrial development along Sterling Road within the lower Junction Triangle and Brockton Village areas, and contributes to a concentration of former industrial buildings, many of which now have cultural functions.

The property is a rare and unique example of an evolved manufacturing complex that has been adaptively reused to support the arts. The complex has gained prominence since the 1980s as a hub of cultural activities, housing a number of creative organizations, studios, rehearsal and performance spaces for visual artists, artisans, dancers, circus performers, and other creators. It is one of the last such facilities remaining in Toronto.

Heritage Planning staff have determined that the property at 221 Sterling Road meets Ontario Regulation 9/06, the criteria prescribed for municipal designation under Part IV, Section 29 of the Ontario Heritage Act, for its physical, historical/associative, and contextual values.

Zoning Amendment, Draft Plan of Subdivision, and Rental Housing Demolition applications have been made for the property, which propose to replace the existing building complex at 221 Sterling Road with a new development. The City Clerk issued a complete application notice on July 9, 2021.

In June 2019, the More Homes, More Choice Act, 2019 (Bill 108) received Royal Assent. Schedule 11 of this Act included amendments to the Ontario Heritage Act (OHA). The Bill 108 Amendments to the OHA came into force on July 1, 2021, which included a shift in Part IV designations related to certain Planning Act applications. Section 29(1.2) of the OHA now restricts City Council's ability to give notice of its intention to designate a property under the OHA to within 90 days after the City Clerk gives notice of a complete application.

The property owner provided a waiver to extend the 90-day timeline established under Bill 108 through December 31, 2021.

A Heritage Impact Assessment (HIA) is required for all development applications that affect listed and designated properties and will be considered when determining how a heritage property is to be conserved.

Designation enables City Council to review proposed alterations or demolitions to the property and enforce heritage property standards and maintenance.

RECOMMENDATIONS

The Chief Planner and Executive Director, City Planning recommends that:

1. City Council state its intention to designate the property at 221 Sterling Road (including active entrances at 225 and 227 Sterling Road) under Part IV, Section 29 of the Ontario Heritage Act in accordance with the Statement of Significance: 221 Sterling Road (Reasons for Designation) attached as Attachment 3 to the report (January 24, 2022) from the Chief Planner and Executive Director, City Planning.
2. If there are no objections to the designation, City Council authorize the City Solicitor to introduce the Bill in Council designating the property under Part IV, Section 29 of the Ontario Heritage Act.

FINANCIAL IMPACT

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

DECISION HISTORY

At its meeting of July 28 and 29, 2020, City Council directed the Chief Planner and Executive Director, City Planning to undertake an area study for the area generally bounded by Bloor Street West to the north, St. Helen's Avenue to the east, the Kitchener GO Rail corridor to the west, and Sterling Road to the south to develop a planning framework, including: an evaluation of appropriate built form, transportation and pedestrian networks, an overall public realm strategy including parks and open

spaces, and potential heritage sites. An Official Plan Amendment or a Site and Area Specific Policy to implement the findings of the Planning Framework would be addressed as a second phase of the Study.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.TE16.77>

At its meeting on July 14, 2021, City Council endorsed the City-initiated Bloor Street West: St. Helen's Avenue to Perth Avenue Planning Framework. The Planning Framework included a summary of the Bloor Street Study CHRA: St. Helen's Avenue to Perth Avenue, including a list of the 13 properties identified as having heritage potential.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.TE26.31>

BACKGROUND

Heritage Planning Framework

The conservation of cultural heritage resources is an integral component of good planning, contributing to a sense of place, economic prosperity, and healthy and equitable communities. Heritage conservation in Ontario is identified as a provincial interest under the Planning Act. Cultural heritage resources are considered irreplaceable and valuable assets that must be wisely protected and managed as part of planning for future growth under the Provincial Policy Statement (2020) and A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020). Heritage Conservation is enabled through the Ontario Heritage Act. The City of Toronto's Official Plan implements the provincial policy regime, the Planning Act, the Ontario Heritage Act and provides policies to guide decision making within the city.

Good planning within the provincial and municipal policy framework has at its foundation an understanding and appreciation for places of historic significance, and ensures the conservation of these resources are to be balanced with other provincial interests. Heritage resources may include buildings, structures, monuments, and geographic areas that have cultural heritage value or interest to a community, including an Indigenous community.

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 the Growth Plan and shall be consistent with the Provincial Policy Statement, both of which position heritage as a key component in supporting key provincial principles and interests.

<https://www.ontario.ca/laws/statute/90p13>

The Provincial Policy Statement provides policy direction on land use planning in Ontario and is to be used by municipalities in the development of their official plans and to guide and inform decisions on planning matters, which shall be consistent with the Provincial Policy Statement. The Provincial Policy Statement articulates how and why heritage conservation is a component of good planning, explicitly requiring the conservation of cultural heritage and archaeological resources, alongside the pursuit of other provincial interests. The Provincial Policy Statement does so by linking heritage conservation to key policy directives, including building strong healthy communities, the wise use and management of resources, and protecting health and safety.

Section 1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development states that long-term economic prosperity is supported by, among other considerations, the promotion of well-designed built form and cultural planning, and the conservation of features that help define character. Section 2.6 Cultural Heritage and Archaeology subsequently directs that "significant built heritage resources and significant cultural heritage landscapes shall be conserved". Through the definition of conserved, built heritage resources, cultural heritage landscape and protected heritage property, the Provincial Policy Statement identifies the Ontario Heritage Act as the primary legislation through which heritage conservation will be implemented.
<https://www.ontario.ca/page/provincial-policy-statement-2020>

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) builds on the Provincial Policy Statement 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.
<https://www.ontario.ca/document/place-grow-growth-plan-greater-golden-horseshoe>

The Ontario Heritage Act is the key provincial legislation for the conservation of cultural heritage resources in Ontario. It regulates, among other things, how municipal councils can identify and protect heritage resources, including archaeology, within municipal boundaries. This is largely achieved through listing on the City's Heritage Register, designation of individual properties under Part IV of the Ontario Heritage Act, or designation of districts under Part V of the Ontario Heritage Act.

Section 27 of the Ontario Heritage Act gives municipalities the authority to maintain and add to a publicly accessible heritage register. The City of Toronto's Heritage Register includes individual heritage properties that have been designated under Part IV, Section 29, properties in a heritage conservation district designated under Part V, Section 41 of the Act as well as properties that have not been designated but City Council believes to be of "cultural heritage value or interest."
<https://www.ontario.ca/laws/statute/90o18>

Ontario Regulation 9/06 sets out the criteria for evaluating properties to be designated under Part IV, Section 29 of the Ontario Heritage Act. The criteria are based on an evaluation of design/physical value, historical and associative value and contextual value. A property may be designated under section 29 of the Act if it meets one or more of the provincial criteria for determining whether it is of cultural heritage value or interest.

<https://www.ontario.ca/laws/regulation/060009>

The Ontario Heritage Toolkit provides guidance on designating properties of municipal significance, including direction on the purpose of designating heritage properties and information about how the Provincial Policy Statement and the Ontario Heritage Act provide a framework for the conservation of heritage properties within the land use planning system. In June 2019, the More Homes, More Choice Act, 2019 (Bill 108) received Royal Assent. Schedule 11 of this Act included amendments to the Ontario Heritage Act (OHA). The Bill 108 Amendments to the OHA came into force on July 1, 2021, which included, amongst other matters, amendments to the listing and designation processes. Guidance from the Province related to the implementation of Bill 108 Amendments is forthcoming.

[Ontario Heritage Tool Kit \(gov.on.ca\)](https://www.ontario.ca/gov/ontario-heritage-toolkit)

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. Indicating the integral role that heritage conservation plays in successful city-building, 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 liveable City that can contribute to other social, cultural, economic and environmental goals of the City."

Policy 3.1.5.4 states that heritage resources on the City's Heritage Register "will be conserved and maintained consistent with the Standards and Guidelines for the Conservation of Historic Places in Canada, as revised from time to time and 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.

<https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/>

<https://www.historicplaces.ca/media/18072/81468-parks-s+g-eng-web2.pdf>

COMMENTS

On May 17, 2021, Zoning Amendment, Draft Plan of Subdivision, and Rental Housing Demolition Applications were submitted to the City to facilitate the development of three residential towers having height of 29, 25, and 20 storeys atop two podiums. The

applications propose 892 residential units, including 33 rental replacement units, and the conveyance of land for a new public street and public park. The proposal involves demolition of the building complex on the subject property at 221 Sterling Road.

In July 2020, City Council directed City Planning to undertake an area study for the area generally bounded by Bloor Street West to the north, St. Helen's Avenue to the east, the Kitchener GO Rail corridor to the west, and an east-west portion of Sterling Road to the south. As part of Phase One of the Planning study, staff initiated the Bloor Street Study Cultural Heritage Resource Assessment (CHRA). The boundaries of the Bloor Street Study CHRA were the same as the Planning Study boundary.

The proposed development site is located within the study area of the Bloor Street Study CHRA. This CHRA identified the property at 221 Sterling Road as a potential heritage resource on the basis of design/physical, historical/associative, and contextual values, and indicated that the property "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."

To further inform the heritage evaluation of the subject property, staff undertook two site visits, including the property's interior and exterior, and conducted individual interviews with community members and tenants of the building complex. Additionally, staff attended Deputy Mayor Ana Bailão's Bloor Street Study Arts & Culture Working Group meeting on October 5, 2021 in support of public engagement with the local community.

221 Sterling Road

Research and Evaluation according to Ontario Regulation 9/06



Figure 1: Northeastward view of the subject property's southwestern portion (dating to c.1914-1918). (Heritage Planning, 2021.)



Figure 2: Interior of a unit within the southern portion of the subject property, showing high ceiling, skylight, and exposed beam currently used for rigging acrobatic equipment. (Heritage Planning, 2021)

1. DESCRIPTION

221 Sterling Road	
ADDRESS	221 Sterling Road
WARD	Davenport - Ward 9
LEGAL DESCRIPTION	PLAN 287,1170 BLK A PT LT 61 PLAN M44 PT LOT 23 RP 63R3021 PARTS 3, 4 , 6, 7 AND RP 66R13828 PARTS 1 & 2
NEIGHBOURHOOD/COMMUNITY	Junction Triangle/Brockton Village

HISTORICAL NAME	1351 Bloor Street West; 1379 Bloor Street West; 221, 223, 225, and 227 Sterling Road
CONSTRUCTION DATE	c.1914-1918
ORIGINAL OWNER	Fairbanks-Morse Canadian Manufacturing Company Ltd.
ORIGINAL USE	Industrial
CURRENT USE*	Mixed-use/commercial, rental housing
ARCHITECT/BUILDER/DESIGNER	Undetermined
DESIGN/CONSTRUCTION/MATERIALS	Brick
ARCHITECTURAL STYLE	Vernacular
ADDITIONS/ALTERATIONS	c.1924-1939: additions to the east and north c.1939: office building addition to the north for R.W. Matthewman & Son Ltd., designed by Charles Wellington Smith c.1954-1965: additions to the west and north
CRITERIA	Design/Physical, Historical/Associative, Contextual
HERITAGE STATUS	N/A - identified as heritage potential in the Bloor Street Planning Study (July 2021)
RECORDER	Heritage Planning: Tatum Taylor
REPORT DATE	November 2021

2. BACKGROUND

This research and evaluation section of the report describes the architecture, history, and context of the property at 221 Sterling Road, and applies evaluation criteria as set out in Ontario Regulation 9/06, under the headings of design/physical, historical/associative, and contextual value, to determine whether it merits designation under Part IV, Section 29 of the Ontario Heritage Act.

A property may be designated under Section 29 of the Act if it meets one or more of the provincial criteria for determining whether it is of cultural heritage value or interest. The application of the criteria is found in Section 3 (Evaluation Checklist). The conclusions of the research and evaluation are found in the Conclusion of the report. Maps and photographs are located in Attachment 1. The archival and contemporary sources for the research are found in Attachment 2. The Statement of Significance is contained in Attachment 3.

i. HISTORICAL TIMELINE

Key Date	Historical Event
Time immemorial	The area now known as Toronto (Tkaranto) has been home to diverse Indigenous peoples since time immemorial, and remains the home of many First Nations, Métis, and Inuit people from across Turtle Island.
1787	In 1787, 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 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.
1793	John Graves Simcoe, Lieutenant Governor of Upper Canada, established the Town of York as Upper Canada's capital.
1834	The City of Toronto was incorporated.
1856	The Grand Trunk Railway between Montreal and Toronto opened in October 1856.
1881	The Village of Brockton was incorporated.
1884	The City of Toronto annexed the Village of Brockton.
1888	Plan 838 (later Plan 1170, and the site of the subject property) was filed by Michael Boland.
1905	The Fairbanks-Morse Canadian Manufacturing Company, a subsidiary of Fairbanks, Morse & Company, was incorporated in Toronto. Land Registry Office records document the sale of the subject property's location, as part of Plan 1170, from the Boland family to Fairbanks-Morse Canadian Manufacturing Company, at a cost of \$11,000.
1906	The Canadian Fairbanks-Morse Co. Ltd. was first included in the City Directory at 1351 Bloor Street West, which was renumbered as 1379-1387 Bloor Street West the following year.
1909	A building permit was granted to erect a warehouse on Bloor Street West near Sterling Road for the Canadian Fairbanks-Morse Co. Ltd. Thomas Pringle & Son was the architect, and work was completed in 1910. This permit does not appear to refer to any portion of the extant building complex at 221 Sterling Road, as the complex's earliest components were not illustrated in the 1913 Goad's Atlas.
1912	The Canadian Fairbanks-Morse Company received a permit to construct a one-storey factory on the corner of Sterling Road and Symington Avenue for \$65,000. Thomas Pringle & Son was the architect. This permit does not appear to refer to any portion of the extant building complex at 221 Sterling Road, as the complex's earliest components were not illustrated in the 1913 Goad's Atlas.
1924	A portion of the extant building complex at 221 Sterling Road (the southernmost portion) appeared for the first time in the 1924 Goad's Atlas.
1929	221 and 225 Sterling Road were first included in the municipal directory. Identified tenants at 221-225 Sterling Road included the Municipal Spraying & Oiling Co. Ltd., Law Construction Ltd., and Windmill Point Crushed Stone Co. Ltd. Arldor Co. Ltd. (milk bottle cap manufacturers) and Zerold Co. Ltd. were listed separately at 221 Sterling Road, and Jourard Furniture Manufacturing Co. was listed at 225 Sterling Road.
1930	The Canadian Fairbanks-Morse Co. Ltd. was no longer included in the municipal directory at 1379 Bloor Street West.

1932-1946	J. H. Lock & Sons Ltd., which manufactured refrigerating machines, was listed at 221 Sterling Road in the 1933 City Directory for 1932, and remained until 1946.
1936-1938	Griffin Dyeing Company Ltd. was identified at 227 Sterling Road.
1924-1939	Changes between the footprint in the 1924 Goad's Atlas and in a 1939 aerial photograph indicate that additions were made to the east and north sides of the property at 221 Sterling Road.
1939	R.W. Matthewman & Son Ltd., another dyeing company, was identified at 227 Sterling Road, beginning in the 1940 City Directory for 1939 until at least 1968.
1939	An office building addition at the north end of the complex at 221 Sterling Road for R.W. Matthewman & Son Ltd. was designed by Charles Wellington Smith.
1941	Canadian Food Products was first identified at 225 Sterling Road and remained through the 1967 City Directory.
1947-1951	Imperial Woodworking Co was listed in municipal directories at 221 Sterling Road during this period. Following this occupancy, 221 Sterling Road was not listed in directories through at least 1968.
1956	Municipal Spraying & Oiling Co Ltd. and Law Construction Ltd., first identified in the 1929 City Directory at 225 Sterling Road, remained at this location until 1956.
1957	Jam Realty and Imperial Woodworking Co. Ltd. were first identified at 225 Sterling Road and remained until at least 1969.
1963	Arthurs-Jones Lithographing Ltd., a printing company, was first identified at 225 Sterling Road and remained until at least 1969.
1954-1965	Changes between the footprints in 1954 and 1965 aerial photographs indicate that additions were made to the west and north sides of the property at 221 Sterling Road.
1966	The Composing Room Ltd., a typesetting company, was first identified at 225 Sterling Road and remained until at least 1969.
1968	The San Remo Macaroni Company was first identified at 225 Sterling Road and remained until at least 1969.
1981	The City of Toronto received a permit application to make interior alterations at 227 Sterling Road for conversion of use from a screen-processing business to a woodworking shop.
1989-1990	The architectural firm of Natale Scott Browne applied to the City of Toronto for a series of building permits, proposing alterations throughout the complex at 221 Sterling Road for the purposes of reusing the largely vacant industrial spaces for smaller arts/culture and light industrial businesses.
2018	The Museum of Contemporary Art (MOCA) opened in a former industrial building (dating to 1920) at 158 Sterling Road.
2021	Zoning Amendment, Draft Plan of Subdivision, and Rental Housing Demolition Applications were submitted to the City to facilitate the development of three residential towers at 221 Sterling Road.

ii. HISTORICAL BACKGROUND

The following section outlines the history and facts related to the property, which will establish the basis for determining "Historical and Associative Value" according to O. Reg. 9/06 Criteria.

An Evolving Industrial Complex

The subject property at 221 Sterling Road is located within the former Village of Brockton, which was incorporated in 1881 and annexed by the City of Toronto in 1884. Previously occupied primarily by farmers, market gardeners, and innkeepers, the area arose through industrial development at the end of the nineteenth century. Growth was catalyzed by the construction of five railway lines through the surrounding lands between the 1850s and 1880s, forming what would later be known as the Junction Triangle. One of these lines, the Grand Trunk Railway, opened in 1856 and passed alongside the subject property.

The 1888 City Directory identified Michael Boland and Thomas Boland, both market gardeners, as living on the south side of Bloor Street West, west of the railway crossing. Plan 838 (later Plan 1170, and the site of the subject property) was filed by Michael Boland in 1888. The Goad's Atlas from the following year shows several small buildings on the south side of Bloor Street West. To the immediate east, a stretch of land west of the Grand Trunk Railway Line had been subdivided by that time into narrow residential lots along Malton Avenue; the lots were never developed in this configuration. Members of the Boland family were identified in the 1894 City Directory as living at 1371, 1391, and 1393 Bloor Street West. Upon Michael Boland's death in April 1904, his obituary in the *Toronto Daily Star* remembered him as "a successful market gardener in Brockton until two years ago, when he was appointed to a position in the Ontario Government service." The Boland family sold the property in the following year to the Fairbanks-Morse Canadian Manufacturing Company.

In 1898, Fairbanks, Morse & Company, which had begun as an American manufacturer of platform scales in the 1820s-1830s, opened a warehouse in Montreal. At that time, the company's products consisted mainly of industrial gas engines and gasoline engines for farm power, and they later took up manufacturing marine engines. Company agent Henry J. Fuller established the Canadian Fairbanks-Morse Company, Ltd. in 1905 with its headquarters in Montreal. Another subsidiary, Fairbanks-Morse Canadian Manufacturing Company, Ltd., was established in Toronto in 1905, the same year that it purchased land on the south side of Bloor Street West, and merged with the Montreal-based branch in 1911.

The Canadian Fairbanks-Morse Company, Ltd. received building permits from the City of Toronto in 1909 and 1913 for warehouse and factory construction, respectively, and both times engaged the architectural firm of Thomas Pringle & Son, who specialized in designing manufacturing buildings. The permits do not appear to refer to any portion of the extant building complex at 221 Sterling Road, as the subject property's earliest components were not illustrated in the 1913 Goad's Atlas.

By this time, the Canadian Fairbanks-Morse Company, Ltd. had expanded their reach and began manufacturing steam, gasoline and power pumps, hand and motor railroad cars, hangers, bearings, railroad standpipes, Wissen stamps, etc. The Toronto location was employing 300 men, and there were plans to make further enlargements in the near future to increase the output of the machine shop by 75% and double the foundry capacity. Needs arising from Canada's involvement in the First World War meant that by the late 1910s, the Canadian Fairbanks-Morse Company, like other plants in Toronto, received a munitions contract and manufactured explosive shells during this period. In 1920, the Canadian Fairbanks-Morse Company opened a sales office at 26-28 Front Street West, where the TD Canada Trust Tower now sits at the northeast corner of Front Street West and Bay Street.

A portion of the extant building complex at 221 Sterling Road (the portion to the southwest) appeared for the first time in the 1924 Goad's Atlas. This structure is visible in a photograph held by Library and Archives Canada that has been estimated to be from c.1914-1918, suggesting a narrower window for the building's date. At this time, the property's address was 1379-1387 Bloor Street West. The portion of Sterling Road that currently exists to the west of the subject property was identified as Symington Road in Goad's Atlases through 1924. In 1929, the addresses of 221 and 225 Sterling Road first appeared in the municipal directory, associated with several industrial tenants; this was also the final year that the Canadian Fairbanks-Morse Company was listed at 1379 Bloor Street West. At some point between the late 1920s and early 1930s, Fairbanks-Morse ceased operations at the subject property.

An overlapping series of industrial uses, summarized above in the Historical Timeline resulted in the building's physical evolution over time. Changes between the footprint in the 1924 Goad's Atlas and in a 1939 aerial photograph indicate that additions were made to the east and north sides of the property at 221 Sterling Road during this interwar period. In 1939, Charles Wellington Smith designed an office building addition to the complex for R.W. Matthewman & Son Ltd., a dyeing company present at the building from 1939 until at least 1968. The addition appears to have been at what was, at the time, the north end of the complex. Smith (1878-1973) had previously worked in partnership with Percival R. Wright from 1913 through 1937, and many of his noted designs were for building additions to churches and schools. Changes between the footprints in 1954 and 1965 aerial photographs indicate that the substantial additions on the west and northernmost portions of the property date to the post-war period.

A Hub for Arts and Culture

Over time, the subject property's uses shifted to light industrial businesses adjacent to, or directly related to arts and culture. Tenants in the 1960s had included lithographers and typesetters, and by 1981, building permit applications show that the space housing a screen-printing business was to be converted to a woodworking shop. Between 1989 and 1990, the architectural firm of Natale Scott Browne applied to the City of Toronto for a series of building permits, proposing alterations throughout the complex at 221 Sterling Road. As they wrote to the City in May 1990, the proposal's "ambition is to upgrade this complex of largely vacant, industrial space with small scale, self-sufficient, industrial suites. Their targeted market includes the two and three person industrial

businesses that are just starting out, servicing the downtown, and often run by the new generation of entrepreneurs who spend long hours at the shop." Also in this letter from the architect was a list of "new tenants to the complex," including theatrical design and production companies, jewelry design and woodworking studios, film and music editing and production companies, publishers and printers/binders, and other similar occupants. Alterations appear to have been largely if not entirely confined to interior spaces, such as adding mezzanine levels to studios.

Ultimately, the shift in tenancy generated what is now a thriving, organic community of visual artists, artisans, performers, and other creators who rent studios or occupy live-work units within the complex at 221 Sterling Road. Community members value the qualities inherent to industrial architecture that now enable them to practice their crafts and run their businesses. In particular, artistic and cultural uses are facilitated by the property's interior scale, with many units featuring 18'-to-20' ceilings, concrete floors in many units, infrastructure for high power voltage, access to natural light such as through skylights, operable windows to allow ventilation, wide entries including some garage-style openings, separate entries for some units on the building's exterior, and easy access to outdoor spaces. Unique to this property is its rambling footprint, resulting from its gradual, unplanned construction to accommodate various industrial tenants over time. Its plan and siting create exterior opportunities for social connection that promote artistic collaboration and community cohesion, particularly in the eastern alleyway, where communal spaces are bordered by a retaining wall that responds to a grade change.

Tenants of the building have included a concentration of circus performers – such as Lookup Theatre (since c.2004) and A Girl In The Sky Productions (since 2003) – who are especially attracted by the units' high ceilings and exposed structural beams, which can be used to rig acrobatic equipment. Since 2011, Unit 5 at 221 Sterling Road has served as Collective Space, a rehearsal venue and shared interdisciplinary artistic space run by ANANDAM, a not-for-profit arts organization. Other performing arts tenants include Clay & Paper Theatre, and Pia Bouman School for Ballet and Creative Movement, both of which moved to 221 Sterling after displacement from other buildings. Candle Recording Studio has helped international, award-winning artists produce music at 221 Sterling Road, benefitting from their space's high ceilings and acoustics.

Kent Monkman, a celebrated Cree artist whose works are in collections at The Met and the National Gallery of Canada, painted large-scale artworks in his studio at 221 Sterling Road before relocating in 2018. The Brothers Dressler, a renowned furniture design and fabrication company working with responsibly sourced materials, and other carpenters work in 221 Sterling Road. Countless other artists and small companies have contributed to the community in the past several decades.

While 221 Sterling Road was once among a number of former-industrial, live-work collective spaces, this typology is now rare, and the subject property is one of the only such facilities remaining in Toronto. Enabled by the design of an industrial complex of 221 Sterling Road, the property has sustained what many residents have referred to as an ecosystem, where an artistic and cultural community thrives in place.

iii. ARCHITECTURAL DESCRIPTION

The following section provides an architectural description and analysis related to the property, which will establish the basis for determining "Design and Physical Value" according to O. Reg. 9/06 Criteria.

The property at 221 Sterling Road, constructed incrementally in c.1914-1918, c.1924-1939, and c.1954-1965, is a rare and unique example of a former industrial complex that evolved to accommodate various manufacturing uses, and has since gained prominence for its adaptive reuse as an incubator of arts and culture. Located on the east side of Sterling Road, the property is set back at an angle from the street, oriented instead in parallel with the railway tracks to the east. It consists of a building complex that runs generally north-south on an irregularly shaped lot, which is defined by Merchant Lane to the north, and alleyways to the east and south. Because the building evolved in an unplanned way through a series of additions to suit the requirements of various occupants, boundaries between the building's components are not always legible within the building's flexible interior spaces. The property features multiple entrances on all elevations, including double-door entries and garage doors. Its rambling footprint creates exterior opportunities for social connection, particularly in the eastern alleyway, where communal spaces are bordered by a retaining wall.

At the property's southwest is its earliest portion, dating to c.1913-1918. This structure consists of red brick laid in common bond, with brick pilasters capped by concrete coping stones, original window openings, and concrete sills and lintels. At the property's southeast is an addition dating to c.1924-1939. From the exterior, this addition appears to be nearly seamlessly integrated with the earlier structure to the west. It includes original window openings, concrete sills, and concrete banding with exposed aggregate below the roofline. Facets of its east elevation are slightly angled, producing the effect of a gentle curve at the foot of the eastern alley. Typical units within both the southwest and southeast portions feature 18'-to-20' ceilings, exposed structural beams, skylights, and often added mezzanines. Some skylights, which are present in an archival photograph of the property believed to date from c.1914-1918, remain visible from the exterior, clad in metal and recalling the angled silhouette of a saw-tooth-style roof. Rail spurs dating to the property's original industrial use are visible in the floors of hallways and individual units.

The property's central portion, north of the original structure, dates to c.1924-1939. The composition and materiality of its exterior along the building's east elevation suggest that it was extended gradually. It includes a portion faced in brick, with concrete sills and lintels and an enclosed rooftop patio area, as well as a portion faced in concrete. A number of the property's largest and most flexible interior spaces, currently housing uses such as performance studios and carpentry workshops, occur in this portion of the complex.

Farther north is another addition, likely constructed in c.1939 for R.W. Matthewman & Son Ltd. The upper-level floorplate of this portion of the building is connected with that of the later addition immediately north. With an exterior of red brick laid in common bond, it features brick row-lock arches above door and window openings, brick corbelling at the cornice line, and a fire exit from the second storey. The interior includes high, loft-style wooden ceilings and exposed brick walls in the hallways.

Along the west, a long, narrow addition dates to c.1954-1965. With a simple, red brick exterior, it includes a number of individual entries to units, many of which continue into the property's central (c.1924-1939) portion, interspersed with consistent six-pane windows.

The northernmost portion of the property is another addition dating to c.1954-1965. It is faced in red brick, with a metal-clad portion at the upper storey on the east elevation.

iv. CONTEXT

The following section provides contextual information and analysis related to the property, which will establish the basis for determining "Contextual Value" according to O. Reg. 9/06 Criteria.

The property at 221 Sterling Road reflects the history of industrial development along Sterling Road within the lower Junction Triangle and Brockton Village areas. Beginning in 1905, the Fairbanks-Morse Canadian Manufacturing Company, and later the Canadian Fairbanks-Morse Company, played an important role in the area through their development of a large manufacturing complex, including the subject property on the east side of Sterling (then Symington) Road and continuing northward to Bloor Street West.

To the immediate south of 221 Sterling Road, the property at 213 Sterling Road is another former industrial building that was associated with the Canadian Fairbanks-Morse Company. Evidently used as a tractor plant, it was purchased in 1923 by the Maloney Electric Company, whose plant in Windsor had been recently razed by fire. The Maloney Electric Company used the building for manufacturing electric transformers, and according to municipal directories, remained there until at least 1968. While this building, like 221 Sterling Road, formerly housed live-work spaces for artists, its current use is primarily commercial. This building has clear visual and spatial relationships with the subject property, creating an architectural dialogue through a shared material palette and industrial design vocabulary, and through the alleyway formed between the two structures.

Farther south, industrial complexes were constructed in the 1910s and 1920s along either side of Sterling Road to Dundas Street West, and the streetscape has maintained its industrial character. The property at 158 Sterling Road, formerly the Northern Aluminum Company Building (1920) and more recently known as the Tower Automotive Building, is designated under Part IV of the Ontario Heritage Act.

In recent years, Sterling Road has been noted in both local and international media as a burgeoning centre for the arts.¹ At 128 Sterling Road, the former T.A. Lytle Company pickle factory once included live-work spaces, and now houses film companies, House

¹ See for example: Michael Kammerer, "In Toronto, an Industrial Stretch Has Its Breakout Moment," *The New York Times*, 5 July 2019, <https://www.nytimes.com/2019/07/05/travel/sterling-road-toronto-museum-of-contemporary-art.html>

and: Stefan Novakovic, "On Toronto's Sterling Road, an Artist Haven Faces Demolition," *Azure Magazine*, 6 July 2021, <https://www.azuremagazine.com/article/on-torontos-sterling-road-an-artist-haven-faces-demolition/>

of Anansi Press, and the Henderson Brewing Company and Drake Commissary, which host cultural events. The building at 163 Sterling Road has previously housed live-work studios, prominent music producers, performance artists, and painters. At 158 Sterling Road, the transformation of the Tower Automotive Building into the new home of the Museum of Contemporary Art (MOCA) in 2018 garnered praise from the arts and heritage communities.

3. EVALUATION AND APPLICATION OF O.REG 9/06 CRITERIA

The following evaluation applies Ontario Regulation 9/06 made under the Ontario Heritage Act: Criteria for Determining Cultural Heritage Value or Interest. The criteria are prescribed for municipal designation under Part IV, Section 29 of the Ontario Heritage Act, and the City of Toronto also uses these criteria when assessing properties for inclusion on the City of Toronto's Heritage Register. There are three categories for a total of nine criteria under O. Reg 9/06. A property may be designated under section 29 of the Act if it meets one or more of the provincial criteria for determining whether it is of cultural heritage value or interest.

The evaluation table is marked "N/A" if the criterion is "not applicable" to the property or "✓" if it is applicable to the property, with explanatory text below.

DESIGN OR PHYSICAL VALUE

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

Rare and unique example of a type

Constructed incrementally in c.1914-1918, c.1924-1939, and c.1954-1965, the property is a rare and unique example of a former industrial complex that evolved to accommodate various manufacturing uses, and later gained prominence for its adaptive reuse as an incubator of arts and culture. Its gradual construction and adaptation produced an unusual, rambling complex with an interior that allows for reconfiguration to suit tenants' needs, and an exterior that creates moments of social connection. The building's physical value is expressed through such characteristics as its large, flexible interior spaces, its hearty industrial material palette, its many exterior entrances and garage openings, and its skylights and operable windows that provide access to light and ventilation, all of which facilitate the building's adaptive reuse for live-work studios and light industrial cultural businesses. Few such examples of live-work complexes remain extant in Toronto.

HISTORICAL OR ASSOCIATIVE VALUE

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

Direct association with an organization that is significant to a community

The property was constructed incrementally with an original portion from pre-World War I, interwar additions in c.1924-1939, and postwar additions in c.1954-1965. It originated as part of lands developed by the Fairbanks-Morse Canadian Manufacturing Company Ltd. adjacent to the Grand Trunk Railway line. This company played an important role in the industrial development of the area through their development of a large manufacturing complex, including the subject property. Needs arising from Canada's involvement in the First World War meant that by the late 1910s, the Canadian Fairbanks-Morse Company, like other plants in Toronto, received a munitions contract and manufactured explosive shells during this period.

Direct association with a theme that is significant to a community

The property is directly associated with the theme of industrial development, reflecting the early-twentieth-century drivers that shaped the surrounding Junction Triangle and Brockton Village areas.

The property also has a strong association with the theme of promotion of arts and culture, which is highly significant to the local community. It is one of few formerly industrial, live-work spaces for artist communities remaining in Toronto.

CONTEXTUAL VALUE

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

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

The property is important in maintaining and supporting the character of Sterling Road as a former industrial streetscape, which has evolved as an area known for supporting arts and culture.

Physically, functionally, visually or historically linked to its surroundings

The property is physically, functionally, visually, and historically linked to its surroundings as part of a concentration of former industrial buildings along Sterling

Road, many of which now have cultural functions. It is strongly linked to the adjacent property at 213 Sterling Road, which was also associated with the Canadian Fairbanks-Morse Company, and with which it stands in architectural dialogue. The only building of its kind on Sterling Road that continues to house a live-work community, 221 Sterling Road relates to surrounding industrial properties on Sterling Road that have been adaptively reused for the purposes of arts and culture.

CONCLUSION

Heritage Planning staff have determined that the property at 221 Sterling Road meets the Ontario Regulation 9/06 criteria prescribed for municipal designation under Part IV, Section 29 of the Ontario Heritage Act for its physical, historical/associative, and contextual values. As such, the property is a significant built heritage resource, and staff recommend that City Council state its intention to designate the individual property at 221 Sterling Road (including active entrances at 225 and 227 Sterling Road) under Part IV, Section 29 of the Ontario Heritage Act.

The building located on the property at 221 Sterling Road holds heritage value as a rare and unique example of an evolved manufacturing complex that has been adaptively reused to support the arts. It reflects the history of industrial development and arts-related adaptive reuse along Sterling Road, and contributes to a concentration of former industrial buildings, many of which now have cultural functions.

The Statement of Significance (Attachment 3) for 221 Sterling Road comprises the Reasons for Designation, which is the Public Notice of Intention to Designate.

CONTACT

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SIGNATURE

Gregg Lintern, MCIP, RPP
Chief Planner and Executive Director
City Planning

ATTACHMENTS

Attachment 1 – Maps and Photographs

Attachment 2 – List of Research Sources

Attachment 3 – Statement of Significance (Reasons for Designation): 221 Sterling Road

**221 STERLING ROAD
MAPS AND PHOTOGRAPHS**

ATTACHMENT 1

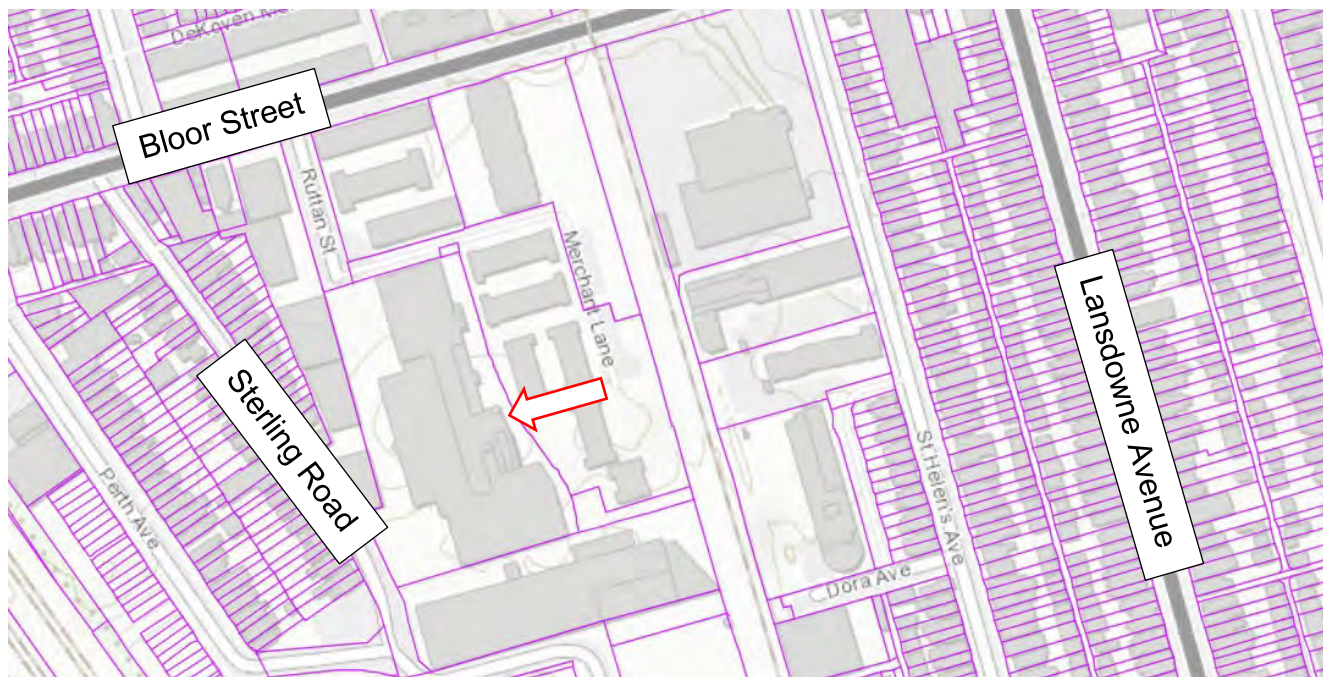


Figure 3: Location of 221 Sterling Road, indicated by the arrow. Note: This location map is for information purposes only; the exact boundaries of the property are not shown. North is located at the top of the map. (City of Toronto mapping.)

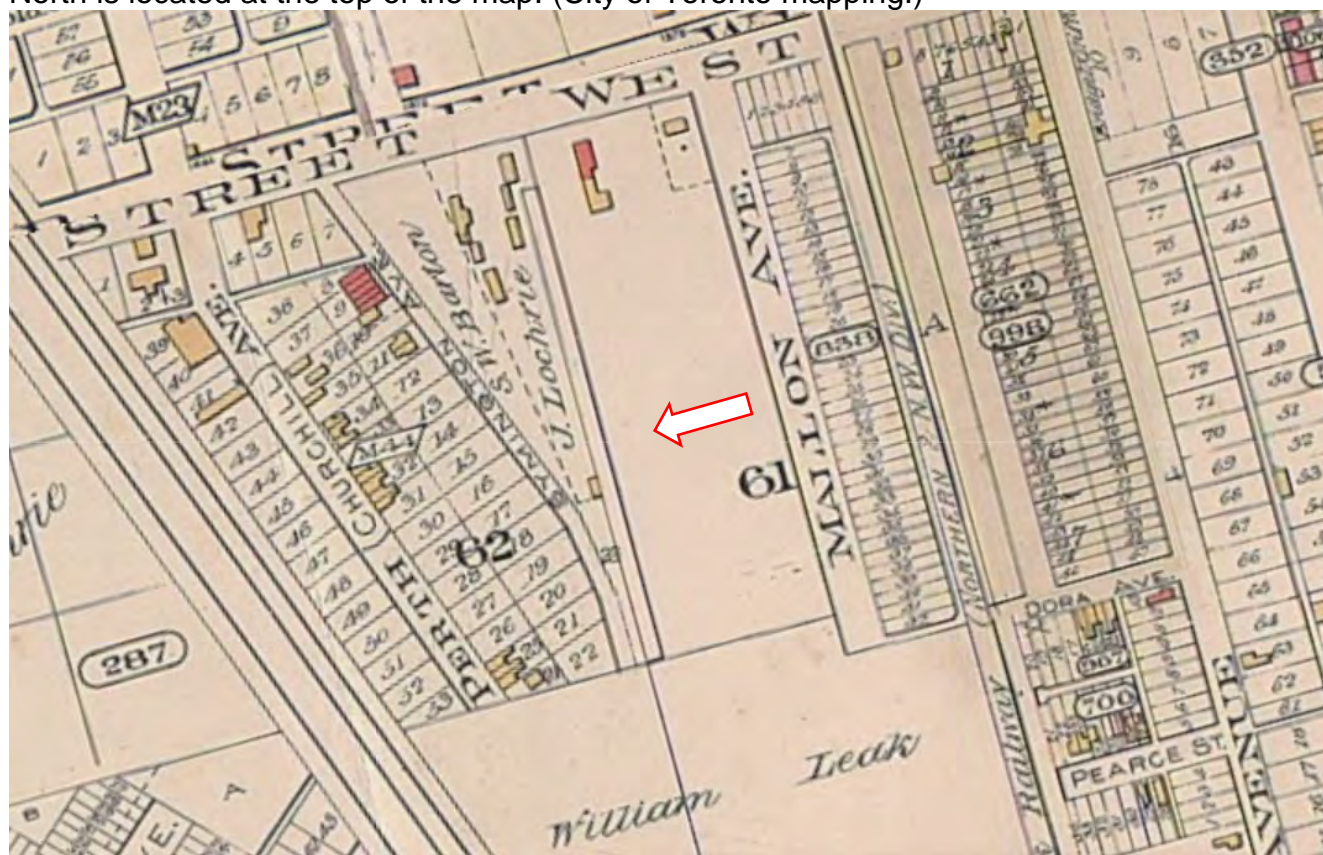


Figure 4: 1889 Goad's Atlas of the City of Toronto; future location of 221 Sterling Road indicated by the arrow.

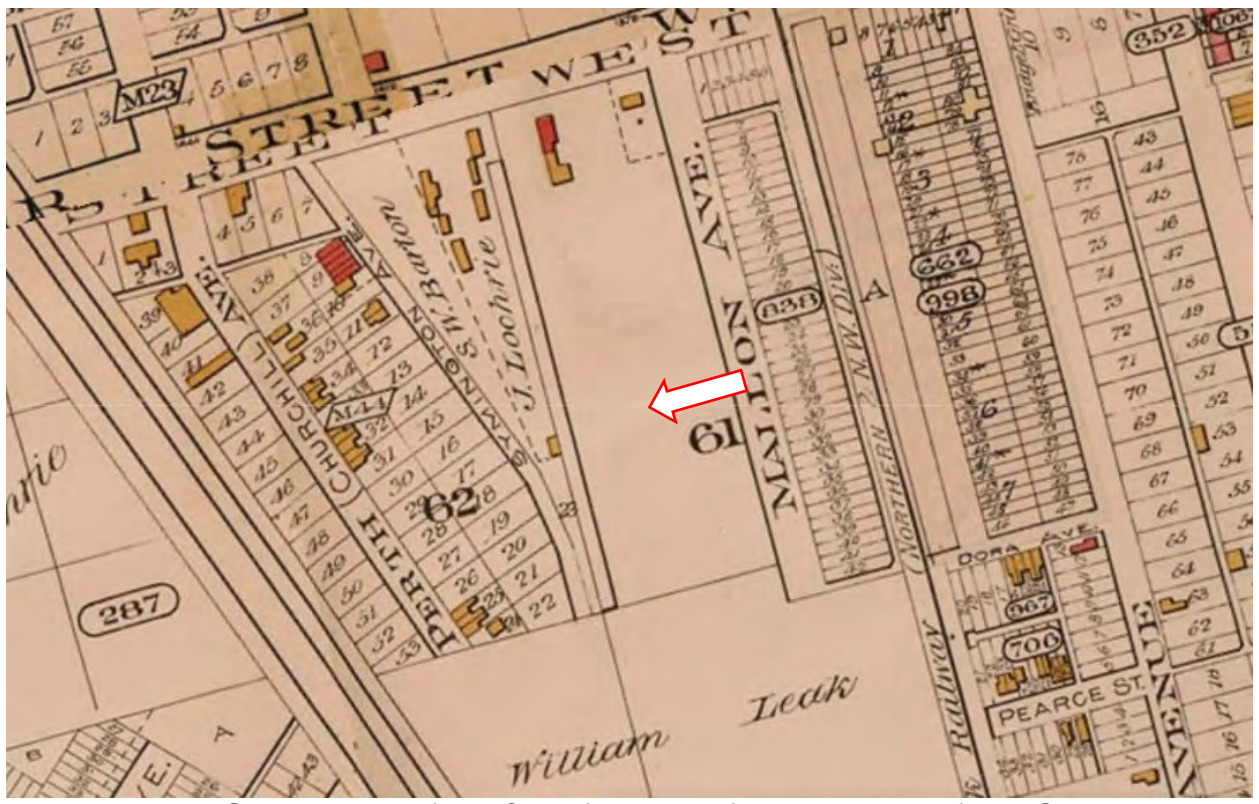


Figure 5: 1903 Goad's Atlas of the City of Toronto; future location of 221 Sterling Road indicated by the arrow.

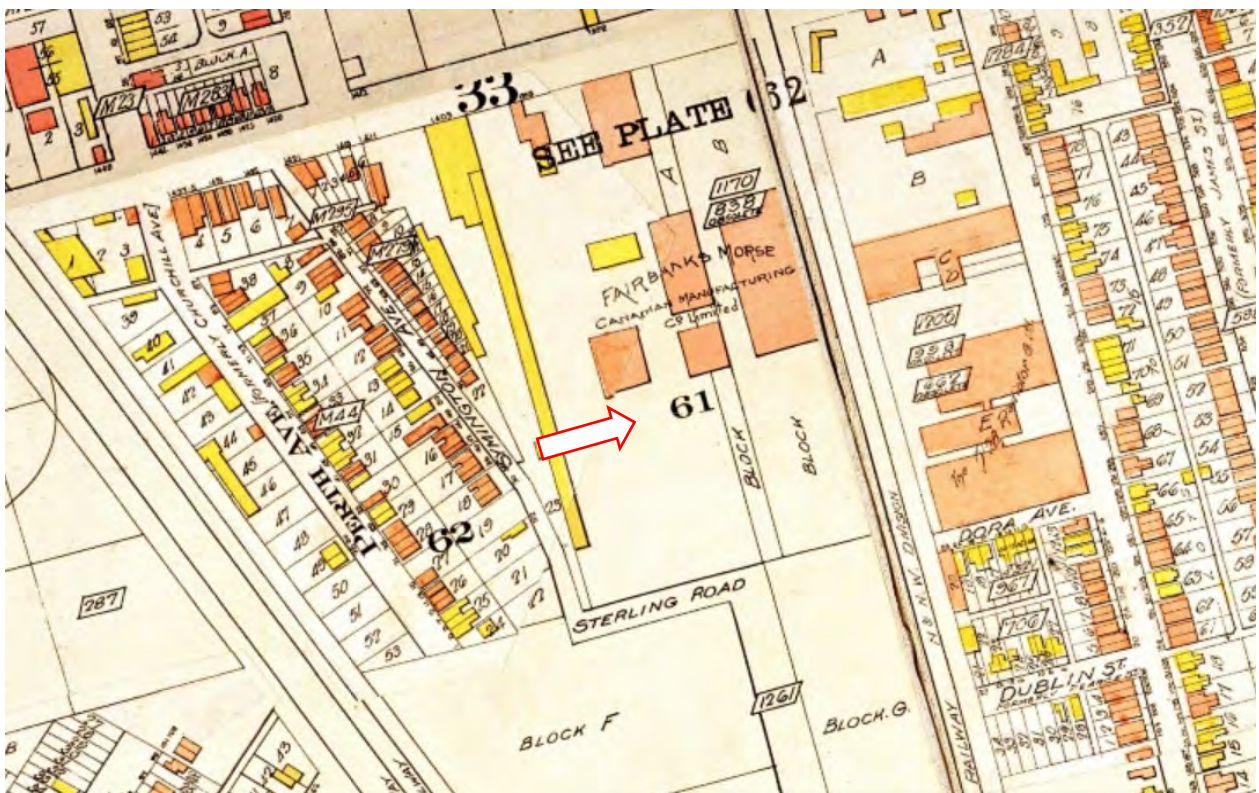


Figure 6: 1913 Goad's Atlas of the City of Toronto; future location of 221 Sterling Road indicated by the arrow.

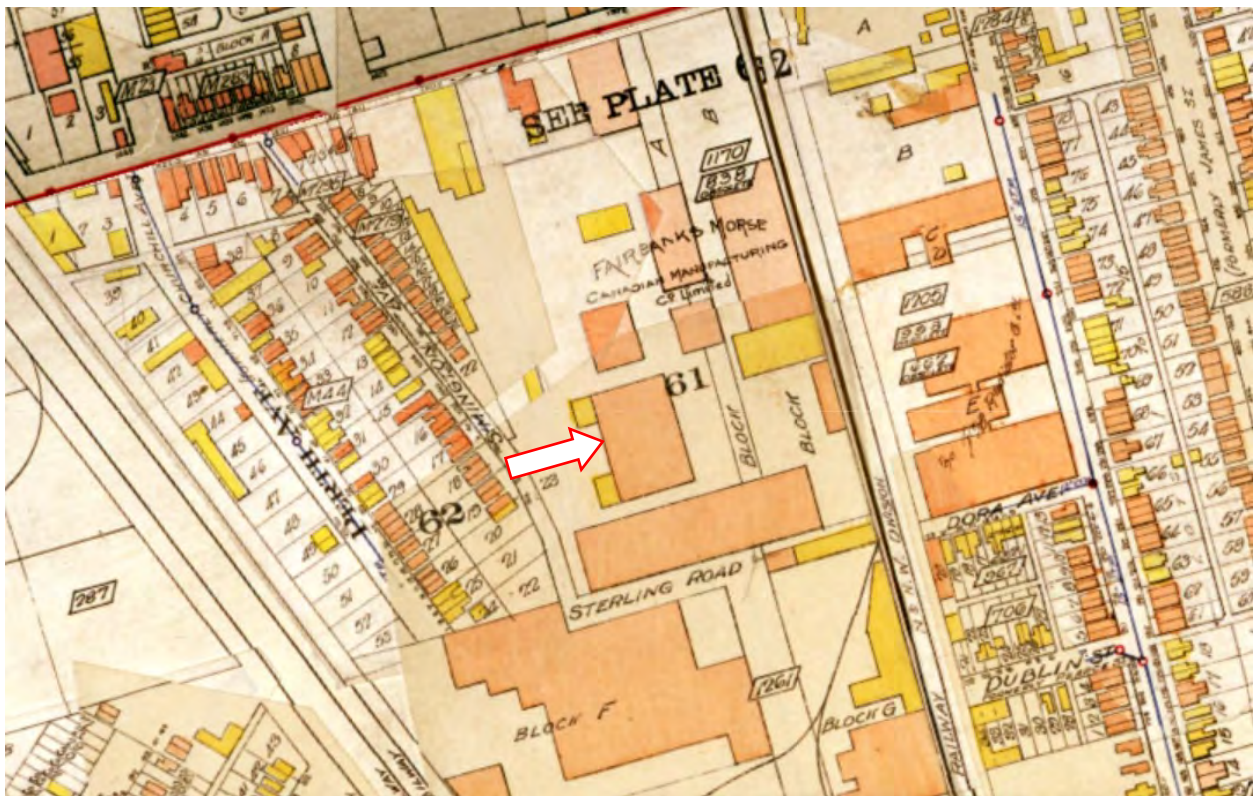


Figure 7: 1924 Goad's Atlas of the City of Toronto; location of 221 Sterling Road indicated by the arrow.



Figure 8: 1939 aerial photograph; location of 221 Sterling Road indicated by the arrow.

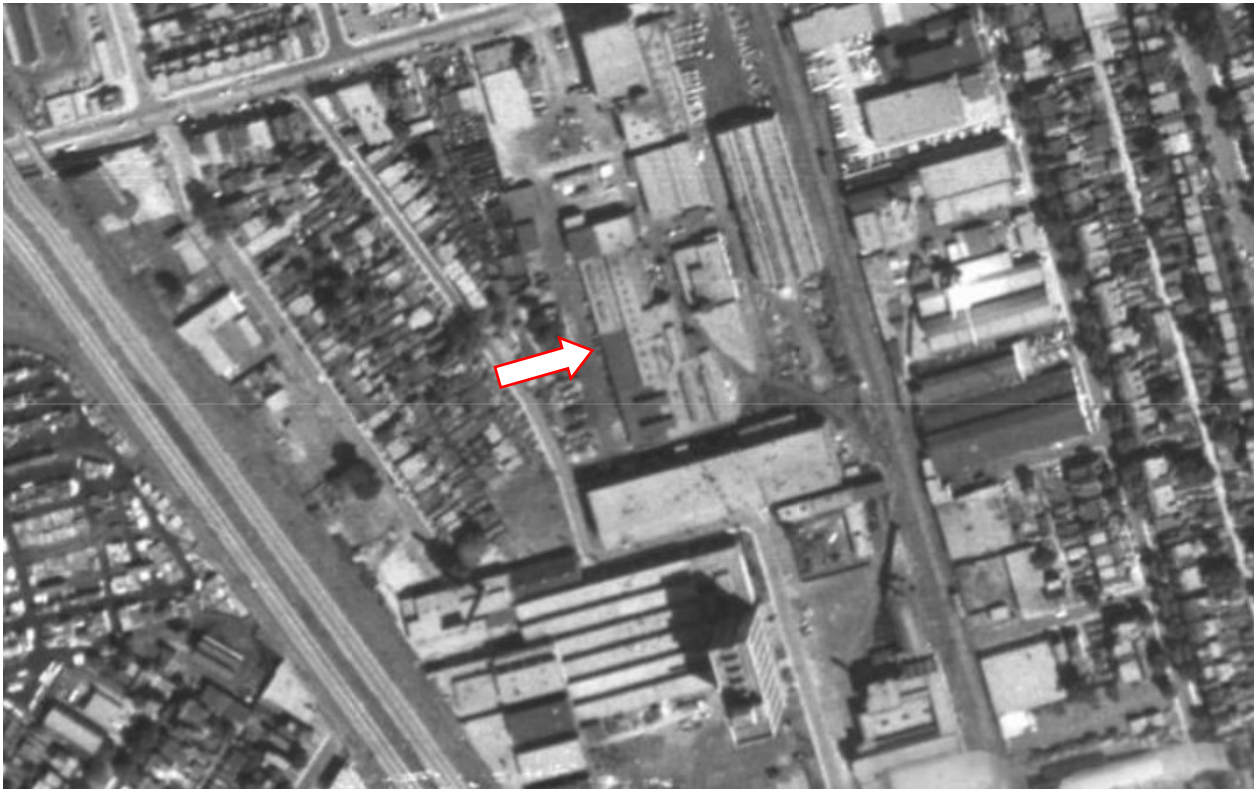


Figure 9: 1954 aerial photograph; location of 221 Sterling Road indicated by the arrow.

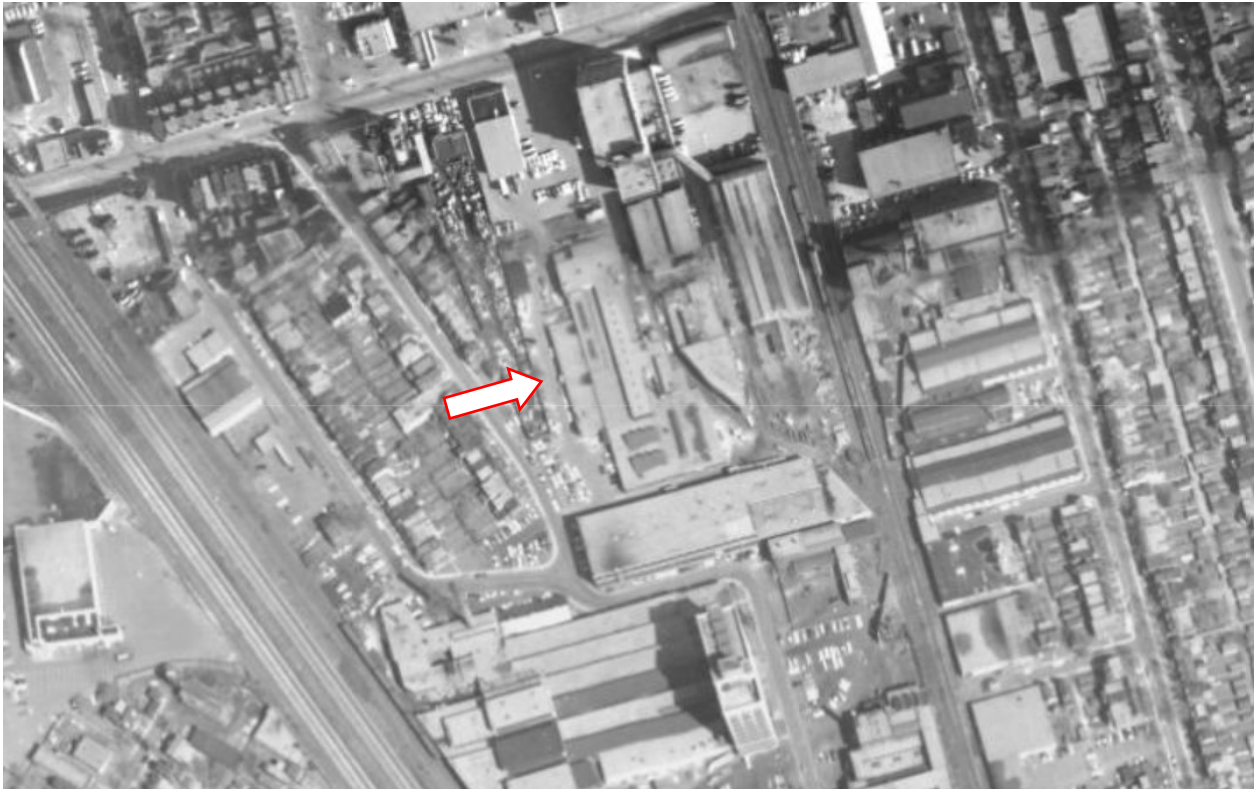


Figure 10: 1965 aerial photograph; location of 221 Sterling Road indicated by the arrow.

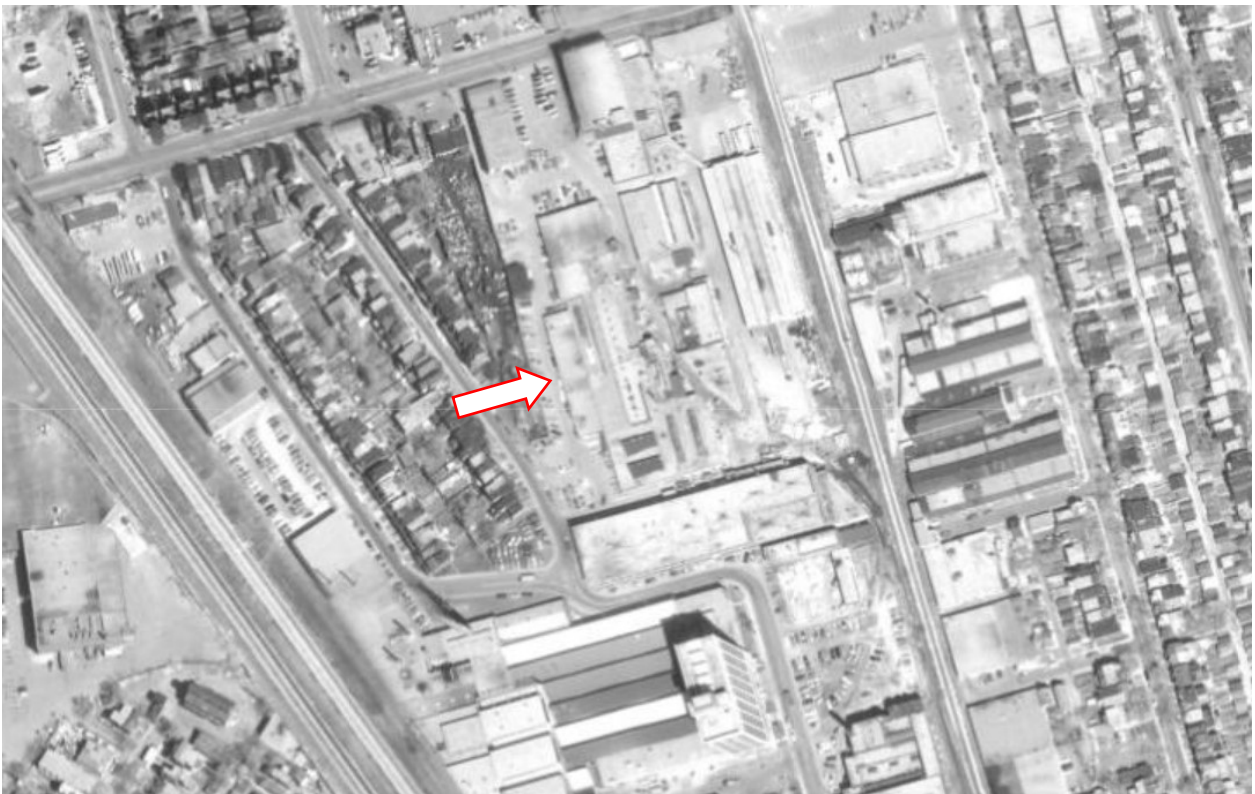


Figure 11: 1978 aerial photograph; location of 221 Sterling Road indicated by the arrow.



Figure 12: 2005 aerial photograph; location of 221 Sterling Road indicated by the arrow.



Figure 13: 2020 aerial photograph; location of 221 Sterling Road indicated by the arrow.

No. of Plan	Date filed	Maker of Plan	Streets	Pages	For previous Vols. See
830	21 June 1888	Toronto L. I. Corp.	Lots 1166 St. Union	8 to 13	Amend ^g of Plan 506, Vol. 2 (curry) by closing pt of Durham St. 7 ^c
-	-	-	Lots 7 to 65 Eof. Preston Highway	7 to 72	
-	-	-	Lots 66 to 124 W. of Springhorn Avenue	73 to 131	
-	-	-	Lots 125 to 131 St. Floor	132 to 135	
836	16 July 1888	W. J. Williams	Lots 1167 Eof. Brock Ave	113 to 119	Lots 1103-414, Plan 166, Vol. 23.
838	24 July 1888	M. Boland	Lots 116. St. Floor	150 to 155	(H. Lot. 64, Plan 257, Vol. 2A (Brockton))
-	-	-	Lots 7 to 12 Eof. Mallory Highway	156 to 171	

Figure 14: Documentation of Plan 838 (location of 221 Sterling Road) filed in July 1888 by M. Boland. (Land Registry Office Records.)



Figure 15: Documentation of Plan 1170 (location of 221 Sterling Road) amending Plan 838, dated 1894, showing owners W. J. Boland and Michael Boland. (Land Registry Office Records.)

BLOCK'S		'A' & 'B'		PLAN 1170 ²³⁰			
NO. OF INSTRUMENT	INSTRUMENT	ITS DATE	DATE OF REGISTRY	GRANTOR	GRANTEE	CONSIDERATION OR AMOUNT OF MORTGAGE	QUANTITY OF LAND - REMAINS
30625	Grant	16 June 1905	16 June 1905	Ellen Boland Walter J Boland sd Ellen Boland as admors of Michael Boland	Fairbanks Morse Canadian Manufy Company Ltd	\$11000	Lots A & B etc

Figure 16: Documentation of purchase of the subject property's lands by Fairbanks-Morse Canadian Manufacturing Company from the Boland family in 1905. (Land Registry Office Records.)



Figure 17: "Section of the Canadian Fairbanks-Morse Co. Ltd. manufacturing department, Toronto, Ont.," believed to date to c.1914-1918. In the background at left, the earliest portion of the extant property at 221 Sterling Road (the southwest portion) is visible in this northwestward view from the adjacent building at 213 Sterling Road.



Figure 18: 221 Sterling Road; northeastward view of the complex's southwest corner, 1980: "Arthurs-Jones Lithographing Ltd., Sterling Road, south of Merchant Lane, Toronto, Ont." (Toronto Public Library, LOCHIST-BL-089.)

NATALE
SCOTT
BROWNE

May 3, 1990

Mr. B. Chiang
City of Toronto
Department of Buildings and Inspections
City Hall, 16th Floor, East Tower
Toronto, Ontario
M5H 2N2

Re: File 303091
221 Sterling Road

Dear Mr. Chiang,

1185 King St. W.
Toronto, Ontario
M6K 3C5
Tel: (416) 534-5812
Fax: (416) 534-0120

As per your Examiners Notice (90/03/20) and our subsequent discussion, March 29/90, we have taken your advice and consolidated the information pertaining to the consecutive building permits for 221, 225 and 227 Sterling Road in order to present a clear perspective of our new and proposed renovations for the entire complex.

For the past year and an half, we have been preparing plans and making permit applications for the renovations of various portions of the complex. Our client's ambition is to upgrade this complex of, largely vacant, industrial space with small scale, self sufficient, industrial suites. Their targeted market includes the two and three person industrial businesses that are just starting out, servicing the downtown, and often run by the new generation of entrepreneurs who spend long hours at the shop. To date, the list of new tenants to the complex includes:

Tenant	Type of Use
J. Robb	Design/Production; Theatrical Props/Costumes C.
Allen/M. Korchinsky	Photographic Workshop
E. Kellman/G. Guerra	Electronic & Musical Equipment Repair
Odile Chatelaine	Jewellery Design and Fabrication
The Sterling Group	Industrial Photography
R. Belaisis	Artist and Framing Studio
R. Faulkner	Wholesale Bakery
L. Wright	Picture Framer
S. O'Neill	Film Editor
Garth Barriere	Video Production
Brad Payne	Antique Refinishing
A. Weiler/S. Jennings	Woodworking and Bicycle Repair Shop
Prodesign	Printers/Binders
R. Quigley/H. Dawson	Publishers and Editors
S. Smith	Painting Contractors and Decorators Shop
D. Sersta	Computer Systems Design
T. Haile/R. Royce	Film Production
Incorporated First Properties	Property Managers/General Contracting
Azcon	Woodworking Shop
D. Kelly	Clothing Design and Alterations
817737 Ontario Ltd	Theatrical Productions
etc.	
etc.	

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IW

Figure 19: Letter from architects Natale Scott Browne to the City of Toronto regarding building permits related to adaptive reuse of the subject property for small cultural businesses. (City of Toronto Building Records.)



Figure 20: Site diagram with estimated dates of construction based on available information. Note: This site diagram is for information purposes only; the exact boundaries of the property's components are not shown (Annotated by Heritage Planning, 2021.)



Figure 21: View of the c.1914-1918 portion of the building (with arrow indicating direction of view). (Heritage Planning, 2021.)



Figure 22: View of the southeastern c.1924-1939 portion of the building (with arrow indicating direction of view). (Heritage Planning, 2021.)



Figure 23: View of the central c.1924-1939 portion of the building (with arrow indicating direction of view). (Heritage Planning, 2021.)



Figure 24: View of the central-northern c.1939 portion of the building (with arrow indicating direction of view). (Heritage Planning, 2021.)



Figure 25: View of the western c.1954-1965 portion of the building (with arrow indicating direction of view). (Heritage Planning, 2021.)



Figure 26: View of the northern c.1954-1965 portion of the building (with arrow indicating direction of view). (Heritage Planning, 2021.)



Figure 27: Northeastward view of the subject property's southwestern portion (dating to c.1914-1918). (Heritage Planning, 2021.)



Figure 28: West elevation of the subject property's southwestern portion (dating to c.1914-1918). (Heritage Planning, 2021.)



Figure 29: Eastward view of the alley formed by the subject property's south elevation and the north elevation of 213 Sterling Road. (Heritage Planning, 2021.)



Figure 30: Northeastward view of the subject property's south elevation (dating to c.1914-1918). (Heritage Planning, 2021.)



Figure 31: Interior corridor within the subject property's oldest portion, with original rail spurs appearing as two parallel lines along the floor. (Heritage Planning, 2021.)



Figure 32: Southward view of a portion of the subject property's east elevation, dating to c.1924-1939, with 213 Sterling Road visible in the background. (Heritage Planning, 2021.)



Figure 33: A portion of the property's east elevation, near the southeast corner. (Heritage Planning, 2021.)



Figure 34: Southward view of a portion of the subject property's east elevation, dating to c.1924-1939. (Heritage Planning, 2021.)



Figure 35: A portion of the subject property's east elevation, dating to c.1924-1939. (Heritage Planning, 2021.)



Figure 36: Southward view of a portion of the subject property's east elevation, dating to c.1924-1939. (Heritage Planning, 2021.)



Figure 37: Upper level of the east elevation of an addition to the subject property, dating to c.1939, integrated to the north with a later addition (dating to c.1954-1965). (Heritage Planning, 2021.)



Figure 38: Upper level of the east elevation of an addition to the subject property, dating to c.1939, showing a brick row-lock arch. (Heritage Planning, 2021.)



Figure 39: Southeastward view of the subject property, with the westernmost portion of the structure visible (dating to c.1954-1965) and 213 Sterling Road visible in the background, at right. (Heritage Planning, 2021.)



Figure 40: Southward view of the subject property's western portion (dating to c.1954-1965), with 213 Sterling Road visible in the background. (Heritage Planning, 2021.)



Figure 41: West elevation of the subject property's northern portion (dating to c.1954-1965), including the main entry to this part of the building. (Heritage Planning, 2021.)



Figure 42: North elevation of the subject property's northern portion (dating to c.1954-1965). (Heritage Planning, 2021.)



Figure 43: Interior of a unit within the southern portion of the subject property, showing high ceiling, skylight, and exposed beam currently used for rigging acrobatic equipment. (Heritage Planning, 2021.)

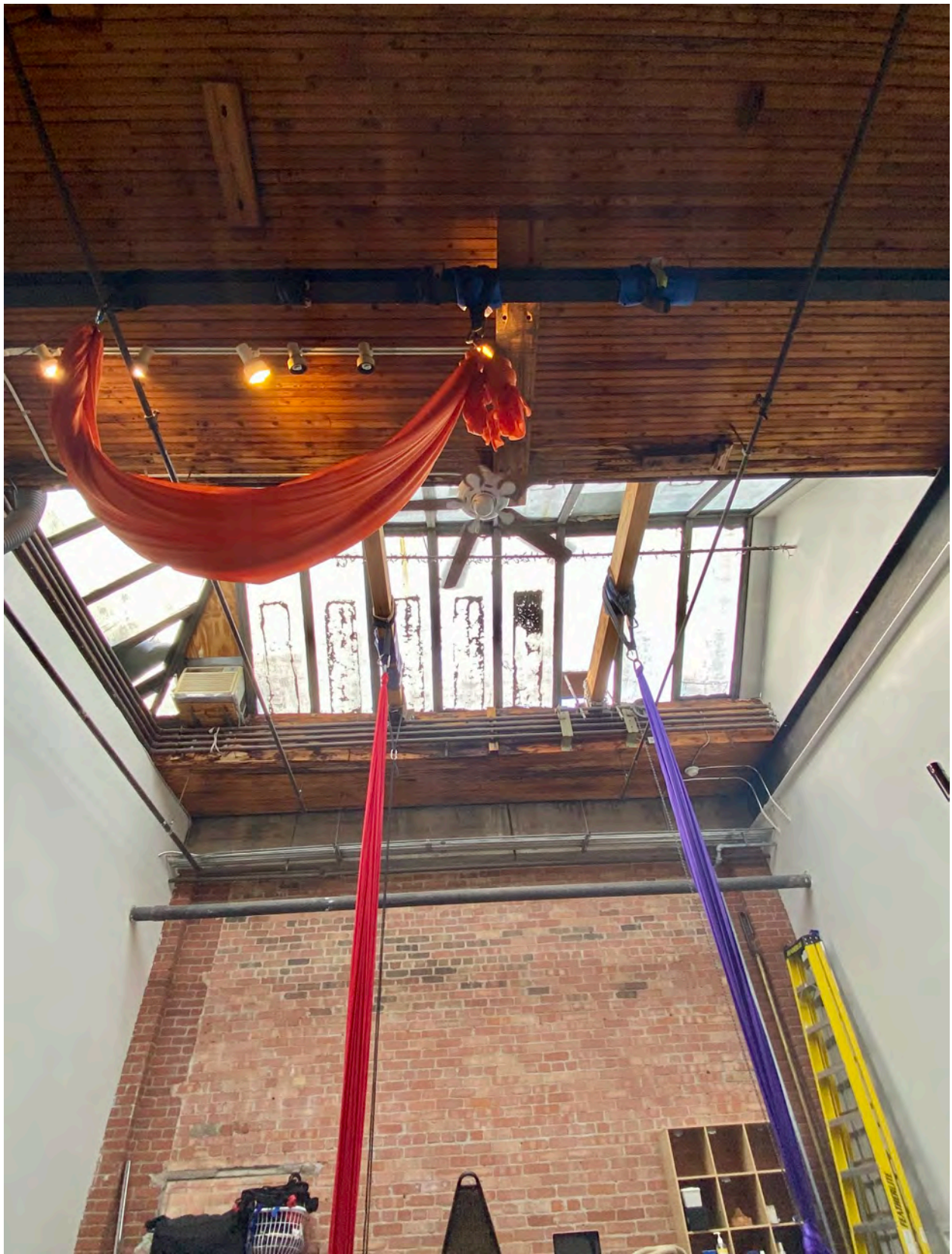


Figure 44: Interior of a unit within the southern portion of the subject property, showing high ceiling, skylight, and exposed beam currently used for rigging acrobatic equipment. (Heritage Planning, 2021.)



Figure 45: Interior of a unit within the subject property's southern portion, showing high ceiling, skylight, and added mezzanine. (Heritage Planning, 2021.)

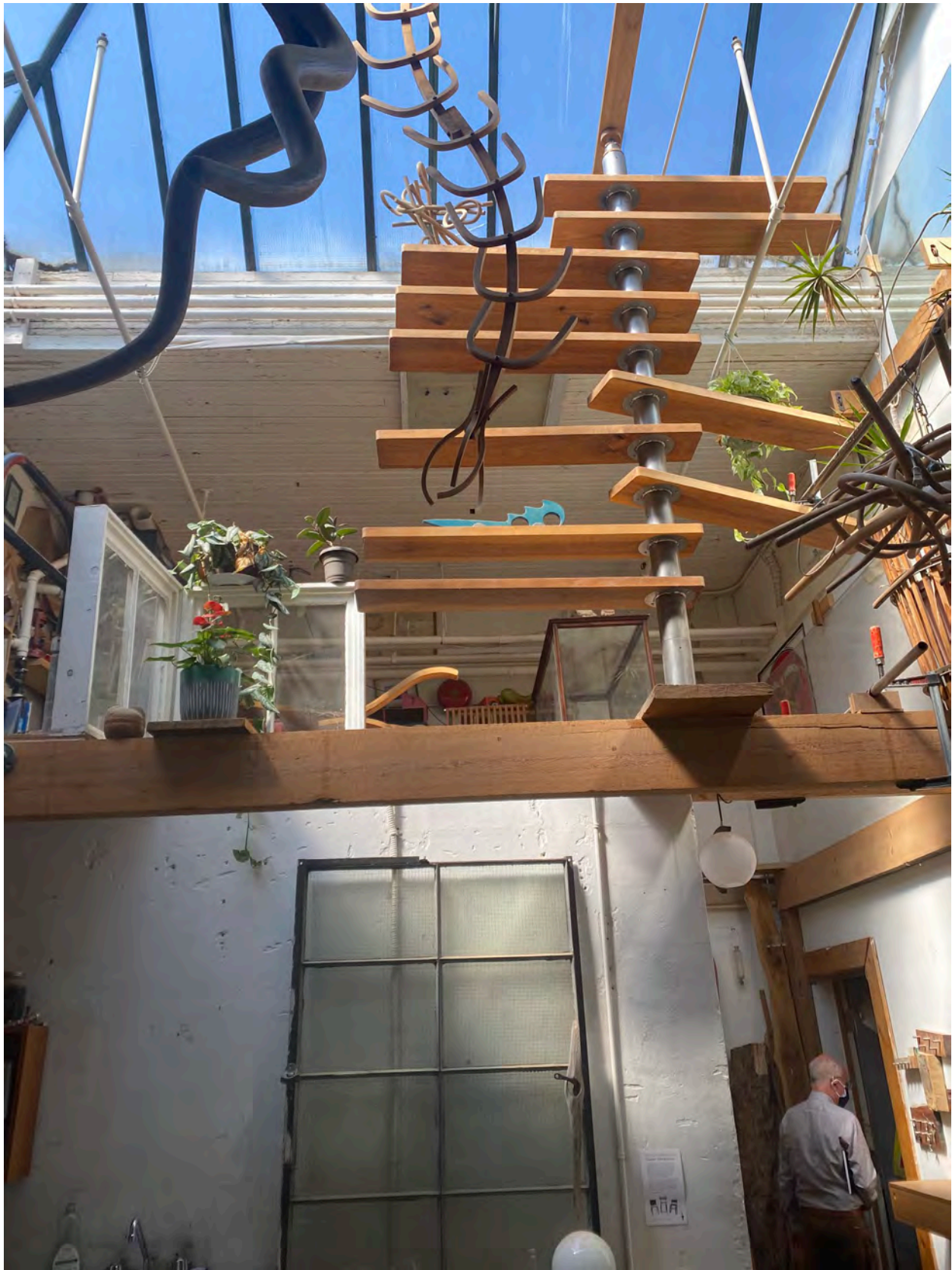


Figure 46: Interior of a unit within the subject property's central portion, showing the scale of interior spaces; currently used as part of a furniture design studio. (Heritage Planning, 2021.)



Figure 47: Interior of a unit within the subject property's southern portion, showing high ceiling, skylight, and garage door opening, dating to the property's industrial uses; currently used as a performing and circus arts space. (Heritage Planning, 2021.)



Figure 48: Interior of a unit within the subject property's southern portion, showing high ceiling and skylight; currently used by a theatre company. (Heritage Planning, 2021.)



Figure 49: Interior of a fire escape door on the subject property's east elevation, within a portion dating to c.1939. (Heritage Planning, 2021.)

Archival Sources

- City of Toronto Building Records, Building Permits for 221-227 Sterling Road.
- Goad's Atlas of the City of Toronto, 1880, 1889, 1903, 1913, 1924.
- Land Registry Office Records, Metro Toronto, Plans 838 and 1170.
- Might's Greater Toronto City Directories, 1885-1969.

Secondary Sources

- "Canadian Fairbanks-Morse Company," Canadian Corporate Reports, McGill Digital Archive, <https://digital.library.mcgill.ca/hrcorpreports/search/detail.php>
- "The Canadian Fairbanks-Morse Co., Limited," *The Winnipeg Tribune*, 25 Sept. 1915: 59. <https://www.newspapers.com/clip/1390094/canadian-fairbanks-morse-history/>
- City of Toronto, "Revised Reasons for Designation: 158 Sterling Road (2020)," <https://www.toronto.ca/legdocs/mmis/2020/te/bgrd/backgroundfile-144564.pdf>
- "Collective Space," ANANDAM, <https://www.anandam.ca/collective-space>
- GBCA Architects, "Heritage Impact Assessment for 221-225 Sterling Road," 26 April 2021.
- Michael Kaminer, "In Toronto, an Industrial Stretch Has Its Breakout Moment," *The New York Times*, 5 July 2019, <https://www.nytimes.com/2019/07/05/travel/sterling-road-toronto-museum-of-contemporary-art.html>
- "Obituary: Michael Boland," *Toronto Daily Star*, 5 April 1904: 9.
- "Permit for Factory," *Toronto Daily Star*, 10 June 1912: 2.
- "Pringle, Thomas," Biographical Dictionary of Architects in Canada, <http://www.dictionaryofarchitectsincanada.org/node/1773>
- "Smith, Charles Wellington," Biographical Dictionary of Architects in Canada, <http://dictionaryofarchitectsincanada.org/node/454>
- Stefan Novakovic, "On Toronto's Sterling Road, an Artist Haven Faces Demolition," *Azure Magazine*, 6 July 2021, <https://www.azuremagazine.com/article/on-torontos-sterling-road-an-artist-haven-faces-demolition/>
- Wayne Reeves, "Munition," *Toronto Star*, 2 Aug. 2014, <https://www.pressreader.com/canada/toronto-star/20140802/284885183621624>

**STATEMENT OF SIGNIFICANCE
(REASONS FOR DESIGNATION)**

The property at 221 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 the categories of design/physical value, historical/associative value, and contextual value.

Description

The property at 221 Sterling Road comprises a complex of adjoining one- and two-storey brick structures, constructed incrementally in c.1914-1918, c.1924-1939, and c.1954-1965. Located on the east side of Sterling Road, the property is set back at an angle from the street, oriented instead in parallel with the railway tracks to the east. The complex runs generally north-south on an irregularly shaped lot, which is defined by Merchant Lane to the north, and alleyways to the east and south. Because the building evolved in an unplanned way through a series of additions to suit the requirements of various occupants, boundaries between the building's components are not always legible within the building's flexible interior spaces. Typical of industrial architecture, its exterior is generally utilitarian in nature and relatively unadorned. The property features multiple entrances, on all elevations, and its unique footprint creates exterior opportunities for social connection, particularly in the eastern alleyway, where communal spaces are bordered by a retaining wall.

Statement of Cultural Heritage Value

The property at 221 Sterling Road is a rare and unique example of a former industrial complex that evolved to accommodate various manufacturing uses, and later gained prominence for its adaptive reuse as an incubator of arts and culture. Originally part of a site developed alongside the Grand Trunk Railway tracks for the Fairbanks-Morse Canadian Manufacturing Company Ltd., the property was constructed incrementally with an original portion from pre-World War I, interwar additions in c.1924-1939, and postwar additions in c.1954-1965. It served a variety of industrial uses through the mid- to late-twentieth century, and has since continued to evolve as a hub of cultural activities, housing a number of creative organizations and performance spaces. The property's gradual construction and adaptation produced an unusual, rambling complex with an interior that allows for reconfiguration to suit tenants' needs, and an exterior that creates moments of social connection. The building's physical value is expressed through industrial characteristics that facilitate adaptive reuse for live-work studios and light industrial cultural businesses.

The property reflects the history of industrial development along Sterling Road within the lower Junction Triangle and Brockton Village areas, and contributes to a concentration of former industrial buildings, many of which now have cultural functions. It originated as part of lands developed by the Fairbanks-Morse Canadian Manufacturing Company Ltd. adjacent to the Grand Trunk Railway line. This company played an important role in the industrial development of the area through their

development of a large manufacturing complex, including the subject property. Needs arising from Canada's involvement in the First World War meant that by the late 1910s, the Canadian Fairbanks-Morse Company, like other plants in Toronto, received a munitions contract and manufactured explosive shells during this period. In addition to the theme of industrial development, the property reflects the theme of promotion of arts and culture through adaptive reuse of industrial buildings; this theme is especially significant to the local community. Few such examples of formerly industrial, live-work complexes remain extant in Toronto.

The property is important in maintaining and supporting the character of Sterling Road as a former industrial streetscape, which has evolved as an area known for supporting arts and culture. In particular, it is linked to the adjacent property at 213 Sterling Road, which was also associated with the Canadian Fairbanks-Morse Company, and with which it stands in architectural dialogue. The only building of its kind on Sterling Road that continues to house a live-work community, 221 Sterling Road relates to surrounding industrial properties on Sterling Road that have been adaptively reused for the purposes of arts and culture.

Heritage Attributes

Design and Physical Value

The following heritage attributes contribute to the cultural heritage value of the property at 221 Sterling Road as an evolved manufacturing complex that has been adaptively reused to support the arts:

- Scale, form, and massing of the property's original portion (dating to c.1914-1918), located at the building's southwest corner
- Scale, form, and massing of the property's early eastern and northern additions (dating to c.1924-1939)
- Throughout the complex, features that represent the property's industrial origins and later facilitated its adaptive reuse, including:
 - An industrial material palette with primarily red brick and concrete on both the exterior and interior
 - Original window openings and operable windows
 - Original door openings, including some that include double doors and some that include garage doors
 - 18'-to-20' ceilings in many units, some of which include exposed structural beams

Historic and Associative Value

The following heritage attributes contribute to the cultural heritage value of the property at 221 Sterling Road as reflecting the history of industrial development and arts-related adaptive reuse along Sterling Road:

- The property's siting and orientation, accessed via Sterling Road but situated in parallel with the railway tracks to the east
- Original window openings and operable windows

- Original door openings, including some that include double doors and some that include garage doors
- An industrial material palette with primarily red brick and concrete on both the exterior and interior
- 18'-to-20' ceilings in many units, some of which include exposed structural beams
- Generally large-scale interior spaces with flexible configurations
- Skylights in many hallways and units, some of which are original
- Exterior communal spaces as points of connection, including in the eastern (rear) alley, which is set apart by a grade change and a retaining wall
- Original rail lines that remain visible in the floors and hallways of units

Contextual Value

The following heritage attribute contributes to the cultural heritage value of the property at 221 Sterling Road as one of a concentration of former industrial buildings, many of which now have cultural functions:

- The property's siting and orientation, accessed via Sterling Road but situated in parallel with the railway tracks to the east
- The property's visual and spatial relationships to the adjacent property at 213 Sterling Road, particularly via visibility and public access to the alleyway formed between the north elevation of 213 Sterling Road and the south elevation of 221 Sterling Road