PUBLIC APPENDIX “E”

Heritage Permit Application

TORONTO

Heritage Planning, Urban Design
City Planning, City Hall,
100 Queen St. W. Toronto ON M5H 2N2

Application

2021 Heritage Permit

For properties designated under Part IV of the Ontario Heritage Act

Section of the Ontario Heritage Act (OHA)

Are you proposing to alter or to demolish/remove a building or structure on an individually designated property (Part IV)? Check all applicable boxes:

[X] S. 33 Alteration(s)	[ ] S. 34(1)1 Demolition of a heritage attribute	[ ] S. 34.(1)2 Demolition of a building or structure

Applicant Information

First Name: David		Last Name: Huynh (Bousfields Inc.)
Street Number: 3	Street Name: Church	Suite/Unit Number: 200
City/Town: Toronto	Province: Ontario	Postal Code: M5E 1M2
Telephone Number: 416-947-9744		Email Address: dhuynh@bousfields.ca

Applicant is: Owner [ ] Lawyer [ ] Architect [ ] Planner [■] Contractor [ ] Other: [ ]

Owner Information (if different from applicant)

First Name: Marc	Last Name: Muzzo	Corporation or partnership: 221 Sterling Road Holdings Inc.
Street Number: 50	Street Name: Confederation Parkway	Suite/Unit Number:
City/Town: Concord	Province: ON	Postal Code: L4K 4T8
Telephone Number: 905-326-4000		Email Address: bstern@muzzogroup.com

Subject Lands

Address of Subject Lands (Street Number/Name): 221, 225, 227 Sterling Road	
Describe location (closest major intersection, what side of the street is the land located): South of Bloor Street on Sterling Road	Municipality: City of Toronto
Legal Description: Part of Lot 61, Registered Plan 287; Part of Block A, Registered Plan 1170; Part of Lot 23, Registered Plan M-44	PIN:

Office Use Only

File No(s):
Staff Contact:
Date & Time Received:
Ward:

311 toronto at your service

2021 Heritage Permit

Proposal Details

Written Specifications (description) of proposed alteration, demolition or removal:

See refer to the Heritage Impact Assessment (HIA) prepared by GBCA Architects.

Please note: You can refer to a Heritage Impact Assessment if the description is included in a Heritage Impact Assessment that is included as part of this Heritage Permit application

The reasons for the proposed alteration, demolition or removal:

In order to facilitate the construction of three residential towers on site, portions of the existing heritage facades will be required to be altered and during consturction and phasing.

Please refer to the HIA prepared by GBCA Architects.

Please note: You can refer to a Heritage Impact Assessment if the reasons are included in a Heritage Impact Assessment that is included as part of this Heritage Permit application

Description of the potential impacts to the heritage attributes of the property.

Please refer to the HIA prepared by GBCA Architects.

Please note: You can refer to a Heritage Impact Assessment if this description is included in a Heritage Impact Assessment that is included as part of this Heritage Permit application.

Extension of Statutory Time Period?

Does the applicant agree to extend the time period beyond the time period prescribed by the Ontario Heritage Act, until such time as notice of a decision of City Council is given to the applicant?

■ Yes ☐ No

Please note that if the Statutory Time Period for a Decision of Council is not extended opportunities to submit revised/additional material to support your application are limited and unlikely to be reviewed.

2021 Heritage Permit

Authorization of Agent

I/We
221 Sterling Road Holdings Inc. authorize David Huynh
(name of owners) (name of agent/person authorized to sign application form)

to act as agent and sign the application form to the City of Toronto on my/our behalf for the property known as

Signature:	Date (yyyy-mm-dd):
	January 30, 2023

Sworn Declaration of Owner/Applicant or Authorized Agent

I,
David Huynh of Bousfields Inc.
(name and company)

of 3 Church Street, Suite 200, M5E 1M2
(full address and postal code)

solemnly declare that:

1. The information contained in this application and the information contained in the documents that accompany this application are accurate;
2. If the owner is a corporation or partnership, I have the authority to bind the corporation or partnership; and
3. I acknowledge and agree, in accordance with S.67 of the Ontario Heritage Act that any document required to be given, delivered or served by the City in association with this application will be provided by email to the email address noted in this form.

Signature of Applicant or Authorized Agent:	Date (yyyy-mm-dd)
	January 30, 2023

Public Record Notice

Public Record Notice: The information collected on this form is considered to be a public record as defined by section 27 of the Municipal Freedom of Information and Protection of Privacy Act.
Acknowledgement of Public Information - The applicant grants the City permission to reproduce, in whole or in part, any document submitted as part of a complete application for internal use, inclusion in staff reports or distribution to the public either online or by other means for the purpose of application review. The applicant agrees to provide a reasonable number of copies of any such document, or parts thereof, in paper and/or electronic form, to the City for internal use and distribution to the public either online or by other means for the purposes of application review. If there may be a security risk by allowing the public access to any portion of these documents you must indicate the portion of the documents to which you believe this concern applies, along with supporting documentation outlining the reasons for your concern along with the document submitted as part of the application. The Chief Planner, or delegate, will consider but will not be bound to agree with such submissions prior to reproduction, in whole or in part, any identified portions for internal use, inclusion in staff reports or public distribution to the application review.

2021 Heritage Permit

Heritage Permit Application Checklist

This information sheet has been prepared to assist individuals to complete heritage permit applications with minimal delay. The Ontario Heritage Act and the City of Toronto Municipal Code, Chapter 103 provides that heritage permit applications are to be accompanied by plans, specifications and technical studies which are needed by the Council to review a heritage permit and determine whether or not the permit should be approved.

Pursuant to the Ontario Heritage Act and the City of Toronto Municipal Code, Chapter 103 a heritage permit application will be considered incomplete if the application form and checklist are not complete and/or if the required plans, specifications and technical studies as noted below are not submitted. For further information about the complete application requirements see the Heritage Permit Guide.

Indicate all materials provided by checking all applicable boxes below

☒ Photographs

☒ Location Plan(s)

☒ Drawings and written specifications of the proposed alterations, demolition or removal

Drawings and written specification are included in:

Application Form ☐ Cover Letter ☐ and/or Page(s).....of .....

Please refer to HIA prepared by GBCA Architects. .....Report/Study

☒ Explanation of reasons for the proposed alterations, demolition or removal

Reasons are included in:

Application Form ☐ Cover Letter ☐ and/or Page(s).....of .....

Please refer to HIA prepared by GBCA Architects. .....Report/Study

☒ Explanation of the potential impacts to the heritage attributes of the property

Explanation included in:

Application Form ☐ Cover Letter ☐ and/or Page(s).....of .....

Please refer to HIA prepared by GBCA Architects. .....Report/Study

Technical Studies: See Heritage Permit Guide to confirm which studies are required **Indicate all materials provided by checking all applicable boxes below**	
■ Included ☐ Not Included	Archival Photographs
■ Included ☐ Not Included	Condition Assessment
■ Included ☐ Not Included	Heritage Impact Assessment
■ Included ☐ Not Included	Conservation Plan
☐ Included ☐ Not Included	Structural Assessment
■ Included ☐ Not Included	Engineer's Report related to façade retention or moving heritage buildings or structures
■ Included ☐ Not Included	Construction Management Plan
☐ Included ■ Not Included	Heritage Lighting Plan
☐ Included ■ Not Included	Heritage Interpretation Plan
☐ Included ■ Not Included	Signage Plan
☐ Included ■ Not Included	Mothballing Plan

HERITAGE IMPACT ASSESSMENT

for

221-225 STERLING ROAD

Toronto, ON
GBCA Project No: 20044

prepared for:

221 Sterling Road Holdings Inc
50 Confederation Parkway
Concord, ON, L4K 4Y8

prepared by:

Goldsmith Borgal & Company Ltd. Architects
362 Davenport Road, Suite 100
Toronto, ON, M5R 1K6

Date of 1st issue: 26 April 2021
Date of 2nd issue: 10 February 2023

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APPENDICES

APPENDIX I	Development Drawings
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Commonly used abbreviations:

CTA	City of Toronto Archives
HIA	Heritage Impact Assessment
LPAT	Local Planning Appeal Tribunal
OHA	Ontario Heritage Act
TPL	Toronto Public Library

EXECUTIVE SUMMARY

GBCA (Goldsmith Borgal & Company Ltd. Architects) was retained by 221 Sterling Road Holdings Inc in September 2020 to prepare a Heritage Impact Assessment (HIA) in support of a rezoning application for a development site located in the City of Toronto. An HIA, dated 26 April 2021 (the 2021 HIA) was issued to support this application.

On May 30, 2022 the re-zoning application was appealed to the OLT. Mediation sessions were held with the City, the applicant and area residents.

The subject site is located to the northeast of the Sterling Road and Perth Avenue junction, setback from Sterling Road, within a mixed-use context of residential, commercial, and industrial buildings. The site includes a large building that encompasses the integrated culmination of varying building phases on the site. At the time of the 2021 HIA, the property was not on the Heritage Register and was not adjacent to any properties on the Heritage Register. The subject site, in GBCA's professional opinion, did not meet the criteria under Ontario Regulation 9/06 for cultural heritage value. Following the submission of the 2021 HIA, the City found that the property met the criteria for cultural heritage value and recommended City Council designate the property under the Ontario Heritage Act (OHA). The property was ultimately designated under Part IV of the OHA in August 2022. This designation is currently under appeal.

Prominent views to the heritage designated property located at 158 Sterling Road (the Museum of Contemporary Art) are not protected under the City of Toronto's Official Plan, nevertheless the proposed development would not impede views to this heritage resource as seen from Sterling Road.

The adjacent property of heritage interest, located at 213-219 Sterling Road, is a 2-storey former industrial building (the former Maloney Electric building) that dates to the early-20th century. The latter building, and the subject site, are both associated with the Fairbanks-Morse Canadian Manufacturing Company and the industrial boom in this area of Toronto in the early-20th century. Properties at 213-219 and 221-225 Sterling Road were identified and included within the neighbourhood's *Industrial Legacy* Character Area within Phase I of the ongoing City of Toronto's *Bloor Street Study – St. Helens Avenue to Perth Avenue*. 213-219 Sterling Road was subsequently listed on the Heritage Register in February 2022.

As appealed to the OLT, the proposed development initially consisted of removing all existing buildings on the site and erect a new multi-storey residential development. The proposal that forms the basis of this HIA includes a combination of conservation strategies, including in-situ facade retention, and panelization and reconstruction of east south and west elevations, respectively. These strategies are further explained in detail further in this HIA.

The proposed development will be inserted in an area of significant industrial character that is currently undergoing significant residential growth. The proposed development is respectful of the surrounding existing massing context and provides a transition to the low-rise residential buildings to the north and east, and the low-rise former industrial building to the south.

This HIA has been prepared in accordance with HIA Terms of Reference as required by the City of Toronto (accessed online as of January 2023) and evaluates the impact of the proposed development on existing heritage resources.

1. INTRODUCTION

1.1 Property Description

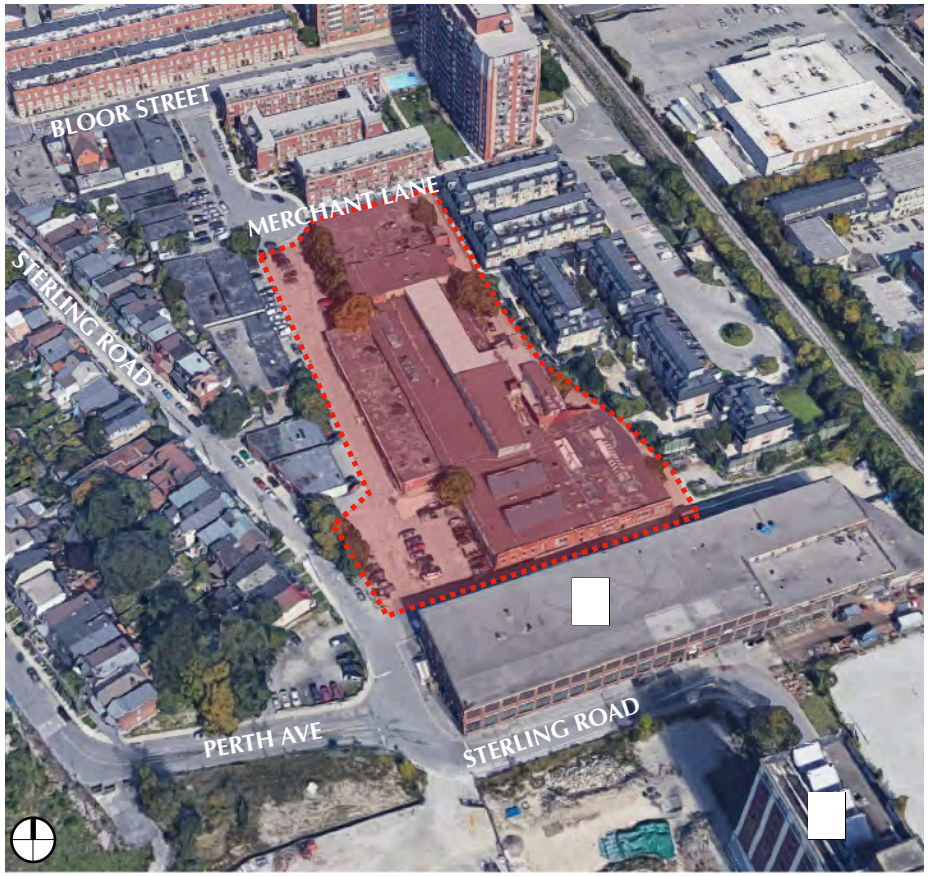
The subject site is located to the northeast of the Sterling Road and Perth Avenue junction. The site is framed by unnamed private lanes to the east and west, Merchant Lane to the north, and an unnamed right of way to the south, as indicated on the map at right. The site is occupied by an amalgamated complex of five buildings of varied heights between one and three storeys (as per the 1990 plan for the site). The combined complex of integrated buildings is currently used for a variety of commercial uses.

Adjacencies

- To the north of the site are 5-storey residential developments dating to c2010, adjacent a 15-storey residential tower to the east.
- To the east of the site are 5-storey residential developments dating to the early 2000s.
- To the south of the site at 213-219 Sterling Road, is a 2-storey former industrial building of heritage interest (the former Maloney Electric Building), currently accommodating a variety of commercial uses.
- To the west of the site are 1-storey automotive commercial buildings adjacent low-rise residential buildings fronting Sterling Road. This parcel is currently proposed to be re-developed as a mixed-use residential 4-storey podium with 18-storey tower facing Bloor Street.
- To the south of the building at 213-219 Sterling Rd, is the Museum of Contemporary Art at 158 Sterling Road; a heritage designated 10-storey former industrial building.

1.2 Present Owner and Contact Information

Owner: **221 Sterling Road Holdings Inc**
50 Confederation Parkway
Concord, ON, L4K 4Y8



Overall location of the development site (red dashed boundary) as identified on the aerial view.

Adjacent or nearby Heritage Properties and properties of heritage interest:

1. ***213-219 Sterling Rd - House; the Moloney Electric Company building, 1910, Currently under study by the City of Toronto***

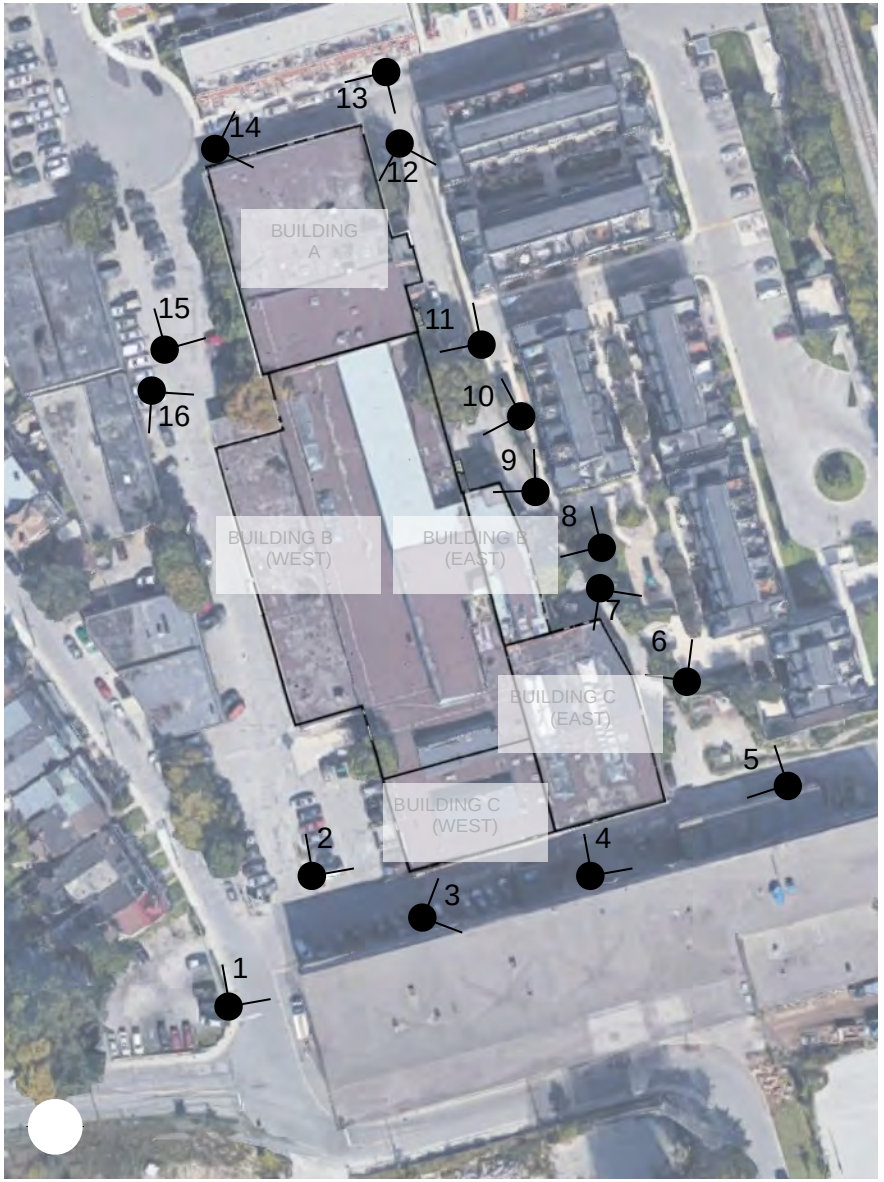
2. ***158 Sterling Rd - MOCA, former Northern Aluminium Company Building, 1920, J.W. Schreiber, Designated under OHA, By-law 969-2005***

1.3 Site Context

All photos were taken by GBCA Architects on February 4th, 2021.

The site, as of the date of this HIA, remains generally consistent in appearance than what was observed in 2021. Refer to the CONDITION REVIEW section of this HIA for close-ups of the condition of the current site.

Google Earth view showing the subject site with a 300m radius context.



Photokey Plan - showing the current subject site aerial photo with the building's naming convention as outlined on the plan dating to 1990 (source: Building Dept Records) to differentiate the integrated buildings onsite.

Figure 1 *- Entrance to the subject site from Sterling Road, looking east, showing the former Moloney Electric building at 213-219 Sterling Road to the right.*

Figure 2 *- View of west facade of Building C (west), showing right-of-way to the right.*

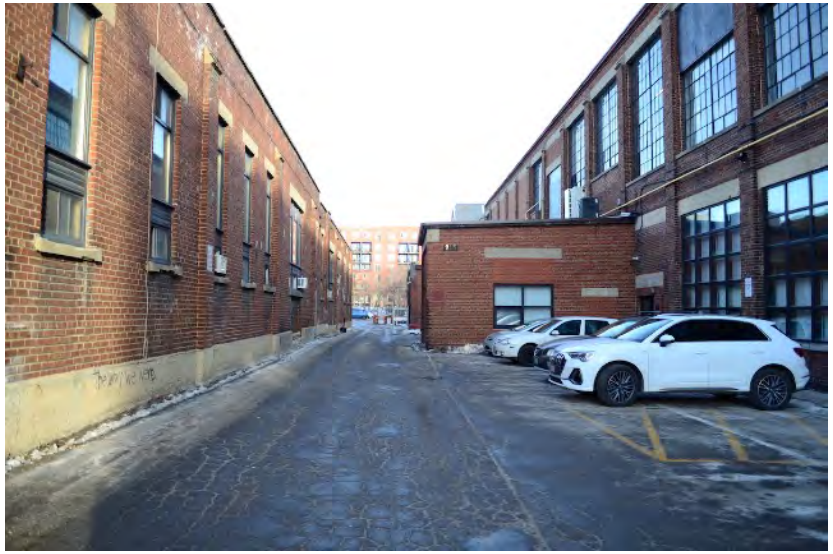


Figure 3 *- View of the right-of-way, looking east, showing the subject site south facade to the left and former Moloney Electric Building.*

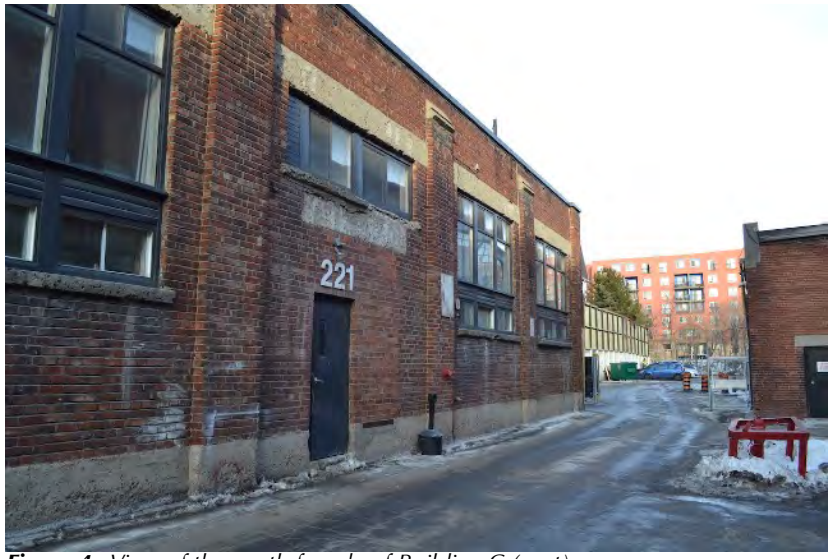


Figure 4 *- View of the south facade of Building C (east).*

Figure 5 *-View of the east facade, Building C (east).*

Figure 6 *- View of the unnamed lane to the east of the subject site, looking north past the Building C (east).*

Figure 7 *- View of the unnamed lane to the east of subject site, looking south past the Building C (east).*

Figure 8 *- View of the unnamed lane to the east of the subject site, showing the east facade of Building B (east).*

Figure 9 *- View of the unnamed lane to the east of subject site, looking north past Building B (east).*

Figure 10 *- View of the unnamed lane to the east of the subject site, showing the east facade of Building B (west).*

Figure 11 *- View of the unnamed lane to the east of subject site, showing the east facades of Building B (west) and Building A.*

Figure 12 *- View of the unnamed lane to the east of the subject site, looking south, showing railway spur line, and residential development to the east of the subject site.*

Figure 13 *- View of Building A, showing the north facade fronting Merchant Lane.*

Figure 14 *- View of the north facade of Building A, looking east, showing existing residential developments to the north of the subject site.*

Figure 15 *- View of the west facade of Building A.*

Figure 16 *- View of the unnamed lane to the west of subject site, looking south past Building A to Building B (west), showing the former Moloney Electric building and designated property (MOCA) in context.*

Figure 17 *- View of Building C, showing a transition at pilasters between construction phases at the south elevation.*

Figure 18 *- View of a 'pop-up' lemonade stand at the east facade, adjacent the existing railway spur line.*

Figure 19 *- View of Building C (east), showing the entrance at rear (Google Street View).*

2. BACKGROUND

The subject property was historically known in the nineteenth century as the lands of the Fairbanks Morse Canadian Manufacturing Company Limited. It has been redeveloped over time. The subject property is currently included within the City of Toronto's *Bloor Street Study – St. Helens Avenue to Perth Avenue* ongoing study. The study currently includes the *Bloor-Sterling CHRA Historic Review* conducted by Common Bond Collective, dated February 8th 2021.

Historical and Contextual

The subject property is part of lands surrendered by the Mississaugas of New Credit to the British Crown during the Toronto Purchase. Dundas Street was part of a system of Indigenous People's trails that once crossed over the lands now known as Toronto. As it followed an existing aboriginal trail which was determined by the landscape, this portion of Dundas Street does not conform to the typical grid of streets that would later be laid out. The trail later became a military road and ultimately the road to Dundas, Ontario.

When the Town of York (as the City of Toronto was originally known) was founded in 1793, the subject area was well outside of the Town proper. By the time that the British incorporated the City of Toronto in 1834, Bloor Street (the First Concession Line) had become the northern boundary of what was known as the City Liberties - The Liberties were comprised of 100-acre Park Lots that ran between Queen Street (Lot Street) to Bloor Street. North of Bloor were the rural concessions of York Township. These lands north of Bloor (in Concession 2) were larger 200-acre Farm Lots. Many of these large tracts of land were reserved for the government (on the east), the military (to the west) and the gentry (to the north).

The subject properties are located on lands that were formerly known as Township Lot 33 that spanned from Queen Street to present day Bloor Street. This Township Lot was granted in 1797 (as part of Lieutenant Governor John Graves Simcoe's land granting system) to Lieutenant-Colonel David Shank, a Queen's Ranger who had fought with the British in the American War of Independence. In 1840 Lot 33 was purchased by Colonel Walter O'Hara. In 1856 and again in 1868, O'Hara subdivided lot 33.

The early City of Toronto's western limits were at Dufferin Street. Among the numerous settlements, towns and villages that sprung up around the original city and then were amalgamated into the City was Brockton. The Village of Brockton was established in 1850, when Susannah Lucy Brock, widow of James Brock and cousin of Sir Isaac Brock subdivided Lot 30, creating the north south axis of Brock Avenue which stretched from Queen to Bloor and was crossed by Dundas Street. Incorporated as a village in 1881, the village of Brockton was ultimately amalgamated with Toronto in 1884.

The introduction of the railways in the 1850s played a big role in the development of this area in the former village of Brockton. Both the Grand Trunk Railway/Grey Bruce Line and the Northern Railway entered and exited the core of Toronto via routes that crossed through this western outskirts of Toronto. It was due to the access to the railway that the industrial activity thrived in the area. Eventually bordered on three sides by railway tracks, the area (later known as the Junction Triangle) was filled with enterprising industrialists and by the start of the twentieth century, was built up with various manufacturing facilities, along with modest housing lots developed for their employees.

The subdivision of lands in the subject area (that area between the two major railway lines) began in the late-nineteenth century. Streets such as Perth Avenue (formerly Churchill) and Symington Avenue were laid out immediately south off of Bloor Street. The plan of subdivision was designed to accommodate residential buildings that would serve to accommodate the large numbers of the working class who worked in the industries in the immediate area. Further to the south, running north off of Dundas Street, was Sterling Street, which initially dead-ended in the lands between the railway tracks but was later connected northward to meet up with Symington Avenue (now Sterling Road).

One of the early industries that established adjacent to the Grand Trunk Railway Line, taking advantage of a spur line from the main line, was the Fairbanks-Morse Canadian Manufacturing Company Limited. Developed in 1905, the enterprise included a number of buildings along Bloor Street

West, ranging southward into the subject lands. The company was based out of Chicago with offices in Montreal, Toronto, St. John, New Brunswick, Winnipeg, Calgary and Vancouver, and manufactured industrial gas engines and other pumps and railway related machinery. An article in the *Canadian Machinery and Manufacturing News* from 1910 describes the newly expanded modern warehouse built on the subject lands and a building permit from 1912 describes a new factory on Sterling Road at Symington Avenue.

City Directories reveal that the Fairbanks-Morse Canadian Manufacturing Company Limited had left this location by the 1930s. Aerial photographs from the second half of the twentieth century suggest that the buildings of the Fairbanks-Morse Canadian Manufacturing Company Limited subsequently underwent significant alterations and additions to accommodate a variety of light industries and commercial enterprises over the course of its history. Another building associated with the Fairbanks-Morse Canadian Manufacturing Company that survived was the adjacent Moloney Electric Company of Canada Limited factory, immediately south of the subject property, at 213-219 Sterling Road. Built in the early twentieth century, the company operated in this factory structure until the turn of the twenty-first century.

Manufacturing played a vital role in the local fabric of this area for the first half of the twentieth century, with the factories providing a large source of employment to local homeowners. However, industry began to leave the area beginning in the second half of the twentieth century. Some of the key problems encountered by industries in the area were insufficient room for expansion, traffic congestion, inadequate access to highways, and unfavourable community attitudes to industrial uses. Following the area's industrial decline in the 1980s, many industrial structures were demolished to accommodate new residential developments, while others were adaptively reused to serve commercial / light industrial uses, which was the case of the subject lands.

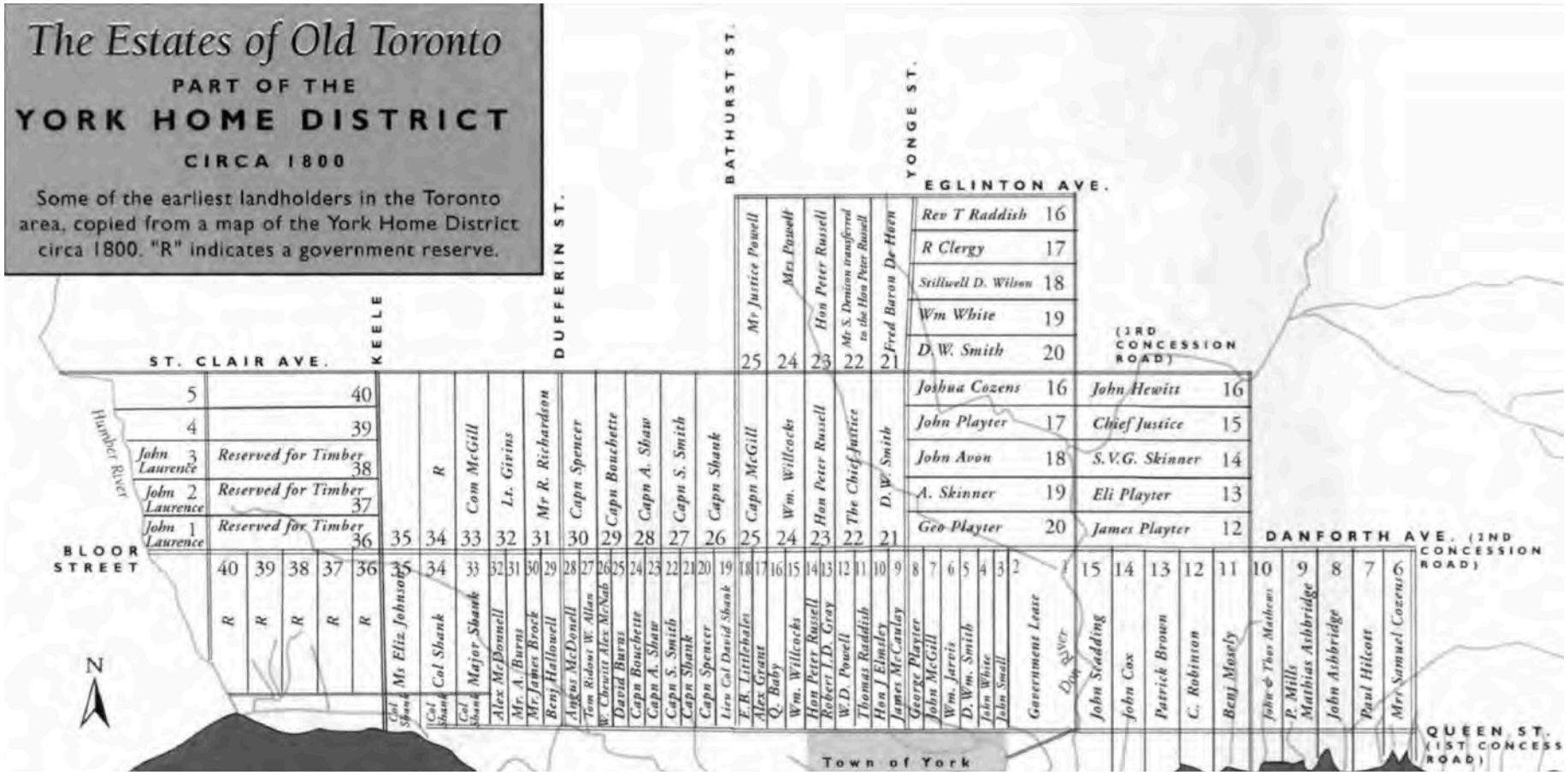
221-225 Sterling Road

The building at 221-225 Sterling Road is composed of an amalgamation of various industrial structures built between c.1910. and c.1966, with miscellaneous significant alterations dating to the 1990s. The interior spaces were not considered in the scope of this background research.
A railway spur line once ran parallel to the east wall of Building C (west), as shown on the archival photograph dating c.1914-1918, where addition Buildings B and C (east) were later constructed in its place.

The south and east exterior elevations of the now amalgamated structures on the subject site are helpful in understanding the complexity of the building's early-20th century construction phases. Additionally, the existing built fabric's relationship to the now obsolete railway spur line that remains in situ to the east of the building, as well as the former Moloney Electric Building to the south, are important in contextualizing and appreciating the industrial history of the subject building.

An overview of the building on the subject site as an amalgamation of multiple industrial structures, understood through their original construction phases.

Building B (west) and C (west) are largely shown on an archival photo c.1914-1918. (Note the Goad's 1924 Fire Insurance Plan depicts a separate masonry and concrete structure.) Building B and C (east), as well as the south portion of Building A, are likely built before Fairbanks-Morse abandoned the site in the 1930s, as observed onsite through building techniques and materials. The city of Toronto's aerial photographs dating 1962 and 1966 show the addition to Building B (west) and the north portion of Building A, respectively.



Landownership of York Township

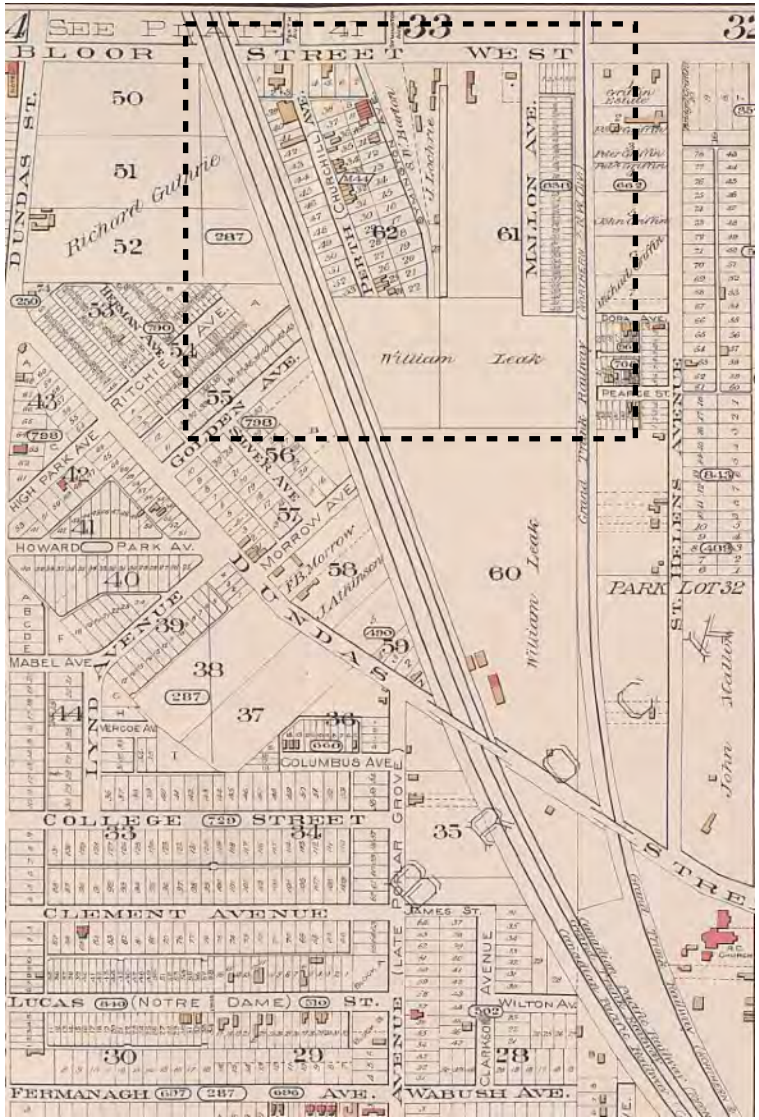
Highlighted is Farm Lot 33 between present day Queen Street West and Bloor Street West. As annotated, the 200 acre Lot was originally granted to Major Shank.

Map of the township of York in the County of York, Upper Canada, compiled by J.O. Browne, 1851

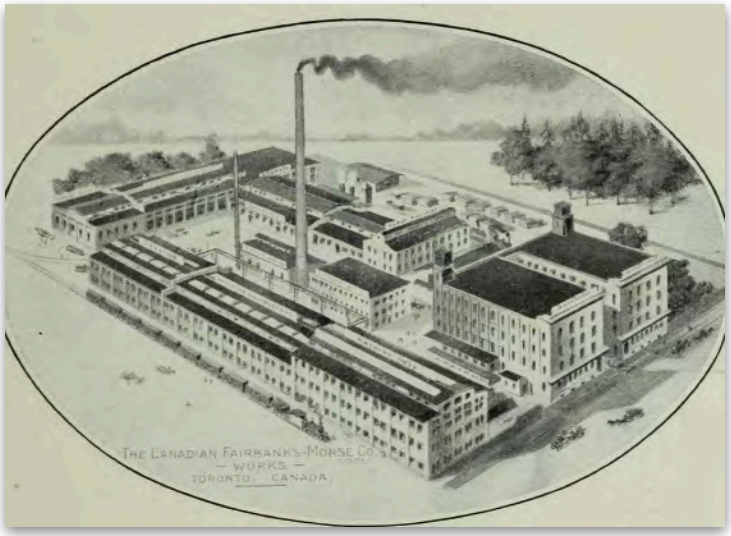
Highlighted is Farm Lot 33 between present day Queen Street West and Bloor Street West. The Lot was crossed by the former Indigenous trail/later military trail that became Dundas Street.

Illustrated Historical Atlas of the County of York, 1878

The route of the multiple railway lines in and out of Toronto is visible on this map. The subject area was just being subdivided for development in the later nineteenth century.

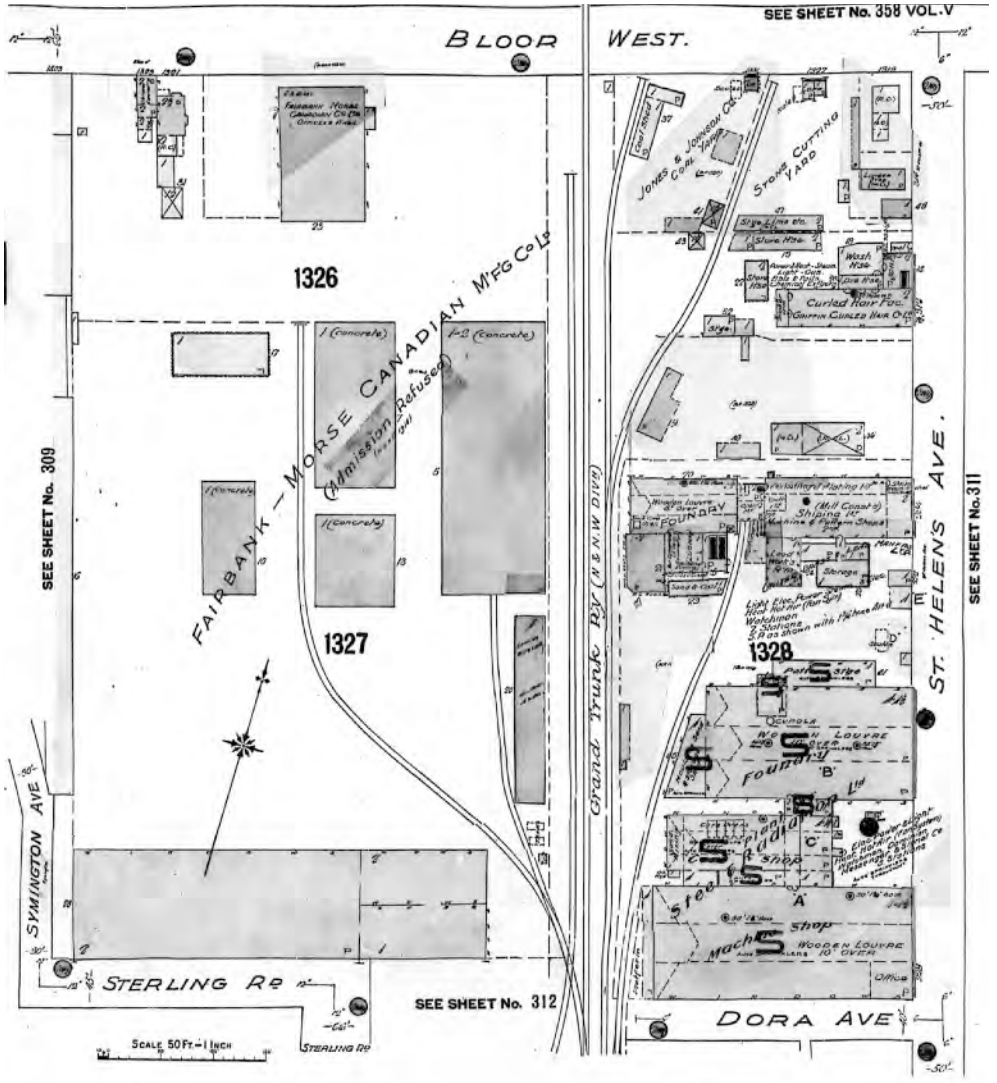


Goad Fire Insurance Plan, 1890



Top Promotional imagery of the Fairbanks-Morse Manufacturing Company in Toronto, 1912 Fairbanks-Morse catalog.

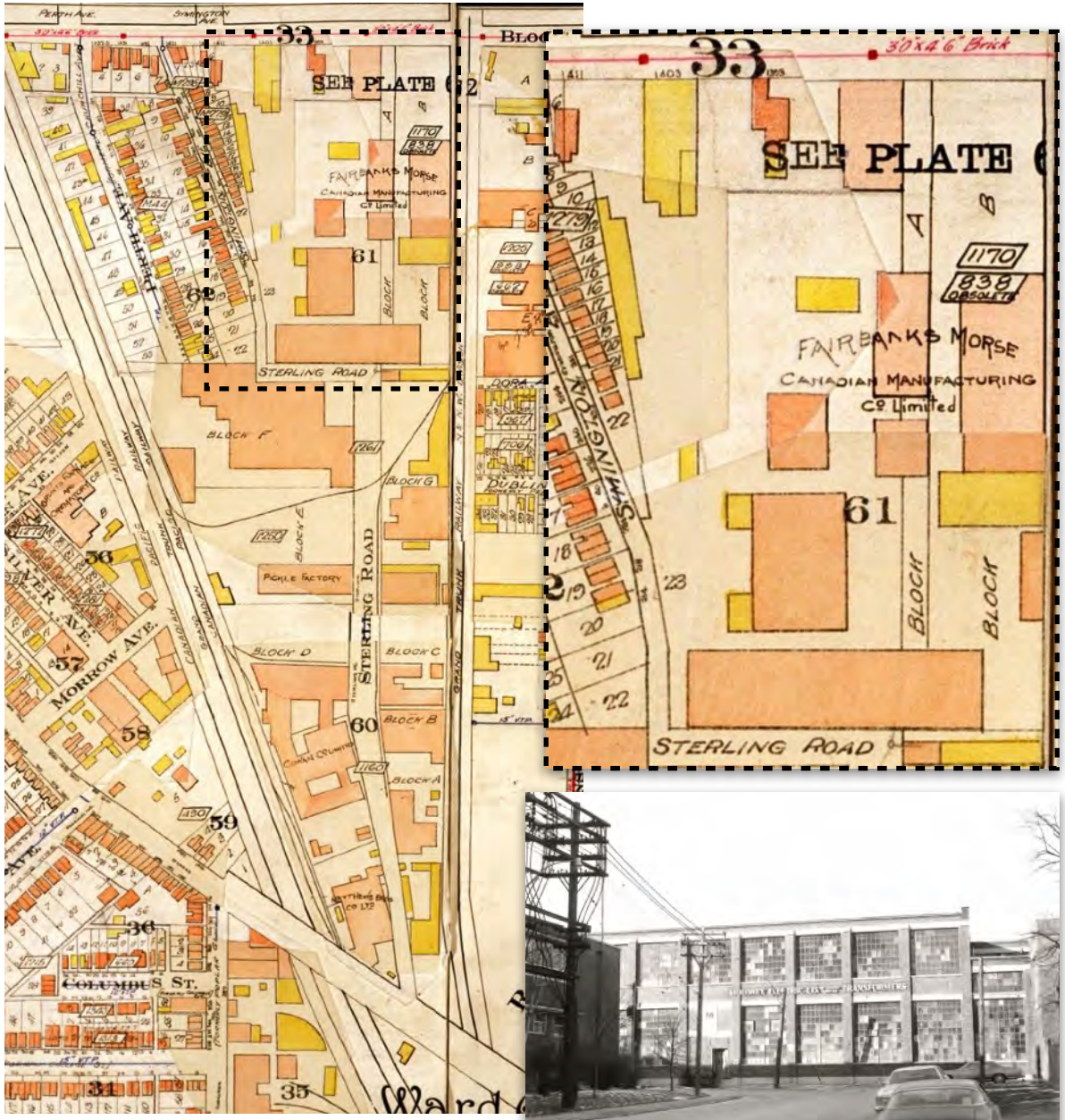
Bottom View of The Canadian Fairbanks-Morse Co. Ltd., Mfg. Dept., c1914-1918, looking southeast. This building was demolished and replaced with residential development to the east of subject site (Library & Archives Canada, a024505).



Goad Fire Insurance Plan, 1910

The Fairbank-Morse Canadian Manufacturing Company Limited was established on a large property on the south side of Bloor Street West between the railway lines with a private rail spur accessing the plant itself. On the south end of the site (at the corner of Sterling Road) is the Moloney Electric Company building which still stands on a site adjacent to the subject property.

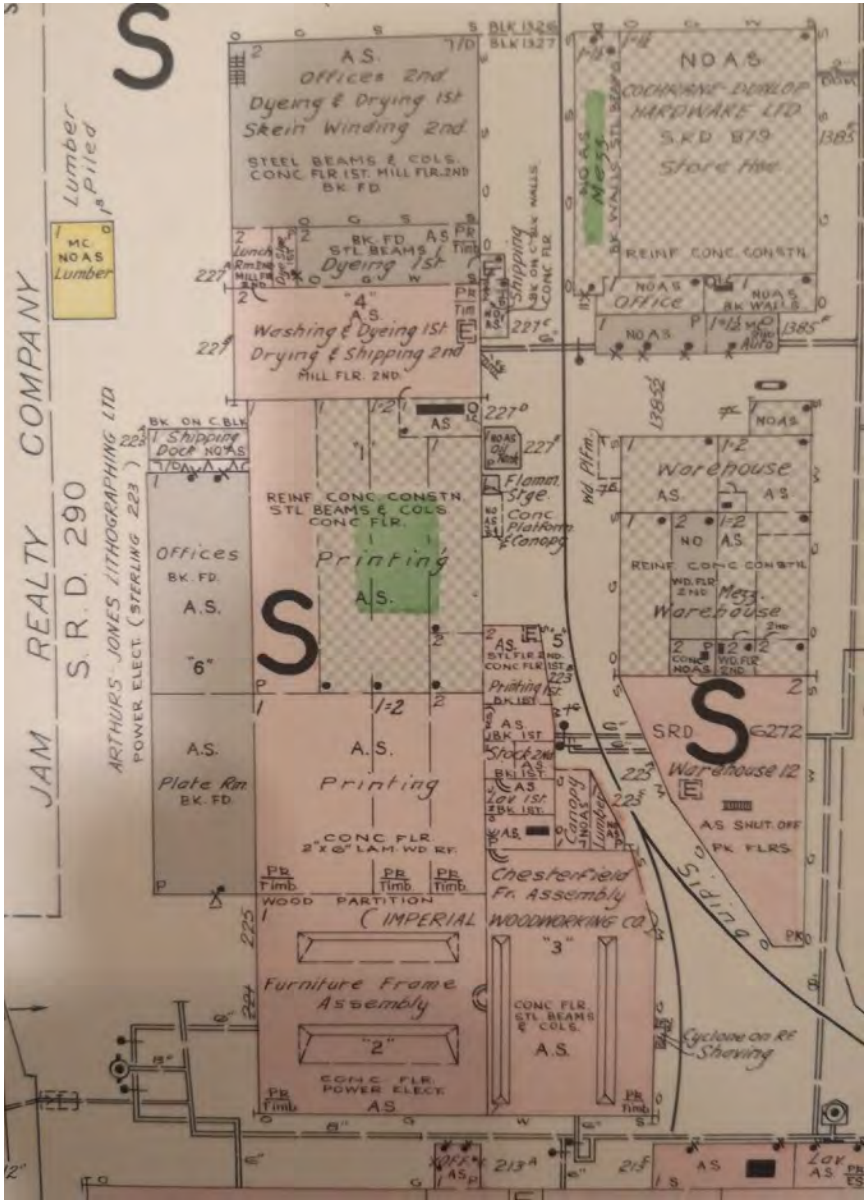
Aerial photograph of the subject site, highlighted in red, looking northwest from the roof of 213-219 Sterling Road, c1914-1918. *Section of the Canadian Fairbanks-Morse Co. Ltd. manufacturing Department, Toronto, Ontario* (Library & Archives Canada, a024502).



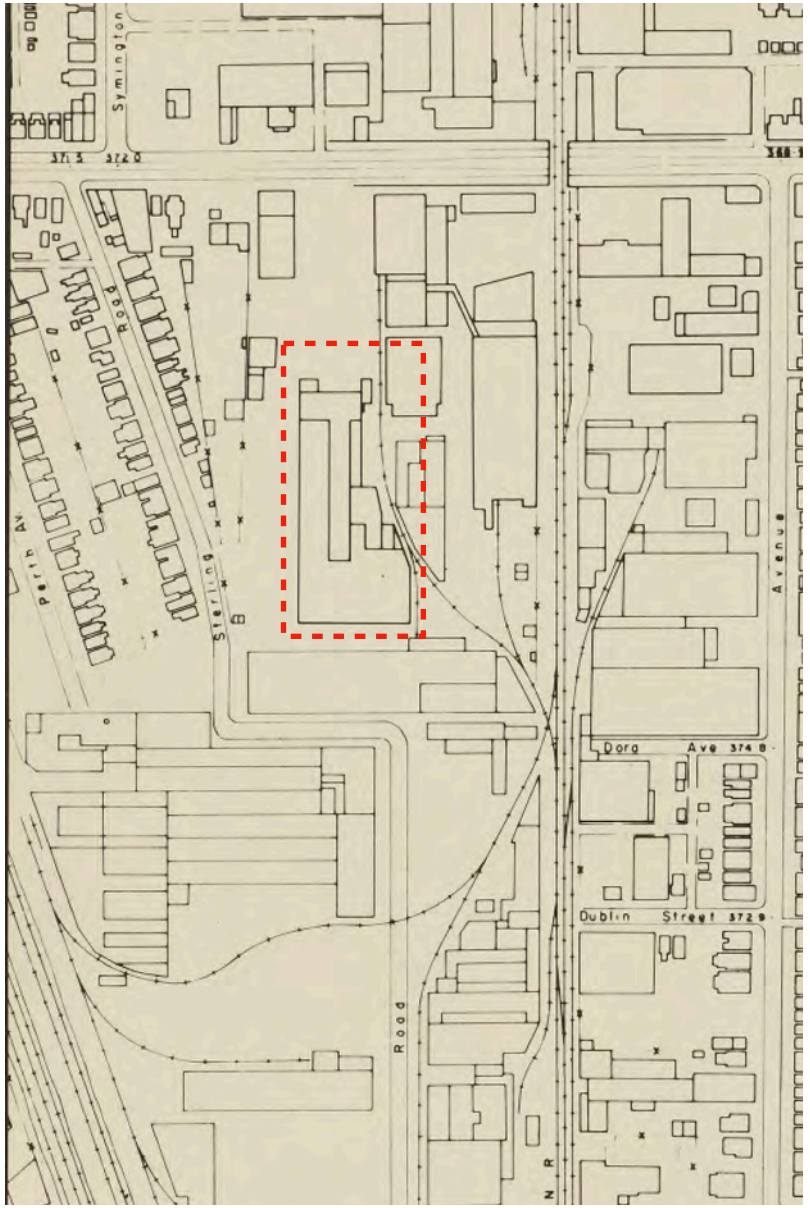
Goad Fire Insurance Plan, 1924

Looking north up Sterling Road towards Moloney Electrical, c1972.

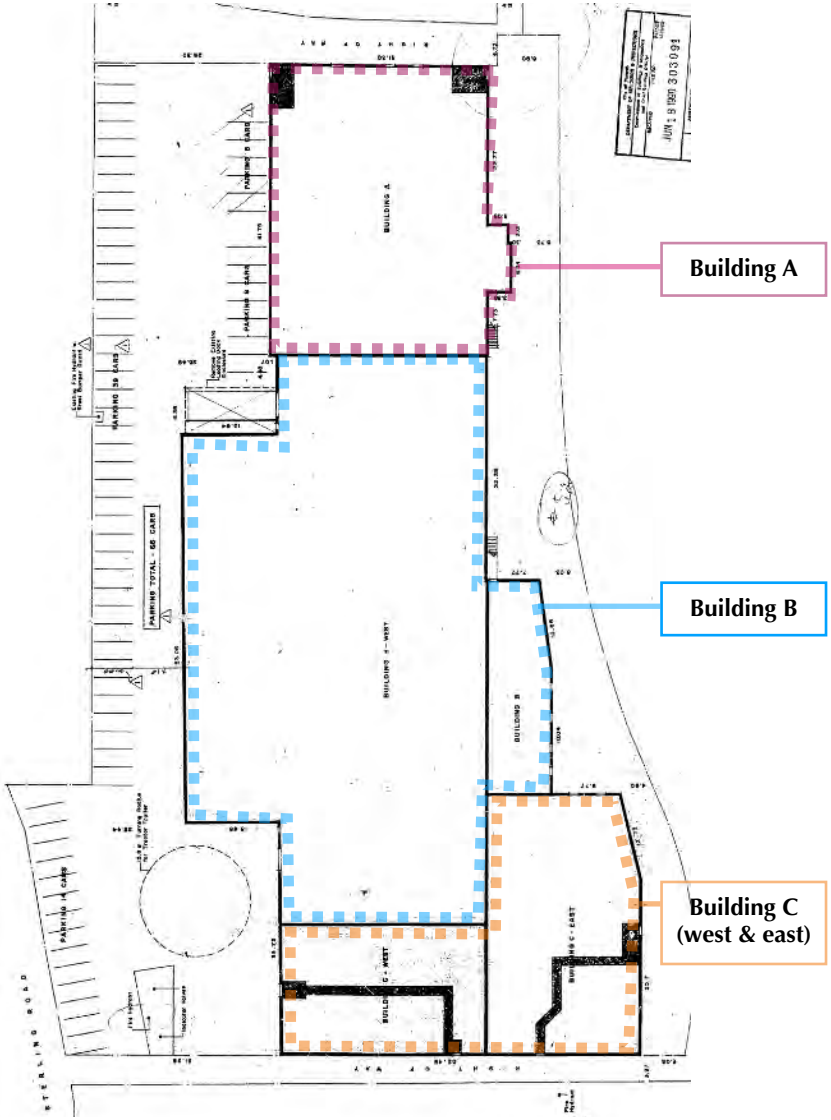
Looking south along Symington Road, c1980. Moloney Electrical is in the middle ground of the photograph.



Goad Fire Insurance Plan, 1969



City of Toronto Planning Board Atlas, 1957-60



Plan of 221-225 Sterling Road - Building Department Records, 1990. Building portions are highlighted as noted in the drawing. The focus of the value is on the southern portion (Building C and the southernmost portion of Building B).

Annotative Map showing the 1910 and 1969 plans of the subject site superimposed on today's Google aerial photo, highlighting the approximate extent of the observed railway line in situ (solid) and the historic placement of the spur lines (dashed), which may remain obstructed on site.

3. HERITAGE STATUS

3.1 Current Status

At the time of the 2021 HIA, the property was not on the Heritage Register and was not adjacent to any properties on the Heritage Register. It was, however, identified as being of heritage interest as part of the Bloor Street Study - St. Helen's Avenue to Perth Avenue.

GBCA conducted an evaluation under Ontario Regulation 9/06 and found that the subject buildings on the property did not sufficiently meet the criteria for cultural heritage value.

The City conducted its own evaluation under Ontario Regulation 9/06 and concluded that the property met the criteria for cultural heritage value. This evaluation, taken from the Notice of Intention to Designate Report, dated November 10, 2021, is summarized in the table on this page.

The property was designated under Part IV of the OHA in August 2022, through by-law 1130-2022. This designation is under appeal.

The Statement of Significance and list of Heritage Attributes, as set out in the City By-law is reproduced on the following page.

Criteria (O.Reg.9/06) for Determining Cultural Heritage Value or Interest:	City of Toronto Assessment	
	Criteria met?	**Analysis**
The property has **Design or Physical Value** because it,		
i. is a rare, unique, representative or early example of a style, type, expression, material or construction method.	X	*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.*
ii. Displays a high degree of craftsmanship or artistic merit.	N/A	
iii. Demonstrates a high degree of technical or scientific achievement.	N/A	
The property has **Historical or Associative Value** because it,		
i. Has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community.	X	*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.*
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 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.*
The property has **Contextual Value** because it,		
i. Is important in defining, maintaining, or supporting the character of an area.	X	*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 FairbanksMorse 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.*
ii. Is physically, functionally, visually or historically linked to its surroundings.	X	
iii. Is a landmark.	N/A	

The following Statement of Cultural Heritage Value is reproduced from the (under appeal) Designation By-Law.

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.

The following heritage attributes are reproduced from the (under appeal) Designation By-law.

Heritage Attributes

Design or 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*

Historical 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*

3.2 Adjacencies

The subject site is situated adjacent to the former Moloney Electric Building of the Fairbanks-Morse Canadian Manufacturing Company, at 219 Sterling Road. This property was identified as being of heritage interest in the *Bloor Street Study – St. Helens Avenue to Perth Avenue*.

As of February 3rd 2022, 219 Sterling Road is listed on the City's Heritage Register.

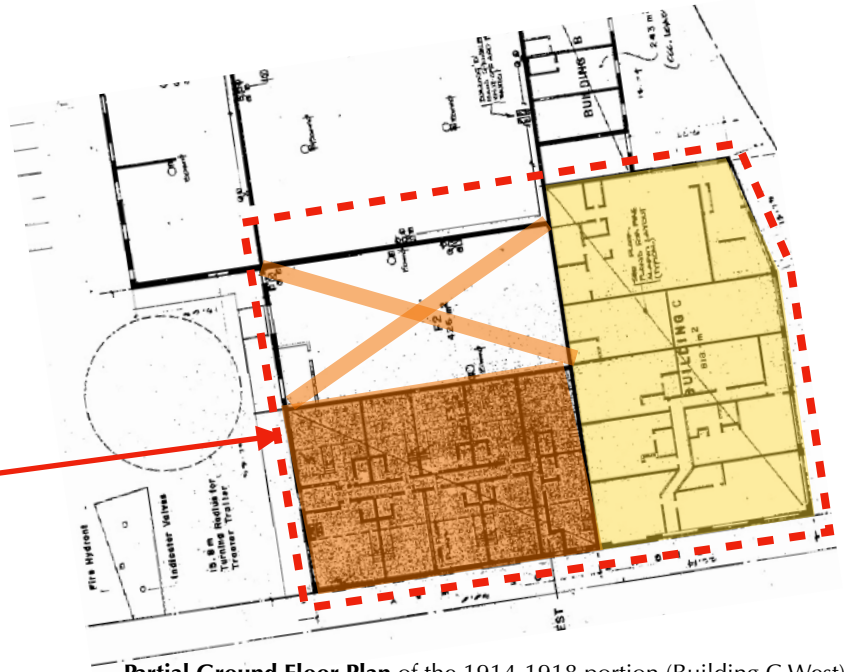
4. CONDITION REVIEW

The initial site visit was conducted on February 4th 2021 for the purpose of the 2021 HIA. Additional site visits were conducted in 2022 and 2023 to further review the condition of the building. For the purpose of this HIA and in discussion with City Staff, only the southern portion of the site (as identified on the site plan on this page and noted as ''Building C'') was reviewed as it was determined to hold more cultural heritage value. These portions are the oldest portions of the site and have direct relation to 219 Sterling Road to the south. The remaining building portions belong to later additions.

221-225 Sterling Road is occupied by Sterling Studio Lofts. The building includes a variety of artist lofts and workshops throughout, with some that are individually accessible at ground level. The latest known alterations to the site, and particularly to the southern portions of the site, date to 1989-1990, when the then vacant buildings were altered to suit new commercial tenants.

Unless otherwise noted, all photos in this section were taken in January 2023.

Site diagram with estimated dates of construction (page 29 of the Notice of Intention to Designate Report by the City of Toronto). The are of focus for this condition review is on the southern portion, highlighted by the red dashed boundary, and referred as ''Building C''.



Partial Ground Floor Plan of the 1914-1918 portion (Building C West), in orange and the 1924-1939 portion (Building C East), in yellow. The portion with an ''X'' has been left out of the 1989-1990 rehabilitation and there is limited information on the evolution of this area. The west elevation of this portion has noticeably been altered. (Source: 1989 interior alterations drawings by Natale Scott Browne Architects

4.1 Building C (West and East)

The west and east portions of Building C demonstrate similar construction methods and use of materials yet the western portion was built prior to the eastern portion. This distinction is evident in a joint along the south elevation, the slight change in levelling of brick coursing and top of the foundations, as well as the difference in fenestration patterns.

4.1.1 Exterior Walls

Exterior walls consist of multi-wythe red brick construction, laid in a common bond pattern, indicative of an early period of construction. The walls are interrupted by brick pilasters, topped with a concrete coping stone at the south elevation.

The east and west elevations include a continuous horizontal concrete element that serves as window lintel, brick pilaster coping, and unadorned frieze.

The exterior walls display severe weathering at brick parapets, discoloured and stained brick areas, large cracks, graffiti, localized missing brick units and unsympathetic patch and repointing repairs. Stone sills display severe chips and cracks, while concrete sills and lintels additionally display severe weathering, cracking, spalling, and localized corrosion staining. A brick pilaster is entirely missing at the east elevation, and the surface area completely parged with cement-based material.

4.1.2 Openings

The west, south and east walls include a variety of window openings centrally situated within each bay, complete with stone sills and concrete lintels. The north elevation includes two service doorways, complete with concrete lintels. All elevations have experienced many alterations through brick infills or revised opening sizes.

Building C (west) south elevation, showing weathered condition of brick wall, window sills and lintels, and concrete foundation. Of note is the heavy efflorescence near the corner. This efflorescence is also shown on the interior side, along with deteriorated masonry, likely due to faulty interior plumbing.

4.1.3 Foundations

Though the concrete foundation is not continuously levelled between both the west and east portions at the south elevation, the material and damage remains consistent. The foundations are severely weathered, with observed mechanical damage, spalling, cracking, graffiti, and unsympathetic patch repairs throughout.

4.1.4 Doors and Windows

Though original window openings largely remain on all elevations, original window units (which would have been wood or steel depending on the elevation) were replaced with new aluminum or wood units. Though the original service door openings at the north elevation and the south elevation remain, original doors were replaced with new infill cladding to accommodate a single new entry door.

South elevation showing altered bay accommodating a smaller window and a door. Brick is heavily soiled below the cap stones above the pilasters and below window sills due to a lack of a proper drip edge below the cap stone.

South elevation, at the junction between two construction periods (the western portion was built prior to the eastern portion) showing severely weathered brick parapet, localized corrosion staining at concrete lintel, weathered and heavily deteriorated window sills and brick staining due to water runoff and a lack of proper flashings or drip edges. Windows are wood and aluminum replacements (likely 1990s).

West elevation showing alterations to openings. Note the northern bay (left of the photo) was infilled with new bricks.

Corner of the west (left) and south(right) elevations. The edge of the concrete lintel of the west elevation is damaged. Also of note is the heavily spalled concrete base (close-up on the picture on the left).

North elevation, showing two original service door openings with new infills and the removed brick pilaster of east elevation now parged (on the left of the photo. Building B is visible at the right of the photo.

Corner of the south (left) and east(right) elevations. Window opening sizes and locations differ, as well as the wall compositions (on the east elevation, the concrete lintels are continuous along the length of the building, whether on the south elevation, lintels are interrupted). Sills on the east elevation are heavily eroded and do not project as much as the sills on the south elevation, resulting in more notable water run-off. In either case, the sills are lacking proper dip cuts/ groves to break the flow of water.

4.1.5 Skylights

Two types of skylights exist, one type for each construction period. The two units on the western portion of Building C are sawtooth skylights, facing north, and the two units on the eastern portion of Building C are ridge skylights. All units appear to be the original early 20th century units in steel framing. They have been repaired in what appears to be piecemeal fashion and are in very poor condition.

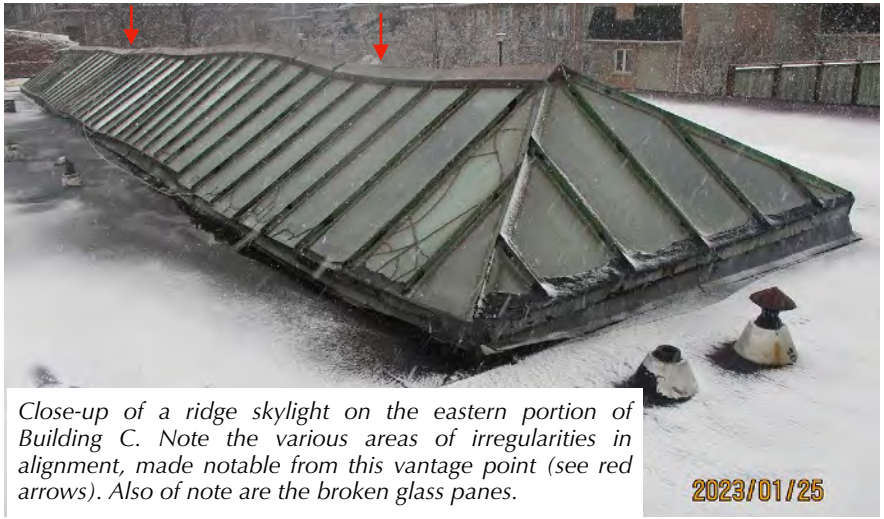
The sawtooth skylights are clad with aluminum siding on the sides and asphalt shingles on the south facing side. The frames and joints with the roof were crudely sealed with layers of sealants. Where visible, the underlaying metal was found to be rusted.

Close-up of a corner of a sawtooth skylight on the western portion of Building C. Note the heavy use of sealant throughout, which completely hides the steel frame profile. The bottom flashing is corroded and new flashing was added.

Close-up of a sawtooth skylight on the western portion of Building C. Note the fractured glass and sealants near the bottom of the frames. One window pane was altered with a new frame and appears to be crudely installed on the existing frame. The top flashing is rusted and appears to start deteriorating.

The ridge skylights are in very poor condition showing various areas of misalignments likely due to insufficient lateral stability within the unit. Various glass panes are broken as a result and repaired unsympathetically. The steel framing is corroding and in some areas have heavily deteriorated the material. Heavy layers of sealants have been applied as an attempt to repair the skylights.

Irregular sizes of glass panes and un-levelled ridge plane.



Close-up of a ridge skylight on the eastern portion of Building C. Note the various areas of irregularities in alignment, made notable from this vantage point (see red arrows). Also of note are the broken glass panes.

5. DESCRIPTION OF PROPOSED DEVELOPMENT

The proposed development seeks to intensify the site with additional residential units in the form of three new towers on podiums of varying heights. As it relates to the existing buildings and to facilitate the residential development of the site, the development proposes to demolish the subject buildings and to conserve the facades of the southern buildings of the site (Building C). This conservation will involve rehabilitation for new residential uses and interventions on the facades to adapt to the new development. These interventions include a mix of in-situ facade retention (for the east wall), panelization (for the south wall) and reconstruction (for the west wall). Skylights will be recreated on the roof based on the original design intentions and with modern construction. Details of how these walls are integrated and skylights reconstructed are discussed further in this HIA.

The project will primarily be occupied by residential units of various sizes, ranging from bachelor units, to three-bedroom units. Existing residential units demolished will be replaced as part of the proposed development. The rental replacement units will be designed to incorporate some of the salient features of the existing units, such as the high ceilings and new skylights that bring in natural light and support ongoing live-work lifestyles. This will further be informed and refined through the Site Plan Control stage in collaboration with City Staff. Certain live-work units are strategically located at grade for convenient access and visibility in the neighbourhood.

The existing building portion to the south (Building C) has its south wall aligned with the property line and its west and east wall setback from their respective property lines. Once rehabilitated, the southern portion will form a base podium for this area of the site. The new tower above will be setback on all its side, with a prominent **12.5m** setback from the south property line. This setback will allow natural light to enter through the skylights above the residential units.

All development drawings are included in Appendix I.

6. ASSESSMENT OF IMPACTS

6.1 Proposed interventions

The property at 221-225 Sterling Road was designated under Part IV of the OHA (this designation is currently under appeal). However, of all existing buildings on the site, Building C was determined by the City to hold greater value as this portion contains the oldest portions of the entire building complex and is directly adjacent to the former Moloney Electric Building (219 Sterling Road) to the south. A portion of Building B (to the north of Building C) also dates to an earlier period. The remaining building portions date to later periods that were incrementally added to the property and have been altered. Their contribution to the development of the site is limited in comparison to the southern portion (Building C). The demolition of the building portions to the north will be considered fairly minimal in terms of heritage impacts considering that they are later additions.

The southern portions of the site will be conserved and rehabilitated. The proposed combination of interventions (in-situ facade retention, panelization and reconstruction) was selected on a number of factors, explained below:

1. Full building retention

In the original proposal, all buildings were proposed for demolition. Through discussion with City staff, full building retention (of the southern portion of the site) was considered, including interior layouts, which would result in no excavation below grade. This option would have resulted in the most minimal impact. However, this option is not feasible as the condition of the site requires a substantial amount of underground excavation for site remediation considering the former industrial use of the property. The relatively new Tarion requirements for soil remediation and certification under an engineer's seal further explain the requirement for remediation, which involves excavation along the extent of the site.

2. In-situ facade retentions

The next approach considered in-situ facade retentions.

This approach would entail physical conservation of only the building facades and would demolish interior structure, including floors, roofs, walls and foundations. While the exterior masonry walls would remain, this option is not practically feasible given the site constraints and required access from the southern neighbour's property. Installation of an internal retention system (where a structural frame is installed on the interior side of the wall) would not solve the issue as there would be a requirement for an un-excavated areas to install the retention system, which is not possible. An external retention system is possible but would further inhibit site access:

a. The **south elevation** is located on the property line and the spacing required for the external retention system will reduce the driveway to the south, where it will impede on vehicular access for 219 Sterling Road tenants. An agreement would be required with the adjacent property (219 Sterling Road) to allow for the installation of shoring caissons and needle beams, which will impact the access to both properties. As further explained in the letter by Facet (see Appendix II), this approach will impact approximately 7.5 metres of the lands to the south at 219 Sterling Road (for drilling machinery), which will effectively interfere with the entire driveway access (including vehicular movement) for a considerable amount of time while shoring is being installed and later dismantled. While the retention system is in place, it will create ongoing encumbrances, which will interfere with a portion of the driveway and parking area at 219 Sterling Road. Given the continuous operation at the southern property, further delays in construction (and restoration work) could occur as this will result in a one-way access along a shared driveway. In our opinion, these encumbrances are not reasonable to justify in situ retention of this wall portion in this location.

    i. For the reasons noted above, to conserve this wall, panelization is a reasonable and justified approach, which is discussed further in this HIA and in Appendix II.

b. The **west elevation** *could* be retained in situ with an external retention system, however this conservation method is not optimal due to the existing condition of the wall. The west wall is composed of very large window openings, leaving only brick pilasters and concrete lintels, which is very minimal masonry fabric to retain in situ. The northern portion of the west wall was heavily altered with contemporary bricks. The intention is to remove the contemporary brick infills and open the walls to continue the architectural language than what is shown on the southern portion. As such, a structural retention system on the west wall is an inefficient way to conserve this wall.

   i. For the reasons noted above, this wall is not recommended to be conserved in-situ. Panelization is not reasonable as the condition of the masonry requires substantial repointing and masonry replacements, making efforts of panelization unfeasible. As such, this wall portion is best to be documented for careful disassembly and reconstruction. This method is explained further in this HIA.

c. The **east elevation** was noted as possible to be retained in situ with an external steel frame retention system. There is sufficient space to install this system with limited impact on site access. This method is frequently used in the City and is explained further in Appendix II.

6.2 Impacts of interventions

The above discusses the reasoning behind the various interventions on the walls of Building C and the best approach considering the various factors applicable to the development of this site. It is recognized that these interventions present impacts to the southern portion, both physical and visual.

In all the interventions noted above, interior demolition will occur. Based on the heritage attributes in the designation By-law (under appeal), this demolition would constitute an impact as the interiors (particularly the ceiling heights and ''large-scale interior spaces with flexible configurations") are identified as attributes. These characteristics can be re-designed with modern materials and new layouts that retain similar ceiling heights. As such, interior demolition can be mitigated by the thoughtful design of new interior spaces, without the need to match original layouts.

The impact of panelization is that building portions will be ''cut'' in various pieces for removal and temporary storage off site. There are risks of brick damage during the panelization and re-assembly process, which can be mitigated by careful review on site and proper design of the retention frames. Once off site, they can be restored in a controlled environment for future re-installation once the site is ready to receive the restored panels. Panelization has been employed on a number of projects in Toronto and lessons learned have been integrated into current practice. Panelization would only occur on the south elevation, which is a good candidate for this intervention as the wall is flat and unadorned. The simplicity of this wall can facilitate the establishment of cut lines which can further mitigate any potential additional impacts.

The impact of dismantling and reconstruction is that there is a possibility to damage the masonry during dismantling and a possibility to lose bricks in the process of storage. Regardless, the portion proposed for dismantling and re-assembly is limited to the west elevation and involves five brick piers. New windows and doors will be inserted with the intention to improve the overall appearance of this wall.

6.3 Visual and massing impacts

The development of three new high rise towers on a site with low-rise buildings will present visual impacts. It is to be noted that there are no significant views or vistas within the vicinity of the site and therefore no visual impacts will occur.

Visual impacts of the proposed development will be similar to other nearby developments, such as the one to the west of the subject site, west of Sterling Road, as well as to the development on the east side of the CNR railway corridor, south of Bloor Street. These development proposals are under review.

The new massing takes into account the rehabilitated south portions of the site (Building C). As such, the podium on the south portion will respect the massing of the rehabilitated Building C as well as additional massing to the north that is compatible in scale, form and material to the rehabilitated Building C. Both portions of the podium (rehabilitated Building C and the new addition) can be distinguished between each other.

New skylights will be added on top of the southern portions to be rehabilitated, as an homage to the existing skylights which can not be retained. The skylights will permit sufficient natural light to enter from the roof and the 12.5 m setback to the south property line will further mitigate shadows in this area of the site.

6.4 Shadow impacts

The proposed development will create shadows in the vicinity of the site. However, the site is within an area planned for growth and shadowing is expected to occur. Shadow impacts will not be negative towards adjacent heritage properties or the on-site portion that is determined by the City to have value.

Top image:
Street-level perspective (looking south from Bloor Street West) of the development proposed at 1319 Bloor Street West at the southwest corner of Bloor Street and St. Helen's Avenue (the Value Village site). This development application was approved for re-zoning and the Site Plan Approval is under review (Source, City of Toronto Development Applications website).

6.5 Impact on heritage attributes

The tables on the following pages list the heritage attributes identified in the (under appeal) designation By-law for 221 Sterling Road (1130-2022) and an impact assessment for each of them.

In summary, through the review of the heritage attributes, the impact will primarily arise from the removal of existing interior heritage attributes. This impact is mitigated by reconstruction which will conform to the intent of these attributes and is an acceptable impact, in our opinion, to balance the requirements between heritage conservation and site rehabilitation to include additional residential units.

Heritage attribute	Impact Assessment
DESIGN OR PHYSICAL VALUE	
• Scale, form, and massing of the property's original portion (dating to c.1914-1918), located at the building's southwest corner	The southwest corner (specifically the west, south and east walls) will be rehabilitated by various retention means, which will result in the overall conservation of its scale, form and massing.
• Scale, form, and massing of the property's early eastern and northern additions (dating to c.1924-1939)	This portion will be rehabilitated primarily by in situ retention of the east wall, and the new massing adjacent conserves its scale, form and massing in relation to the remainder of the south portion (Building C)
• 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	These materials are intended to be conserved as much as feasible through all interventions (in-situ facade retention , panelization, reconstruction). The industrial character is intended to be conserved.
• Original window openings and operable windows	Existing window openings which are consistent with the original design will be conserved. Existing openings which have been altered will be proposed for restoration to bring back the original window opening. It is to be noted that the building's adaptive character was in part due to the flexibility of openings for alterations. Regardless, the proposed window openings will consist of retaining the existing openings and providing new openings that are respectful of the overall design character of the walls. Existing window units will not be conserved because they are in various conditions that are not suitable for conservation. Windows are a mix of wood and metal replacements and were not designed to be restored or rehabilitated. Further as the windows will be used by residential users, they will need to be easily operable, which is difficult to achieve through existing window restoration. Existing windows will be replaced with sympathetic replicas in aluminum (with a design appearance to match archival photography), which will be compatible with and similar to the windows on 219 Sterling Road to the south. This impact is minimal considering the existing windows have minimal heritage value and replacements would provide better appearances and better long-time performance.
• Original door openings, including some that include double doors and some that include garage doors	See above for similar description. New doors are proposed to be of aluminum to be consistent with the proposed new windows.
• 18'-to-20' ceilings in many units, some of which include exposed structural beams	Interiors are proposed to be demolished and reconstructed with new materials and new layouts. The impact of this intervention will be the loss of the existing configurations and the exposed structural beams. However, the re-design of these features can mitigate the loss and will retain the significant design intentions of these spaces, which consist of high ceilings.

Heritage attribute (continued)	**Impact (continued)**
HISTORICAL AND ASSOCIATIVE VALUE	
• The property's siting and orientation, accessed via Sterling Road but situated in parallel with the railway tracks to the east	The rehabilitation of the southern portion of the complex (Building C) will maintain this siting and orientation. Further, the in-situ conservation of the east wall will retain the orientation parallel with the railway track
• Original window openings and operable windows	See impact assessment on previous page
• Original door openings, including some that include double doors and some that include garage doors	See impact assessment on previous page
• An industrial material palette with primarily red brick and concrete on both the exterior and interior	See impact assessment on previous page
• 18'-to-20' ceilings in many units, some of which include exposed structural beams	See impact assessment on previous page
• Generally large-scale interior spaces with flexible configurations	See impact assessment on previous page
• Skylights in many hallways and units, some of which are original	Existing skylights were assessed for repurposing, however, were found unfit for salvage in new construction. The new development proposes new skylights that will bring natural light to the new units. The impact of the replacement is not significant as the intent of this attribute is about the natural light coming from the ceiling rather than the existing physical window units.
• 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	Exterior communal spaces will be present in the new development in various areas. A new public park is proposed facing Sterling Road. Along the former railway track on the east side of the site will be an outdoor amenity that will accommodate a dog run area.
• Original rail lines that remain visible in the floors and hallways of units	As existing interiors will be demolished, this attribute will be removed from the site. The impact of this removal is not significant, in our opinion, as the exterior railway tracks on the east side of the site will be commemorated and better convey the attribute of railway activity on the site. Further the interior rail lines travel through hallways and units, which are not publicly visible. It is not feasible to integrate this condition into the repurposed building. The removal of this feature is counterbalanced by the commemoration of a more significant attribute, which are the exterior railway tracks on the east side of the site.
CONTEXTUAL VALUE	
• The property's siting and orientation, accessed via Sterling Road but situated in parallel with the railway tracks to the east	See impact assessment on this page
• 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	The rehabilitation of the southern portion of the site (Building C) will maintain the visual and spatial relationship with the adjacent property at 213 Sterling Road. While it is recognized the south elevation of 221 Sterling Road will be panelized, it will be re-assembled in its original location, thus maintaining the existing width between both buildings.

7. HERITAGE POLICY REVIEW AND ASSESSMENT

In accordance with City of Toronto requirements and standard practice, we have consulted several documents for the purpose of guiding the preparation of this current report. Key heritage policies are discussed below.

Ontario Provincial Policy Statement (PPS) - 2020

The Ontario Provincial Policy Statement *"is intended to be read in its entirety and the relevant policies are to be applied to each situation"* (PPS Part III). The statement consists of Provincial policy direction related to land use planning and development. Policy direction related to heritage sites and cultural assets is provided in Section 2.6 entitled *"Cultural Heritage and Archaeology"*.

Policy 2.6.1, states that *"Significant built heritage resources and significant cultural heritage landscapes shall be conserved"*. Key definitions in the PPS are as follows:

> ***Built heritage resources*** *means a building, structure, monument, installation or any manufactured or constructed part or remnant that contributes to a property's cultural heritage value or interest as identified by a community, including an Indigenous community. Built heritage resources are located on property that may be designated under Parts IV or V of the Ontario Heritage Act, or that may be included on local, provincial, federal and/or international registers.*
>
> ***Cultural heritage landscape*** *means a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Aboriginal community. The area may involve features such as structures, spaces, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association. Examples may include, but are not limited to, heritage conservation districts designated under the Ontario Heritage Act; villages, parks, gardens, battlefields, mainstreets and neighbourhoods, cemeteries, trailways, viewsheds, natural areas and industrial complexes of heritage significance; and areas recognized by federal or international designation authorities (e.g. a National Historic Site or District designation, or a UNESCO World Heritage Site).*
>
> ***Conserved*** *means the identification, protection, management and use of built heritage resources, cultural heritage landscapes and archaeological resources in a manner that ensures their cultural heritage value or interest is retained. This may be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment, and/or heritage impact assessment that has been approved, accepted or adopted by the relevant planning authority and/or decision-maker. Mitigative measures and/or alternative development approaches can be included in these plans and assessments..*
>
> ***Significant*** *means, in regard to cultural heritage and archaeology, resources that have been determined to have cultural heritage value or interest. Processes and criteria for determining cultural heritage value or interest are established by the Province under the authority of the Ontario Heritage Act.*

Furthermore, policy 2.6.3 discusses development and site changes when they have an impact on built heritage resources and states:

> *"Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved."*
>
> ***Heritage attributes (as defined by the PPS)*** *means the principal features or elements that contribute to a protected heritage property's cultural heritage value or interest, and may include the property's built, constructed or manufactured elements, as well as natural landforms, vegetation, water features, and its visual setting (e.g. significant views or vistas to or from a protected heritage property).*
>
> ***Adjacent lands (as defined by the PPS for the purposes of Policy 2.6.3)*** *means those lands contiguous to a protected heritage property or as otherwise defined in the municipal official plan.*

Assessment: The development site is designated under the OHA (this designation is currently under appeal) and is adjacent to a property that is listed in the City's Heritage Register. This HIA assesses the impacts and proposes mitigative strategies to conserve the heritage value of the site in compliance with the policies of the PPS

Growth Plan for the Greater Golden Horseshoe, 2020

This document outlines the policies for the Province of Ontario in terms of the development of this specific region as they arise from the Places to Grow Act, 2005.

Under Section 4, entitled *"Protecting What is Valuable",* it states that the Greater Golden Horseshoe

> *"contains important cultural heritage resources that contribute to a sense of identity, support a vibrant tourism industry, and attract investment based on cultural amenities. Accommodating growth can put pressure on these resources through development and site alteration. It is necessary to plan in a way that protects and maximizes the benefits of these resources that make our communities unique and attractive places to live.*

Further, under Section 4.2.7, entitled *"Cultural Heritage Resources"*, it states

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

Assessment: This HIA has reviewed heritage considerations as they apply to this development in a manner that acknowledges and considers other applicable policies including intensification.

City of Toronto Official Plan (consolidated to 2021)

The City's Official Plan includes a directive for the process of listing heritage sites across the municipality, in accordance with the PPS and the OHA.

The wording in the Official Plan has been strengthened with the Official Plan Amendment 199 (OPA 199), enacted by By-law 468-2013. Its provisions are applicable to this current development and supports the application of heritage conservation policies in a manner that balances those interests with other policy objectives of the Official Plan in accordance with the intent of the Provincial Policy Statement.

Part 3.1.5 - Heritage Conservation in the Official Plan lists a total of 53 policies that pertain to heritage conservation city-wide. Relevant policies are evaluated against the proposed development.

Policies 1 to 3 deal with the establishment of the process of listing or designating heritage properties by the municipality and the maintenance of a Heritage Register.

Policy 4 states that *"Properties on the Heritage Register will be conserved and maintained consistent with the Standards and Guidelines for the Conservation of Historic Places in Canada, as revised from time to time and as adopted by Council."*

Assessment: See further in this HIA for an assessment against the SGCHPC

Policy 5 states that *"Proposed alterations, development, and/or public works on or adjacent to, a property on the Heritage Register will ensure that the integrity of the heritage property's cultural heritage value and attributes will be retained, prior to work commencing on the property and to the satisfaction of the City. Where a Heritage Impact Assessment is required in Schedule 3 of the Official Plan, it will describe and assess the potential impacts and mitigation strategies for the proposed alteration, development or public work."*

Assessment: This current HIA satisfies this policy.

Policy 7 states: *''Prior to undertaking an approved alteration to a property on the Heritage Register, the property will be recorded and documented by the owner, to the satisfaction of the City.''*

Assessment: Recording and documentation are intended to be completed throughout the process of obtaining approvals and undertaking development. This process is partially completed and further documentation will occur as conservation efforts continue.

Policy 14: *"Potential and existing properties of cultural heritage value or interest, including cultural heritage landscapes and Heritage Conservation Districts, will be identified and included in area planning studies and plans with recommendations for further study, evaluation and conservation."*

Assessment: The subject property was reviewed by the City and was designated under Part IV of the OHA in November 2022. This designation is currently under appeal.

Policies 22 to 25 speak about the requirements for Heritage Impact Assessments, and Conservation Plans, when required, in development applications to evaluate the impacts on heritage resources on or adjacent to a site and to determine how a heritage resources will be conserved.

Assessment: This current HIA has been prepared to satisfy this requirement.

Policy 26: "New construction on, or adjacent to, a property on the Heritage Register will be designed to conserve the cultural heritage values, attributes and character of that property and to mitigate visual and physical impact on it."

Assessment: The new construction will have minimal heritage impacts on Building C, which will be conserved through a variety of conservation strategies. Panelization and reconstruction will result in temporary removal of the building elements from the site, an impact which is mitigated through careful cataloguing, identification, and reconstruction, examples of which are present in the City (this is discussed in a previous section of the HIA). Interior demolition will be mitigated by the design of new interior spaces to respect the overall intents of the existing interiors in Building C, where feasible (high ceilings with natural light from the roof, where possible).

Policy 27: *''Where it is supported by the cultural heritage values and attributes of a property on the Heritage Register, the conservation of whole or substantial portions of buildings, structures and landscapes on those properties is desirable and encouraged. The retention of facades alone is discouraged. ''*

Assessment: The conservation of whole or substantial portions of buildings can not be achieved on this site as explained previously in this HIA. Refer to Section 6. ASSESSMENT OF IMPACTS ON HERITAGE RESOURCES.

Standards and Guidelines for the Conservation of Historic Places in Canada - 2010, 2nd edition

The SGCHPC is a pan-canadian document that has been adopted by many municipalities in Ontario as the basis for heritage conservation work.

It is important to note the SGCHPC is not a policy document, but a manual that outlines best practices and recommendations to guide good conservation work.

The SGCHPC uses the term ''character-defining elements''. The equivalent term used by the City of Toronto's Official Plan is ''heritage attributes''.

The relevant Standards are discussed below:

General Standards for Preservation, Rehabilitation and Restoration

1. Conserve the heritage value of an historic place. Do not remove, replace or substantially alter its intact or repairable character defining elements. Do not move a part of an historic place if its current location is a character-defining element.

2. Conserve changes to an historic place that, over time, have become character-defining elements in their own right.

   Assessment: The value on this site is determined to be focused on the southern portion (Building C). Other portions on the north of the site were added later on, have minimal value and are not character-defining in their own right. The southern portion will be rehabilitated with substantial alterations. It is recognized that character-defining elements identified in the (under appeal) By-law will be removed and replaced, however these interventions were assessed and found to be necessary to properly rehabilitate the subject site.

3. Conserve heritage value by adopting an approach calling for minimal intervention.

   Assessment: The condition of Building C necessitates interventions to properly conserve heritage value. Interventions are required to rehabilitate the southern portion with new residential units as part of a larger development. Further, the former use of the site as industrial manufacturing further complicates the notion of minimal intervention due to requirements for soil mediation. In addition, the existing masonry walls are in various conditions of deterioration, requiring significant interventions (such as mortar repointing, brick masonry replacements and stone/ concrete replacements). As such, this standard is difficult to apply for this site.

4. Recognize each historic place as a physical record of its time, place and use. Do not create a false sense of historical development by adding elements from other historic places or other properties, or by combining features of the same property that never coexisted.

   Assessment: This Standard is respected in this development. Existing exterior materials will be conserved, where possible, or restored in keeping with best practices for heritage conservation. The new components of the proposed development will be designed to be representative of their time with a new distinction between the original heritage features and the new development.

5. Find a use for an historic place that requires minimal or no change to its character-defining elements.

   Assessment: The original use was that of industrial manufacturing (gas engines, pumps and railway related machinery). Light industrial uses followed as the site evolved and the most recent uses are for creative businesses in the form of live-work spaces. The new uses will consist of residential and live-work units, all of which are compatible with the site. It is recognized that these new uses will result in necessary changes to character-defining elements in order to comply with requirements. Those changes, however will consider the original design intents of the spaces (high ceilings, exposed structure, natural light from skylights) and will retain some understanding of the original design intent of the spaces.

6. Protect and, if necessary, stabilize an historic place until any subsequent intervention is undertaken. Protect and preserve archaeological resources in place. Where there is potential for disturbing archaeological resources, take mitigation measures to limit damage and loss of information

   Assessment: The property is currently occupied by tenants and is maintained to standards.

7. Evaluate the existing condition of character-defining elements to determine the appropriate intervention needed. Use the gentlest means possible for any intervention. Respect heritage value when undertaking an intervention.

   Assessment: Interventions include in-situ facade retention, panelization and reconstruction (using salvaged materials as much as possible). These interventions were assessed in conjunction with site conditions and future construction requirements. Further interventions to restore the materials will include a combination of cleaning, repointing and brick replacements, which will be elaborated as part of a future Conservation Plan.

8. Maintain character-defining elements on an ongoing basis. Repair character-defining elements by reinforcing their materials using recognized conservation methods. Replace in kind any extensively deteriorated or missing parts of character-defining elements, where there are surviving prototypes.

   Assessment: Details on repairs will be elaborated under a Conservation Plan.

9. Make any intervention needed to preserve character-defining elements physically and visually compatible with the historic place and identifiable on close inspection. Document any intervention for future reference.

   Assessment: Details on interventions will be elaborated under a Conservation Plan. The intent of this Standard is respected.

Additional Standards Relating to Rehabilitation

10. Repair rather than replace character-defining elements. Where character-defining elements are too severely deteriorated to repair, and where sufficient physical evidence exists, replace them with new elements that match the forms, materials and detailing of sound versions of the same elements. Where there is insufficient physical evidence, make the form, material and detailing of the new elements compatible with the character of the historic place.

    Assessment: The intents of this Standard will be respected in this development. Additional details will be provided as part of the Conservation Plan to verify detailed conditions of architectural features of interest. Documentary evidence is limited, yet consists of archival floor plans (dating to the 1990s) and minimal archival photography.

11. Conserve the heritage value and character-defining elements when creating any new additions to an historic place or any related new construction. Make the new work physically and visually compatible with, subordinate to and distinguishable from the historic place.

    Assessment: The new addition will be compatible and distinguishable in materiality and design at the lower levels. While the scale of the addition is large in comparison to the scale of the rehabilitated building portion (Building C), the adjacent massing is designed to be compatible with a generous setback from the south property line so that natural light can enter from the skylights, and stepbacks from exterior elevations being rehabilitated to improve the three-dimensionality and legibility of Building C.

12. Create any new additions or related new construction so that the essential form and integrity of an historic place will not be impaired if the new work is removed in the future.

    Assessment: Due to the alterations proposed on the south portion of the site (Building C) the existing and original form and integrity of Building C will be lost, with the exception of the exterior walls. The intent of this standard will be considered when designing connection details between the new work and the retained or panelized building elements to minimize impacts. It is to be noted that the new work will constitute a fully integrated development that will achieve a recreation of the essential form of Building C and is unlikely to be removed in the future.

Additional Standards Relating to Restoration

13. Repair rather than replace character-defining elements from the restoration period. Where character-defining elements are too severely deteriorated to repair and where sufficient physical evidence exists, replace them with new elements that match the forms, materials and detailing of sound versions of the same elements

    Assessment: The intent of this Standard will be considered, however it is important to note that existing doors and windows are a combination of wood and metal units and were incrementally altered throughout their history, most of which were replaced with new units In their current condition, they are not suitable for conservation and rehabilitation as explained previously in this HIA. Aluminum wood and doors are proposed throughout all rehabilitated walls (south, west and east) for uniformity. With the limited archival documentation available, it is believed that the original units were a combination of wood units and steel units, depending on the size of the window openings and their facing (smaller window openings along the south elevation may have been of wood construction and larger window openings along the west and east elevations were likely steel-framed).

    In the absence of relevant and reliable archival documentation, the use of aluminum-frame is, in our opinion, acceptable under this Standard. Aluminum-frame windows can be designed to replicate the arrowhead profile of steel industrial windows and will conserve the historic appearance while conforming to modern performance standards.

14. Replace missing features from the restoration period with new features whose forms, materials and detailing are based on sufficient physical, documentary and/or oral evidence

    Assessment: The restoration period is intended to be generally the early decades of the 20th century, and specifically between 1914-1918 (Building C west) and 1924-1939 (Building C east). Restoration to this period will primarily include existing features (masonry walls). Recreation of missing features (such as doors and windows) will be based on a combination of archival documentation (which is limited) and observation of the existing window design present at 219 Sterling Road, which is of a comparable time period and building type to 221 Sterling Road.

8. CONSERVATION STRATEGY

The conservation strategy for this development is to conserve the southern building portions of the site (Building C), which are the older building portions of the site formerly occupied by the Fairbanks-Morse Canadian Manufacturing Company. This conservation will consist primarily of **rehabilitation** so that these building portions can accommodate new residential uses as part of a larger high-rise residential development, with new rehabilitated interiors that will reconstruct new units that have high ceilings, with exposed structure where possible and with natural light coming from skylights. Further, **restoration** will be applied on the exterior masonry walls with new window and door units with appearances that match available archival documentation. Conservation work will involve a combination of interventions, including in-situ facade retention, panelization and reconstruction.

Bird's eye view of the subject site, with the portion of the site proposed to be conserved and rehabilitated through a variety of means further detailed below.

In addition to physical building conservation, **interpretation** of the former industrial and manufacturing character will involve commemorative plaques and reinterpretation of the existing and extant railway spur lines on the east side of the site, which can be commemorated with the proposed landscaping through planting or pavers. This commemoration can be further detailed in an Interpretation Plan to be provided through the Site Plan Control stage.

To achieve the above, a number of steps are proposed:

8.1 Building Documentation and Photography

This step consists of assembling all available photographs (archival and existing), and archival drawings to have a record of the existing buildings prior of their alteration. This documentation is underway and will be completed through the course of the development.

8.2 Conservation Plan (CP)

A Conservation Plan will be required. While this HIA assesses impacts on heritage resources arising from the proposed new development with high level information about the conservation work, the Conservation Plan will contain detailed information about the conservation work. Specifically, it will detail interventions required, recommended cleaning methods and extent of interventions. The Conservation Plan will also include information about new elements, such as new doors and windows, new skylights etc. It is important to note: the requirement of the Conservation Plan prior to zoning limits the amount of detail that can be provided. The CP will endeavour to be as detailed as possible, while allowing a level of flexibility that can be confirmed as the design of the site progresses through Site Plan control and building permit.

The following actions are anticipated at this stage to support the conservation strategy, and will be detailed in a future Conservation Plan:

General actions applicable to all interventions and on all elevations of the rehabilitated south building portion will include:

- Repair or replacement of masonry units.
    - the intention will be to repair masonry units rather than replace them, in conformance with Standard 13 of the SGCHPC. Should a unit be too severely deteriorated for repair, it will be replaced with a similar material to match the original.
- Repointing of mortar joints
    - using lime-based mortars and tooled to match the existing tooling joint.
    - existing mortar joints that are cement-based will be removed and repointed with lime-based mortar.
- Masonry cleaning
    - to remove soiling, graffiti, biological growth etc.
- New pre-finished metal flashings on parapets

Extracts of drawings of the 1989-1990 drawings by Natale Scott Browne Architects, showing the ground floor plans (combined) of Building C west and east.

EAST WALL: to be retained in-situ

SOUTH WALL: to be panelized

WEST WALL (and portion of north wall): to be dismantled and reconstructed

reconstructed design to match existing and original design layout with salvaged bricks or new bricks to match (1 existing opening will require restoration to its original width). This applies to the southern portion of the west wall

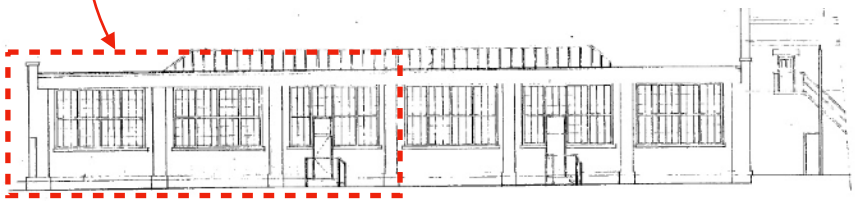
EAST ELEVATION

Walls will be retained in situ to the extent noted on the key plan and image at right. An external structural steel retention system will be employed to temporarily support the wall portions while excavation and construction occurs. The retention system will be removed once the existing east elevation is securely supported by the new interior structure, following which, restoration work can proceed. The proposed design in terms of window and door openings will generally be consistent with the current appearance.

New windows will consist of metal units based on an archival elevation drawing shown on this page. The existing window unit design is not original. Between the window appearance shown on the building currently and the one shown on a 1989-1990 archival elevation drawing (see this page), the design on the archival elevation is more sympathetic to the industrial character and the early 20th century design, which is the desired restoration period. This design is further compatible with the design of the exiting windows on the north elevation of 219 Sterling Road.

To coordinate with underground excavation, the northern portion of the east elevation will not be retained in situ. This portion will be dismantled and rebuilt, the extent of which will be confirmed through detailed design in subsequent stages.

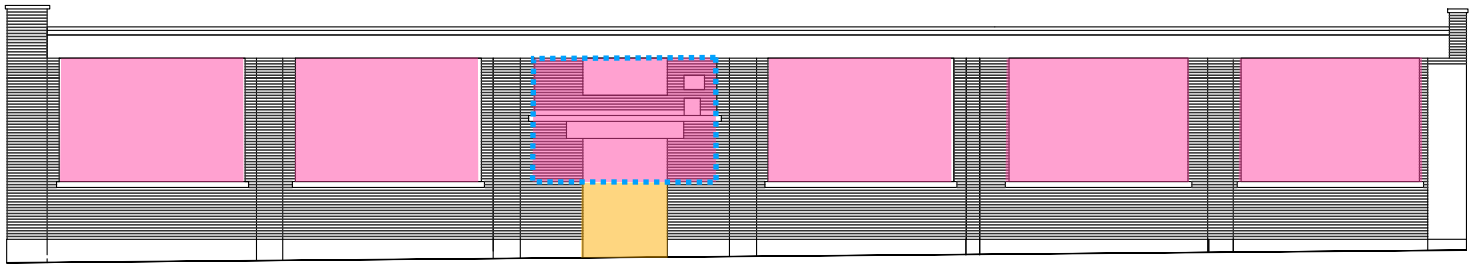
Key Plan of ''Building C'', highlighting the east wall



East elevation from the the 1989-1990 drawings by Natale Scott Browne Architects (annotated by GBCA).

Proposed building elevations, showing interventions:

- *masonry removals to create opening (salvage bricks if in good condition)*
- *new windows*
- *infill with masonry*



Existing east elevation, showing proposed alterations.

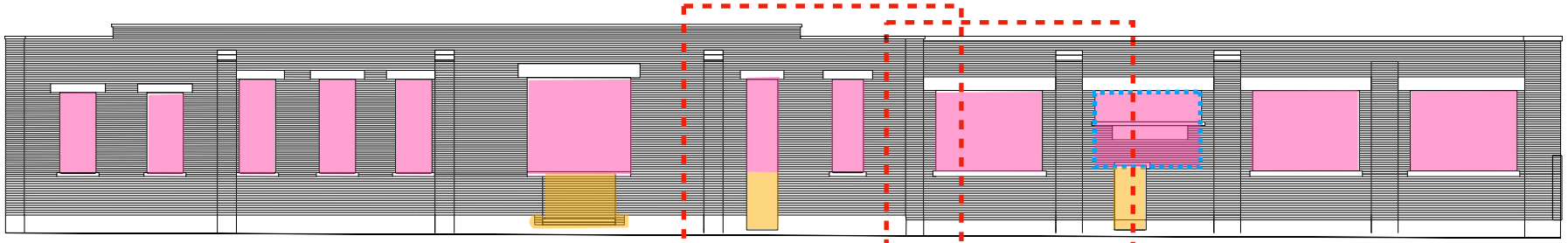
SOUTH ELEVATION

Walls will be fully measured, documented and drawn prior to panelization. The process involves delineating cut lines on the exterior walls in logical areas and to produce as large pieces as possible, yet at a size appropriate for transportation off-site. Those cut lines will then be confirmed on site with a contractor prior of cutting. All cuts will be done along mortar joints. Brick masonry impacted by vertical cuts can either be temporarily removed and reinstated, or replaced with new bricks to match. Once cut, the panels will be secured with steel framing, designed by an engineer and confirmed through shop drawings. Further details on the panelization are included in Appendix II.

The proposed design in terms of window and door openings will bring back the consistent rhythm of openings on this elevation, as shown on this page.

Key Plan of "Building C", highlighting the south wall

New windows will consist of metal units. Archival references do not give a clear view of the appearances of these windows. For their restoration, the appearance will be based on a similar appearance to the adjoining building to the south at 219 Sterling Road.



Existing south elevation, showing proposed alterations.

Proposed building elevations, showing interventions:

- *masonry removals to create opening (salvage bricks if in good condition)*
- *new windows*
- *infill with masonry*

Examples of panelization layouts. See Appendix II for further information.

WEST ELEVATION

Walls will be fully measured, documented and drawn prior to dismantling. The process will involve the careful removal of all brick units, sills and lintels and their temporary storage and eventual use in rebuilding. Only good quality units will be salvaged. It is anticipated that the lintels are concrete and cast-in place and may not be salvageable. Units will be identified and catalogued. Structural members (steel lintels) may require to be replaced: this decision will be done in consultation with a structural engineer once members are exposed.

The west elevation consists of two parts:

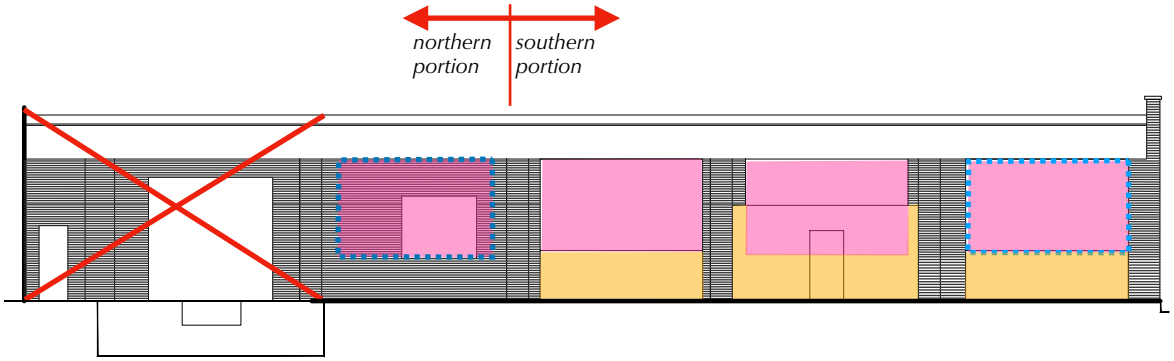
- the southern portion (3 bays) has retained its original opening sizes (with modern windows). This portion corresponds to the extent of the 1989-1990 interventions. This portion will be dismantled and re-assembled to generally match the existing design in terms of openings.
- the northern potion was extensively altered with new infills using modern bricks. This portion will also be dismantled and re-assembled to match the design of the southern portion with large openings

New windows will consist of metal units based. Archival references do not give a clear view of the appearances of these windows. For their restoration, the appearance will be based on a similar appearance to the adjoining building to the south at 219 Sterling Road.

Key Plan of "Building C", highlighting the west wall

Proposed building elevations, showing interventions:

- *demolished*
- *masonry removals to create opening (salvage bricks if in good condition)*
- *new windows*
- *infill with new masonry*



Existing west elevation, showing proposed alterations.

9. SOURCES

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10. CLOSURE

The information and data contained herein represents GBCA's best professional judgment in light of the knowledge and information available to GBCA at the time of preparation. GBCA denies any liability whatsoever to other parties who may obtain access to this report for any injury, loss or damage suffered by such parties arising from their use of, or reliance upon, this report or any of its contents without the express written consent of GBCA and the client.

11. PROFESSIONAL QUALIFICATIONS OF AUTHORS

Affiliations	
ACO	Architectural Conservancy of Ontario
APT	Architectural Preservation Technology
CAHP	Canadian Association of Heritage Professionals
ICOMOS	International Council on Monuments and Sites
OAA	Ontario Association of Architects
RAIC	Royal Architectural Institute of Canada
SSAC	Society for the Study of Architecture in Canada
SAC	Society of Architectural Historians

Christopher Borgal, B. Arch., OAA, FRAIC, CAHP is Principal of GBCA. He holds professional membership with CAHP. He is a fellow of the RAIC, past President of the ACO and has been a member since 1980. Memberships also include the APT, Heritage Canada and ICOMOS Canada. He was also involved with the SSAC (1987-1994) as well as both the Canadian and Ontario Museum Associations (1983-1995). He has presented papers, training sessions and performed numerous lectures on Historic Architecture and Restoration to the APT, ACO, Canadian and Ontario Museum Association as well as the OAA. He has also lectured at a number of universities including: Carleton University, Queen's University, University of Guelph and the University of Waterloo.

As Principal of GBCA, Christopher oversees all work prepared in the firm. He continues to provide consultancy services to clients, including providing expert witness services, at the OMB, LPAT and OLT. He, together with GBCA, only take on this work where it is compatible with the ethics and philosophy of the firm.

Emad Ghattas, M.Arch, OAA, CAHP, is a Senior Associate at GBCA. Trained as an architect, he holds professional memberships with the OAA and CAHP. He is also a member of APT and the RAIC.

Emad assists GBCA's clients with development applications, providing advice related to heritage policies and design involving heritage resources, preparing the necessary reports and assessments for obtaining approvals and coordinating with other consultants on the client's team. He is actively involved with the Toronto Society of Architects, where he leads walking architecture tours.

Amanda Sherrington, B.A., M.Sc., M.Arch. is an Intern Architect at GBCA. Trained as an architectural historian, heritage consultant and architect, she is an intern member of CAHP, member of APT and CIPA Heritage Documentation (ICOMOS).

Amanda assists GBCA's clients with development applications; preparing Heritage Impact Assessments, Conservation Plans and Construction Documents; coordinating with other consultants on the client's team; and undertaking heritage research, condition assessments and building documentation.

APPENDIX I

Development Drawings
as prepared by
Turner Fleischer Architects Inc.

20.157CS - 221 STERLING STREET

TORONTO- ONTARIO

PROJECT SITE AREA

SITE AREA	m²	ft²
TOTAL NET SITE AREA	10,935.2	117,705.9
ROW CONVEYANCE	1,475.7	15,884.3
PUBLIC PARK CONVEYANCE	1,221.3	13,145.9
NET SITE AREA	8,238.2	88,675.2
TOTAL PROPOSED GFA	55,177.5	593,925.6
F.S.I OF PROPOSED DEVELOPMENT	5.05 x SITE AREA	

FSI IS CALCULATED BY DIVIDING THE GROSS FLOOR AREA BY THE GROSS SITE AREA

GROSS FLOOR AREA SUMMARY

BLDG	USE		NSA		GFA		TFA		FSI
			m²	ft²	m²	ft²	m²	ft²	
BLDG A	COMMUNITY SPACE				473.5	5,097			0.00
	SUBTOTAL NON-RESIDENTIAL				473.5	5,097			0.00
	RESIDENTIAL	347 UNITS	17,985.3	193,592.3	19,839.4	213,549			1.81
	SUBTOTAL RESIDENTIAL		17,985.3	193,592	19,839.4	213,549	25,373.2	273,115	1.81
	SUB TOTAL		**17,985.3**	**193,592**	**20,312.9**	**218,646**	**25,373.2**	**273,115**	**1.86**
BLDG B	RESIDENTIAL	317 UNITS	15,490.1	166,734.3	18,975.6	204,252			1.73
	SUBTOTAL RESIDENTIAL		15,490.1	166,734	18,975.6	204,252	21,369.4	230,018	1.74
	SUB TOTAL		**15,490.1**	**166,734**	**18,975.6**	**204,252**	**21,369.4**	**230,018**	**1.74**
BLDG C	RESIDENTIAL	204 UNITS	11,509.9	123,891.5	15,889.0	171,028			1.45
	SUBTOTAL RESIDENTIAL		11,509.9	123,892	15,889.0	171,028	22,824.9	245,685	1.45
	SUB TOTAL		**11,509.9**	**123,892**	**15,889.0**	**171,028**	**22,824.9**	**245,685**	**1.45**
	TOTAL		**44,985.3**	**484,218**	**55,177.5**	**593,926**	**69,567.4**	**748,818**	**5.05**

SALEABLE UNIT MIX PROVIDED

BLDG	FLOOR	STUDIO	1B	1B+D	2B	3B	TOTAL	AVG. UNIT SIZE m²	AVG. UNIT SIZE ft²
BLDG A+B+C	FLOOR 01			2	2		4	65.5	705
	FLOOR 03	2	3	8	13	11	37	64.7	697
	FLOOR 04	2	5	9	13	18	47	65.0	699
	FLOOR 05	1	7	14	4	2	28	50.7	546
	FLOOR 06	3	12	17	6	3	41	50.3	541
	FLOOR 07	3	12	17	6	3	41	50.3	541
	FLOOR 08	3	12	17	6	3	41	50.3	541
	FLOOR 09	3	12	17	6	3	41	50.3	541
	FLOOR 10	3	12	17	6	3	41	50.3	541
	FLOOR 11	3	12	17	6	3	41	50.3	541
	FLOOR 12	3	12	17	6	3	41	50.3	541
	FLOOR 13	3	12	17	6	3	41	50.3	541
	FLOOR 14	3	12	17	6	3	41	50.3	541
	FLOOR 15	3	12	17	6	3	41	50.3	541
	FLOOR 16	3	12	17	6	3	41	50.3	541
	FLOOR 17	3	12	17	6	3	41	50.3	541
	FLOOR 18	2	11	17	7	3	40	50.9	547
	FLOOR 19	2	11	17	7	3	40	50.9	548
	FLOOR 20	2	12	16	5	4	39	50.3	542
	FLOOR 21	3	13	16	4	3	39	49.0	528
	FLOOR 22	2	6	11	3	3	25	51.5	555
	FLOOR 23	2	5	11	3	3	24	50.3	541
	FLOOR 24	3	9	9	3		24	45.9	494
	FLOOR 25	1	4	3	1	2	11	52.8	568
	FLOOR 26	1	3	3	1	2	10	52.9	570
	FLOOR 27	1	3	4	2		10	47.5	511
	SUBTOTAL	60	236	344	140	90	870	51.7	557
	TOTAL UNITS	**60**	**580**		**140**	**90**			
	UNIT MIX	6.9%	27.1%	39.5%	16.1%	10.3%	100.0%		
	UNIT MIX TOTAL	6.9%	66.7%		16.1%	10.3%	100.0%		
	AVG UNIT SIZE	32.0	41.3	51.9	60.9	77.1	m²		
	AVG UNIT SIZE TOTAL	32.0	47.6		60.9	77.1	m²		

GROSS FLOOR AREA BREAKDOWN (BUILDING A) AS PER ZONING BY LAW 569-2013

AMENITY AREA BREAKDOWN — TOTAL FLOOR AREA

BLDG	FLOOR	# OF UNITS	RESIDENTIAL SALEABLE m²	RESIDENTIAL SALEABLE ft²	RESIDENTIAL NON-SALEABLE m²	RESIDENTIAL NON-SALEABLE ft²	TOTAL RESIDENTIAL m²	TOTAL RESIDENTIAL ft²	COMMUNITY SPACE m²	COMMUNITY SPACE ft²	COMM. SPACE SERVICE m²	COMM. SPACE SERVICE ft²	TOTAL OFFICE m²	TOTAL OFFICE ft²	INDOOR AMENITY m²	INDOOR AMENITY ft²	TOTAL GFA (TFA - EXCLUSIONS) m²	TOTAL GFA (TFA - EXCLUSIONS) ft²	OUTDOOR AMENITY m²	OUTDOOR AMENITY ft²	AREA EXCLUSIONS m²	AREA EXCLUSIONS ft²	TOTAL FLOOR AREA (GFA+INDOOR AMENITY+EXCL.) m²	TOTAL FLOOR AREA (GFA+INDOOR AMENITY+EXCL.) ft²
BLDG A	FLOOR UG1																0.0	0			2,166.1	23,316	2,166.1	23,316
	FLOOR 01	4	262.1	2,821	188.9	2,033	451.0	4,854	473.5	5,097			473.5	5,097	11.6	125	936.1	10,076	108.7	1,170	464.3	4,997	1,400.3	15,073
	FLOOR 02				1.2	13	1.2	13							1,188.8	12,796	1,190.0	12,809	42.7	459	61.4	661	1,251.5	13,471
	FLOOR 03	16	1,042.8	11,224	186.7	2,009	1,229.4	13,234									1,229.4	13,234			61.3	659	1,290.7	13,893
	FLOOR 04	16	1,042.8	11,224	186.7	2,009	1,229.4	13,234									1,229.4	13,234			61.3	659	1,290.7	13,893
	FLOOR 05	14	708.3	7,624	56.8	611	765.1	8,235									765.1	8,235			45.3	488	810.4	8,723
	FLOOR 06	14	708.3	7,624	56.8	611	765.1	8,235									765.1	8,235			45.3	488	810.4	8,723
	FLOOR 07	14	708.3	7,624	56.8	611	765.1	8,235									765.1	8,235			45.3	488	810.4	8,723
	FLOOR 08	14	708.3	7,624	56.8	611	765.1	8,235									765.1	8,235			45.3	488	810.4	8,723
	FLOOR 09	14	708.3	7,624	56.8	611	765.1	8,235									765.1	8,235			45.3	488	810.4	8,723
	FLOOR 10	14	708.3	7,624	56.8	611	765.1	8,235									765.1	8,235			45.3	488	810.4	8,723
	FLOOR 11	14	708.3	7,624	56.8	611	765.1	8,235									765.1	8,235			45.3	488	810.4	8,723
	FLOOR 12	14	708.3	7,624	56.8	611	765.1	8,235									765.1	8,235			45.3	488	810.4	8,723
	FLOOR 13	14	708.3	7,624	56.8	611	765.1	8,235									765.1	8,235			45.3	488	810.4	8,723
	FLOOR 14	14	708.3	7,624	56.8	611	765.1	8,235									765.1	8,235			45.3	488	810.4	8,723
	FLOOR 15	14	708.3	7,624	56.8	611	765.1	8,235									765.1	8,235			45.3	488	810.4	8,723
	FLOOR 16	14	708.3	7,624	56.8	611	765.1	8,235									765.1	8,235			45.3	488	810.4	8,723
	FLOOR 17	14	708.3	7,624	56.8	611	765.1	8,235									765.1	8,235			45.3	488	810.4	8,723
	FLOOR 18	14	708.3	7,624	56.8	611	765.1	8,235									765.1	8,235			45.3	488	810.4	8,723
	FLOOR 19	14	708.3	7,624	56.8	611	765.1	8,235									765.1	8,235			45.3	488	810.4	8,723
	FLOOR 20	14	708.3	7,624	56.8	611	765.1	8,235									765.1	8,235			45.3	488	810.4	8,723
	FLOOR 21	14	708.3	7,624	56.8	611	765.1	8,235									765.1	8,235			45.3	488	810.4	8,723
	FLOOR 22	14	708.3	7,624	56.8	611	765.1	8,235									765.1	8,235			45.3	488	810.4	8,723
	FLOOR 23	14	677.3	7,291	56.8	612	734.2	7,903									734.2	7,903			45.3	488	779.5	8,391
	FLOOR 24	14	626.2	6,741	56.8	612	683.1	7,353									683.1	7,353			45.3	488	728.4	7,841
	FLOOR 25	11	580.3	6,246	51.7	556	632.0	6,802									632.0	6,802			45.3	488	677.3	7,290
	FLOOR 26	10	529.2	5,696	51.7	556	580.9	6,253									580.9	6,253			45.3	488	626.2	6,740
	FLOOR 27	10	475.0	5,113	51.7	556	526.7	5,669									526.7	5,669			48.4	521	575.1	6,190
																			151.4	**1,630**	**3,859.9**	**41,548**	**25,373.0**	**273,113**
	EXCESS INDOOR AMENITY (INCLUDED IN GFA)						506.4	5,451									506.4	5,451						
	TOTAL	**347**	**17,985.013**	**193,589.156**	**1,854.133**	**19,957.731**	**20,345.563**	**218,997.917**	**473.512**	**5,096.841**			**473.512**	**5,096.841**	**1,200.417**	**12,921.181**	**21,513.075**	**231,564.909**						
	TOTAL (ROUNDED)	**347**	**17,985.0**	**193,589**	**1,854.1**	**19,958**	**20,345.6**	**218,998**	**473.5**	**5,097**			**473.5**	**5,097**	**1,200.4**	**12,921**	**21,513.1**	**231,565**						

AMENITY AREAS REQUIRED & PROVIDED

BLDG	TYPE	REQUIRED RATIO	REQUIRED m²	REQUIRED ft²	PROVIDED RATIO	PROVIDED m²	PROVIDED ft²
BLDG A	INDOOR AMENITY	2.00 m²/UNIT	694.0	7,470	3.45 m²/UNIT	1,200.4	12,921
	OUTDOOR AMENITY	2.00 m²/UNIT	694.0	7,470	0.43 m²/UNIT	151.4	1,630
	TOTAL AMENITY	**4.00 m²/UNIT**	**1,388.0**	**14,940**	**3.89 m²/UNIT**	**1,351.8**	**14,551**

TURNER FLEISCHER

Turn r Fl isch r Archit cts Inc.

67 Lesmill Road
Toronto, ON, M3B 2T8
T 416 425 2222
turnerfleischer.com

#	DATE	DESCRIPTION	BY
1	2023-02-01	ISSUANCE OF REVISED ZONING DRAWINGS	

221 Sterling Road Holdings Inc.

PROJECT

221 STERLING ROAD

TORONTO ONTARIO

DRAWING

PROJECT STATS (BUILDING A)

PROJECT NO. 20.157CS

PROJECT DATE 2022-11-17

DRAWN BY Author

CHECKED BY Checker

SCALE 1 : 1

DRAWING NO. RZ001

2023-02-10 3:43:01 PM

GROSS FLOOR AREA BREAKDOWN (BUILDING B) AS PER ZONING BY-LAW 569-2013

	FLOOR	# OF UNITS	RESIDENTIAL								INDOOR AMENITY		TOTAL GFA (TFA - EXCLUSIONS)		AMENITY AREA BREAKDOWN: OUTDOOR AMENITY		TOTAL FLOOR AREA: AREA EXCLUSIONS		TOTAL FLOOR AREA (GFA+INDOOR AMENITY+EXCL)	
			RENTAL REPLACEMENT		NON-RENTABLE		SALEABLE		NON-SALEABLE											
			m^2	ft^2	m^2	ft^2	m^2	ft^2	m^2	ft^2	m^2	ft^2	m^2	ft^2	m^2	ft^2	m^2	ft^2	m^2	ft^2
	FLOOR UG1								48.2	519			48.2	519					48.2	519
	FLOOR 01	4	340.7	3,667					330.0	3,552	429.8	4,626	1,100.4	11,845	384.4	4,138	399.5	4,300	1,499.9	16,145
	FLOOR 02	15	1,090.1	11,734					66.0	710			1,156.1	12,444			76.4	822	1,232.5	13,266
	FLOOR 03	19					1,225.4	13,190	216.0	2,325			1,441.4	15,515			45.3	488	1,486.7	16,003
	FLOOR 04	19					1,208.4	13,007	275.4	2,964			1,483.8	15,972			43.8	471	1,527.6	16,443
	FLOOR 05	5					252.3	2,716	55.6	599	489.4	5,268	797.3	8,582	830.5	8,940	45.3	488	842.6	9,070
	FLOOR 06	14					708.3	7,624	56.8	611			765.1	8,235			45.3	488	810.4	8,723
	FLOOR 07	14					708.3	7,624	56.8	611			765.1	8,235			45.3	488	810.4	8,723
	FLOOR 08	14					708.3	7,624	56.8	611			765.1	8,235			45.3	488	810.4	8,723
	FLOOR 09	14					708.3	7,624	56.8	611			765.1	8,235			45.3	488	810.4	8,723
	FLOOR 10	14					708.3	7,624	56.8	611			765.1	8,235			45.3	488	810.4	8,723
	FLOOR 11	14					708.3	7,624	56.8	611			765.1	8,235			45.3	488	810.4	8,723
	FLOOR 12	14					708.3	7,624	56.8	611			765.1	8,235			45.3	488	810.4	8,723
BLDG B	FLOOR 13	14					708.3	7,624	56.8	611			765.1	8,235			45.3	488	810.4	8,723
	FLOOR 14	14					708.3	7,624	56.8	611			765.1	8,235			45.3	488	810.4	8,723
	FLOOR 15	14					708.3	7,624	56.8	611			765.1	8,235			45.3	488	810.4	8,723
	FLOOR 16	14					708.3	7,624	56.8	611			765.1	8,235			45.3	488	810.4	8,723
	FLOOR 17	14					708.3	7,624	56.8	611			765.1	8,235			45.3	488	810.4	8,723
	FLOOR 18	14					707.8	7,619	56.8	611			764.6	8,230			45.3	488	809.9	8,718
	FLOOR 19	14					708.3	7,624	56.8	611			765.1	8,235			45.3	488	810.4	8,723
	FLOOR 20	14					677.3	7,291	56.8	612			734.2	7,903			45.3	488	779.5	8,391
	FLOOR 21	14					626.2	6,741	56.8	612			683.1	7,353			45.3	488	728.4	7,841
	FLOOR 22	11					580.3	6,246	51.7	556			632.0	6,803			45.3	488	677.3	7,291
	FLOOR 23	10					529.2	5,696	51.7	556			580.9	6,253			45.3	488	626.2	6,740
	FLOOR 24	10					475.0	5,113	51.7	556			526.7	5,669			48.4	521	575.1	6,190
	EXCESS INDOOR AMENITY (INCLUDED IN GFA)												285.2	3,069	1,214.9	13,077	1,474.6	15,872	21,369.2	230,016
	TOTAL	**317**	**1,430.767**	**15,400.658**			**15,489.846**	**166,731.387**	**2,054.795**	**22,117.643**	**919.161**	**9,893.768**	**19,894.570**	**214,143.457**						
	TOTAL (ROUNDED)	**317**	**1,430.8**	**15,401**			**15,489.8**	**166,731**	**2,054.8**	**22,118**	**919.2**	**9,894**	**19,894.6**	**214,143**						

SALEABLE UNIT MIX PROVIDED

BLDG	FLOOR						TOTAL	AVG. UNIT SIZE	
		STUDIO	1B	1B+D	2B	3B		m^2	ft^2
	FLOOR 03		1	6	8	4	19	64.5	694
	FLOOR 04		2	3	9	5	19	63.6	685
	FLOOR 05		1	3	1		5	50.5	543
	FLOOR 06	1	4	6	2	1	14	50.6	545
	FLOOR 07	1	4	6	2	1	14	50.6	545
	FLOOR 08	1	4	6	2	1	14	50.6	545
	FLOOR 09	1	4	6	2	1	14	50.6	545
	FLOOR 10	1	4	6	2	1	14	50.6	545
	FLOOR 11	1	4	6	2	1	14	50.6	545
	FLOOR 12	1	4	6	2	1	14	50.6	545
	FLOOR 13	1	4	6	2	1	14	50.6	545
	FLOOR 14	1	4	6	2	1	14	50.6	545
	FLOOR 15	1	4	6	2	1	14	50.6	545
BLDG B	FLOOR 16	1	4	6	2	1	14	50.6	545
	FLOOR 17	1	4	6	2	1	14	50.6	545
	FLOOR 18	1	4	6	2	1	14	50.6	544
	FLOOR 19	1	4	6	2	1	14	50.6	545
	FLOOR 20	1	5	5	2	1	14	48.4	521
	FLOOR 21	2	6	5	1		14	44.7	481
	FLOOR 22	1	2	5	1	2	11	52.8	568
	FLOOR 23	1	1	5	1	2	10	52.9	570
	FLOOR 24	1	3	4	2		10	47.5	511
	SUBTOTAL	20	77	120	53	28	**298**		
	TOTAL UNITS	**20**	**197**		**53**	**28**			
	UNIT MIX	6.7%	25.8%	40.3%	17.8%	9.4%	100.0%	**52.0**	**560**
	UNIT MIX TOTAL	6.7%	66.1%		17.8%	9.4%	100.0%		
	AVG UNIT SIZE	32.4	41.1	52.3	61.3	76.6	m^2		
	AVG UNIT SIZE TOTAL	32.4	48.0		61.3	76.6	m^2		

SALEABLE UNIT MIX PROVIDED

BLDG	FLOOR						TOTAL	AVG. UNIT SIZE	
		STUDIO	1B	1B+D	2B	3B		m^2	ft^2
	FLOOR 03				2		2	63.1	679
	FLOOR 04		1	4	1	6	12	66.9	720
	FLOOR 05		2	5	1	1	9	51.0	549
	FLOOR 06	1	4	5	2	1	13	49.6	533
	FLOOR 07	1	4	5	2	1	13	49.6	533
	FLOOR 08	1	4	5	2	1	13	49.6	533
	FLOOR 09	1	4	5	2	1	13	49.6	533
	FLOOR 10	1	4	5	2	1	13	49.6	533
	FLOOR 11	1	4	5	2	1	13	49.6	533
	FLOOR 12	1	4	5	2	1	13	49.6	533
	FLOOR 13	1	4	5	2	1	13	49.6	533
	FLOOR 14	1	4	5	2	1	13	49.6	533
BLDG C	FLOOR 15	1	4	5	2	1	13	49.6	533
	FLOOR 16	1	4	5	2	1	13	49.6	533
	FLOOR 17	1	4	5	2	1	13	49.6	533
	FLOOR 18		3	5	3	1	12	51.5	554
	FLOOR 19		3	5	3	1	12	51.5	554
	FLOOR 20		3	5	1	2	11	52.5	565
	FLOOR 21		3	5	1	2	11	52.5	565
	SUBTOTAL	12	63	89	36	25	**225**		
	TOTAL UNITS	**12**	**152**		**36**	**25**			
	UNIT MIX	5.3%	28.0%	39.6%	16.0%	11.1%	100.0%	**51.2**	**551**
	UNIT MIX TOTAL	5.3%	67.6%		16.0%	11.1%	100.0%		
	AVG UNIT SIZE	30.1	40.9	50.4	60.7	76.0	m^2		
	AVG UNIT SIZE TOTAL	30.1	46.5		60.7	76.0	m^2		

GROSS FLOOR AREA BREAKDOWN (BUILDING C) AS PER ZONING BY-LAW 569-2013

	FLOOR	# OF UNITS	RESIDENTIAL								INDOOR AMENITY		TOTAL GFA (TFA - EXCLUSIONS)		AMENITY AREA BREAKDOWN: OUTDOOR AMENITY		TOTAL FLOOR AREA: AREA EXCLUSIONS		TOTAL FLOOR AREA (GFA+INDOOR AMENITY+EXCL)	
			RENTAL REPLACEMENT		NON-RENTABLE		SALEABLE		NON-SALEABLE											
			m^2	ft^2	m^2	ft^2	m^2	ft^2	m^2	ft^2	m^2	ft^2	m^2	ft^2	m^2	ft^2	m^2	ft^2	m^2	ft^2
	FLOOR UG1								22.8	245			22.8	245			5,491.9	59,114	5,514.7	59,359
	FLOOR 01	16	1,454.7	15,658					236.5	2,545			1,691.2	18,204			245.2	2,639	1,936.4	20,843
	FLOOR 02	13	931.0	10,021					193.9	2,087			1,124.9	12,108			49.5	533	1,174.4	12,641
	FLOOR 03	12	679.5	7,314			126.2	1,359	65.7	707			871.4	9,379			49.8	536	921.1	9,915
	FLOOR 04	12					802.4	8,637	27.8	299			830.2	8,936			49.8	536	879.9	9,471
	FLOOR 05	9					459.0	4,940	41.0	441	203.7	2,193	703.7	7,575			49.8	536	753.4	8,110
	FLOOR 06	13					644.2	6,935	46.0	495			690.2	7,429			49.8	536	739.9	7,965
	FLOOR 07	13					644.2	6,935	46.0	495			690.2	7,429			49.8	536	739.9	7,965
	FLOOR 08	13					644.2	6,935	46.0	495			690.2	7,429			49.8	536	739.9	7,965
	FLOOR 09	13					644.2	6,935	46.0	495			690.2	7,429			49.8	536	739.9	7,965
	FLOOR 10	13					644.2	6,935	46.0	495			690.2	7,429			49.8	536	739.9	7,965
BLDG C	FLOOR 11	13					644.2	6,935	46.0	495			690.2	7,429			49.8	536	739.9	7,965
	FLOOR 12	13					644.2	6,935	46.0	495			690.2	7,429			49.8	536	739.9	7,965
	FLOOR 13	13					644.2	6,935	46.0	495			690.2	7,429			49.8	536	739.9	7,965
	FLOOR 14	13					644.2	6,935	46.0	495			690.2	7,429			49.8	536	739.9	7,965
	FLOOR 15	13					644.2	6,935	46.0	495			690.2	7,429			49.8	536	739.9	7,965
	FLOOR 16	13					644.2	6,935	46.0	495			690.2	7,429			49.8	536	739.9	7,965
	FLOOR 17	13					644.2	6,935	46.0	495			690.2	7,429			49.8	536	739.9	7,965
	FLOOR 18	12					618.0	6,652	44.3	476			662.3	7,129			49.8	536	712.0	7,664
	FLOOR 19	12					618.0	6,652	44.3	476			662.3	7,129			49.8	536	712.0	7,664
	FLOOR 20	11					577.7	6,218	43.2	465			620.9	6,683			49.8	536	670.6	7,219
	FLOOR 21	11					577.7	6,218	43.2	465			620.9	6,683			49.8	536	670.6	7,219
	EXCESS INDOOR AMENITY (INCLUDED IN GFA)												0.0	0			6,732.0	72,463	22,824.8	245,684
	TOTAL	**264**	**3,065.129**	**32,992.790**			**11,509.915**	**123,891.749**	**1,313.991**	**14,143.683**	**203.742**	**2,193.065**	**16,092.777**	**173,221.288**						
	TOTAL (ROUNDED)	**264**	**3,065.1**	**32,993**			**11,509.9**	**123,892**	**1,314.0**	**14,144**	**203.7**	**2,193**	**16,092.8**	**173,221**						

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Turn r Fl isch r Archit cts Inc.

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Toronto, ON, M3B 2T8
T 416 425 2222
turnerfleischer.com

#	DATE	DESCRIPTION	BY
1	2023-02-01	ISSUANCE OF REVISED ZONING DRAWINGS	

221 Sterling Road Holdings Inc.

PROJECT
221 STERLING ROAD
TORONTO ONTARIO

DRAWING
PROJECT STATS (BUILDING B & C)

PROJECT NO.
20.157CS

PROJECT DATE
2022-11-17

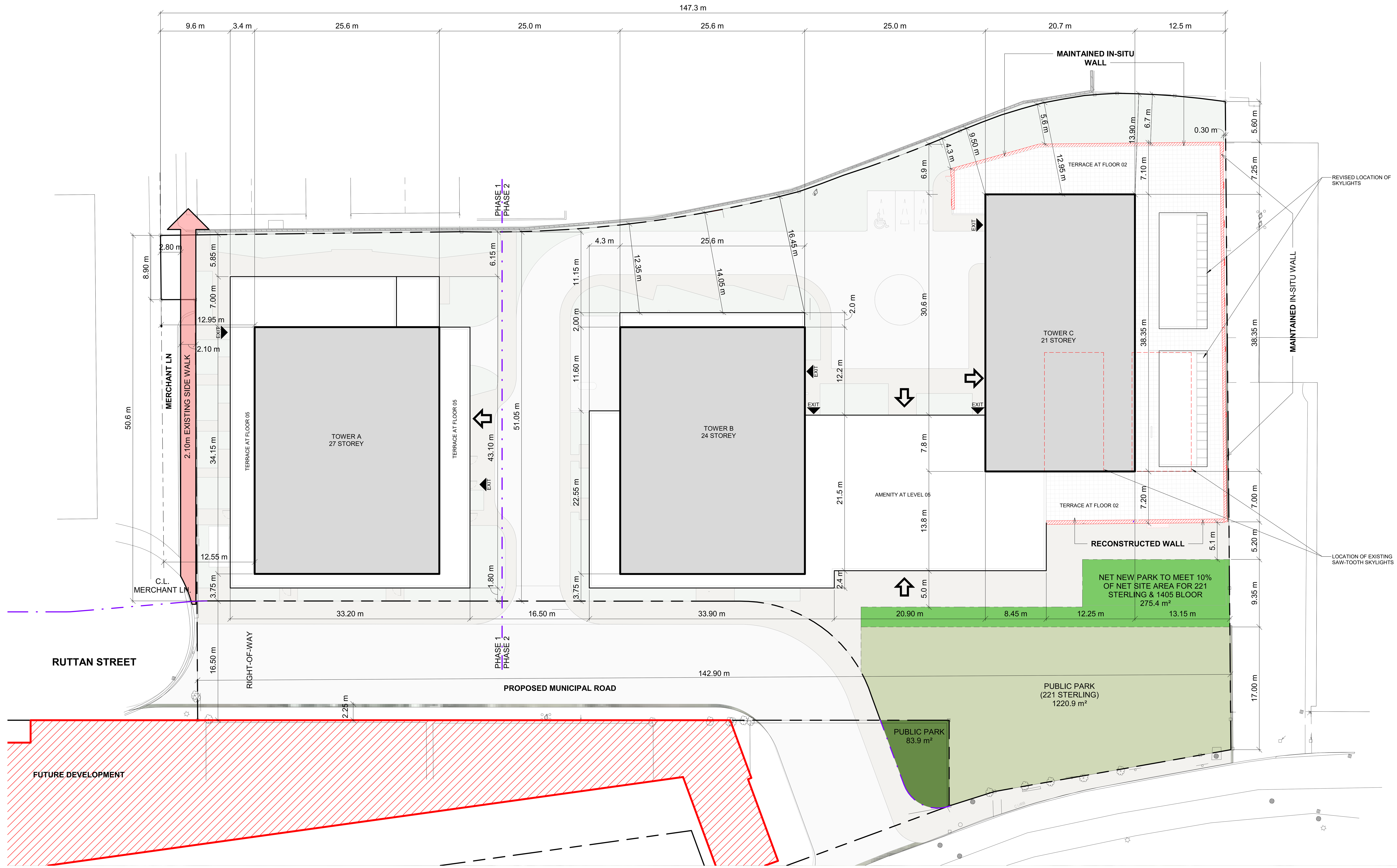
DRAWN BY
SKL

CHECKED BY
Checker

SCALE
1 : 1

DRAWING NO.
RZ002

2023-02-10 3:43:02 PM



1 SITE PLAN
1 : 250

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LEGEND

- PRIMARY RESIDENTIAL ENTRANCE
- SECONDARY RESIDENTIAL ENTRANCE
- RETAIL ENTRANCE
- EXIT
- FIRE HYDRANT
- SIAMESE CONNECTION
- CONVEX MIRROR
- TRANSFORMER WITH CLEARANCES
- FIRE ROUTE SIGN
- 000.00 SPOT ELEVATION
- GAS/HYDRO METER

#	DATE	DESCRIPTION	BY
1	2023-02-01	ISSUANCE OF REVISED ZONING DRAWINGS	

221 Sterling Road Holdings Inc.

PROJECT
221 STERLING ROAD
TORONTO ONTARIO

DRAWING
SITE PLAN

PROJECT NO. 20.157CS
PROJECT DATE 2022-11-17
DRAWN BY SKL
CHECKED BY Checker
SCALE As indicated

DRAWING NO. RZ120

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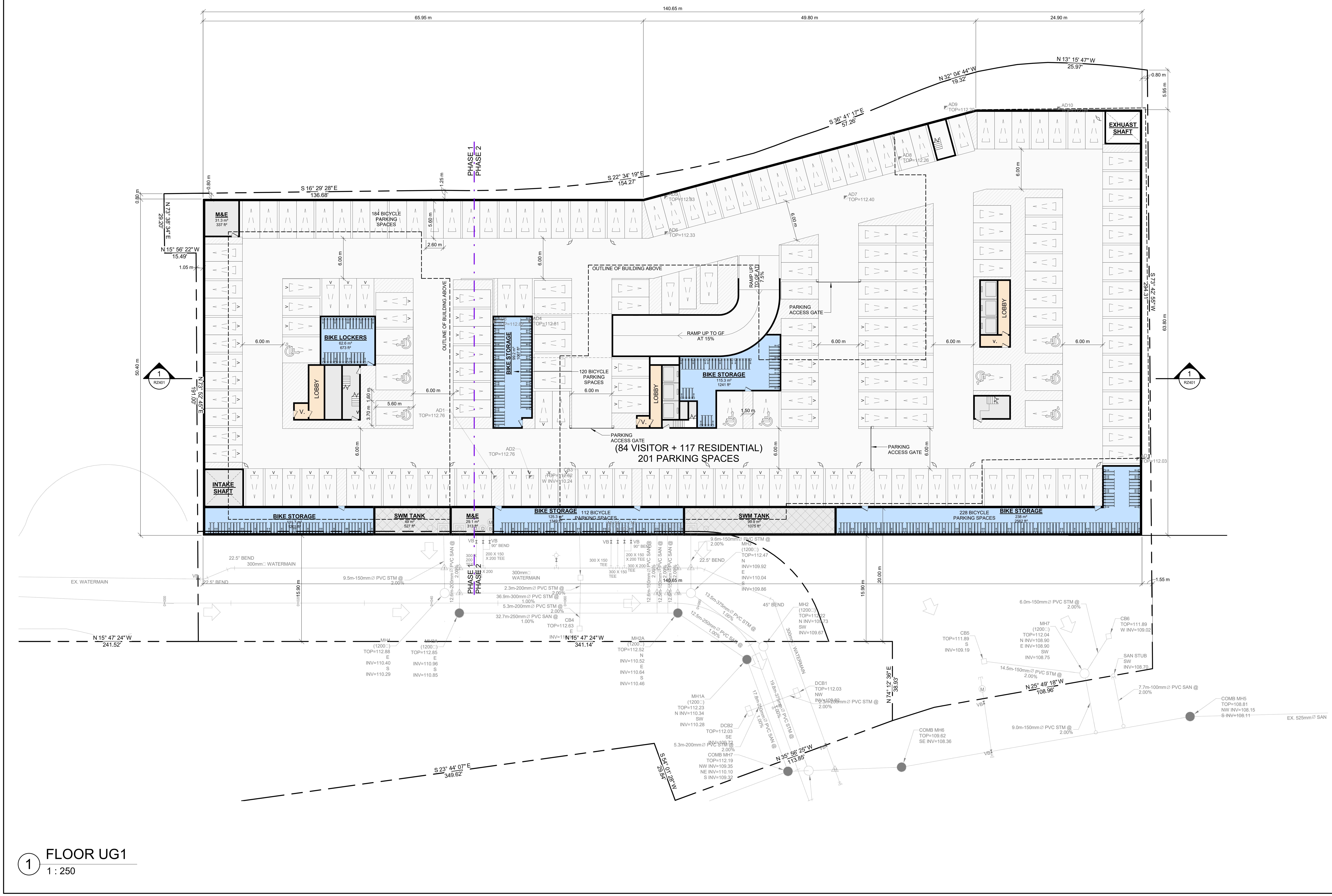

1 FLOOR UG1

1 : 250

2023-02-10 3:43:08 PM

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SYMBOL LEGEND:

CONVEX MIRROR

EV — PARKING SPACE WITH ACCESS TO EVSE

TYPICAL PARKING DIMENSIONS:

AISLE WIDTH: MIN 6m

TYPICAL PARKING SPACE:
MIN 2.6 x 5.6 x 2.0m HIGH

TYPICAL BARRIER FREE SPACE:

MIN 3.9 x 5.6 x 2.1m HIGH

#	DATE	DESCRIPTION	BY
1	2023-02-01	ISSUANCE OF REVISED ZONING DRAWINGS	

221 Sterling Road Holdings Inc.

PROJECT

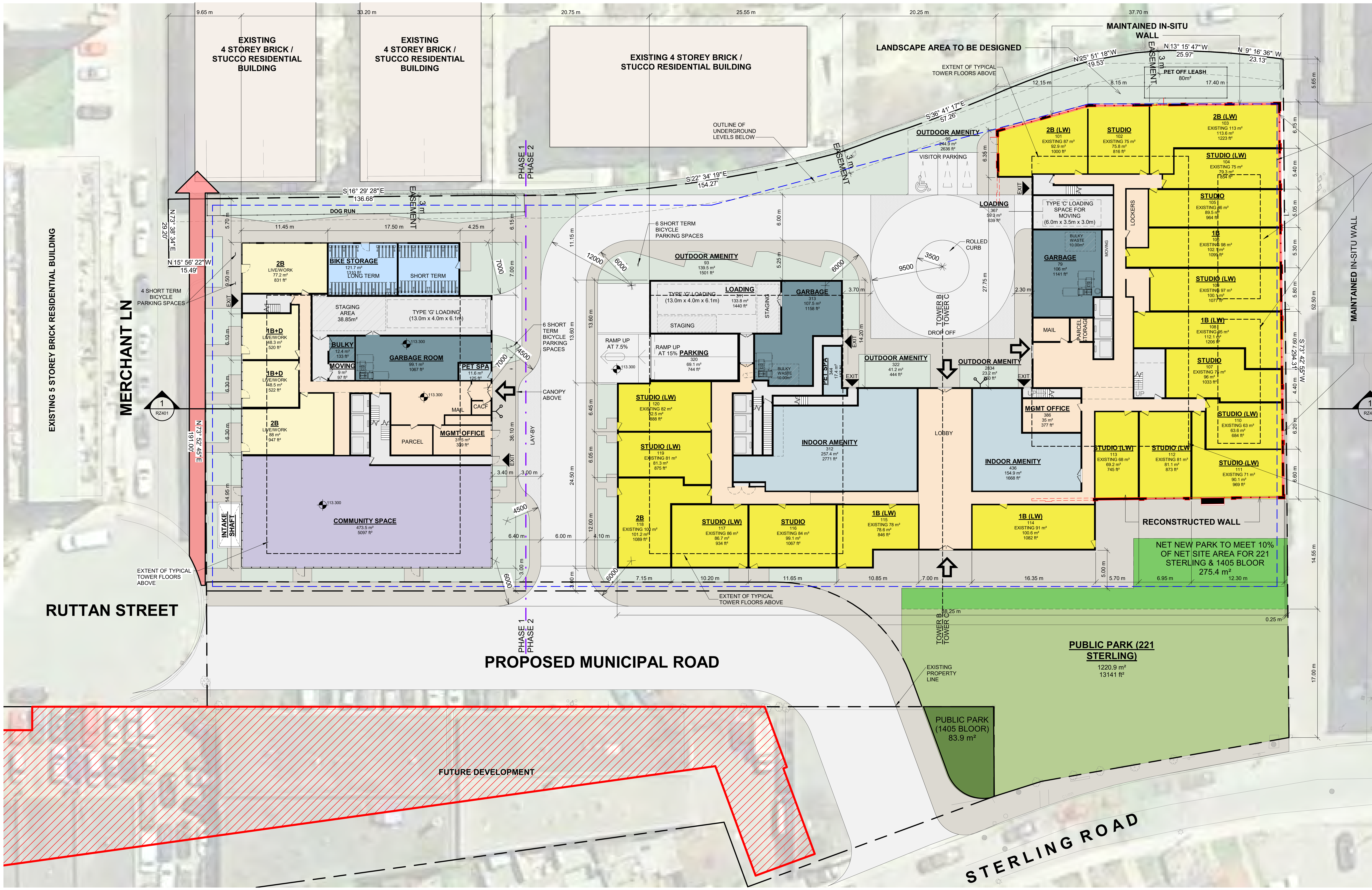
221 STERLING ROAD

TORONTO ONTARIO

DRAWING

FLOOR UG1

PROJECT NO.	20.157CS
PROJECT DATE	2022-11-17
DRAWN BY	SKL
CHECKED BY	Checker
SCALE	As indicated
DRAWING NO.	RZ150



1 FLOOR 01
1 : 250

2023-02-10 3:43:10 PM

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LEGEND

- PRIMARY RESIDENTIAL ENTRANCE
- SECONDARY RESIDENTIAL ENTRANCE
- RETAIL ENTRANCE
- EXIT
- FIRE HYDRANT
- SIAMESE CONNECTION
- CONVEX MIRROR
- TRANSFORMER WITH CLEARANCES
- FIRE ROUTE SIGN
- 000.00 SPOT ELEVATION
- GAS/HYDRO METER

#	DATE	DESCRIPTION	BY
1	2023-02-01	ISSUANCE OF REVISED ZONING DRAWINGS	

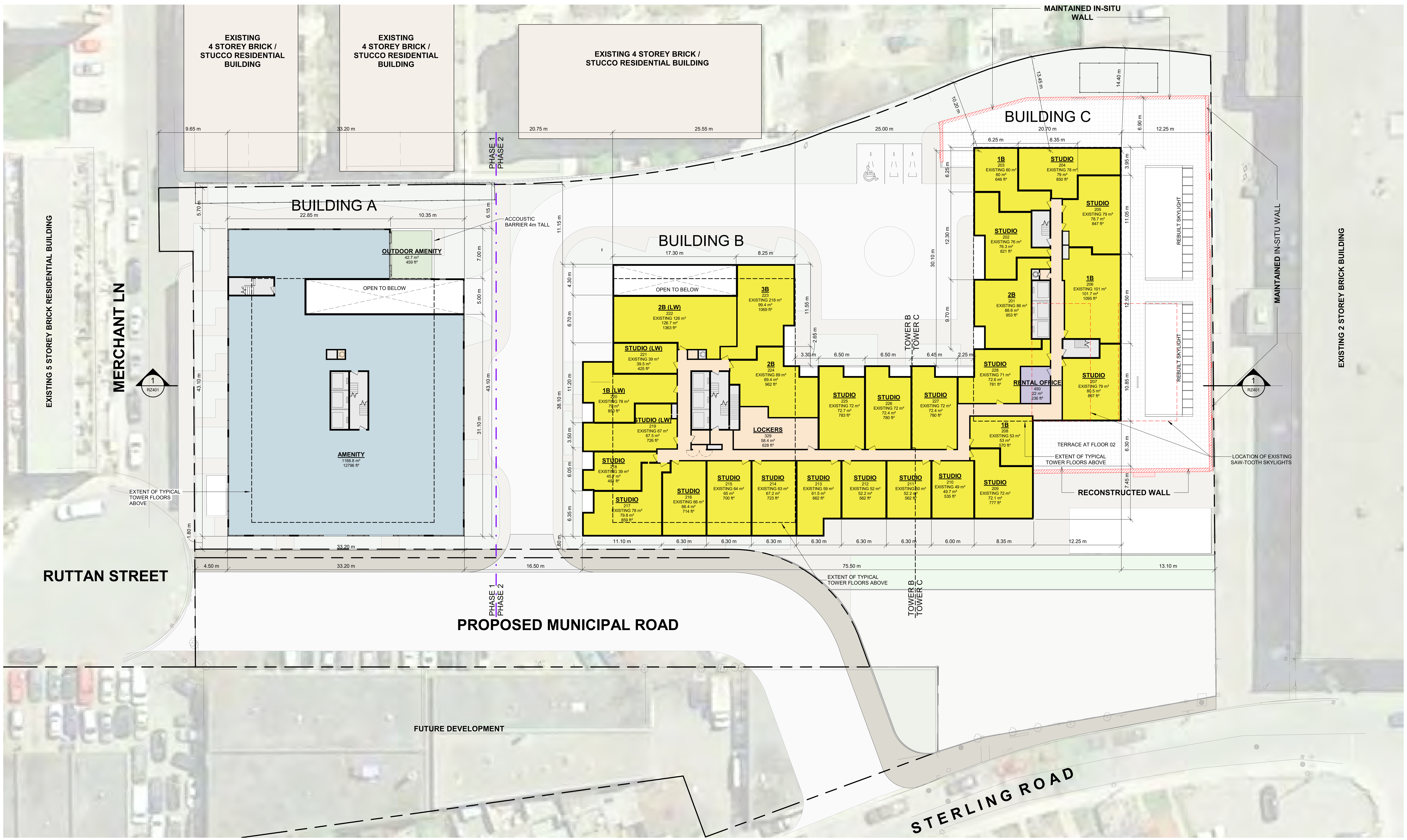
221 Sterling Road Holdings Inc.

PROJECT
221 STERLING ROAD
TORONTO ONTARIO

DRAWING
GROUND FLOOR PLAN

PROJECT NO.	20.157CS
PROJECT DATE	2022-11-17
DRAWN BY	SKL
CHECKED BY	Checker
SCALE	As indicated

DRAWING NO.
RZ151



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#	DATE	DESCRIPTION	BY
1	2023-02-01	ISSUANCE OF REVISED ZONING DRAWINGS	

221 Sterling Road Holdings Inc.

PROJECT

221 STERLING ROAD

TORONTO ONTARIO

DRAWING

FLOOR 2

PROJECT NO. 20.157CS

PROJECT DATE 2022-11-17

DRAWN BY SKL

CHECKED BY Checker

SCALE 1 : 250

DRAWING NO. RZ152

2023-02-10 3:43:11 PM

2023-02-10 3:43:13 PM

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1	2023-02-01	ISSUANCE OF REVISED ZONING DRAWINGS	

221 Sterling Road Holdings Inc.

PROJECT

221 STERLING ROAD

TORONTO ONTARIO

DRAWING

FLOOR 3

PROJECT NO.
20.157CS

PROJECT DATE
2022-11-17

DRAWN BY
Author

CHECKED BY
Checker

SCALE
1 : 250

DRAWING NO.
RZ153

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#	DATE	DESCRIPTION	BY
1	2023-02-01	ISSUANCE OF REVISED ZONING DRAWINGS	

221 Sterling Road Holdings Inc.

PROJECT

221 STERLING ROAD

TORONTO ONTARIO

DRAWING

FLOOR 4

PROJECT NO.
20.157CS

PROJECT DATE
2022-11-17

DRAWN BY
SKL

CHECKED BY
Checker

SCALE
1 : 250

DRAWING NO.
RZ154

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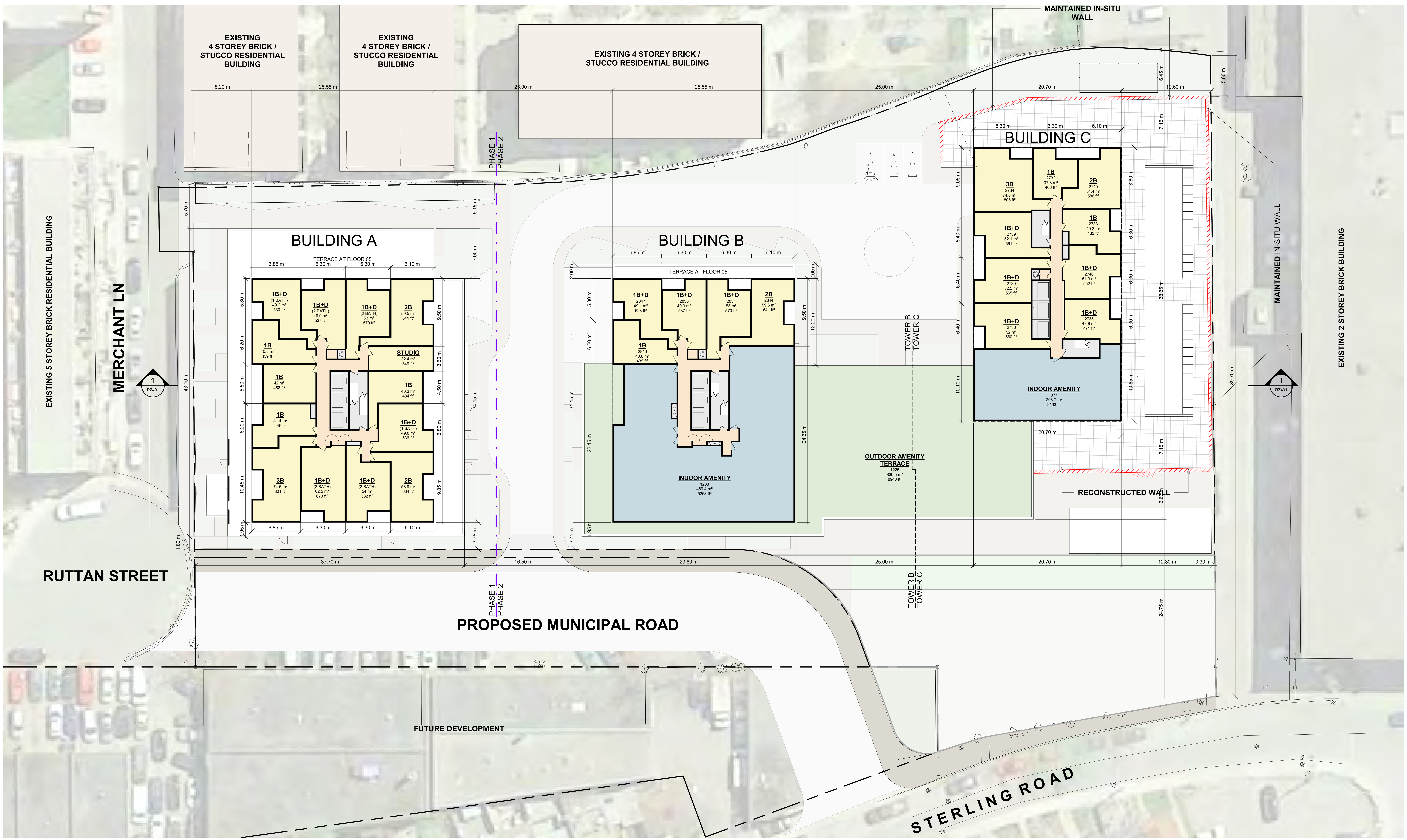

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#	DATE	DESCRIPTION	BY
1	2023-02-01	ISSUANCE OF REVISED ZONING DRAWINGS	

221 Sterling Road Holdings Inc.

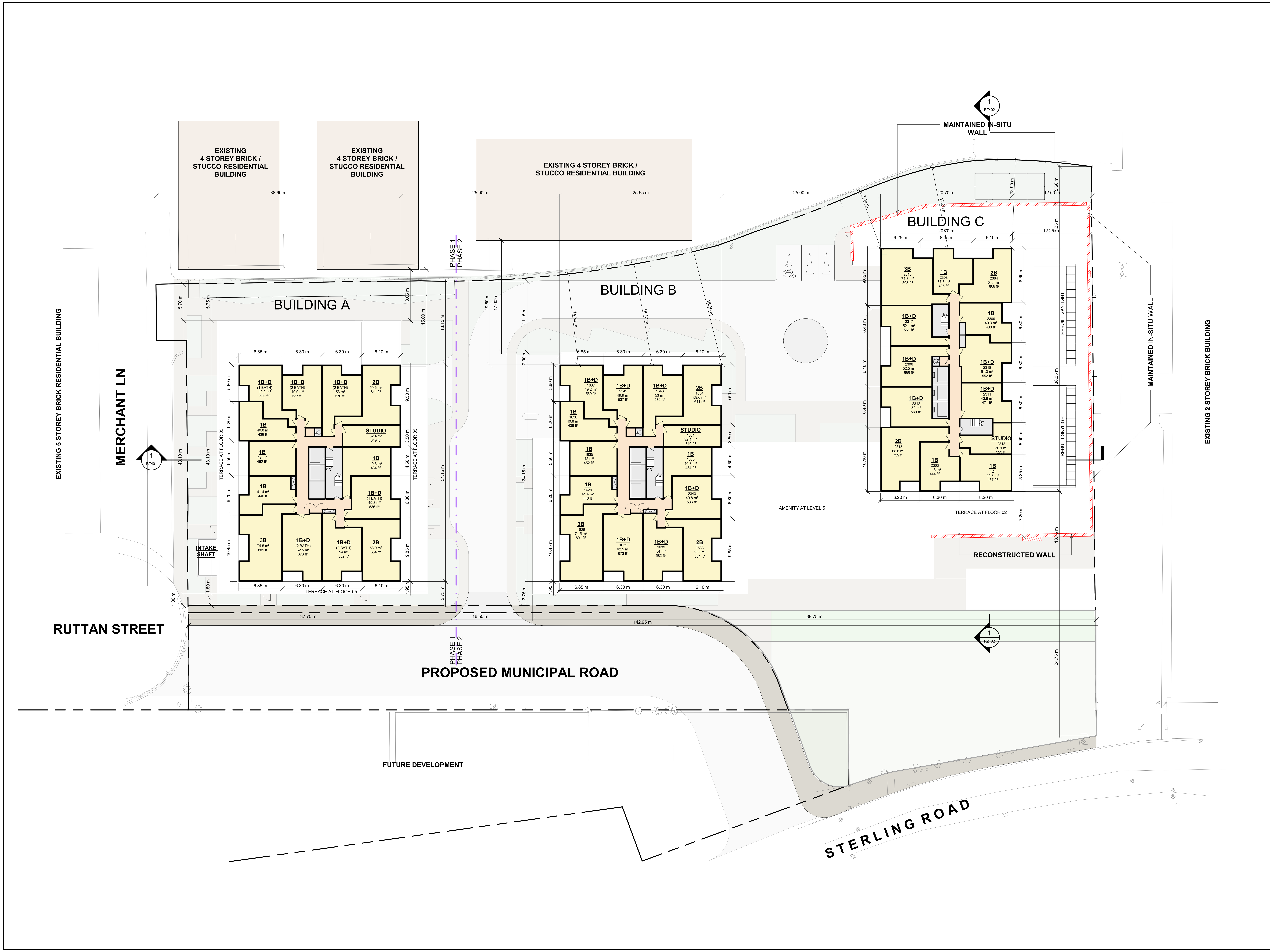
PROJECT
221 STERLING ROAD
TORONTO ONTARIO

DRAWING
FLOOR 5

PROJECT NO. 20.157CS
PROJECT DATE 2022-11-17
DRAWN BY SKL
CHECKED BY Checker
SCALE 1 : 250

DRAWING NO. RZ155

2023-02-10 3:43:18 PM



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#	DATE	DESCRIPTION	BY
1	2023-02-01	ISSUANCE OF REVISED ZONING DRAWINGS	

221 Sterling Road Holdings Inc.

PROJECT

221 STERLING ROAD

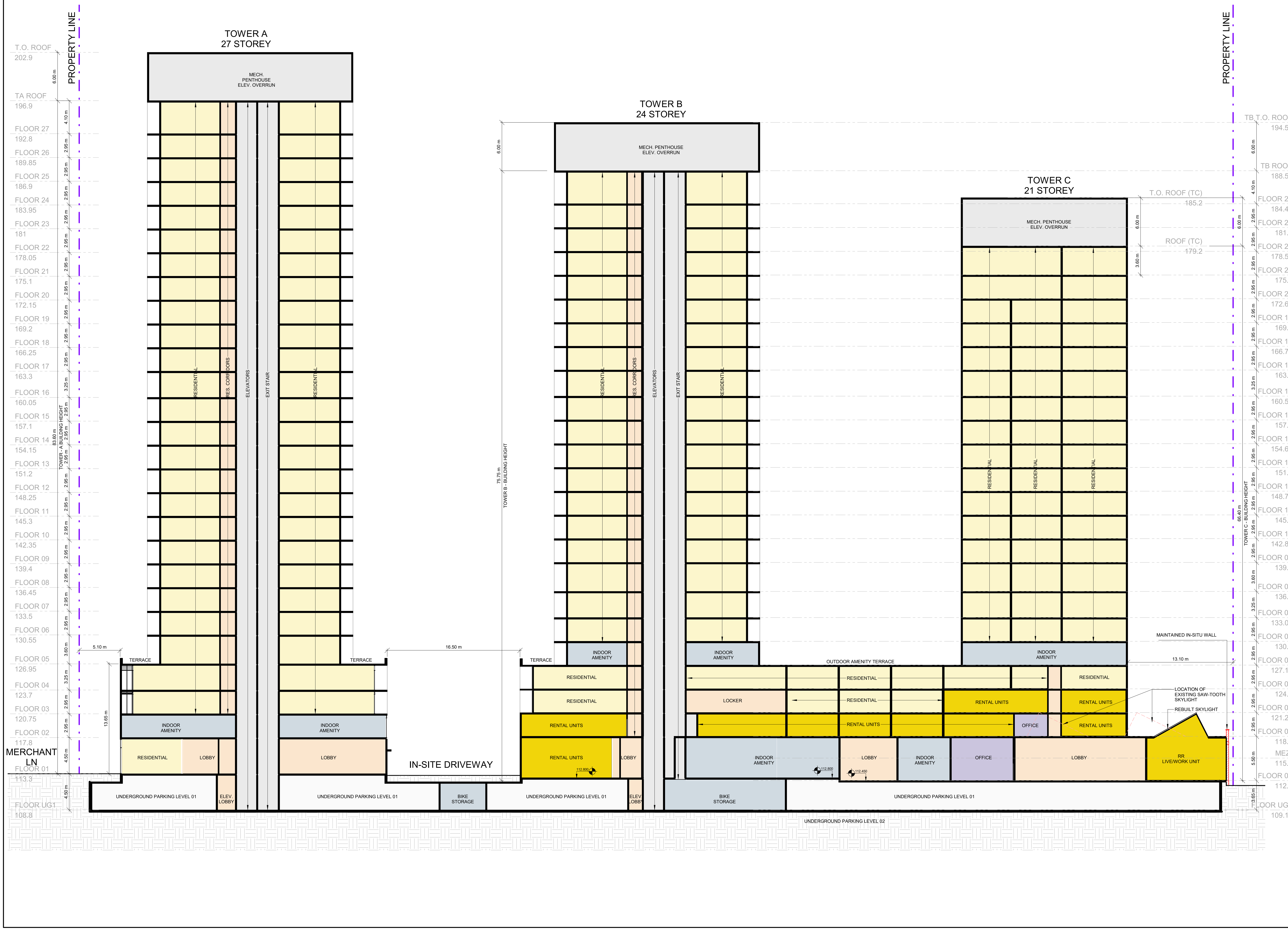
TORONTO ONTARIO

DRAWING

TYPICAL TOWER PLANS (5-23 BLD A, 6-20 BLD B, 6-17 BLD C)

PROJECT NO. 20.157CS
PROJECT DATE 2022-11-17
DRAWN BY SKL
CHECKED BY Checker
SCALE 1 : 250

DRAWING NO. RZ156



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#	DATE	DESCRIPTION	BY
1	2023-02-01	ISSUANCE OF REVISED ZONING DRAWINGS	

221 Sterling Road Holdings Inc.

PROJECT
221 STERLING ROAD
TORONTO ONTARIO

DRAWING
BUILDING SECTION

PROJECT NO. 20.157CS
PROJECT DATE 2022-11-17
DRAWN BY SKL
CHECKED BY Checker
SCALE 1 : 200

DRAWING NO.
RZ401

APPENDIX II

Structural Preservation Strategy
as prepared by
Facet Group Inc.

Facet Group Inc.

716 – 228 Queens Quay West
Toronto, Ontario M5J 2X1
T 416-409-0772 | F 647-349-2453
www.facetgroup.ca

February 02, 2023

221 Sterling Road Holdings Inc.
Barry Stern,
Vice President - Development
50 Confederation Parkway
Concord, ON L4K 4T8

Re: 221 Sterling Road, Toronto – Structural Preservation Strategy

Facet Group Inc. project no. 202225

Dear Barry,

We have been retained by 221 Sterling Road Holdings Inc. to provide professional services related to the structural preservation of the heritage attributes.

We understand you wish to conserve the following:

- 221 Sterling Road – Building C West, circa early 1910s, one storey industrial building: west (principal) elevation and south elevation;
- 221 Sterling Road – Building C East, circa early 1920s, one storey industrial building: south elevation and east elevation.

The purpose of this report was to assess the existing condition of the buildings, and present our recommendations on the appropriate conservation strategy for the components noted above.

An exterior review was completed from grade. Interior inspections were completed along all elevations. Investigative openings were not required; the interior wythes of masonry at the subject elevations were found to be exposed. Compressive and chloride ion testing of the foundations was completed.

As part of our review, we have relied upon the following supporting documents:

- Architectural ZBA Drawings as prepared by Turner Fleischer Architects, dated 01Feb2023
- Heritage Impact Assessment as prepared by GBCA Architects, dated 26Apr2021

The proposed development includes three towers with two levels below grade. See below our findings, recommendations, and methodologies.

Findings:

221 Sterling Rd – Building C West, circa early 1910s, is a one storey, multi wythe clay brick and cast-in-place concrete industrial building.

The west elevation has been constructed with multi wythe clay brick, cast-in-place concrete window sills, and a continuous cast-in-place concrete top of wall and window lintel. The south elevation has been constructed with multi wythe clay brick, and cast-in-place concrete window sills, lintels, pilaster caps and parapet coping.

The exterior masonry was found to be three wythe with four wythe pilasters, installed in a common bond pattern. The south elevation parapet was found to be three wythe.

The west elevation was found to have undergone various alterations and repairs, including areas of full reconstruction. The south corner, at the location of the exterior downpipe, was found to have extensive water damage and deterioration. Efflorescence and cracking was observed at the interior south west corner affecting the full height of the masonry.

The south elevation parapet masonry was found to have severe weathering and deterioration, brick staining and spalled units. The cast-in-place concrete parapet cap was found to have moderate deterioration. The cast-in-place concrete window sills and lintels were found to be heavily deteriorated with significant spalling and cracks.

The above grade masonry was generally found to be in poor condition.

The building does not have a basement or below grade level. The foundation walls were found to be constructed with cast-in-place concrete extending above grade as a plinth. The exposed areas of the foundation walls appear to have been subjected to considerable amounts of de-icing salts; severe weathering and deterioration was observed. Core samples were extracted to confirm the compressive strength and the Chloride Ion content. The south elevation foundation wall compressive strength was found to be 37 – 42 MPa, with up to 4.68 kg/m^3 chloride ion content, see attached report form Peto McCallum, dated 05Dec2022.

The below grade concrete was found to be in poor condition.

221 Sterling Rd – Building C East, circa early 1920s, is a one storey, multi wythe clay brick and cast-in-place concrete industrial building.

The south elevation has been constructed with multi wythe clay brick, and cast-in-place concrete window sills, lintels, pilaster caps and parapet coping. The east elevation has been constructed with multi wythe clay brick, cast-in-place concrete window sills, and a continuous cast-in-place concrete top of wall and window lintel.

The exterior masonry was found to be three wythe with five wythe pilasters, one additional wythe at the interior and exterior, installed in a common bond pattern. The bond patterns were found to be irregular with two to six stretcher courses between the header courses, the bonding was also found not to align at all areas between the spandrels and pilasters. The south elevation parapet was found to be three wythe.

The south elevation clay brick masonry was found to have moderate weathering and deterioration, brick staining and spalled units. A metal flashing was found to be installed on cast-in-place concrete parapet cap, further investigation is required. The cast-in-place concrete window sills and lintels were found to be heavily spalled and cracked.

The east elevation cast-in-place window sills were found to have moderate deterioration and spalling. The top wall and window lintel cast-in-place concrete appears to have been previously replaced and was found to be in good condition. A large step crack was observed in the masonry at the south east corner.

The south elevation above grade masonry was generally found to be in poor condition. The east elevation above grade masonry was generally found to be in fair condition.

The building does not have a basement or below grade level. The foundation walls were found to be constructed with cast-in-place concrete extending above grade as a plinth. The exposed areas of the foundation walls appear to have been subjected to considerable amounts of de-icing salts; severe weathering and deterioration was observed. Core samples were extracted to confirm the compressive strength and the Chloride Ion content. The south elevation foundation wall compressive strength was found to be: 21 – 43 MPa, with up to 4.09 kg/m^3 chloride ion content, the east elevation foundation wall compressive strength was found to 40 – 46 MPa, with up to 1.88 kg/m3 chloride ion content, see attached report form Peto McCallum, dated 05Dec2022.

The below grade concrete was found to be in poor condition.

Refer to Facet Group appendix A: Existing condition site photos

Recommendations and Methodologies:

The following right of way, site logistics and construction constraints were considered:

- Active lane along the south elevation servicing and owned by 213-219 Sterling Rd.
- Pedestrian protection and traffic flow.
- Site access, staging and constructability.

<u>221 Sterling Rd – Buidling C West and Building C East:</u>

We believe the west (principal) elevation of Building C West should be catalogued and reconstructed.

Our recommendation to catalogue, salvage sound masonry units, and reconstruct the west elevation is based on the percentage of original fabric remaining and the severely deteriorated condition.

We believe the east elevation of Building C East can be retained.

The shoring design for the east elevation will include a continuous caisson wall installed on the exterior of the masonry façade. The existing foundations will be removed; the new structure will provide the permanent support for the retained masonry.

Our retention design will include needle beams or brackets, installed below the existing pilasters, connected to the shoring to support the vertical loads. The spandrel masonry will be supported on the needle beams using continuous through bolted steel channels with welded plates embedded into a reglet; the through bolts will be site templated and installed through the T joints to avoid damage to the clay brick units.

The masonry will be supported laterally using external steel skeletal frames supported on the perimeter shoring and temporary cast-in-place concrete ballast foundations. Additional above grade concrete counterweights may be installed to prevent overturn. The steel frames will be designed to allow for construction access. Where possible, all connections to the retained masonry will be made through the existing window and door openings and at the top of the wall.

We believe the south elevations of Building C West and Building C East should be panelized.

Our recommendation to panelize over retention is based on the following logistic and construction constraints:

- In situ preservation requires agreements with the neighbour to install caisson shoring and an above grade retention system on their property along their main route of access.
- The caisson shoring and needle beams required to support the masonry will reduce the laneway width by 1300mm – 1500mm.
- The retention system will reduce or eliminate the neighbor's ability to park along their north elevation.
- The installation of the shoring requires will close the lane for six to eight weeks due to the 7500mm width requirement for drilling.
- The installation of the retention system will close or restrict access in the lane for five to seven weeks.
- The removal of the retention system and cutting down of the shoring will close or restrict access in the lane for four to six weeks.

Our design will include temporary steel support frames to keep each panel under compression. Neoprene will be installed between the steel and the masonry or concrete to prevent damage during removal and transport.

The panels will be reinstalled on the new foundations. The panels will be set using stainless steel dowels and a lime base mortar, with stainless steel brackets connected to the new structure for lateral support.

Refer to Facet Group appendix B: Proposed panelization grids for Building C West and Building C East

The following test pits and exterior daylighting will be completed prior to the submission of our concept drawings.

- Test pits will be completed to coordinate the offset of the shoring to the east elevation of Building C East
- Exterior daylighting will be used to verify location, depth, and condition of subsurface utilities within the existing east laneway.

The above investigative scope will not rule out or change our opinion and recommendations for the structural preservation of the heritage attributes.

Selective restoration and or permanent structural repairs may be completed concurrently with the installation of the retention systems or prior to panelization. The building demolition sequence, an integral part of preserving the heritage fabric, will be coordinated with our design.

Precision monitors will be installed on the façades and retention systems. They will be surveyed monthly until the façades are supported and connected to the permanent structure.

Refer to Facet Group appendix C: Examples of retention and panelization projects

We are pleased to provide the above for your review and discussions with City of Toronto as part of the Heritage Planning and Development approval process. We are available to meet to further discuss our findings and approach for the redevelopment of 221 – 225 Sterling Road, Toronto.

Best regards,

Neil Puype
Principal

FACET GROUP – APPENDIX A: EXISTING CONDITION SITE PHOTOS:

BLDG C WEST – WEST ELEVATION

BLDG C WEST – INT SOUTH WEST CORNER 1

BLDG C WEST – INT SOUTH WEST CORNER 2

BLDG C WEST – INT SOUTH WEST CORNER 3

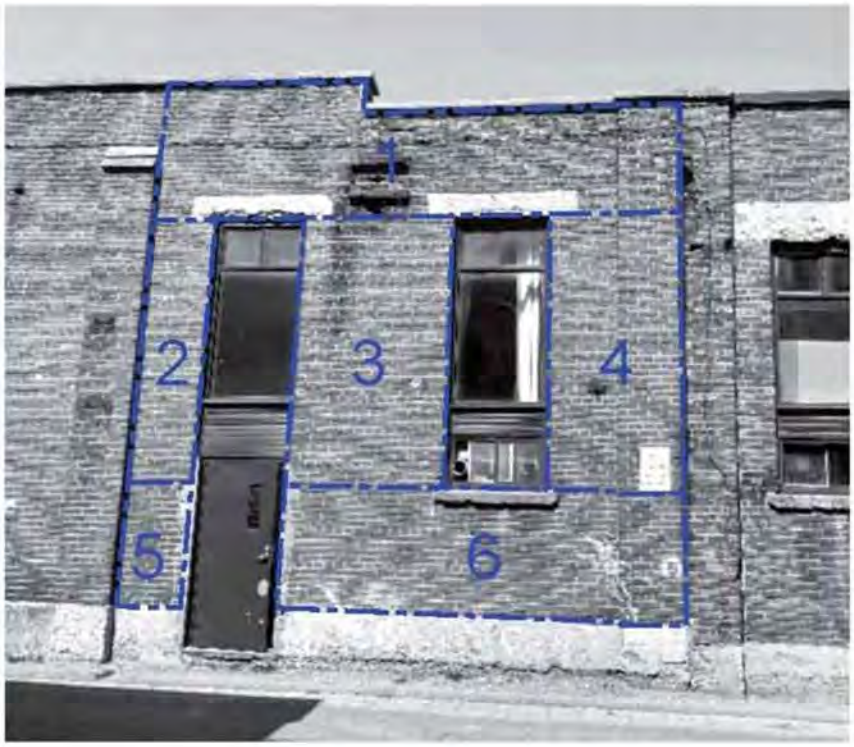
BLDG C WEST – SOUTH ELEVATION

BLDG C EAST – SOUTH ELEVATION

BLDG C EAST – EAST ELEVATION 1

BLDG C EAST – EAST ELEVATION 2

FACET GROUP – APPENDIX B: PROPOSED PANELIZATION GRIDS FOR THE SOUTH ELEVATIONS:



BLDG C WEST

PANEL DIMNESIONS:

1: 6210mm L x 1770mm H (left)
1345mm H (right)
2: 768mm L x 3275mm H
3: 1765mm L x 3275mm H
4: 1430mm L x 3275mm H
5: 768mm L x 1180mm H
6: 4335mm L x 1180mm H

BLDG C EAST

PANEL DIMENSIONS:

1: 5925mm L x 1675mm H
2: 990mm L x 2750mm H
3:1350mm L x 2750mm H
4: 5925mm L x 1675mm H

FACET GROUP – APPENDIX C: EXAMPLES OF RETENTION AND PANELIZATION PROJECTS:

365-385 Yonge St, Toronto, Facet Group Project No. 201705
External Retention, multiple two to four-and-a-half storey buildings, pedestrian walkway on cast-in-place and pre-cast base walls, bridging over hydro vault, internal shoring.

Exterior four-and-a-half storey

Internal four-and-a-half storey vertical stiffening beams connected to shoring piles

External two and three storey bridged over hyrdo vault

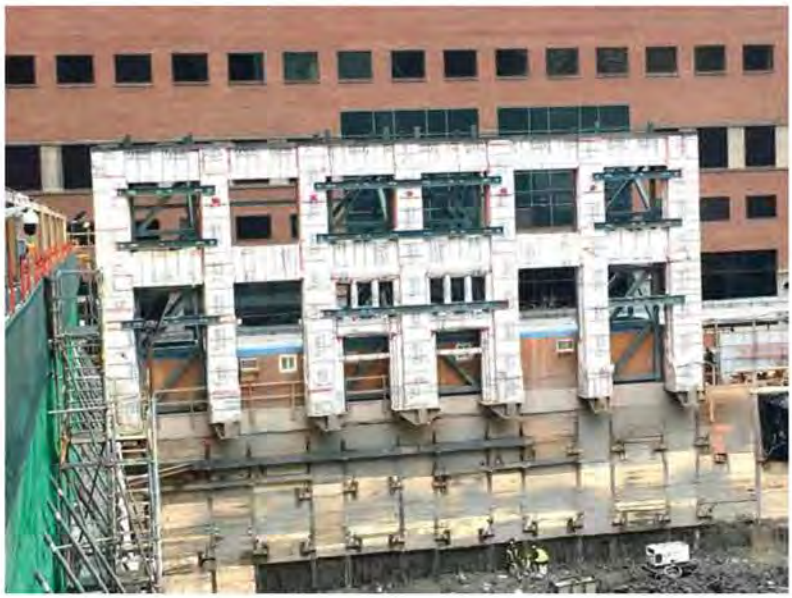
Internal looking west from Gerrard St east entrance

160 Front St E, Toronto, Facet Group Project No. 201816
Façade Panelization (upper four floors), multi wythe masonry, up to six wythes panelized with compression frames Cantilevered Retention (lower three and a half floors), needle beams connected and supported on micro piles to prevent overturn, prefabricated towers providing lateral restraint.

5 wythe decorative pilaster

Cantilevered retention on below grade steel support grid

Spandrel with toothed pilaster



Cantilevered retention, interior needle beams

495, 511-529 King St W, Toronto, Facet Group Project No. 201822
495 King St W, internal and external building retention, north elevation external retention towers are connected to the caisson wall and cantilevered over the site.
511 – 529 King St W, external three-storey and four-and-a-half storey retention with pedestrian walkway, tapered towers to maintain 3m clearance from stood-off high voltage lines, internal shoring.

495 King St W – Interior, south elevation

495 King St W – Exterior looking south-east

511-529 King St W – Pedestrian walkway

511-529 King St W – Exterior

8 Gloucester St, Toronto, Facet Group Project No. 201918
Façade Panelization – single wythe masonry veneer reinforced with carbon fiber and steel angles.
*Images are from one of two second floor panels, dimensions: 2750mm height x 6250mm length x 100mm depth

90 Queen Street East, Toronto, Facet Group Project No. 202105
External Façade Retention of multiple three and four storey buildings. Prefabricated retention towers with pedestrian walkways on cast-in-place concrete base walls, with sections supported on helical piers to provide subsurface utility access. Truck and emergency vehicle access at public laneway. Cast-in-place base walls designed to support the façades during the sequenced removal and replacement of the existing foundation walls.

98 – 104 Queen St E EXTERIOR

98 – 104 Queen St E INTERIOR

Richard Bigley Lane – vehicular access

3 Mutual St