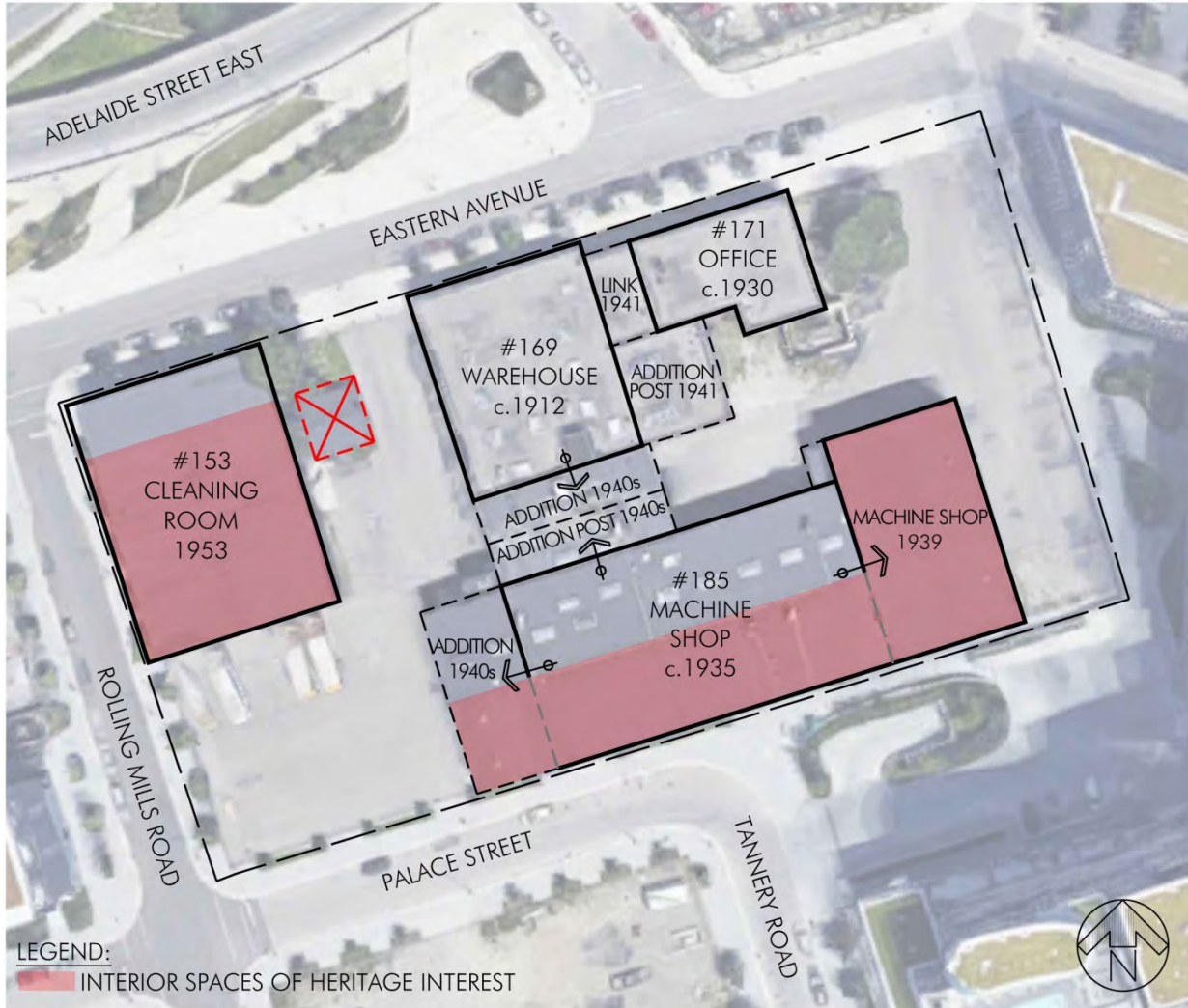


HERITAGE IMPACT ASSESSMENT
153-185 Eastern Avenue, City of Toronto
(Former Dominion Wheel and Foundries Company)
B80086 No. 153 Eastern Avenue
B81484 No. 169 Eastern Avenue
B80102 No. 171 Eastern Avenue
B80129 No. 185 Eastern Avenue



Site Plan, 2021 (SBA)

FINAL

Prepared for Infrastructure Ontario (IO)
June 24th 2021



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CORE Architects June 21st, 2021

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Executive Summary

The property at 153-185 Eastern Avenue is owned by the Province and is a Provincial Heritage Property. An evaluation of the cultural heritage value or interest of the property was documented in a Cultural Heritage Evaluation Report (CHER) dated June 2021. Its cultural heritage value or interest derives from it being the last industrial complex associated with the theme of railroad expansion between 1910 and 1960 within the West Don Lands neighbourhood of Toronto. The complex is comprised of five buildings of heritage value: two industrial buildings, the Cleaning Room and two Machine Shops, and two ancillary buildings, the Warehouse and the Office.

This Heritage Impact Assessment (HIA) was completed following MHSTCI's "*Information Bulletin 3: Heritage Impact Assessments for Provincial Heritage Properties*" (released in 2017). The Bulletin provides guidance on the preparation of a Heritage Impact Assessment to meet the requirements of the *Standards and Guidelines for the Conservation Provincial Heritage Properties* (issued under Section 25.2 of the *Ontario Heritage Act*).

It is the Provincial Government's intention to dispose of this surplus property as part of the Province's and City's on-going efforts to transition and revitalize the West Don Lands area from a largely underused and vacant industrial area to a thriving residential community including affordable housing. This redevelopment proposal supports the provincial *Housing Supply Action Plan*, the City of Toronto's *HousingTO 2020-2030 Action Plan*, and the *West Don Lands Secondary Plan*. The property itself is intended to support the development of new residential housing units and public interior and exterior amenity space that aligns with a Ministerial Zoning Order, 595/20. The order provides built form requirements for the development of the site with prescribed maximum height and density: the maximum permitted height is 141 metres and the total permitted residential and non-residential gross floor area is 75,038.4 square metres, of which a minimum of 500 square metres must be allocated for non-residential uses. In addition, the order provides for minimum building setbacks, residential amenity space requirements, vehicle and bicycle parking requirements, and loading requirements. The order also requires that at least 500 square metres of the site consist of privately owned publicly accessible space (POPS).

In a separate Provincial Contribution Agreement, the Province will bind any future potential purchaser to provide much needed affordable housing. This will meet the City's requirement that 30% of the gross floor area would be dedicated to affordable rental units.

Put forth by CORE Architects, the drawings are conceptual and continue to evolve. The concept's heritage impact is being assessed in order to comply with the Court injunction and to set safeguards against the demolition of heritage assets, the preservation of which is compatible with the planning requirements of the MZO. It is the intent that once the land has been sold a specific development plan will be submitted to the City and will have to meet the requirements of the City's Site Plan Agreement process. The narrative within the HIA conveys a more accurate description of the intent of the design process and the development proposal. In cases where there is a discrepancy between the words and the drawings, the written description within the HIA of the development and its details should be understood as the accurate reflection of process and design.

The initial design proposal undertaken by CORE Architects concluded that all the buildings on the site needed to be demolished in order to meet the planning requirements of the MZO and the Subdivision Agreement. CORE's planning feasibility statement provided three reasons for the demolition of all

buildings: the remediation of all the soil on the site, the financial advantage of having two levels of parking that covered the entire site, and the poor condition of the existing brick masonry. The original planning feasibility statement argued that keeping the heritage buildings would exacerbate the extent to which the market units could provide the financial basis to build the affordable units. Although none of the original heritage fabric would be preserved, the proposal did pay homage to the industrial history of the site through the replication of the exterior walls of the Cleaning Room, the 1939 Machine Shop and the southern façade of the 1935 Machine Shop. A reconstructed large, open industrial space would also be designed for mostly public use.

In January 2020, in preparation for disposal of the property the Province commenced demolition. Shortly after the commencement of demolition the City and the community raised concerns regarding the demolition and took the Province to court. The demolition was stayed by order of Justice Corbett of the Divisional Court. Since that time, the parties to the court proceedings agreed to endeavour to resolve their respective concerns about integrating the heritage attributes of the site into its redevelopment and the associated demolition outside of the litigation process. Infrastructure Ontario (IO) commissioned Stevens Burgess Architects Ltd. (“SBA”), a qualified architectural firm that specializes in heritage conservation, to undertake an independent Cultural Heritage Evaluation Report (CHER) and Heritage Impact Assessment (HIA). In addition, the Province undertook an extensive public consultation process in compliance with the Community Engagement requirement as set out in the *Standards and Guidelines for the Conservation of Provincial Heritage Properties* and *Information Bulletin 3 (MHSTCI, 2017)*. The Province also sought clarity around the applicable risk management measures required for contaminated soil when constructing a building of the intended density of housing on the site.

The program of community engagement clarified that there was broad public support for the heritage buildings and the heritage character of the area. There was also strong support for the creation of affordable housing on the property. The updated soil risk assessment and record of site conditions indicated that residential development could take place on the site without further remediation under certain prescribed conditions. The Condition Assessment undertaken as part of the CHER assessed the brick masonry to be generally in good condition.

Based on this new information CORE, working with SBA, developed an alternative proposal that mitigated the loss of the balance of heritage resources through the retention and conservation of the walls of the Cleaning Room, the entire building envelope of the 1939 Machine Shop, as well as the southern façade of the 1935 Machine Shop and its addition along Palace Street. This alternate design does not significantly impact the residential component above grade but does mean that the parking garage will not extend under either the Cleaning Room or the 1939 Machine Shop.

When the CHER was completed it provided a better understanding of the site’s heritage value as a historical setting as well as the heritage attributes that contribute to this value. It was determined to develop a second alternative to mitigate the loss of the setting’s attributes as well as the smaller scale attributes, especially the interior attributes associated with the large open spaces. This HIA recommends this second alternative proposal finding that it achieves an acceptable balance between a new housing development that reflects the governments’ objectives including the creation of much needed affordable housing units in the City of Toronto and the conservation of the cultural heritage value of the property.

The most significant positive heritage impacts of the recommended proposal include:

- the preservation of a brick masonry streetwall through a combination of the preservation of the masonry façade of the Cleaning Room, the replication of the Warehouse façade, and a sympathetic brick masonry base of similar height for the new stand-alone tower;
- the preservation of the balance of open space and built form within the block;
- for the Cleaning Room the preservation of the massing, the exterior walls, the interior finishes, and structure of a portion of the major open space;
- for the 1939 Machine Shop Building the preservation of the entirety of the building envelope and the interior finishes and structure of its interior open space;
- for the 1935 Machine Shop the preservation of the south façade complete with interior finishes, the reconstruction of the interior open space complete with structure and finishes; and,
- the preservation of all fitments that are heritage attributes on the site.

The most significant negative impacts of the recommended proposal include:

- the construction of three, high-rise residential towers within an historical setting of two storey masonry industrial buildings;
- the demolition and removal of two ancillary buildings: the Office at 171 Eastern Avenue and the Warehouse at 169 Eastern Avenue.

The loss of the heritage resources of the Warehouse and Office buildings are mitigated by the replication of the Warehouse façade, the Cultural Heritage Documentation Report undertaken by SBA in November of 2020, and the enhanced opportunity for the establishment of the “Industrial Workers” plaque and the “Dominion Foundry” Plaque recommended in ERA’s HIA for the West Don Lands (2011).

The following recommendations contained in this HIA are intended to ensure the protection of the property’s cultural heritage value.

Until the Property leaves the Provincial Government’s ownership:

- No demolition shall occur to the Cleaning Building, the 1935 and 1939 Machine Shop buildings and the 1940s additions to the west or north. As part of any potential demolition planning and/or works to be undertaken by the Province is it preferable that the west and/or north walls of the 1939 Machine Shop and the 1940s additions remain intact for ease of maintenance and stability in advance of any future sale and subsequent redevelopment. Should demolition be contemplated by the Province for the west and/or north walls of the 1939 Machine Shop and the 1940s addition, it is recommended that such works be subject to engineering approval and oversight by a Heritage Consultant to provide for the appropriate protection of the remainder of the buildings.
- The Province will retain the services of a qualified heritage consultant to oversee its Demolition Plan. The heritage professional will review the Province’s Demolition Plan, and provide detailed written instructions for the salvage, stabilization, and for replication of heritage resources. The Province will provide to the City in a timely manner a copy of its Demolition Plan complete with all conservation instructions prior to any demolition work being undertaken on the site. Further, the Province will provide ongoing demolition progress reviews undertaken by the heritage professional.
- No demolition shall commence on the Warehouse until a plan that outlines its replication, documentation, and salvage has been submitted to the City.

- At a minimum the two safe room doors and frames from the ground floor of the Office Building shall be salvaged. All salvaged items will be photographed, inventoried, and safely stored on site.
- For the buildings to be demolished before disposal: the Office Building, the Warehouse, and all additions to those two buildings, SBA's "Cultural Heritage Documentation Report" dated November 2020 shall serve as pre-demolition documentation. (A copy of this report has been provided to the City of Toronto.)

Conditions of sale shall include:

- Requirement to protect, maintain, and monitor the Cleaning Building and the Machine Shops, and all other obligated activities not undertaken while in Provincial ownership.
- A condition of the Agreement of Purchase and Sale between the government and any potential purchaser will be a Heritage Conservation Agreement that will be registered on title. The Heritage Conservation Agreement will set out the Conservation Plan as recommended in this HIA.

1. Introduction

1.1 Retainer

The property at 153-185 Eastern Avenue is located on the south side of Eastern Avenue, east of Cherry Street and opposite the entrance to St. Lawrence Street. The property is the remaining portion of what once was the Dominion Foundry site. The extant structures on site consist of Cleaning Building (153 Eastern; built 1953), Warehouse (169 Eastern; built 1912), Office (171 Eastern; built 1930) and Machine Shops (185 Eastern; built 1935/39) and numerous additions dating from the 1940's. Colloquially, it is referred to as the Dominion Foundry Site or the Foundry Complex.

The subject property stopped being used as an industrial complex c1986 and the province expropriated it in 1987. Since the cease of industrial use the property has remained mostly underutilized with certain buildings being used intermittently and partially for storage and filming. The property has been identified as surplus and the Province is selling it with a Ministerial Zoning Order (MZO) for redevelopment as housing.

There is no Strategic Conservation Plan in place for the property. *Information Bulletin #3, Heritage Impact Assessments for Provincial Heritage Properties (MHSTCI, 2017)* states: *A Heritage Impact Assessment will be prepared when an activity is proposed for a 'provincial heritage property' that may affect its cultural heritage value or heritage attributes and: a Strategic Conservation Plan is not in place...".* It is the intention that these recommendations may act as a strategic conservation plan for the disposal of the site in such a manner as to comply with the requirements of the S & G F.2; *"If a property is to leave provincial control, use the best efforts to the extent possible in law to ensure the ongoing, legally binding protection for the property's cultural heritage value (such as designation under Part IV of the Act, a heritage conservation easement, etc.) in any sale or other disposal agreement. The level of protection should be appropriate to the cultural heritage value of the property"*

Section 41 of the 2011 Subdivision Agreement for this property between the Province and the City requires "the owner to provide, prior to any work that could alter heritage attributes, building permit drawing or alteration drawings and additionally, a Heritage Impact Assessment, if it is determined that the attributes may be affected by planned alterations, to the satisfaction of the Manager, Heritage Preservation Services" for the City of Toronto.

In October of 2020 Infrastructure prepared a Draft Heritage Impact Assessment for the property that was forwarded to the City in January 2021.

In January of 2021 the Province proceeded with demolition of the buildings, but shortly after its commencement the demolition was stayed by order of Justice Corbett of the Divisional Court as an independent Heritage Impact Assessment had not been provided. Since that time, the parties to the court proceedings have agreed to endeavor to resolve their respective concerns about the demolition process outside of the litigation process. In February 2021 Infrastructure Ontario (IO) retained Stevens Burgess Architects (SBA) to provide a "fresh set of eyes" and commissioned them to undertake an independent Cultural Heritage Evaluation (CHER) and Heritage Impact Assessment (HIA). In addition the Province prepared a plan and undertook the Community Engagement as set out in the *Standards and Guidelines for the Preservation of Historic Place*.

The Draft CHER was reviewed by MGCS Heritage Committee in April of 2021. The CHER determined the property met the criteria for Provincial Heritage Property. The CHER was reviewed by the City of Toronto, Heritage Planning Services in May and was accepted by the City in June.

This HIA identifies the impact of the proposed activity and recommends an option and mitigation measures consistent with “Eight Guiding Principles in the Conservation of Built Heritage Properties”, MGCS, 2007.

Jane Burgess, Heritage Architect and Project Lead, attended the site in February and again in March. Julia Rady, Historian, with SBA undertook the historical research and historical assessment. Their qualifications can be found in Appendix A.

1.2 Site Location & Legal Description of Property

1.2.1 Site Location



Figure 1 Context Plan. Credit Google Maps, annotated by SBA

1.2.2 Legal Description of Property

The property's legal address is:

PIN 21077-0322 (LT), being Block 26, Plan 66M-2488, City of Toronto; and
PIN 21077-0313 (LT), being Block 17, Plan 66M-2488, City of Toronto

The property is 2.3 acres.

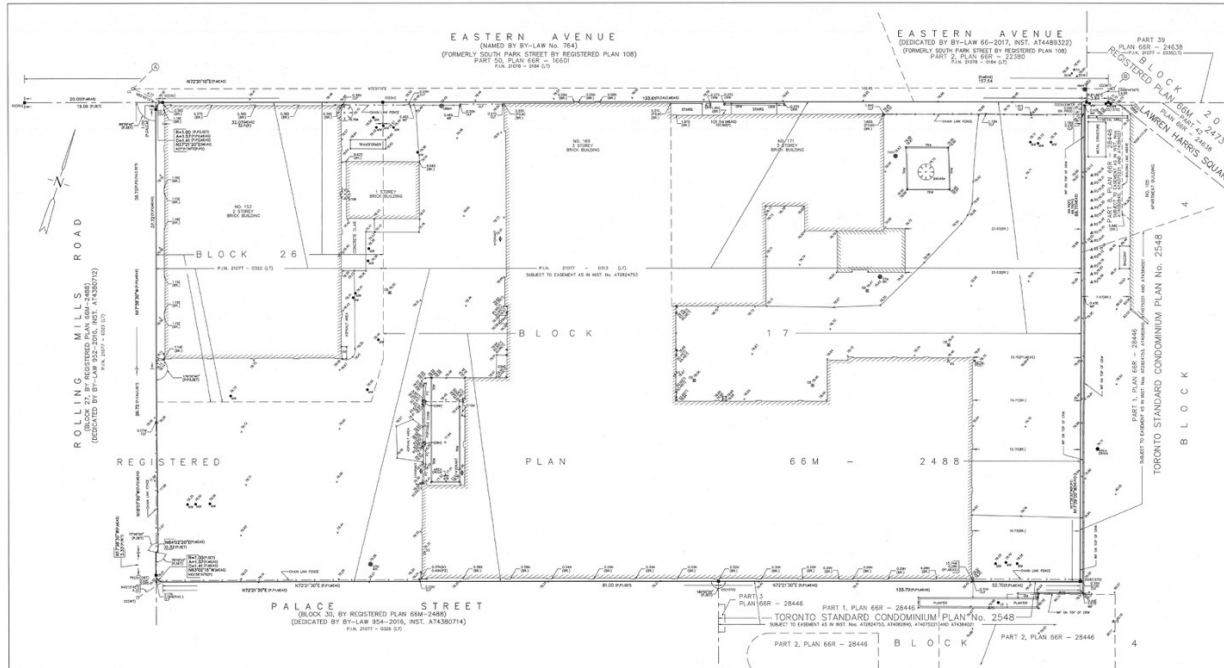


Figure 2 Survey

1.3 Level of Significance

Municipal Heritage Status

The property was listed by the City of Toronto on their Municipal Heritage Register in 2004.

Provincial Heritage Status

The property was evaluated for heritage value in 2021 in conformance with the 2006 Ontario Heritage Act, Reg 9/06 *Criteria for Determining Cultural Heritage Value or Interest* and Reg 10/06 *Criteria for Determining Cultural Heritage Value or Interest of Provincial Significance, the Ministry, Sport, Tourism and Culture Industries' (MHSTCI) Standard and Guidelines* and the Ministry of Infrastructure's (IO) *Heritage Identification and Evaluation Process*. The CHER identified the property met the criteria for a Provincial Heritage Property (PHP) under Reg 9/06 but not a Provincial Heritage Property of Provincial Significance under Reg10/06.

The MGCS Heritage Committee has confirmed this status.

1.4 Applicable Processes and Requirements

Ministry of Heritage Sport Tourism and Culture Industries (MHSTCI)

The property is provincially owned and is therefore subject to Part III, Section 25.2.: The *Standards and Guidelines for the Conservation of Provincial Heritage Properties* issued July 1st, 2010 and in force under the *Ontario Heritage Act*.

“Information Bulletin 3: Heritage Impact Assessments for Provincial Heritage Properties” (released in 2017) also informs the undertaking. The purpose of this Bulletin is to provide guidance on the preparation of a Heritage Impact Assessment to meet the requirements of the Standards and Guidelines for the Conservation Provincial Heritage Properties.

Archaeology

In December 2003, Archaeological Services Inc. (ASI) conducted the Stage 1 Archeological Assessment of ORC Ten West Don Lands Properties. ASI concluded that this site had extensive and repeated redevelopment related primarily to industrial uses and did not exhibit potential of significant pre-contact or Euro-Canadian archaeological resources.

More Homes, More Choice Act, 2019

The Province legislated the *More Homes, More Choice Act* includes measures to increase the supply of housing, making it more affordable. This would help more people realize their dream of homeownership, while renters will see lower costs and a mix of housing types from which to choose.

The government’s vision is that all people and their families find a home that meets their needs and budget.

Minister Zoning Order (MZO)

Ontario Regulation 595/20 was filed and came into force on October 22, 2020. In the regulation made under Section 47 of the *Planning Act* the Minister of Municipal Affairs and Housing (MMAH) made a Zoning Order (MZO). The zoning order applies to Blocks 17 and 26, Plan 66M-2488, known as 153-185 Eastern Avenue, Toronto, and forms the in-force zoning for the site. The order establishes zoning for the site to permit an apartment building, a mixed-use building, a commercial parking garage, a community centre, a common outdoor space and accessory uses; all other uses are prohibited. The order allows for a maximum of three buildings on the site, and one of the buildings is required to be an apartment building. The order provides built form requirements for the development of the site with prescribed maximum height and density: the maximum permitted height is 141 metres and the total permitted residential and non-residential gross floor area is 75,038.4 square metres, of which a minimum of 500 square metres must be non-residential uses. In addition the order provides for minimum building setbacks, residential amenity space requirements, vehicle and bicycle parking requirements, and loading requirements. The order also requires that at least 500 square metres of the site consist of privately owned publicly accessible space (ie. open space).

HousingTO 2020-2030 Action Plan

The City of Toronto has identified that addressing the lack of housing and in particular affordable housing as a priority.

The HousingTO 2020 -2030 Action Plan PDF provides a blueprint for action across the full housing spectrum – from homelessness to rental and ownership housing to long-term care for seniors. This new plan was created following a comprehensive public and stakeholder consultation in 2019 and sets an aggressive housing agenda focused on supporting people over the next 10 years.

The HousingTO Action Plan updates and builds upon the City’s first housing plan, Housing Opportunities Toronto Action Plan 2010-2020. It aligns with other City policies such as the Poverty Reduction Strategy, Resilience Strategy, TransformTO, the Seniors Strategy. It also sets targets to be achieved over the next 10 years with estimates of the financial investments necessary to achieve success. Additionally, the Plan provides for increased accountability and oversight over a range of government resources necessary for improving housing outcomes for residents.¹

¹ City of Toronto website
FINAL – June 2021
SBA Project No. 20073.1

2. Statements of Cultural Heritage Significance

The following Statement of Cultural Heritage Value (SCHV) supports the property as a Provincial Heritage Property.

2.1 Draft Statement of Cultural Heritage Significance for Provincial Heritage Property

Description of the Property

The 2.3-acre property occupies a block bounded by Eastern Avenue to the north, Cherry Street to the west, Place Street to the south, and a privately owned public open space (previously Overland) to the east. The site contains four major buildings. Two of the buildings – the Cleaning Room (153 Eastern Avenue) and Machine Shops (185 Eastern Avenue) – are industrial type buildings while the Warehouse (169 Eastern Avenue) and the Office (171 Eastern Avenue) are office type buildings.

The four two-storey brick buildings create a homogeneous complex. Both the Cleaning Room (153 Eastern Ave) and the Machine Shops (185 Eastern Ave) are excellent examples representative of mid-twentieth century industrial-type buildings. The Warehouse (169 Eastern Ave) and the Office (171 Eastern Ave) are typical modest office- type buildings of their period.

Description of Cultural Heritage Value

The complex is one the only remaining, albeit incomplete, example of an industrial complex borne of a period of railway expansion within the newly redeveloped precinct: the West Don Lands. It is the eastern portion of the twentieth century property of the Dominion Wheel & Foundries Ltd., a company whose occupancy of the site is associated with the industrial support of Canadian railways, which had a significant role in the community from the 1910s to the 1960s. The property yields an understanding about the area as an industrial centre and the theme of railway expansion during the first half of the 20th century.

The Cleaning Room and the 1939 Machine Shop were designed by the highly respected engineering firm of Procter, Redfern and Laughlin.

The decline in industrial activity (1960-2000) resulted in a transitioning into a new residential precinct. The West Don Lands and the area fundamentally transformed with new street patterns supporting the new residential land use. The portion of Eastern Avenue where the property is located is one of the few streets remaining from the early nineteenth century. The Machine Shop forms the termination point for the view corridor up the new street Tannery Road.

The property is a landmark within the West Don Lands community and the four buildings support a key linkage to the area's industrial past.

Description of the Heritage Attributes

Cultural Heritage Landscape – Setting

- Buildings built tight to the property lines;
- A two storey brick masonry streetwall along both Eastern Avenue and Palace Street punctuated by open space gaps.
- A balance of built form and open space distributed approximately evenly throughout the site

The Cleaning Room - 153 Eastern Avenue

- Massing and location tight to the north and west property lines
- Solid red brick masonry construction symmetrically organized with four bay south and north facades and six bay east and west facades.
- Large rectangular window openings set between brick piers with concrete sills and fitted with industrial metal sash windows;
- Two-storey large equipment door openings;
- The large open interior space in the southern two thirds of the building, complete with:
 - Exposed brick walls and concrete floor;
 - Steel truss, steel purlins and exposed wood deck
- Fitments include:
 - Secondary Steel structure to support the gantry crane; and,
 - Crane constructed by Sir William Arrol & Co. Ltd., Glasgow, Scotland

The Warehouse - 169 Eastern Avenue

- Massing, and location tight to property line;
- Solid red brick masonry construction symmetrically organized seven bay north façade with decorative in-laid concrete diamond and shield shapes of the central bay;
- Brick banding,
- Window openings, stone sills and brick voussoirs above the openings at the ground level
- Wood single hung windows of second floor with the upper sash divided into three panes.
- Industrial skylights

The Office - 171 Eastern Avenue

- Massing, close to property line;
- Solid orange brown brick masonry construction, symmetrically organized three bay north façade;
- Brick piers springing from a water table course with decorative inlaid concrete diamond and shield shapes;
- Window openings with concrete sills and soldier course headers;
- Checkerboard tiles above the main entry and mimicked in the end bay;
- Wood single hung windows of second floor with the upper sash divided into three panes.
- Fitments of the two safe room doors of the ground floor.

Machine Shops - 185 Eastern Avenue

- Massing built tight to south property line.
- Solid red brick masonry construction, symmetrically organized five-bay east elevation (1939), thirteen-bay south elevation (2 bays 1940s + 8 bays 1935, + 3 bays 1939):
 - Brick piers

- Large window openings with concrete sills, steel lintels and intermediary steel structure
- Two-storey large equipment door openings
- Multi-pane industrial sash metal windows complete with brass operating hardware
- The large, two-storey open spaces of both the 1935 and 1939 concrete floored machine shops complete with:
 - Exposed steel beams purlins the 1935 shop,
 - Bowed, open web steel trusses and girts of the 1939 shop, and
 - Both 1935 and 1939 machine shops' exposed wood roof decking
- Fitments include:
 - The secondary steel structure for gantry cranes of both shops
 - The railway tracks that run through the 1940's addition and the 1935 shop through to the 1939 shop.

3. Assessment of Existing Conditions

The 2021 CHER (Sections 1: Cultural Heritage Research and 2: Evaluation) by SBA was written at the same time as this HIA. The property was fully documented within the CHER and there are no physical or material changes to the property that differ than those expressed in that document; therefore, there are no changes required to the Statement of Cultural Heritage Value.

The on-site assessment was conducted by Jane Burgess and in conjunction with the 2020 Cultural Heritage Documentation Report by Kelly Gilbride, Ashley Stewart, and Will Rosenblat, all of SBA. In February and March 2021. There was no access to the interior of Office and Warehouse buildings because there was hazardous materials removal underway.

3.1 Physical Conditions

See Appendix B: Panorama of Streetscapes and Buildings for Building Images

Cultural Heritage Landscape – Setting



Figure 3 Google Maps; 2019



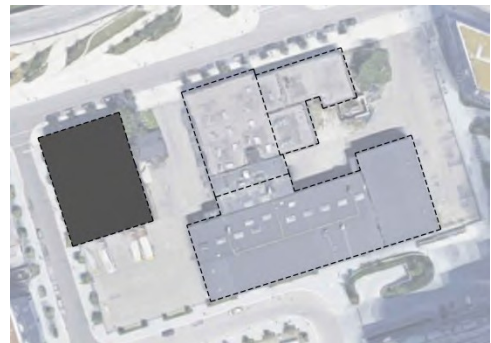
Figure 4 Looking East Along Eastern Ave

The site today closely resembles the site in 1956 after the Cleaning Room was built. The site has been mothballed and well maintained until January 2021 when all services were cut off to the buildings.

Buildings

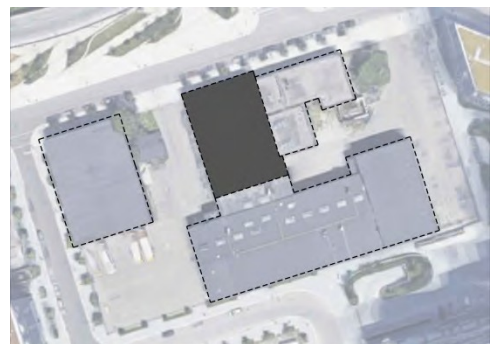
The Cleaning Room - (c1935) - #153 Eastern Avenue (B80086)

Despite the recent partial demolition in the southwest corner the building retains a high degree of heritage integrity both for its massing and its large open interior space. The building envelope is generally in good repair. The industrial metal sash windows are only in fair condition and will have to be replicated. The doors are replacement or of little heritage interest. The gantry crane and its supporting structure, important element of the heritage integrity, are still in situ.



Warehouse – (c1912) - #169 Eastern Avenue (B81484)

The building no longer resembles a stand-alone warehouse due to linkages to both the Office Building at 171 Eastern and the Machine Shop and 185 Eastern. This is the oldest building on the site and the building envelope is generally in good condition. The only original windows, those on the second floor are in poor condition. There are no extent exterior doors or windows at the ground level.



Office Building – (c1930)- #171 Eastern Avenue (B80102)

The building envelope is generally in good condition and the overall integrity of the exterior of the office building is relatively intact. The original windows, those found on the second level along eastern, are in poor condition.



The Machine Shops – (c1935&1939)- #185 Eastern Avenue (B80129)

Both Machine Shops building envelopes are generally in good condition. The industrial metal sash windows are only in fair condition and will have to be replicated. The doors are replacement or of little heritage interest. The supporting structure for the gantry cranes and the railway train track are important elements of the heritage integrity.



3.2 Contaminated Soil Risk Assessment ²

There is soil and groundwater contamination on the property resulting from the historical industrial use of the property. Soil impacts at the property are primarily found in fill materials and generally extend to depths of approximately 3 metres below grade across the site. The soil impacts consist primarily of petroleum hydrocarbons (PHCs), polycyclic aromatic hydrocarbons (PAHs), volatile organic compounds (VOCs), and metals. Groundwater impacts are largely confined to the fill aquifer and consist primarily of PHCs and VOCs. Redevelopment that includes an excavation across the property extending to depths greater than 3 metres could have a secondary benefit of remediating the property. The property has a booked environmental liability under IO's Contaminated Sites Program.

A Record of Site Condition (RSC) was completed for 169 to 185 Eastern Avenue in 2012. An RSC was submitted to the Ministry of Environment, Conservation and Parks (MECP) for 153 Eastern Avenue in 2021 and is currently under review. The RSCs permit future residential use of the provided that the risk management measures (RMMs) outlined in the Certificates of Property Use (CPUs) are implemented.

The following RMMs are part of the MECP approved CPUs for the property:

- Place clean fill at new areas for landscaping, gardens, or utilities.
- Construct other barriers such as paving stones, gardens, concrete, roadways, sidewalks, or buildings to prevent human contact with areas of contaminated soil.
- Use engineered methods to control vapour intrusion into buildings.
- Conduct indoor air monitoring.
- Implement a soil management plan when impacted soils will be encountered.
- Implement a site-specific health and safety plan for workers who may encounter subsurface soils and groundwater during construction or maintenance activities.
- Implement a groundwater monitoring program following site redevelopment (153 Eastern Ave. only).
- Conduct ongoing inspections of barriers and vapour intrusion controls.

While there is no requirement to remediate the property, and therefore no requirement from an environmental perspective to demolish the buildings to remediate the property (as noted above, future residential uses are supported by the RSCs and the associated CPUs, allowing existing buildings to remain as long as the RMMs in the CPUs are implemented.

References:

1. *Revised Risk Assessment, Group 4, West Don Lands, Toronto, Ontario, CH2M HILL, March 15, 2011.*
2. *Risk Assessment, 153 Eastern Avenue, West Don Lands, Toronto, Ontario, CH2M HILL Canada Limited, August 2020.*

² The soil risk assessment was provided by: Cory Ostrowka, P. Eng., Infrastructure Ontario, Environmental Specialist, Environmental Management
FINAL – June 2021
SBA Project No. 20073.1

4.0 Description and Purpose of Proposed Activity

4.1 Purpose

The purpose of the proposed activity is to dispose of the vacant twentieth century industrial block for the redevelopment as market and affordable housing as well as amenity spaces, in conformance with Ontario Regulation 595/20, an MZO.

This redevelopment proposal supports the provincial *More Homes, More Choice Act*, The City of Toronto's HousingTO 2020-2030 Action Plan, and the West Don Lands Secondary Plan by Urban Design Group (UDG).

The order provides built form requirements for the development of the site with prescribed maximum height and density: the maximum permitted height is 141 metres and the total permitted residential and non-residential gross floor area is 75,038.4 square metres, of which a minimum of 500 square metres must be non-residential uses. In addition the order provides for minimum building setbacks, residential amenity space requirements, vehicle and bicycle parking requirements, and loading requirements. The order also requires that at least 500 square metres of the site consist of privately owned publicly accessible space (**POPS**).

A commitment to provide affordable housing will be secured through a separate Provincial Contribution Agreement.

The intention of the proposed development is to provide high quality residential uses for people to live and contribute to this new neighborhood through the creation of an exemplary and vibrant public realm. The redevelopment of vacant industrial land that the province owns into housing creates a cohort of residents who can economically support main-street -scale businesses on Front Street and walk to the large public park and school are an important component of the calculus of a successful neighborhood. High walk-ability scores are achievable by locating residential opportunities close to amenities, parks and the public realm. In the future the site will be served by the Ontario subway line. Lessening automobile dependency by creating walkable downtown neighborhoods is a cornerstone of the city's Official Plan and consistent with the objectives of Waterfront Toronto.

Of the 1,045 dwelling units the 781 market units will have to provide the economic basis to build the 264 affordable units, the POPS and additional outdoor community spaces as well as the replication, preservation and conservation of heritage resources.

AFFORDABLE RATIO VS TOTAL	25.26%								
AFFORDABLE GFA % VS TOTAL	30.12%								
UNIT COUNT	NUMBER OF UNITS						TOTAL UNIT RATIO		TOTAL
BUILDING A (MARKET)	337						32.25%		337
BUILDING B (AFFORDABLE)	264						25.26%		264
BUILDING C (MARKET)	444						42.49%		444
TOTAL									1045
BUILDING A (MARKET)	BACHELOR (400-450sf)	1B ED (450-529sf)	1BED+D (530-650sf)	2BED (650-750sf)	2BED+ (751-900sf)	3BED (900-100sf)	4BED (1100sf+)	TOTAL	
NUMBER OF UNITS	0	103	18	67	33	21	0	337	
PROVIDED %	0%	31%	34%	20%	10%	5%	0%	100%	
REQUIRED %		30%	35%	20%	10%	5%	0%		
BUILDING B (AFFORDABLE)	BACHELOR (400-450sf)	1B ED (450-529sf)	1BED+D (530-650sf)	2BED (650-750sf)	2BED+ (751-900sf)	3BED (900-100sf)	4BED (1100sf+)	TOTAL	
NUMBER OF UNITS	0	105		105		41	13	264	
PROVIDED %	0%	40%		40%		5%	5%	100%	
REQUIRED %		40%		40%		5%	5%		
BUILDING C (MARKET)	BACHELOR (400-450sf)	1B ED (450-529sf)	1BED+D (530-650sf)	2BED (650-750sf)	2BED+ (751-900sf)	3BED (900-100sf)	4BED (1100sf+)	TOTAL	
NUMBER OF UNITS	0	127	55	91	49	22	0	444	
PROVIDED %	0%	29%	35%	20%	11%	5%	0%	100%	
REQUIRED %		30%	35%	20%	10%	5%	0%		
AMENITY SPACE	INDOOR AMENITY (2 sq.m./UNIT)				OUTDOOR AMENITY (2 sq.m./UNIT)				
BUILDING A (MARKET)									
PROVIDED	694				680				
REQUIRED	674				674				
BUILDING B (AFFORDABLE)									
PROVIDED	530				530				
REQUIRED	528				528				
BUILDING C (MARKET)									
PROVIDED	894				889				
REQUIRED	888				888				
VECHICLE PARKING	REGULAR			BARRIER FREE			TOTAL		
P-2 PARKING	227			6			233		
P-1 PARKING	159			5			164		
TOTAL	386			11			397		
BICYCLE PARKING	SHORT-TERM			LONG-TERM			TOTAL		
BUILDING A (MARKET)									
PROVIDED	34			304			338		
REQUIRED	34			304			338		
BUILDING B (AFFORDABLE)									
PROVIDED	28			238			266		
REQUIRED	27			238			265		
BUILDING C (MARKET)									
PROVIDED	45			400			445		
REQUIRED	45			400			445		
	TOTAL RESIDENTIAL GCA (ABOVE						894,726	83,122.72	
	TOTAL RESIDENTIAL GFA (ABOVE						805,253	74,810.45	
	TOTAL SITE AREA (m2)						9,379.80		
	TOTAL SITE COVERAGE						8.0		
	TOTAL PERMITTED SITE GFA (m2) (8.00x						75,038.40		
	TOTAL PERMITTED SITE GFA (ft2) (8.00x						807,707		

Figure 5 - Planning Data for the Initial Proposal

4.2 Description of Proposed Activity (See also Appendix D for Drawings)

The following description is of the Initial Proposal. This initial proposal was further developed and two alternatives were created: Alternatives #2 & #3. These are described in Section 6 – Considered Alternatives and Mitigation Measures.

4.2.1 Buildings

Due to soil contamination and the efficiency of having one large, two-storey underground parking that covers the entire site it had been determined to demolish all the buildings. The proposed design consists of two market residential towers. Building A, a 34 storey tower, is located at the corner of Eastern Avenue and Rolling Mills Road, facing Rolling Mill Road. Building C, a 43 storey tower, is located towards the eastern part of the site and faces Eastern Avenue.

The southern portion of the block faces a quiet community street, Palace Street, and benefits from the maximum amount of daylight. Building B, the affordable housing building, is located midblock facing Palace Street at the head of Tannery Road. The building is also the shortest proposed on the site: an 18 storey structure that steps down to the north. The buildings' amenity spaces benefit from the POPS to the west and the Community open space to the east.

The towers have been designed with setbacks and shifts that volumetrically make divisions into thirds. This geometric feature is intended to bring the massing in scale with the existing foundry and machine shop.

The rectangular footprint of the towers is turned at right angles in relation to each other, and pulled back from the intersection of Rolling Mill Road and Palace Street, forming a landscaped Privately Owned Public Space (POPS) at the corner. This space provides an urban scale forecourt to an extensively landscaped community space and automobile arrival court at the middle of the block. The broad face of mid-rise building flanks the north edge of this community space. Each of these three buildings has a distinct address, respectively on Palace Street, Rolling Rock Road, and Eastern Avenue. The upward allocation of building mass allows these existing building to maintain the presence of their perimeter walls intact, as opposed to contained within a mid-rise solution.

Care has been taken to setback the towers for the two buildings above replicated historical buildings. The two storey base of the tower of Building A is a replication of the massing of the Cleaning Room. The tower portion is setback almost to the ridge along the west, Rolling Mills Avenue, and approximately 11.5m from Eastern Avenue that will significantly reduce the view plane of the towers above from the pedestrian realm of both streets.

Likewise, the two plus storey base of the tower of Building B is a replication of the Machine Shops. The tower has been setback approximately 6m from both the south and west which will significantly reduce the view plane of the towers from pedestrian realm of the POPS and Palace Street. The replicated south façade of the Machine Shop terminates the view corridor up Tannery Road.

The entire ensemble of buildings and spaces form a cohesive totality.

4.2.2 Open Spaces

POPS

The 560sm POPS is located on the southwest corner of the block in the same location and the same size as the existing paved parking area. The space is made up of a combination of hard and soft surfaces. The POPS is bounded by two industrial heritage buildings which contain large open spaces suitable for retail and public use which can spill out into the POPS. A midblock pedestrian connection runs to the east of the POPS connecting Palace Street to Eastern Avenue.

Outdoor Community Space

This 512 square meter open space is located on the southeast corner of the block where a paved parking area exists today. This open space is envisioned to be exclusive use for the community space and will act as a spill out area for events and uses that are hosted within the community space.

The POPS walkway/laneway of #106 Lawrence Harris Square runs along the eastern boundary of the open space of the community space. A large Machine Shop Building to the west is to be reused as community space and its two storey glazing along the entirety of the west façade allows for unobstructed views from and to the Community Opens space.

Midblock Pedestrian Connection

A midblock north-south pedestrian connection is being provided along the eastern portion of the POPS between Building A (the Cleaning Room) and Building B (the Machine Shops) that connects Palace Street to the south and Eastern Avenue to the north.

Private Outdoor Amenity Space

Running east-west midblock between Building C and Building B is an open space that is subdivided into three discrete areas, naturalized greenspace, barbeque/picnic space and hard surface gathering space. These areas are separated from the public realm and are intended for the exclusive use of Building C.

4.2.3 Vehicular Traffic and Parking

Access

The impact of automobiles is to be minimized by strategic placement of automobile routes and storage. All the vehicular traffic enters the site off Eastern Avenue. This follows the historic traffic pattern and minimizes any impact on the adjacent residential buildings.

The access to the underground parking for the entire site is via a single ramp coming in off Eastern Avenue under Building A (the Cleaning Room).

There is only one other vehicular access to the block, a generous 12m wide driveway between Buildings A and Buildings B that provides for loading and garbage pickup for Buildings A & B. A secondary drive leads off this driveway to Building C and provides for loading and garbage pickup.

Courier drop offs and deliveries are intended to take place in front of the building entrance at the curb, or within the interior driveways.

Parking

The parking rates for the site are determined in accordance with the minimum and the maximum rates as set out in the site specific MZO.

The minimum and maximum parking rates for the site are:

Minimum for Building A & C:

0.4 per dwelling unit for residents
0.1 per dwelling unit for visitors
10 non-residential parking spaces
Maximum for Building A & C:
1.0 per dwelling unit for residents
0.8 per dwelling unit for visitors
100 non-residential parking spaces
Building B (affordable) will have no parking spaces.

The design has been configured to accommodate approximately 397 cars including visitor parking. This is all provided in a two storey underground parking lot. There is no surface parking on the site.

4.2.4 Bicycle Parking

The bicycle parking for the site is determined in accordance with the Toronto Green Standard or minimum rates set out in the site specific MZO, which requires a minimum of 75 short-term and 900 long-term bicycle spaces. Short-term bicycle parking for Building A, Building B, and Building C will be provided through a combination of at-grade exterior post-and-rings and interior secured locker rooms. Long-term bicycle parking for Building A and C will be provided through a combination of below grade and at-grade secured locker rooms and Building B will be provided in at-grade secured locker rooms.

4.3 Heritage Considerations (Initial Proposal)

Of the four buildings located in this precinct, two – the Cleaning Room on Rolling Mill Road and the Machine Shops on Palace Street – were devoted to fabrication and have a scale and uniqueness that is notable. The other two, a warehouse and office both fronting onto Eastern Avenue, were executed in their time as basic, workmanlike structures that performed their functions without fanfare. The large open spaces within the Cleaning Room and Machine Shop lend themselves to reuse as retail and public spaces while the smaller spaces of the warehouse and office buildings are difficult to repurpose.

It was felt to be necessary to demolish all the buildings on the site in order to remediate the soil in a cost effective manner and for the two levels of below grade parking covering the entire site area that are required to meet the Zoning requirement of 397 cars.

The strategy was to preserve and honor the historic value of the precinct through replication and or panelized reconstruction of all the façades of the Cleaning Room, the southern façade of Machine Shops along Palace Street, and the entire building envelope of the eastern Machine Shops. The intention was to minimize the at-grade footprint of new modern construction and to defer to the brick- dominant character of existing façades.

In order to meet programme requirements sympathetic design intervention will be required. The south elevation of the Cleaning Room will have new industrial glazing added at the lower level in order to enliven the POPS. The Cleaning Room's west and north solid façades would require additional areas of glazing and entrances to facilitate the amenity spaces for the residential tower above. The ramp to the underground parking lot will go through the Cleaning Room's north façade. Currently the eastern façade of the Machine Shop, as a result of a series of changes, is an unattractive mixture of materials, solids, and voids. It was the intent to reconstruct this elevation in the same style as the south and east façades. The presence of the replicated heritage brick walls of both the Foundry and Machine Shop will be an important part of the proposed design. These restored walls will form the base of the two towers, and their architectural materials, shallow red brick pilasters and multi pane metal patent industrial glazing,

along with complementary landscaping features will be the primary constitutive presence of the pedestrian experience.

5. Impact Assessment

The following is the impact of the recommended alternative, Alternative #2, which retains the most of the heritage resources. A brief description of the original proposal and Alternate #1 and Alternate #2 is contained in Section 6 -Considered Alternatives and Mitigation Measures. *See Appendix D for drawings.*

5.1 Cultural Heritage Landscape – Setting

The site is the last remaining industrial complex associated with the theme of Railway Expansion 1910 - 1960 within the West Don Lands. At the pedestrian level it will continue to be understood within this context. From a distance the three 18 to 43 storey towers will appear similar to its modern day residential neighbours.

HERITAGE ATTRIBUTE	IMPACT
<p><i>Four, two-storey masonry buildings built tight or very close to the property lines</i></p>	<p><i>Direct Adverse:</i> The two ancillary buildings, the warehouse and office will be demolished but the base of the proposed tower is located tight to the property line. <i>See streetwall below</i></p> <p><i>Indirect Adverse:</i> The height of the buildings has substantively increased but no structure higher than the existing two storeys is adjacent to the property lines.</p> <p><i>Positive:</i> The two industrial buildings, the Cleaning Room and the Machine Shops, maintain their relationship to the property line.</p>
<p><i>A balance of built form and open space distributed approximately evenly throughout the site</i></p>	<p><i>Direct Adverse:</i> There is no change to the open spaces in the southern portion of the block. The historic open space located where Water Street was is to remain as a midblock pedestrian connection. The large single open space at the northeast corner has been reduced with additional smaller open spaces distributed along the north portion of the block</p> <p><i>Indirect Adverse:</i> The towers will create more shadowing of the open spaces; but, the towers are located to the north of the two major public open spaces which will mitigate the shadowing</p> <p><i>Positive:</i> The character of much of the open space has been transformed from hard, industrial, vehicle surfaces to green space and hardscaped public areas. A significant part of the former complex will be able to be read from the views from the public space and from the sidewalk along Palace Street.</p>
<p><i>A two storey brick masonry streetwall along both Eastern Avenue and Palace Street punctuated by open space gaps.</i></p>	<p><i>Direct Adverse:</i> Along Eastern Avenue the linked streetwall of the Warehouse and Office Buildings is being demolished. To mitigate this loss the north wall of the Warehouse will be replicated in its current location as a part of a commemorative wall and the base of the new tower will form a sympathetic masonry streetwall. (The Cleaning Rooms contribution to the historical streetwall remains unchanged.)</p> <p><i>Indirect Adverse:</i> n/a</p> <p><i>Positive:</i> The streetwall remains intact along Palace Street. The Workshop sits at the head of the new street, Tannery Road,</p>

	opening up a long view corridor to the Palace Street historic streetwall.
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5.2 The Cleaning Building - 153 Eastern Ave

The Cleaning Building envelope is proposed to be preserved. The impact on the heritage attributes are as follows:

HERITAGE ATTRIBUTE	IMPACT
Massing and location tight to the north and west property lines	<p><i>Direct Adverse:</i> The historical two storey massing will be impacted by the construction of a 34-storey tower above.</p> <p><i>Indirect Adverse:</i> n/a</p> <p><i>Positive:</i> The location of the building footprint will remain as is. The setbacks of the tower from all the building facades will ensure the interpretation of the original massing.</p>
Solid masonry construction of smooth faced red clay bricks. Symmetrically organized with four-bay south and north facades and six-bay east and west façades.	<p><i>Direct Adverse:</i> n/a</p> <p><i>Indirect Adverse:</i> n/a</p> <p><i>Positive:</i> All four original walls are being preserved and the masonry conserved. The enlarged openings recent partial demolition at the southwest corner will remain to enliven the POPS.</p>
Large rectangular window openings set between brick piers with concrete sills and fitted with industrial metal sash windows	<p><i>Direct Adverse:</i> The industrial metal sash windows are to be replaced.</p> <p><i>Indirect Adverse:</i> n/a</p> <p><i>Positive:</i> The window openings will remain in their current locations. The replacement industrial metal sash will be using steel sash, channels, operating units and hardware of similar material, size and profile to the original. The increased insulating value of the units will allow for uses other than industrial ones.</p>
Large equipment door openings	<p><i>Direct Adverse:</i> n/a</p> <p><i>Indirect Adverse:</i> n/a</p> <p><i>Positive:</i> The equipment door on the west elevation has been blocked in. The proposal is to open it up to be used as the main entrance to the tower above. The equipment opening on the east elevation will serve as the loading dock.</p>
The large open interior space in the southern two thirds of the building complete with:	<p><i>Direct Adverse:</i> The space will be slightly smaller than existing and will be separated from the remainder of the building by a demising wall. New elements such as a structure for the tower, and single storey retail pavilions may be in the space.</p> <p><i>Indirect Adverse:</i> n/a</p> <p><i>Positive:</i> Enough of the two storey space will remain that it will be possible to interpret the space of the original cleaning room.</p>
<ul style="list-style-type: none"> ○ Exposed brick walls and concrete floor within the large open interior space 	<p><i>Direct Adverse:</i> The original slab will be replaced with a new slab.</p> <p><i>Indirect Adverse:</i> n/a</p>

	<p><i>Positive:</i> The exposed brick interior surface will have the hazardous lead paint removed and localized brick replacement to re-establish the original homogeneous appearance. The replacement of the concrete slab throughout will allow for the soil to be remediated.</p>
<ul style="list-style-type: none"> ○ Steel truss, steel purlins, and exposed wood deck within the large open interior space 	<p><i>Direct Adverse:</i> The roof structure (truss and purlins) will to be removed and re-assembled</p> <p><i>Indirect Adverse:</i> n/a</p> <p><i>Positive:</i> There can be better quality control for the conservation of the structural members in a shop than in situ. The removal of the roof structure provides efficiencies in the construction of the new tower above.</p>
<ul style="list-style-type: none"> ○ Secondary Steel structure to support the gantry crane within the large open interior space & crane constructed by Sir William Arrol & Co. Ltd., Glasgow, Scotland 	<p><i>Direct Adverse:</i> The relocation of the gantry crane to the POPS diminishes the interpretation of the industrial space.</p> <p><i>Indirect Adverse:</i> n/a</p> <p><i>Positive:</i> The secondary crane structure will remain in place and be conserved. The gantry crane will be conserved and remain on site.</p>

5.3 Warehouse - 169 Eastern Avenue

The Warehouse is to be demolished with the attendant loss of all heritage attributes. The wall will be replicated in its current location and the ornamental cement cornice restored.

5.4 The Office - 171 Eastern Avenue

The office will be demolished with the attendant loss of all heritage attributes. A forty-three storey market condominium tower is being proposed to be built in the general area of this building. The tower will have a masonry base of similar height of the extant streetwall. The heritage attribute fittings; two safe doors and frames, will be conserved somewhere on site. Decorative elements from this building could be represented in the commemorative streetwall at #169 Eastern Avenue.

5.5 The Machine Shops - 185 Eastern Avenue

The Machine Shop at 185 Eastern is best understood as two buildings: The 1939 Machine Shop and the 1935 Machine Shop. The eastern, 1939, Machine Shop is proposed to be preserved in its entirety. For the original 1935 Machine Shop Building, the southern façade is proposed to be preserved in situ and the open space of the machine shop will be reconstructed. The demising wall and the heavily altered northern part of the 1935 Machine Shop will be demolished. For the western addition to the 1935 Machine Shop, it is proposed to preserve the southern façade in situ, design a new sympathetic west elevation and build over the existing footprint with the same massing as currently exists. The two storey shop space of the 1935 Machine Shop and 1940's+ addition will be replicated.

The impact on the heritage attributes are as follows:

HERITAGE ATTRIBUTE	IMPACT
<p><i>Massing built tight to south property line.</i></p>	<p><u>1939 Machine Shop</u> <i>Direct Adverse: n/a</i></p> <p><i>Indirect Adverse: n/a</i></p> <p><i>Positive: The entire building envelope is to be conserved in situ.</i></p> <p><u>1935 Machine Shop & 1940s addition</u> <i>Direct Adverse: With the exception of the south façade all of the Work Shop & Addition will be demolished. The historical two storey massing will be impacted by the construction of a 34-storey tower above.</i></p> <p><i>Indirect Adverse: n/a</i></p> <p><i>Positive: The workshop is being constructed on the same footprint from the demising wall south. The addition is being reconstructed on the same footprint with the same massing. The footprint remains tight to the property line. The setbacks of the tower from all facades will ensure the interpretation of the original massing.</i></p>
<p><i>Solid red brick masonry construction, symmetrically organized three bay north elevation and five-bay east elevation (1939), thirteen bay south elevation (2 bays 1940s + 8 bays 1935, + 3 bays 1939):</i></p>	<p><u>1939 Machine Shop & 1935 Machine Shop and Addition</u> <i>Direct Adverse: n/a</i></p> <p><i>Indirect Adverse: n/a</i></p> <p><i>Positive: All the exterior walls that have been identified as heritage attributes are being preserved.</i></p>

<p><i>Large rectangular window openings set between brick piers with concrete sills and fitted with industrial metal sash windows.</i></p>	<p><u>1939 & South Elevation 1935 Machine Shop & Addition</u> <i>Direct Adverse:</i> The industrial metal sash windows are to be replaced. The window opening in the bay at the top of Tannery Rd will be reconfigured to allow for the main entrance to the new tower above.</p> <p><i>Indirect Adverse:</i> n/a</p> <p><i>Positive:</i> The window openings will remain in their current locations with minimal changes. The window openings will remain in their current locations. The replacement industrial metal sash will be using steel sash, channels, operating units and hardware of similar material, size and profile to the original. The increased insulating value of the units will allow for uses other than industrial.</p>
<p><i>Large equipment door openings.</i></p>	<p><i>Direct Adverse:</i> The south door of the 1935 workshop is being relocated to the window bay at the top of Tannery Road to facilitate the design of the entry to the tower above. In the entry's original location a typical window bay will be designed.</p> <p><i>Indirect Adverse:</i> n/a</p> <p><i>Positive:</i> The other equipment door openings will be legible with the design of the replacement fenestration.</p>
<p><i>The large open spaces of both the 1935 and 1939 machine shops complete with exposed steel beams purlins the 1935 shop and bowed open web steel trusses and purlins of the 1939 shop both with exposed wood roof decking</i></p>	<p><u>1939 Machine Shop</u> <i>Direct Adverse:</i> The open space of the 1935 Machine Shop will no longer be one contiguous space. New mechanical and electrical systems as well as a single storey washroom ancillary service pavilion will be inserted within the space.</p> <p><i>Indirect Adverse:</i> n/a</p> <p><i>Positive:</i> All the attributes are being preserved and conserved.</p> <p><u>1935 Machine Shop</u> <i>Direct Adverse:</i> The demising wall to the north will be demolished and a new wall constructed in the same location and height. The roof structure will be removed and either reconstructed after conservation or replicated. New structural, mechanical and electrical systems will be inserted into the space.</p> <p><i>Indirect Adverse:</i> n/a</p> <p><i>Positive:</i> The reconstructed open space will be of the same dimensions and finishes as the original.</p>
<p><i>Fitments include:</i></p> <ul style="list-style-type: none"> <i>The secondary steel structure for gantry cranes of both shops</i> 	<p><i>Direct Adverse:</i> Because the north demising wall is being demolished the gantry crane structure will have to be removed and reinstalled after conservation.</p> <p><i>Indirect Adverse:</i> n/a</p> <p><i>Positive:</i> Other than along the north wall the secondary gantry crane structures will remain in place and be conserved in Situ in</p>

	both shops.
<ul style="list-style-type: none">• <i>The railway tracks that run through the 1940's addition and 1935 shop through to the 1939 shop.</i>	<p><i>Direct Adverse:</i> The building of the underground parking garage will require the removal of the concrete slab and railway tracks.</p> <p><i>Indirect Adverse:</i> n/a</p> <p><i>Positive:</i> A set of new railway tracks running the length of both machine shops will be installed.</p>

6. Considered Alternatives and Mitigation Measures

6.1 General

The site at 153-185 Eastern Avenue has been mostly vacant since 1988. The buildings were mothballed and have been monitored and maintained during this period. The government was not able to find an adaptive reuse for the heritage structures, and as per the *Standards and Guidelines for Conservation of Provincial Heritage Structures* the government looked to its “appropriate and timely disposal.”³ Vacant buildings are always at risk.

The “appropriate” use for the site was identified internally within the provincial government as housing and an MZO was created to facilitate the reuse of the site for:

- Three residential buildings (two market condo buildings at 43- and 34-storeys, and one 18-storey affordable rental building)
- 6,867 sq. ft. of new indoor community space plus 5,512 sq. ft of new outdoor community space.
- Unit yield of 1,045 residential units with 264 (25%) as affordable rental units for 40 years and includes 159 family-sized units (i.e. 2-, 3-, and 4-bedroom units) as well as 15% accessible units across all unit types. This is consistent with City of Toronto affordable rental parameters.

All the considered alternatives shared in common:

- Three towers: a 43 storey open market residential tower approximately where the Office Building was located, a 34 storey open market tower where the Cleaning Room is located, and an 18 storey Tower (the affordable housing tower) running north from where the 1935 Machine Shop is located;
- One contiguous two-level underground parking garage;
- A POPS where the southwest open parking lot is located, and an outdoor community space where the open southwest parking lot is;
- Reuse of the 1939 Machine Shop for indoor community space;
- Maintaining vehicular access to the site only from Eastern Avenue; and
- A midblock pedestrian connection running north to south between the Cleaning Room and the Warehouse connecting Palace Street to Eastern Avenue.

6.2 The Initial Proposal - Total Demolition / Replication

IO had considered alternatives to demolition of all the buildings prior to disposal of the property, but these were considered not feasible due to:

- The contaminated nature of the soil based on the understanding the property had been used for smelting; and,
- The unfeasibility of renovating the heritage buildings to meet the environmental performance and life safety standards laid out in the current building code.

³ Standards and Guidelines for Conservation of Provincial Heritage Properties
FINAL – June 2021
SBA Project No. 20073.1

The Initial Proposal

- Demolish all the buildings on the site
- Replicate the exterior walls of both machine shops and sympathetically redesign the exterior walls of the 1940 addition to the machine shop creating new opening where desired
- Create an interior community space within the 1939 Machine Shop
- Replicate the exterior walls of the Cleaning Room but create new window openings where desired and insert the ramp to the underground parking lot through the north wall.
- Create a new point tower in lieu of the current streetwall along Eastern Avenue.

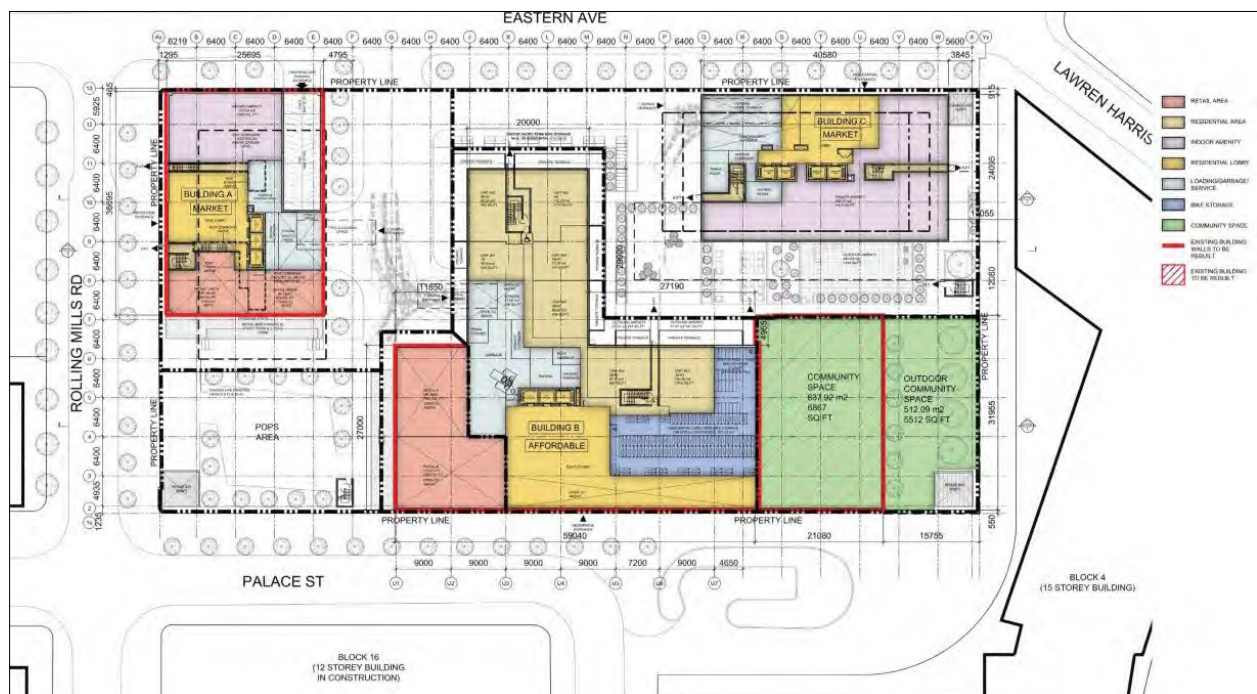


Figure 6 CORE Architects Site Plan –Initial Proposal

This alternative mitigated the loss of all built heritage attributes by:

- Maintaining the current mix of built form and open space;
- Replication of the southern exterior wall of the original Machine Shop and the 1940s addition to the machine shop creating new opening where desired;
- Replication of the 1939 Machine Shop in its current location but with altered openings; and,
- Replication of the exterior walls of the Cleaning Room but with altered openings.

6.3 Alternative #1: Preservation of Cleaning Room, 1939 Machine Shop & Wall along Palace Street

In response to the community and the City of Toronto's objections to the demolition of the four heritage properties the Province strove to undertake additional alternatives and mitigation measures. In order to inform these alternative measures IO undertook the following initiatives:

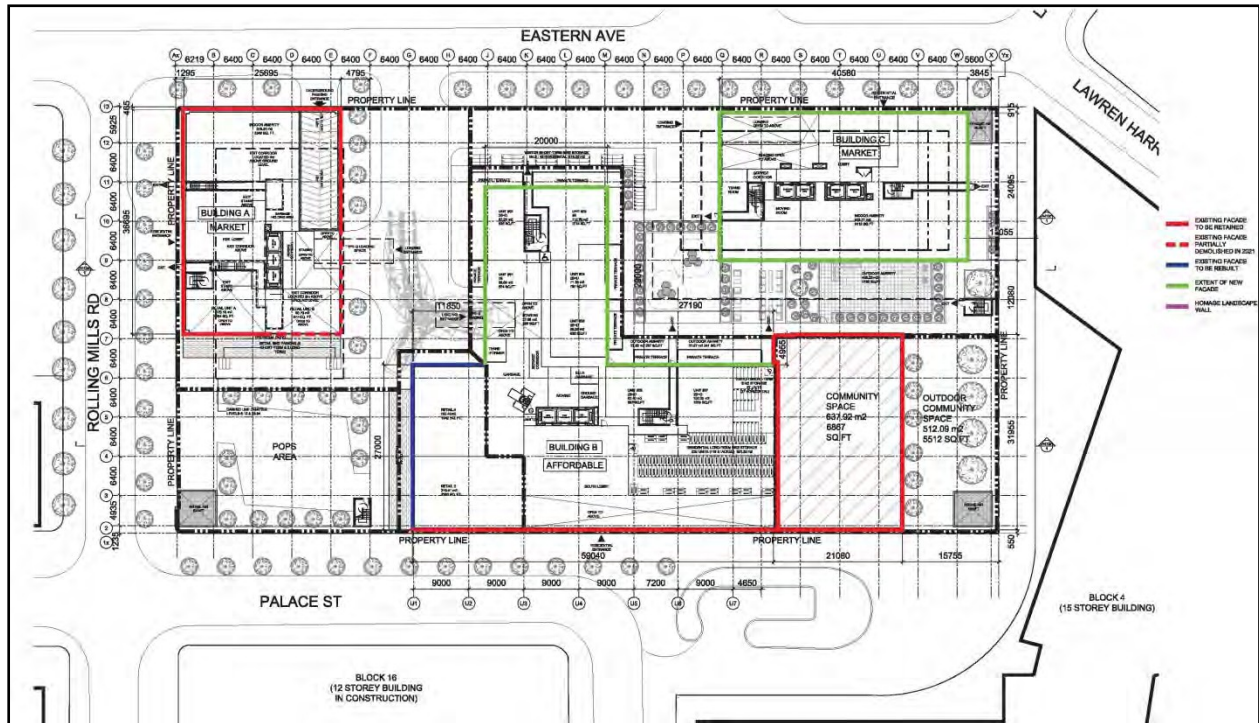
- A program of community engagement;
- The commission of this HIA; and,
- A more in-depth Environmental Assessment for soils.

The program of community engagement clarified that there was broad public support for the creation of new housing and affordable housing, as well as indoor and outdoor community spaces. It also affirmed the community's support of the heritage buildings and the heritage character of the area.

The updated soil risk assessment (dated 2020) and record of site condition provided an understanding that residential development could in fact take place on the site without further remediation under certain prescribed conditions.

Alternative #1

- Demolish all the buildings excepting the 1939 Machine Shop & the Cleaning Building.
- Preserve and conserve the exterior walls of the 1939 Machine Shop but creating new openings.
- Preserve and conserve the south wall of the 1935 Machine Shop and the addition along Palace Street but create new openings.
- Create an interior community space within the 1939 Machine Shop
- Preserve and conserve the exterior walls of the Cleaning Room but create new window and door openings.
- Insert the ramp to the underground parking through the north wall of the Cleaning Room.
- Create a new point tower in lieu of a streetwall along Eastern Avenue.



This alternative mitigated the loss of heritage value of by:

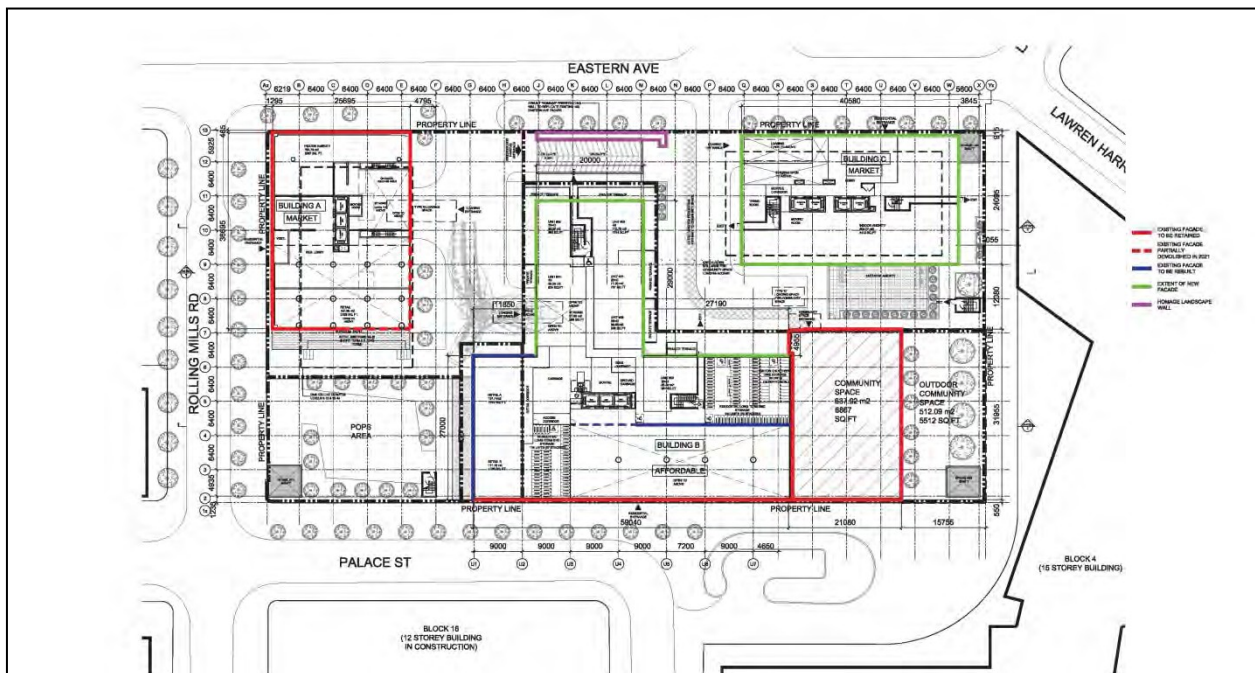
- Not extending the underground parking lot under the Cleaning Room and the 1939 Workshop, thus enabling the original building envelope to be preserved not demolished and then replicated.
- Pulling the underground parking back from the south property to allow the original south, Palace Street, wall of the 1935 Machine Shop and the addition to west, thus allowing the wall to be preserved not replicated.

6.4 Alternative #2 Conservation of Setting, Cleaning Room and Machine Shops - Recommended

The CHER provided a better understanding of both the heritage value of the site as does a detailed and positive building condition assessment. As a result of this new understanding Alternative #2 was developed to further minimize the loss of heritage resources.

Additional Conservation Measures of Alternative #2

- Replication of the north wall of the Warehouse in its current location;
- Respect of existing openings and limit the number of new openings;
- Relocation of the ramp from through the north wall of the cleaning room to under the west wall of Building B;
- Preservation and partial conservation of the major interior open space of the 1935 Machine Shop as amenity space;
- Preservation and conservation of the southern portion of the Cleaning Room's major interior open space for retail use; and
- Preservation of all fitment heritage attributes.



No alternative could be identified that would accommodate the preservation of the two ancillary heritage buildings the Warehouse/Office at 169 and the Office at 171 or the additions to these building, which have limited heritage value.

6.5 Mitigation Measures of Alternate #2 - Recommended

General

For all structures to be commemorated, replicated, or preserved in situ no demolition will be commenced until dimensional as-found drawings have been developed for all structures to be commemorated, replicated, or preserved in situ.

6.5.1 The Cleaning Building - 153 Eastern Avenue

Massing

The building envelope is being preserved and the 32-storey tower above the existing building has been setback on the west and north façades to lessen the impact on the streetscapes and to maintain the height of the existing streetwall. The shape of the roof structure will be apparent in the areas of setback.

Masonry

The exterior masonry walls will be conserved inclusive of selective repointing, redundant fitment removal, and cleaning.

Windows

The existing window openings inclusive of steel lintels and concrete sills will be retained. The steel lintels will be conserved.

The industrial steel sash windows are an important heritage attribute. The thorough 2010 Commonwealth Conservation Assessment report assessed that the windows were in fair condition, but identified that because the joints in the steel have to be allowed to move the glazing, single pane, cannot be sealed, which will limit the type of future use of the building. Due to the proposed uses the existing windows will have to be replaced but the loss is to be mitigated by replacement using steel sash, channels, operating units and hardware of similar material, size and profile to the original. The existing glazing has become over time a mishmash of types while the intent is that the replacement glazing will be consistently clear. There will be no air conditioning units or vents inserted through the units as exists today.

The five bays where demolition occurred in 2021 are each presently one large masonry opening with no glazing. These openings are now part of the historical interest of the building and will be preserved as such. It is the intent to infill them with large sheets of glazing and glazed entry doors to differentiate clearly these bays from the historical industrial steel sash window bays.

Entranceways

The large vehicular entrance opening on the west wall, a heritage attribute that is boarded in, will be restored albeit as a glazed entrance to the Lobby of Building A.

The personnel door opening on the south side will be retained, but the modern solid steel fire door will be replaced.

Entrances to retail in the open space will be incorporated into the new glazed screens inset into the openings created by the recent demolition.

The loading bay entry on the east elevation will be centered within the existing opening.

The sills of the entrances may have to be adjusted to meet the exterior grade.

The Large Open Interior Space

The large open space is a heritage attribute and key to understanding the industrial history of the building. For much of the building's life the open space took up four and a half of the six bays. The residential programming has many requirements for ground floor space reducing the extent of the two storey open space that is to be preserved. The interior finishes will be original or sympathetic to the original finishes:

- The interior brick will be cleaned and left exposed. Areas of infilled brick will be removed to facilitate a homogenous appearance;
- The concrete slab will have to be removed during the course of construction, soil remediated, and services and footings for the new structural elements installed. An insulated new concrete slab will be poured at the end of the construction;
- The independent steel structure supporting the crane steel rails and the steel rails will remain in place and be stripped of paint layers and conserved;
- The steel roof trusses and girts will have to be removed to construct the tower above. During removal they can be conserved and then reinstalled; and,
- The wood roof deck will also have to be removed and either reinstalled or new decking of the same dimensions installed.

There are many new elements that have to be inserted into the historical open space as a result of new uses but the intent is that the nature and extent of the original space will be discernable. New elements include:

- New structural columns independent of and distinguishable from the existing structure
- Vertical circulation elements, elevators and stairs
- Small single storey pavilions housing retail and service uses

The gantry crane is a historical attribute and ideally should remain in this space. If the smaller two storey open space becomes too congested it could be installed outside in the POPS in a manner similar to the Wilcox crane at 106 Lawrence Harris Square.

6.5.2 Warehouse - 169 Eastern Avenue

The loss of heritage attributes due to the demolition of this building is mitigated in the following manner.

General / Massing

The replication of the north elevation in situ will preserve this original building's location on Eastern Avenue. SBA's *Cultural Heritage Documentation Report 153- 185 Eastern Avenue* (November, 2020) shall serve to document the remaining building and its addition to the south.

Windows and Entrancesways

The wood windows, industrial skylights, industrial steel windows of the addition and all entrances have been documented in detail in the 2010 Commonwealth *Conservation Assessment, Doors and Windows 169 Eastern Avenue* report.

Commemorative Streetwall

The partial loss of this heritage resource is being mitigated through the retention of the northern wall/front façade of the Warehouse at 169 Eastern Avenue. It will link to the constructed

commemorative wall that will have the same height as the heritage buildings at both #171 Eastern Avenue. The previously lost decorative concrete coping stones will be replicated and restored on the reconstructed bay.

6.5.3 Office - 171 Eastern Avenue

The loss of heritage attributes due to the partial demolition of these buildings is mitigated in the following manner.

General / Massing

SBA's *Cultural Heritage Documentation Report 153- 185 Eastern Avenue* (November, 2020) shall serve to document the building and its addition to the south.

Windows and Entrances

The wood windows, industrial skylights, industrial steel windows of the addition and all entrances have been documented in detail in the 2010 Commonwealth *Conservation Assessment, Doors and Windows 169 Eastern Avenue* report.

Commemorative Streetwall

The loss of these heritage resource is mitigated through the reconstruction of the front façade of the Warehouse at 169 Eastern Avenue. The freestanding wall will have the same streetwall height as the heritage buildings at both #171 and #169 Eastern Avenue. Because the parking structure extends right to the property line the wall will be reconstructed on the property line not in its current slightly setback location. The façade of the buildings will be dimensionally recorded in detail before demolition. The bricks and/or panels of bricks, decorative concrete elements will be salvaged. The previously lost decorative concrete coping stones will be replicated and restored on the reconstructed bay.

Fitments

The Office's two safe room doors complete with steel jams and molding will be incorporated into the design. The intent is to reuse these two doors in a public area, ideally within Building B located near the existing 171 Eastern Avenue.

6.5.4 The Machine Shops - 185 Eastern Avenue

Massing: 1939 Machine Shop

The building in its entirety is being preserved

Massing: 1935 Machine Shop and Additions

The construction of the parking garage results in the demolition of all but the south wall. The heritage defining character of the building is found in the machine shops' spaces and these are being reconstructed. The demising wall between the shop and the ancillary space is being reconstructed to the same height as currently exists. This reconstruction combined with the setting back of the sixteen storeys on the west, south, and east results in the heritage massing being clearly identifiable.

Masonry

The full extent of the exterior masonry wall that faces Palace Street as well as all the exterior walls of the 1939 Machine Shop are being preserved and conserved in their entirety. The conservation will include masonry repairs, cleaning, and the removal of redundant fitments.

The west wall and north walls of the 1940s addition have been considerably altered over a period of time and in their current form have only moderate heritage value. The proposal envisions rebuilding these two walls using a building vocabulary that is sympathetic to that of the machine shops. The west wall forms one side of the public open private space (POPS) and as such its redesign needs to support the maximization of the interface between the POPS and the interior open space.

Windows

The existing window openings inclusive of steel lintels and concrete sills will be retained. The steel lintels will be conserved.

The industrial steel sash windows are an important heritage attribute. The comprehensive 2010 *Commonwealth Conservation Assessment* report assessed that the windows were in fair condition but identified that because the joints in the steel has to be allowed to move, the glazing, single pane, cannot be sealed, which will limit the type of future use of the building. Due to the proposed uses the existing windows will have to be replaced but the loss will be mitigated by replacement windows using steel sash, channels, operating units and hardware of similar material, size and profile to the original. The existing glazing has become, over time, a mishmash of types while the intent is the replacement glazing will be consistently clear.

Commonwealth's report recommended having structural engineers assess the C channel supporting the windows along the south wall of the 1935 shop with the goal to be conserving the channel in situ.

Entranceways

There are five service bay doors and four entrance doors all of which date back to 2008. In terms of interpreting the historic use, the most significant entranceways are the service bay entrances at the west end that aligns with the railway track and the aligned north and south entrances of the 1939 machine shop. The frame of these entrances will be legible within the reconstructed glazing screens, but new, use-specific doorways will be inserted. In the 1939 Workshop there will need to be new, sympathetically designed entrances to allow the free flow of people between the interior and exterior amenity spaces. In the 1935 Machine Shop the window bay that is aligned with Tannery Road will be sympathetically redesigned as the entrance to Building B's lobby.

Large Open Interior Spaces

The large open spaces are key to understanding the industrial history of the building.

The 1939 Machine Shop is to be preserved in its entirety, but its use will change to community space.

Mitigation strategies include:

- The interior brick will be cleaned and left exposed. Redundant fitments will be removed;
- The concrete slab may have to be removed during the course of construction and a new concrete slab installed.
- The independent steel structure supporting the crane steel rails and the steel rails will remain in place and be stripped of paint layers and conserved;
- The street roof trusses, girts, and wood decking will be conserved in situ;
- New lighting and mechanical and electrical systems will be exposed and threaded through the existing structure; and,
- Small standalone pavilions for washrooms and ancillary uses may be inserted.

The 1935 Machine Shop and the 1940s Addition will have the underground parking structure built beneath them. The south wall of both the Machine Shop and its addition will stay in situ during construction. Mitigation strategies include:

- The north wall of the shop has little heritage value: the openings in it are modern. It is monolithic parged masonry. To facilitate the building of the parking lot and to support the overhead tower this wall will be demolished and rebuilt in the same location and height as existing;
- The floor slab will be removed and replaced;
- The roof structure, steel beams, girts and wood decking will be removed. The steel will have the paint stripped and conserved and then rebuilt. New decking of similar dimensions to the existing will be installed;
- The interior brick will be cleaned and left exposed. Redundant fitments will be removed;
- The crane rails along the north wall have been severed in numerous locations to allow for viewing openings. A segment of these rails will be reinstalled in a location which is most visible. Along the south wall the independent steel structure supporting the crane steel rails and the steel rails will remain in place and be stripped of paint layers and conserved; and,
- New elements have to be inserted into the historical open space as a result of new uses, but the intent is that the nature and extent of the original space will be discernable. These new elements may include:
 - New structure, lighting and mechanical and electrical systems will be exposed and threatened through the existing structure;
 - Open staircases;
 - Small protruding glazed mezzanines; and,
 - small single storey pavilions housing retail and service uses.

Fitments

A new railway track running the length of the shops will be installed in the current location but in such a manner as to avoid becoming a tripping hazard.

See Large Open Interior Spaces for gantry crane structures' preservation.

7. Summary of Community Engagement

7.1 Engagement with the City of Toronto

On January 19th the Province and its consultants met with staff. At that meeting the province's position regarding the disposal of the site as a surplus property was shared and CORE presented the first alternative described in *6.0 Considered Alternatives and Mitigation Measures* of this report.

City staff responded with a request for information that was provided. The City also requested:

- i. An updated Statement of Cultural Heritage Value (SCHV) and Heritage Impact Assessment based upon the updated SCHV, both of which to be produced by a qualified independent heritage consultant.
- ii. Community engagement.

Upon being commissioned by IO to undertake the CHER and this HIA Jane Burgess (SBA) met with Mary MacDonald, Senior Manager of Heritage Planning, and Joseph Muller, Program Manager of Heritage Planning, of City Preservation Services to review the scope of SBA's work and to provide feedback from the City regarding the intended scope.

The Draft CHER inclusive of the updated SCHV was forwarded to the City on May 28th for review and comment to fulfill the procedures outlined within the *MOI Heritage Identification and Evaluation Process* (MOI, August 2016), in conformity to the *Standards and Guidelines*, and in response to the above-noted City request. The City indicated that with minor editorial changes they accepted the CHER. On June 23rd the Final CHER was submitted to the City.

The City received a copy of the Draft HIA on May 26th. On May 28th an initial Heritage Issues Meeting was held with the City and the Province and was followed by another Heritage Issues Meeting on June 8th. In general the City expressed a desire for further public engagement regarding an actual development proposal and sought to understand better the proposed mechanism(s) that could be put in place to implement the recommendations of the HIA and to enable a potential municipal designation of the property post-sale. The City also had the following concerns regarding the Alternate #2 Redevelopment Proposal:

- a) Commitment needed for window restoration or replacement in kind (original window type) for retained building elevations with fenestration, in addition to masonry conservation and restoration, including reinstatement where there is historic documentation of prior architectural features such as cornices.
- b) The lack of three-dimensional building legibility, more building retention and conservation is needed for the 1935/1940s machine shop components
- c) Further building retention is needed along Eastern Avenue to retain a representation of the existing streetwall character and the historic industrial nature of the original street frontage that is now greatly altered.
 - o Priority on retention of the north elevation of the warehouse, the first building on the site, now a sole survivor from the early period on Eastern Avenue in this location. Its integrated into the podium with adequate step-back above, retention of east return of this north elevation for legibility (if needed, internal to new build), and retention of the west return of this north elevation for similar external legibility
- d) Consideration and commemoration of the office building's relationship with the warehouse could be incorporated into the proposed design by accommodating patterns of bays and fenestration, datum lines, representation of original north elevation and returns and materiality

and massing of the office building and warehouse into the proposed new building at the northeast corner of the site..

Jane Burgess (SBA) and Joseph Muller (Toronto) undertook a site walkthrough to exchange perspectives on the heritage impacts of the proposed redevelopment and allow the City to see firsthand if the dimensionality of the Machine Shops could feasibly be preserved.

In consideration of the City's feedback, this final HIA provides more detail to the replacement in kind of the industrial windows and the reinstatement of lost cornices. The design has been modified to provide for the replication of north elevation of the warehouse in lieu of the office building. It has included a drawing that illustrates the relationship between the warehouse, the office, and the new building.

7.2 Public Engagement

There has been community interest in the foundry complex for many years as the surrounding area of the West Don Lands has undergone significant expansion, densification, and development. In January, 2021 public engagement in the site became particularly acute with the commencement of demolition that was subsequently halted.

In order to understand better the community interest in the site, the Province organized community engagement sessions both via virtual meetings and written submissions. Ministry representatives designed the plan for community consultation, attending consultation sessions and providing commentary.

7.2.1 Local Community Group Meetings

Three local groups provided presentations about the site at virtual meetings convened on February 24th 2021: the Corktown Residents and Business Association, the West Don Lands Association, and the St. Lawrence Neighbourhood Association. All three groups noted great interest in the site and presented design concepts that related to the heritage value of the site as a property and as part of a cultural heritage landscape, as well as its value to the West Don Lands community. The government attendees included key leaders responsible for affordable housing, government realty and protection of heritage, three Assistant Deputy Ministers from the Ministries of Municipal Affairs and Housing, Government and Consumer Services, and Heritage, Sport, Tourism and Culture Industries, as well as a Senior Vice-President from Infrastructure Ontario.

Themes

All organizations were supportive of reusing the site and open to redevelopment, including affordable housing. All were strong supporters of adaptive reuse and assumed that some or all of the heritage buildings as they exist today could be worked around or worked into a new development on the site. The St. Lawrence Neighbourhood Association/West Don Lands Committee (SLNA/W DLC) focused on retaining the Cleaning Building and the Machine Shop, while the Corktown Residents' and Business Association (CRBA) recommended keeping three buildings. All organizations supported using the site for affordable housing. Proposals put forward by neighbourhood groups ranged in density and number of units. Stakeholders in both meetings supported public space on the south-west corner of the site, a corridor midblock, and emphasized the importance of community space for programming and non-profits. Stakeholders did not accept that environmental remediation would be a barrier to maintaining the heritage structures citing examples such as the Distillery District and the 51 Division police station where the buildings themselves were reused vs. the site redeveloped.

7.2.2 Web Based Engagement

In addition to the virtual meetings the government engaged the public via the central provincial consultation portal (Ontario.ca/consultation). It was promoted online through social media (Twitter, LinkedIn). The government received 438 unique written submissions from the public via the online portal.

Themes

Again, the preservation of heritage elements on the site was a priority among submissions, 95%. A strong majority felt that heritage elements can and should be incorporated into the plan. Just under half of the submissions explicitly supported affordable housing on the site, 44%, while 51% were silent on the topic. Just under a fifth of the submissions mentioned one of the Community Groups' proposals or made their own suggestions about how the site should be used. A fifth of the respondents specifically advocated for the site to be used for community space, citing the example of the Distillery District and suggesting uses such as event space, farmer's market, green space, and an urban farm. Three respondents supported demolishing the heritage buildings.

About half of respondents had concerns regarding the consultation process. Most of the concerns expressed pertained to the early lack of consultation process and a call for local involvement in the process going forward.

7.3 Conclusions

The public feedback was fairly unified in its themes and content. There was overwhelming support for the preservation of heritage elements on the site and their incorporation into the redevelopment of the site. The Forge (Cleaning Room) and the Machine Shops were the buildings most specifically referred to for preservation. The majority were supportive of site redevelopment giving the sense that site redevelopment and the retention of some or the entire heritage buildings on the site were not mutually exclusive.

There was strong support for the provision of affordable housing.

The design development remains in a state of evolution and so was not presented to the public for feedback as a part of a consultation process. The heritage impact was assessed to comply with the Court injunction and to set safeguards against the demolition of heritage assets whose preservation is compatible with the planning requirements of the MZO. The public engagement conducted for this HIA satisfies the Standards and Guidelines with respect to the mandate of this particular HIA to adjudicate the public interest in the heritage value of the property.

As a result, this HIA does not comment on how the development might be received because such consultation would form part of the City's Site Plan agreement at such a time that once the land has been sold, the specific and finalized development plan will be submitted to the City and be subject to City processes for its approval inclusive of broader consultation.

8. Recommendations

8.1 Recommended Alternative – Alternative #2

All designs for the site are required to maintain the MZO requirements. These requirements include;

- a maximum of three buildings on the site;
- one building is required to be affordable apartment building (264 units);
- total permitted residential and non-residential gross floor area of 75,038.4 square metres, of which a minimum of 500 square metres must be non-residential uses;
- 500 square metres of privately owned publicly accessible space (ie open space); and,
- parking requirements were also defined within the MZO. In a separate Provincial Contribution Agreement, the Province will bind any future potential purchaser to provide much needed affordable housing which will meet the City's requirement that 30% of the gross floor area would be dedicated to affordable rental units.

Put forth by CORE Architects, the drawings are conceptual and continue to evolve. The concept's heritage impact is being assessed in order to comply with the Court injunction and to set safeguards against the demolition of heritage assets, the preservation of which is compatible with the planning requirements of the MZO. It is the intent that once the land has been sold a specific development plan will be submitted to the City and will have to meet the requirements of the City's Site Plan Agreement process. The narrative within the HIA conveys a more accurate description of the intent of the design process and the development proposal. In cases where there is a discrepancy between the words and the drawings, the written description within the HIA of the development and its details should be understood as the accurate reflection of process and design.

This HIA assessed the impact of the original total demolition proposal as well as two different alternatives that evolved as a result of a greater understanding of the site's heritage value and the community's interest in the site. CORE Architect's Alternate #2 design proposal is included in Appendix D. The design proposal included in Appendix D is conceptual in nature and there are some conflicts with the wording of this HIA, it is understood that all such conflicts will be resolved as part of a fulsome Conservation Plan to be submitted as part of the Site Plan Agreement process.

Alternative #2 maximizes the preservation and conservation of the significant heritage resources embodied in the industrial buildings: the Cleaning Room and the two Machine Shops. The historical setting is preserved through the retention of the balance of built form and open spaces and new buildings built tight or very close to property lines. The two-storey high brick streetwall along Palace Street is being retained and conserved in its totality. Along Eastern Ave the Cleaning Room retains the streetwall at the western end of the site, the replicated Warehouse façade fills the gap in the centre, and a brick base of similar height and horizontal and vertical rhythm of the new tower at the eastern end completes the streetwall. In addition, while historically public access to the complex had been tightly controlled the creation of public exterior and interior open spaces within this proposal encourages public accessibility to this historic block.

This alternative, as with the original proposal, results in a loss of the two heritage ancillary buildings on the site: the Warehouse and the Office Building. This loss is due to programme requirements, the site conditions, and heritage related constructability issues, as advised by CORE. While the recommended heritage mitigation approach is to conserve the façade of the Warehouse, given CORE's constraints its careful replication will have to serve to reinforce the historic streetwall and reflect the style of ancillary

structure required within the industrial complex. As a result, in the final iteration of Alternate #2 CORE has included for the replication of the façade and restoration of the lost cornice in the exact location where it currently stands.

The loss of the heritage resources of the Warehouse and Office Buildings is mitigated by the Cultural Heritage Documentation Report undertaken by SBA in November of 2020. The proposal also creates an enhanced opportunity for the establishment of the “Industrial Workers” plaque and the “Dominion Foundry” Plaque recommended in ERA’s HIA for the West Don Lands (2011).

The recommended design alternative heritage mitigation can be summarized as follows:

- Preserve and conserve:
 - i. the Cleaning Room
 - ii. the 1939 Machine Shop
 - iii. the south wall of the Machine Shops and Palace Street
- Where exterior masonry walls are being preserved, they are to be conserved and the existing masonry openings are to be retained with new sympathetically designed openings kept to a minimum.
- The industrial steel windows will be will site measured and inventoried and then carefully replicated using steel sash, channels, operating units and hardware of similar material, size and profile to the original.
- Preservation of the major interior two-storey spaces of:
 - i. the second Machine Shop
 - ii. the original Machine Shop
 - iii. at a minimum the southern half of the Cleaning Room
- Within the major interior open spaces to be maintained:
 - i. Preserve the structural systems for the gantry cranes
 - ii. Remove paint and redundant fitments from the exterior masonry walls leaving the exposed brick
 - iii. Conserve or replicate the wood roof decking
 - iv. Conserve or replicate the exposed concrete floor slabs
 - v. It is understood that new structure, building systems and pavilions will be installed within the major interior open spaces but not to the extent that the volume of the heritage open space cannot be interpreted.
- Heritage fitments of the site to be preserved include:
 - i. The gantry crane, manufactured by Sir William Arrol & Co Ltd., Glasgow Scotland, found in the Cleaning room will be conserved within the building or the POPS
 - ii. The railway tracks running through both Machine Shops and the west addition will be replicated within the new concrete slab floor
 - iii. The two safe doors of the ground floor of the Office building complete with heavy steel jams will be incorporated into the project.
- The replication of the façade of the Warehouse Building along Eastern Avenue
- New built form:
 - i. For buildings A & B setting the new towers back from any the façade that faces a street
 - ii. For building B the design of a sympathetic brick base of a two storey height set close to the Eastern Street property line

8.2 Recommendations

The design alternative outlined in 8.1 should be pursued.

There is no Strategic Conservation Plan in place for the site but it is the intention that these recommendations may act as a strategic conservation plan for the disposal of the site in such a manner as to comply with the requirements of the S & G F.2; *“If a property is to leave provincial control, use the best efforts to the extent possible in law to ensure the ongoing, legally binding protection for the property’s cultural heritage value (such as designation under Part IV of the Act, a heritage conservation easement, etc.) in any sale or other disposal agreement. The level of protection should be appropriate to the cultural heritage value of the property”*

8.2.1 Until the Property leaves the Provincial Government’s Ownership

Protective Maintenance

Install/and or maintain security including perimeter fencing and a fire and security watch. Should the property not be disposed of before the heating season, minimal heat should be supplied to the Cleaning Building and the Machine Shops.

Demolition, Stabilization and Salvage Plans

No demolition shall occur to the Cleaning Building, 1935 and 1939 Machine Shops buildings and the 1940s additions to the west or north. As part of any potential demolition planning and/or works to be undertaken by the Province is it preferable that the west and/or north walls of the 1939 Machine Shop and the 1940s additions remain intact for ease of maintenance and stability in advance of any future sale and subsequent redevelopment. Should demolition be contemplated by the Province for the west and/or north walls of the 1939 Machine Shop and the 1940s addition, it is recommended that such works be subject to engineering approval and oversight by a Heritage Consultant to provide for the appropriate protection of the remainder of the buildings.

The Province will retain the services of a qualified heritage consultant to oversee its Demolition Plan. The heritage professional will review the Province’s Demolition Plan, and provide detailed written instructions for the salvage, stabilization, for replication of heritage resources. The Province will provide to the City in a timely manner a copy of its Demolition Plan complete with all conservation instructions prior to any demolition work being undertaken on the site. Further, the Province will provide ongoing demolition progress reviews undertaken by the heritage professional.

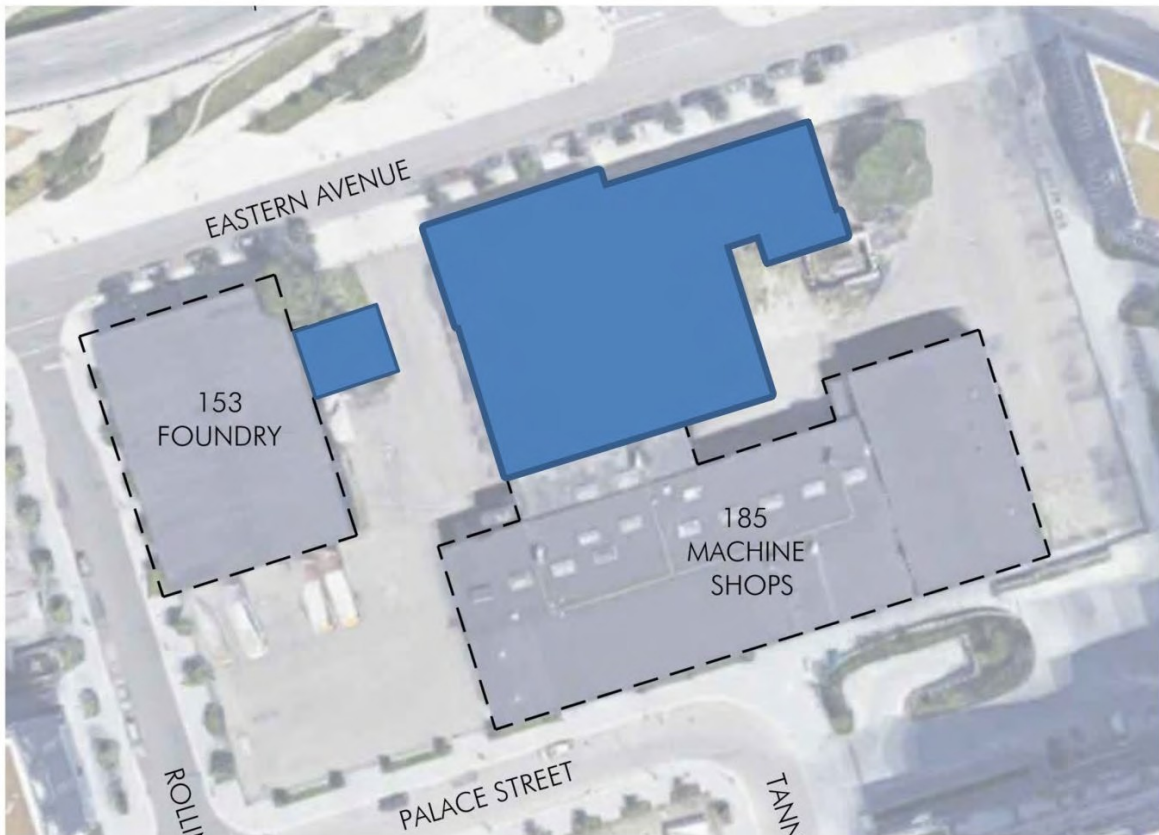
No demolition shall commence on the Warehouse until a plan for its replication, documentation and salvage has been submitted to the City.

At a minimum the two safe room doors and frames from the ground floor of the Office Building shall be salvaged. All salvaged items will be photographed, inventoried and safely stored on site.

For the buildings to be demolished before disposal: the Office Building, the Warehouse, and all additions to those two buildings, SBA’s “Cultural Heritage Documentation Report” dated November 2020 shall serve as pre-demolition documentation. (A copy of this report has been provided to the City of Toronto.)

The bricks from the recent partial demolition of the cleaning building have been salvaged and stored in

the Cleaning Room to be used for masonry repairs of that building.



Shown in blue: To be demolished by the Province before the transfer of the land.

8.2.2 Accommodation for once the Property leaves Provincial Ownership.

Conditions of sales shall include:

- Requirement to protect, maintain, and monitor the Cleaning Building and the Machine Shops and all other obligated activities not undertaken while in Provincial ownership.
- A condition of the Agreement of Purchase and Sale between the government and any potential purchaser will be a Heritage Conservation Agreement that will be registered on title. The Heritage Conservation Agreement will set out the Conservation Plan as recommended in this HIA.

Appendix A: Qualifications of Authors

Stevens Burgess Architects Ltd. is an OAA licensed architectural practice specializing in heritage conservation. SBA has six licensed architects, three of whom are members of the Canadian Association of Heritage Professionals (CAHP), two LEED accredited professionals, and a staff trained in the application of heritage standards and best practice.

In 1988, SBA was retained to assist the Trustees of The Old Stone Church in Beaverton, Ontario to assist in designation and conservation of the 1840's stone church which became a national historic site. Since that time SBA has worked on over forty recognized or designated heritage properties and many more listed or eligible to be listed buildings. SBA Follows internationally recognized preservation principles as inscribed in the charters, SBA's involvement with projects range from research and documentation to production of Heritage Significance Evaluations, Building Condition Assessments, Intervention Guidelines, Conservation Master Plans, Feasibility Studies, Heritage Impact Statements, Building Conservation, Retrofit and/or Reuse and Monitoring and Maintenance Plans.

This CHER was prepared by a member of the Canadian Association of Heritage Professionals (CAHP), namely, Jane Burgess **OAA, MRAIC, CAHP, APT** a founding partner of Stevens Burgess Architects Ltd. (SBA) and partner-in charge of heritage projects. She has practiced within the heritage industry for over thirty years, contributing to heritage policy making, advocacy and education. Jane has served as President of CAHP (Canadian Association of Heritage Professionals), Vice Chair of the Toronto Preservation Board and Vice President of the OAA. She has received many awards for her work in conservation and lectures widely on the subject.

Julia Rady obtained her PhD in Canadian History from the University of Toronto in 2017. She has presented on her work to the Canadian Historical Association and the Canadian Society of Church History. She has worked as a historical consultant for the CBC, the Osgoode Society for Canadian Legal History, and Heritage Toronto, and she has published book reviews with *Ontario History*. She started working at SBA in 2017 assisting on historical research and writing for the firm's heritage-related work. In 2019 she was appointed to the Toronto Preservation Board.

Appendix B: Sources Consulted

APPENDIX B: Sources Consulted

Archaeological Services Inc.

2003 *Stage 1 Archaeological Assessment of Ten ORC West Donlands Properties, City of Toronto*. CIF # P047-017, P047-018, P047-033, and P-047-040.

CH2M Hill

2011 *Summary of Phase Two Environmental Site Assessment Investigation at 153 Eastern Avenue, Toronto, Ontario*. Technical memorandum to Infrastructure Ontario.

City of Toronto

2004 *153-185 Eastern Avenue (Dominion Wheel and Foundries Company) – Inclusion on the City of Toronto Inventory of Heritage Properties*. Toronto Staff Report.

2020 Letter January 24th from Gregg Lintern, Chief Planner to Joshua Paul, ADM (MMAH) regarding concerns with the IO's HIA October 2020.

2021 Public Report – Stopping the Demolition to Protect Ontario's Heritage Foundry Buildings – 153-185 Eastern Avenue

Commonwealth Historic Resource Management Limited

2008 *Conservation Assessment Windows & Doors B80086 No. 153 Eastern Avenue, B81484 No. 169 Eastern Avenue, B80102 No. 171 Eastern Avenue, B80129 No. 185 Eastern Avenue, West Don Lands, Toronto, Ontario*.

Core Architects

2020 *153-185 Eastern Avenue Brief about the Environmental Remediation and Heritage Strategy*. Letter/note.

ERA Architects

2011 The West Don Lands Public Realm. Heritage Analysis and Interpretation Plan

Infrastructure Ontario

2020 Oct Draft Heritage Impact Assessment: 153-185 Eastern Avenue (Former Dominion and Wheel Foundries Company). *B80086 No. 153 Eastern Avenue, B81484 No. 169 Eastern Avenue, B80102 No. 171 Eastern Avenue, B80129 No. 185 Eastern Avenue*.

Ministry of Heritage, Sport, Tourism and Culture Industries

2010 *Standards and Guidelines for the Conservation of Provincial Heritage Properties*.

2016 *Information Bulletin 3: Heritage Impact Assessments for Provincial Heritage Properties*.

Philip Goldsmith Architect

2020 *Description of the disassembly and reconstruction of a heritage building as a means of conserving a heritage property*. Letter/note for Aspen Ridge Homes.

Province of Ontario

2020 Minister's Zoning Order: Ontario Regulation 595/20 Under The Planning Act - Zoning Order — City Of Toronto

Stevens Burgess Architects Ltd.

2020 Nov 2020 Cultural Heritage Documentation Report: 153-185 Eastern Avenue (Former Dominion and Wheel Foundries Company). B80086 No. 153 Eastern Avenue, B81484 No. 169 Eastern Avenue, B80102 No. 171 Eastern Avenue, B80129 No. 185 Eastern Avenue.

2021 Cultural Heritage Evaluation Report (Section 1: Cultural Research and Section 2: Evaluation): 153-185 Eastern Avenue (Former Dominion and Wheel Foundries Company). B80086 No. 153 Eastern Avenue, B81484 No. 169 Eastern Avenue, B80102 No. 171 Eastern Avenue, B80129 No. 185 Eastern Avenue.

Unterman McPhail Associates

2006 *Draft West Donlands Phase 2 Cultural Heritage Study Report 2 of 5 Built Heritage Inventory. B80025 No. 104 Eastern Avenue, B80153 2 St. Lawrence Street & Former Dominion Wheel & Foundries Ltd. B80086 No. 153 Eastern Avenue, B81484 No. 169 Eastern Avenue, B80102 No. 171 Eastern Avenue, B80129 No. 185 Eastern Avenue.*

2010 WaterfrontToronto: Heritage Impact Assessment – Cleaning Room Building, Dominion Wheel & Foundries Ltd., Founry District Energy Centre, No. 153 Eastern Avenue, Toronto ON prepared for Kongats Architects

Urban Design Associates

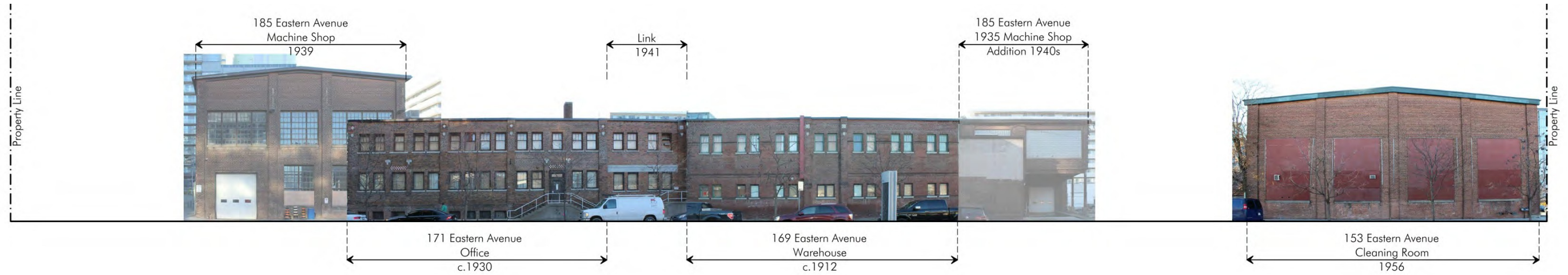
2006 West Don Lands Block Plan and Design Guidelines

Appendix C: Existing Streetscapes & Buildings – SBA – November, 2020

❖ Eastern Avenue Streetscape and Complex East Elevation

❖ Palace Streetscape and Midblock Connection

Appendix C: Existing Streetscapes

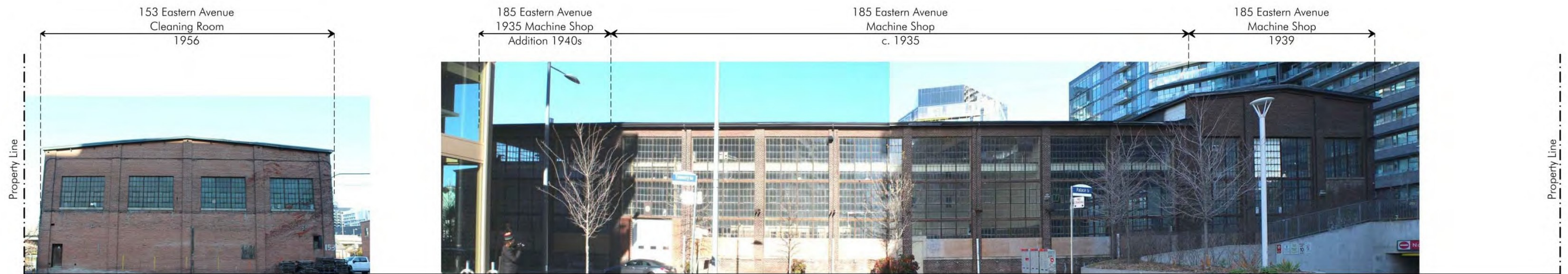


Eastern Avenue Streetscape

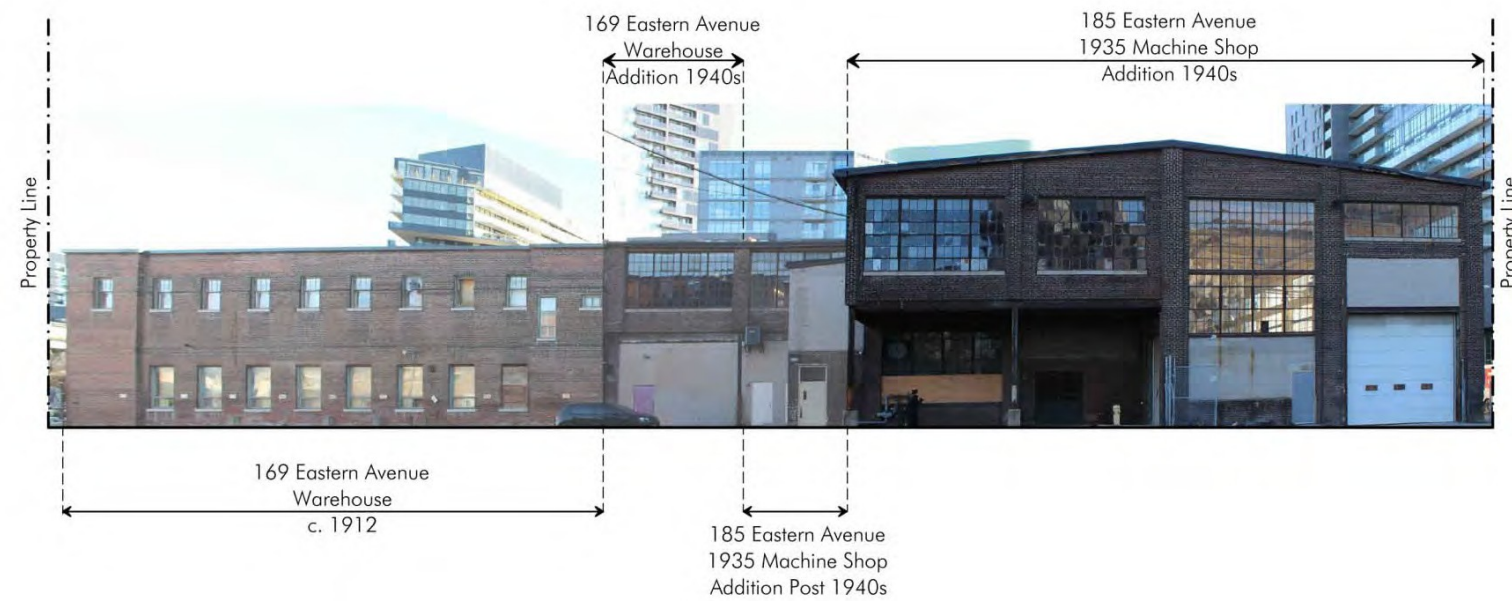


East Complex Elevation





Palace Street Streetscape



Mid-Block Connection



Appendix D: 153-185 Eastern Avenue Preliminary Design Presentations –
COREArchitects – June 21st, 2021

- ❖ Context Plan
- ❖ Ideogram 1 - Existing Buildings
- ❖ Ideogram 2 – Retained Building / Façades
- ❖ Ideogram 3 – Extruded Mass (NOT PURSUED)
- ❖ Ideogram 4 – POPS and Additional Pedestrian Connection (NOT PURSUED)
- ❖ Ideogram 5 – Modified Tower Massing (NOT PURSUED)
- ❖ Ideogram 6 – Tower Massing Articulation
- ❖ Ground Floor Original Plan Proposal (NOT PURSUED)
- ❖ Ground Floor Plan – Alternative #1 (NOT PURSUED)
- ❖ Ground Floor Plan – Alternative #2
- ❖ Perspective - View from Palace Street and Rolling Mills Rd.
- ❖ Perspective - View of POPS
- ❖ Perspective - View from Palace St.
- ❖ Perspective – View from Eastern Avenue
- ❖ Perspective – Affordable Building Lobby
- ❖ Community Space

153-185 EASTERN AVE

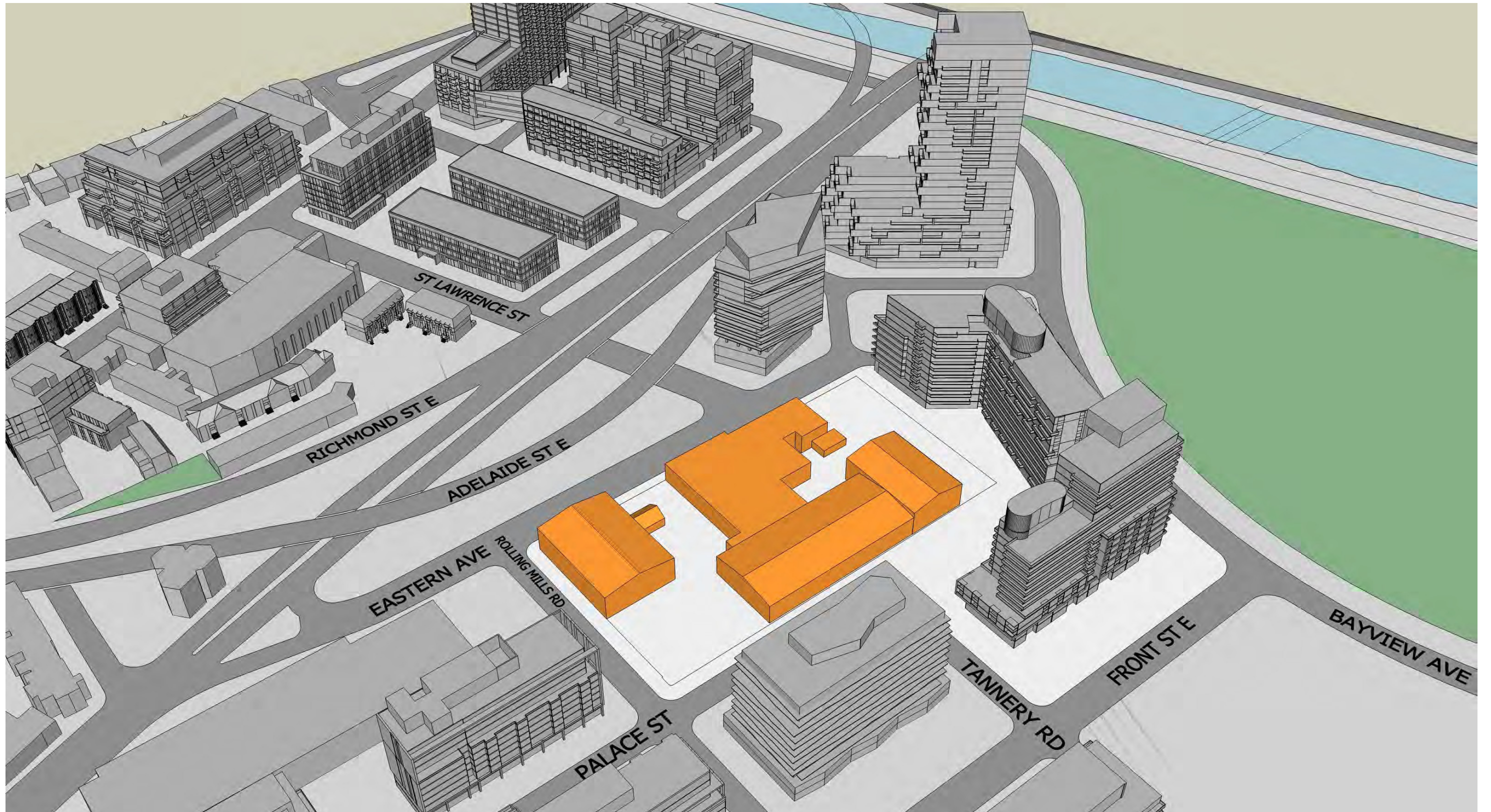
TORONTO, ONTARIO

PRELIMINARY DESIGN PRESENTATION



CONTEXT PLAN
153-185 EASTERN AVE

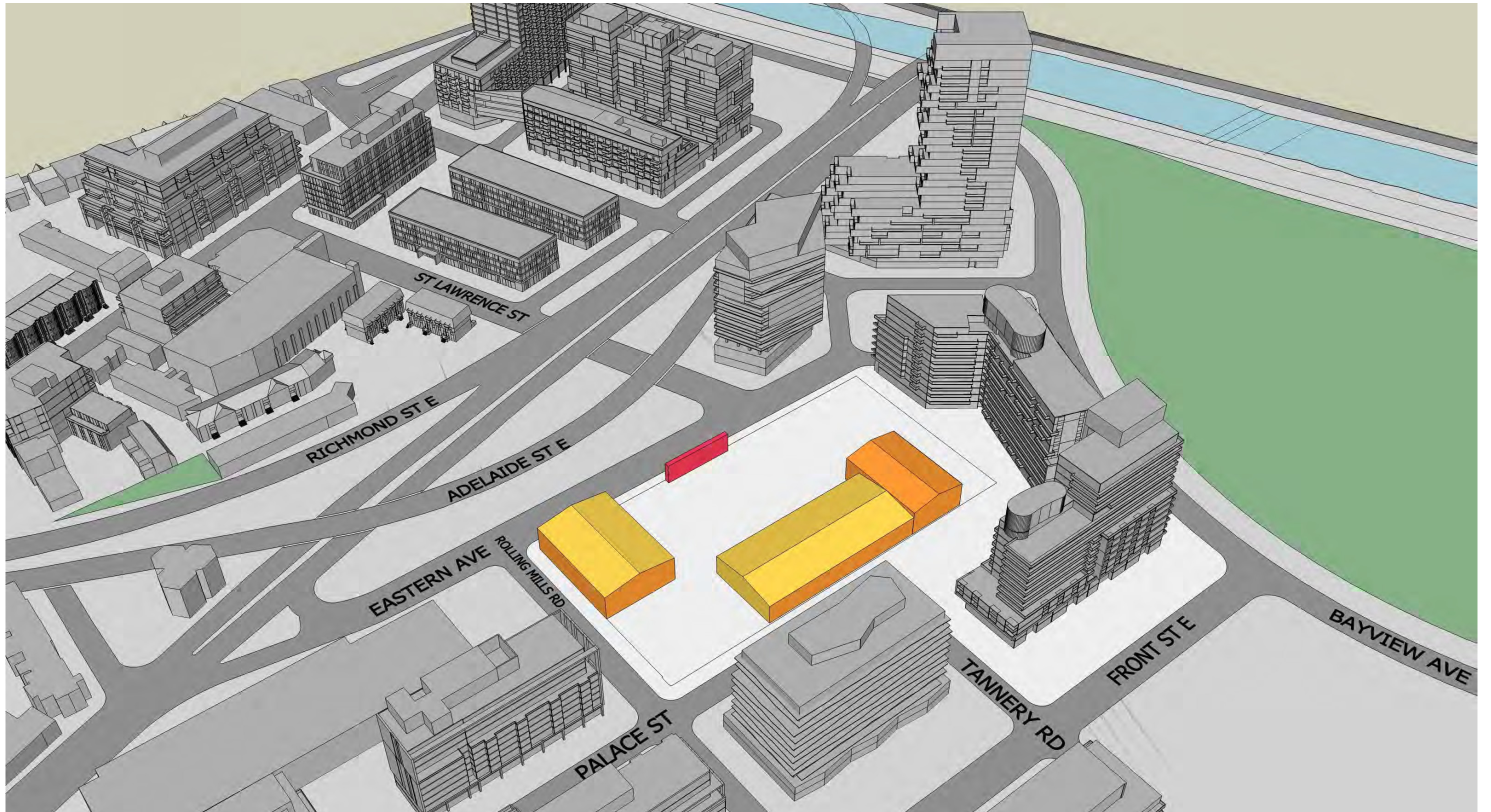
21 JUNE 2021



IDEOGRAM #1 - EXISTING BUILDINGS

153-185 EASTERN AVE

21 JUNE 2021



IDEOGRAM #2 - RETAINED BUILDINGS/FACADES

153-185 EASTERN AVE

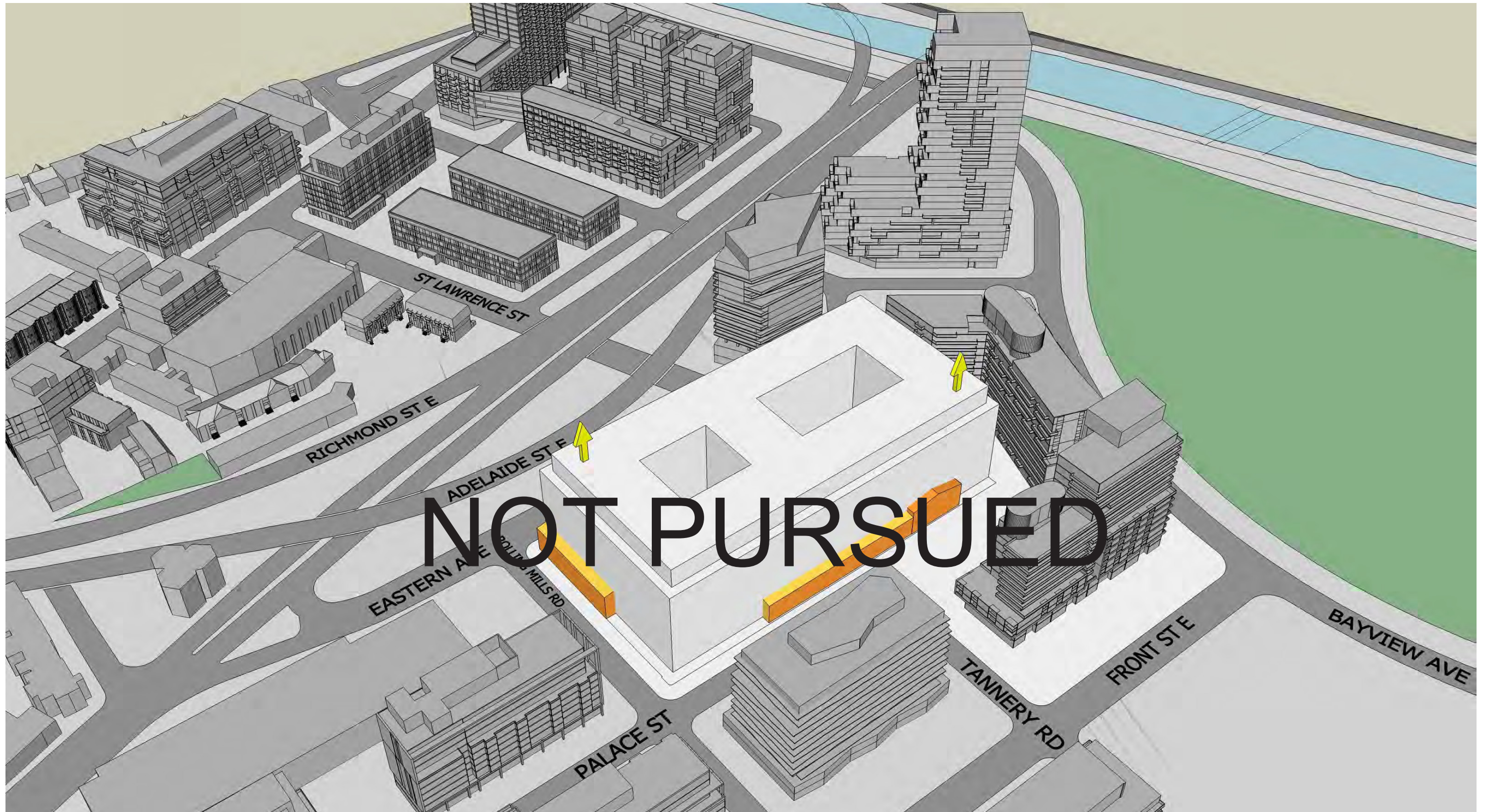
21 JUNE 2021

■ EXTENT OF EXISTING BUILDING
TO BE RETAINED

■ EXTENT OF EXISTING BUILDING
TO BE REBUILT

■ COMMEMORATIVE WALL TO
REPLICATE 169 EASTERN AVE
FACADE

COREARCHITECTS



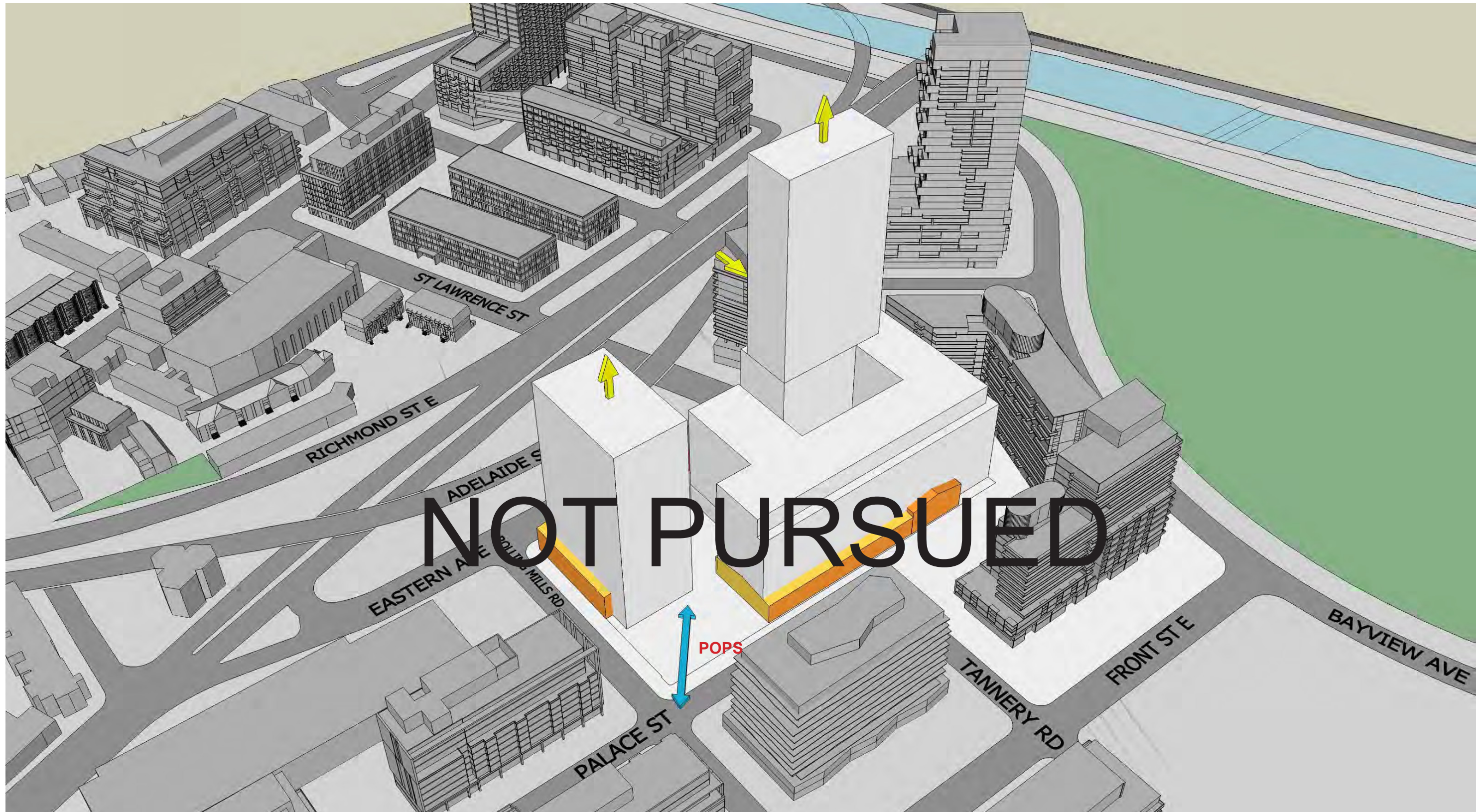
IDEOGRAM #3 - EXTRUDED MASS
153-185 EASTERN AVE 21 JUNE 2021

■ EXTENT OF EXISTING BUILDING
TO BE RETAINED

■ EXTENT OF EXISTING BUILDING
TO BE REBUILT

■ COMMEMORATIVE WALL

COREARCHITECTS




IDEOGRAM #4 - POPS AND ADDITIONAL PEDESTRIAN CONNECTION

153-185 EASTERN AVE

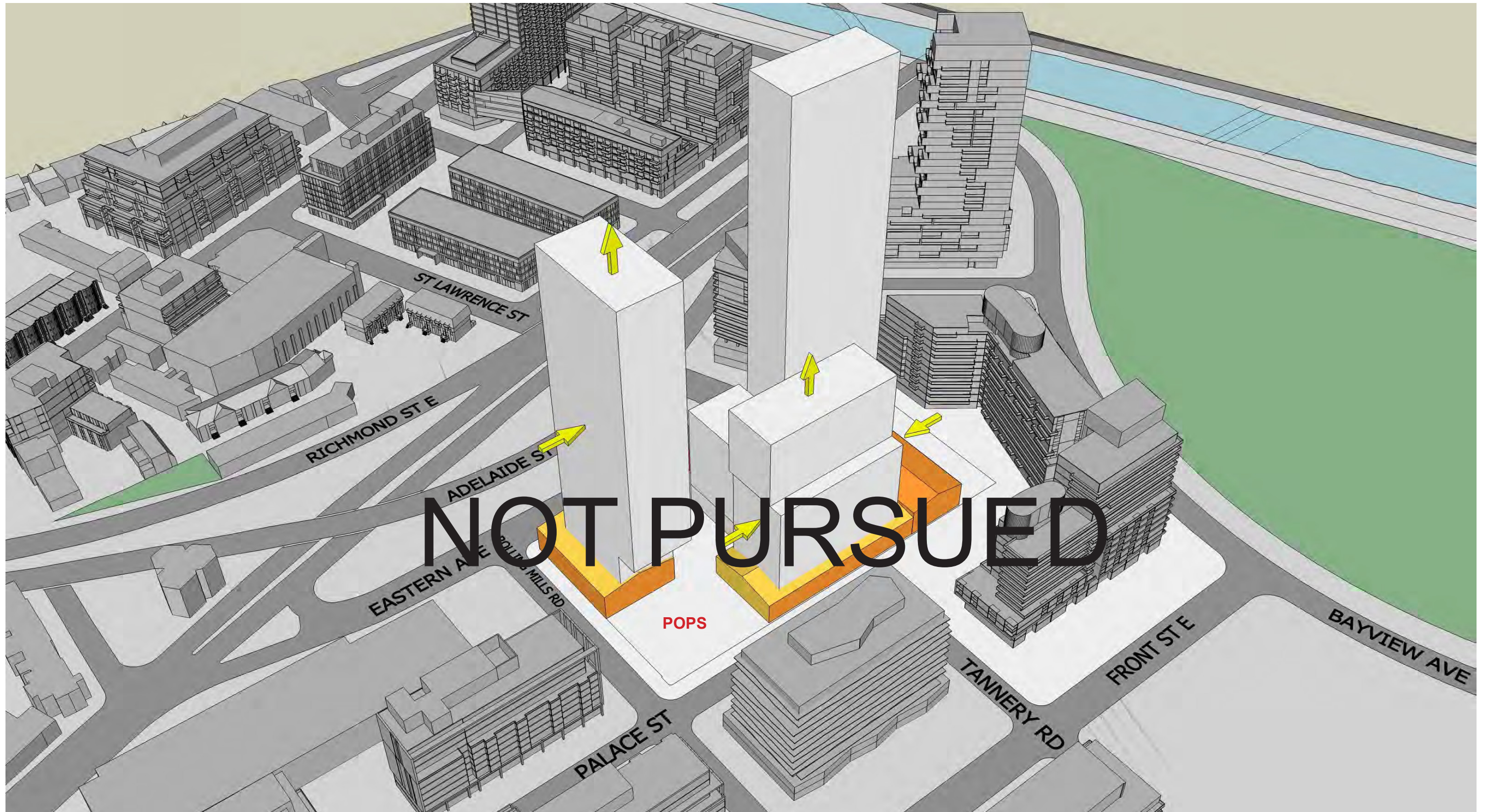
21 JUNE 2021

 EXTENT OF EXISTING BUILDING TO BE RETAINED

 EXTENT OF EXISTING BUILDING TO BE REBUILT

 COMMEMORATIVE WALL

COREARCHITECTS



NOT PURSUED

POPS

IDEOGRAM #5 - MODIFIED TOWER MASSING

153-185 EASTERN AVE

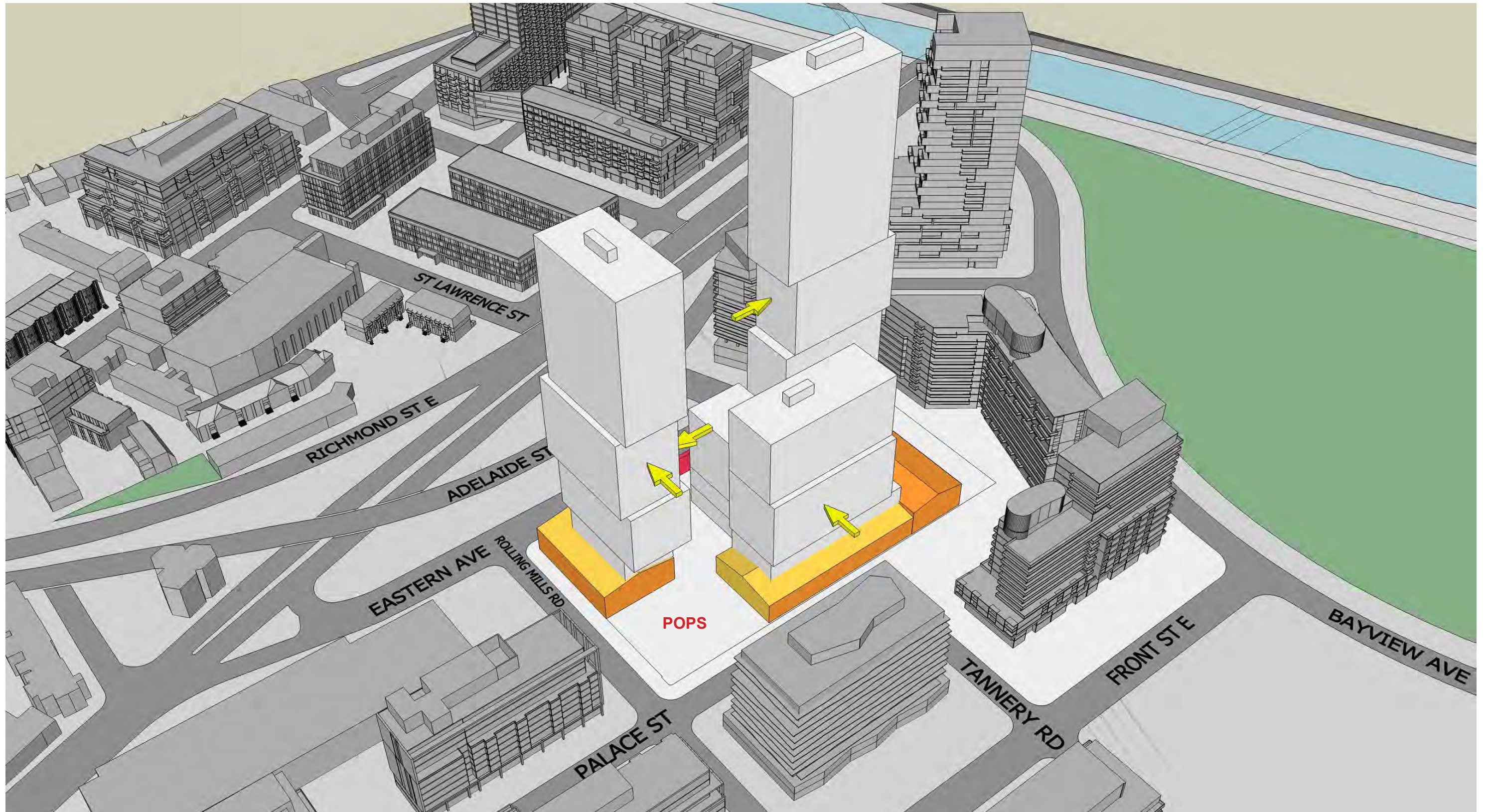
21 JUNE 2021

EXTENT OF EXISTING BUILDING TO BE RETAINED

EXTENT OF EXISTING BUILDING TO BE REBUILT

COMMEMORATIVE WALL

COREARCHITECTS



IDEOGRAM #6 - TOWER MASSING ARTICULATION

153-185 EASTERN AVE

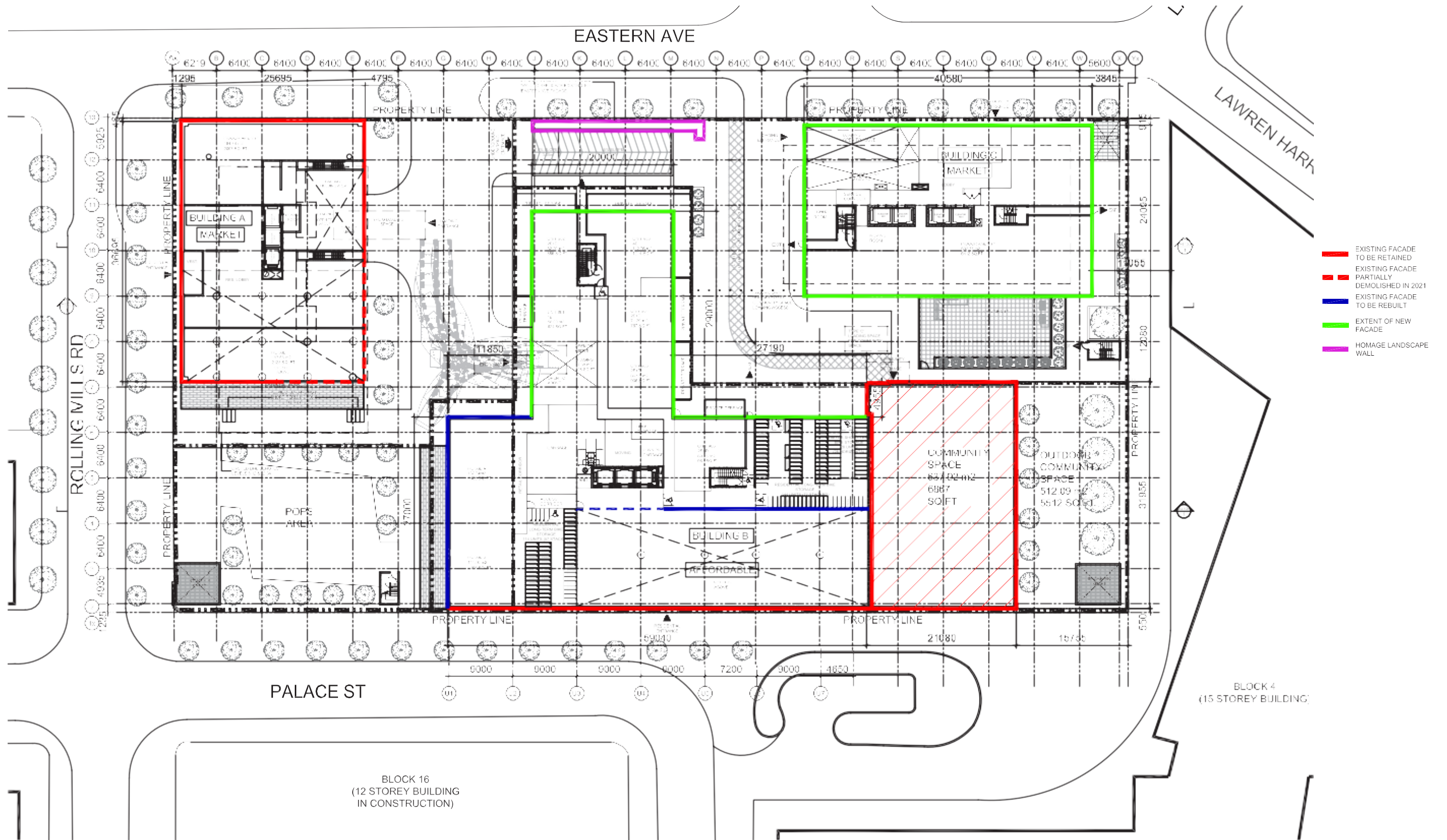
21 JUNE 2021

■ EXTENT OF EXISTING BUILDING
TO BE RETAINED

■ EXTENT OF EXISTING BUILDING
TO BE REBUILT

■ COMMEMORATIVE WALL

COREARCHITECTS



GROUND FLOOR PLAN - ALTERNATIVE #2
 153-185 EASTERN AVE

21 JUNE 2021



PERSPECTIVES - VIEW FROM PALACE ST & ROLLING MILLS RD
153-185 EASTERN AVE 21 JUNE 2021



PERSPECTIVES - VIEW OF POPS
153-185 EASTERN AVE

21 JUNE 2021



PERSPECTIVES - VIEW FROM PALACE ST.
153-185 EASTERN AVE 21 JUNE 2021



PERSPECTIVES - VIEW FROM EASTERN AVE.
153-185 EASTERN AVE 21 JUNE 2021



SOLID GLAZING

PERSPECTIVES - AFFORDABLE BUILDING LOBBY
153-185 EASTERN AVE 21 JUNE 2021



PERSPECTIVES - COMMUNITY SPACE
153-185 EASTERN AVE 21 JUNE 2021