



# HERITAGE IMPACT ASSESSMENT

for

## 221-225 STERLING ROAD

Toronto, ON

GBCA Project No: 20044

prepared for:

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

prepared by:

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

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## EXECUTIVE SUMMARY

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

The subject site is located to the north-east of the Sterling Road and Perth Avenue junction, setback from Sterling Road, within a mixed-use context of residential, commercial, and industrial buildings. The site includes a large building that encompasses the integrated culmination of varying building phases on the site, of which none are currently included on the City's Heritage Register. The building was researched and evaluated as per Ontario Regulation 9/06 and does not meet the criteria for cultural heritage value.

The subject site is not currently adjacent to a heritage property listed under the Heritage Register or designated under the Ontario Heritage Act. Prominent views to the heritage designated property located at 158 Sterling Road (the Museum of Contemporary Art) are not protected under the City of Toronto's Official Plan, nevertheless the proposed development would not impede views to this heritage resource as seen from Sterling Road.

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

The proposed change consists of removing all existing buildings on the site and erect a new multi-storey residential development.

The proposed development will be inserted in an area of significant industrial character that is currently undergoing significant residential

growth. The proposed development is respectful of the surrounding existing massing context and provides a transition to the low-rise residential buildings to the north and east, and the low-rise former industrial building to the south.

This HIA has been prepared in accordance with HIA Terms of Reference as required by the City of Toronto (October 2014) and evaluates the impact of the proposed development on existing heritage resources.

# 1. INTRODUCTION

## 1.1 Property Description

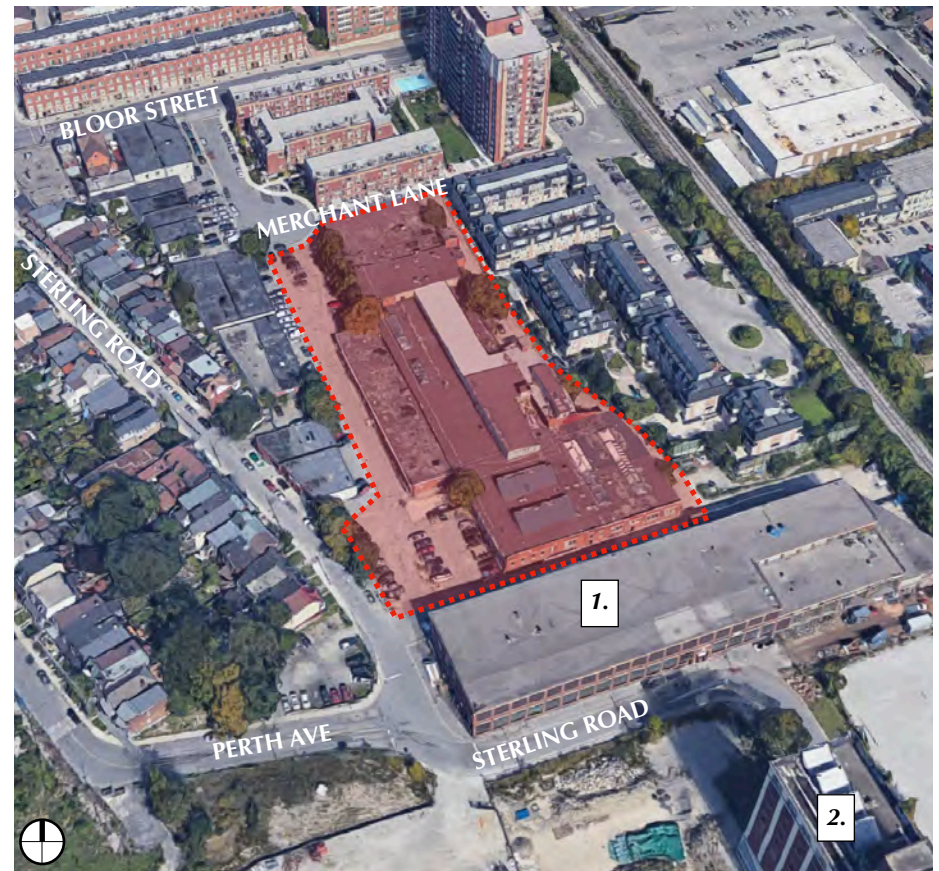
The subject site is located to the north-east of the Sterling Road and Perth Avenue junction. The site is framed by unnamed private lanes to the east and west, Merchant Lane to the north, and an unnamed right of way to the south, as indicated on the map at right. The site is occupied by an amalgamated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

### Adjacencies

- To the north of the site are 5-storey residential developments dating to c.2010, adjacent a 15-storey residential tower to the east.
- To the east of the site are 5-storey residential developments dating to the early 2000s.
- To the south of the site at 213-219 Sterling Road, is a 2-storey former industrial building of heritage interest (the former Maloney Electric Building), currently accommodating a variety of commercial uses.
- To the west of the site are 1-storey automotive commercial buildings adjacent low-rise residential buildings fronting Sterling Road. This parcel is currently proposed to be re-developed as a mixed-use residential 4-storey podium with 18-storey tower facing Bloor Street.
- To the south of the building at 213-219 Sterling Rd, is the Museum of Contemporary Art at 158 Sterling Road; a heritage designated 10-storey former industrial building.

## 1.2 Present Owner and Contact Information

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



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

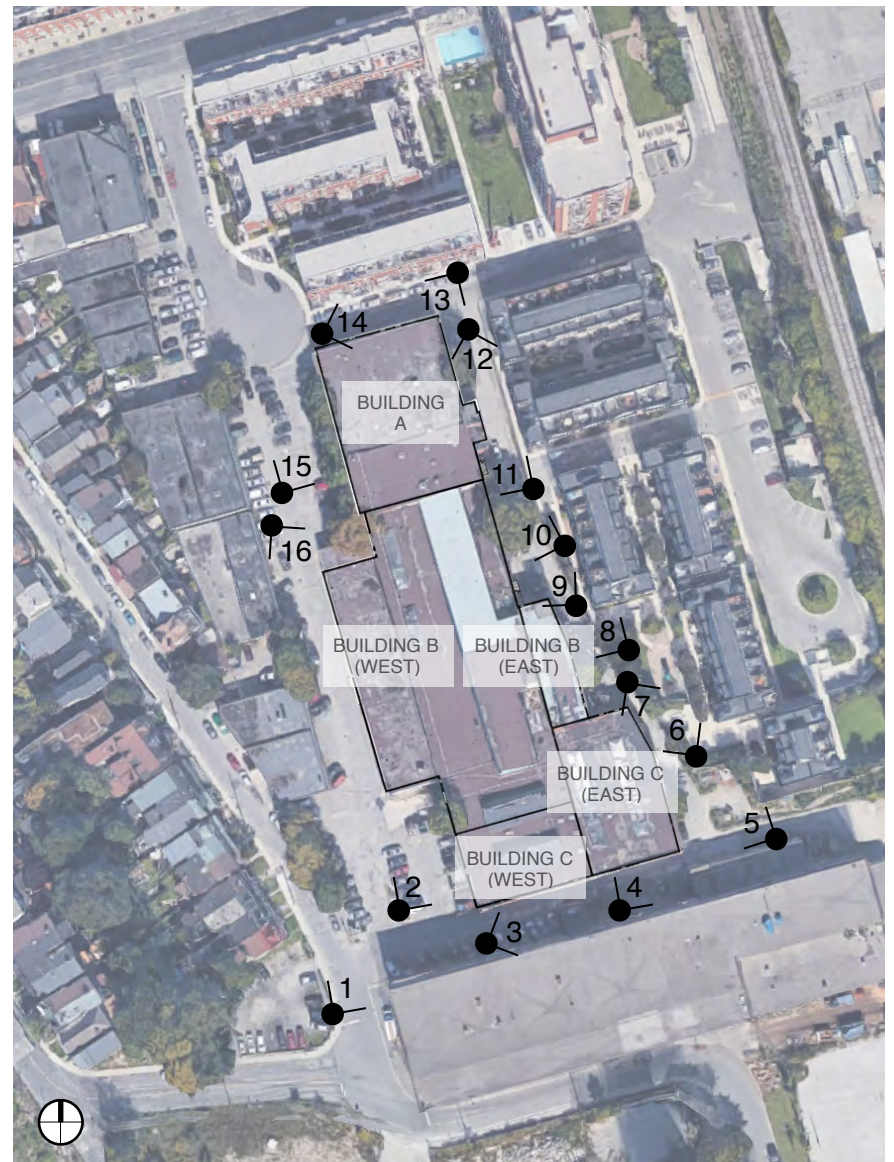
### Adjacent or nearby Heritage Properties and properties of heritage interest:

1. **213-219 Sterling Rd - House; the Moloney Electric Company building, 1910, Currently under study by the City of Toronto**
2. **158 Sterling Rd - MOCA, former Northern Aluminium Company Building, 1920, J.W. Schreiber, Designated under OHA, By-law 969-2005**



### 1.3 Site Context

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



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



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



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



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



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





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



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



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



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





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



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



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



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





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



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



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



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





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



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



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

## 2. BACKGROUND

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

### Historical and Contextual

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

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

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

Colonel Walter O'Hara. In 1856 and again in 1868, O'Hara subdivided lot 33.

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

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

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

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

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

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

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

### 221-225 Sterling Road

The building at 221-225 Sterling Road is composed of an amalgamation of various industrial structures built between c.1910. and c.1966, with

miscellaneous significant alterations dating to the 1990s. The interior spaces were not considered in the scope of this background research. A railway spur line once ran parallel to the east facade of Building C (west), as shown on the archival photograph dating c.1914-1918, where addition Buildings B and C (east) were later constructed in its place.

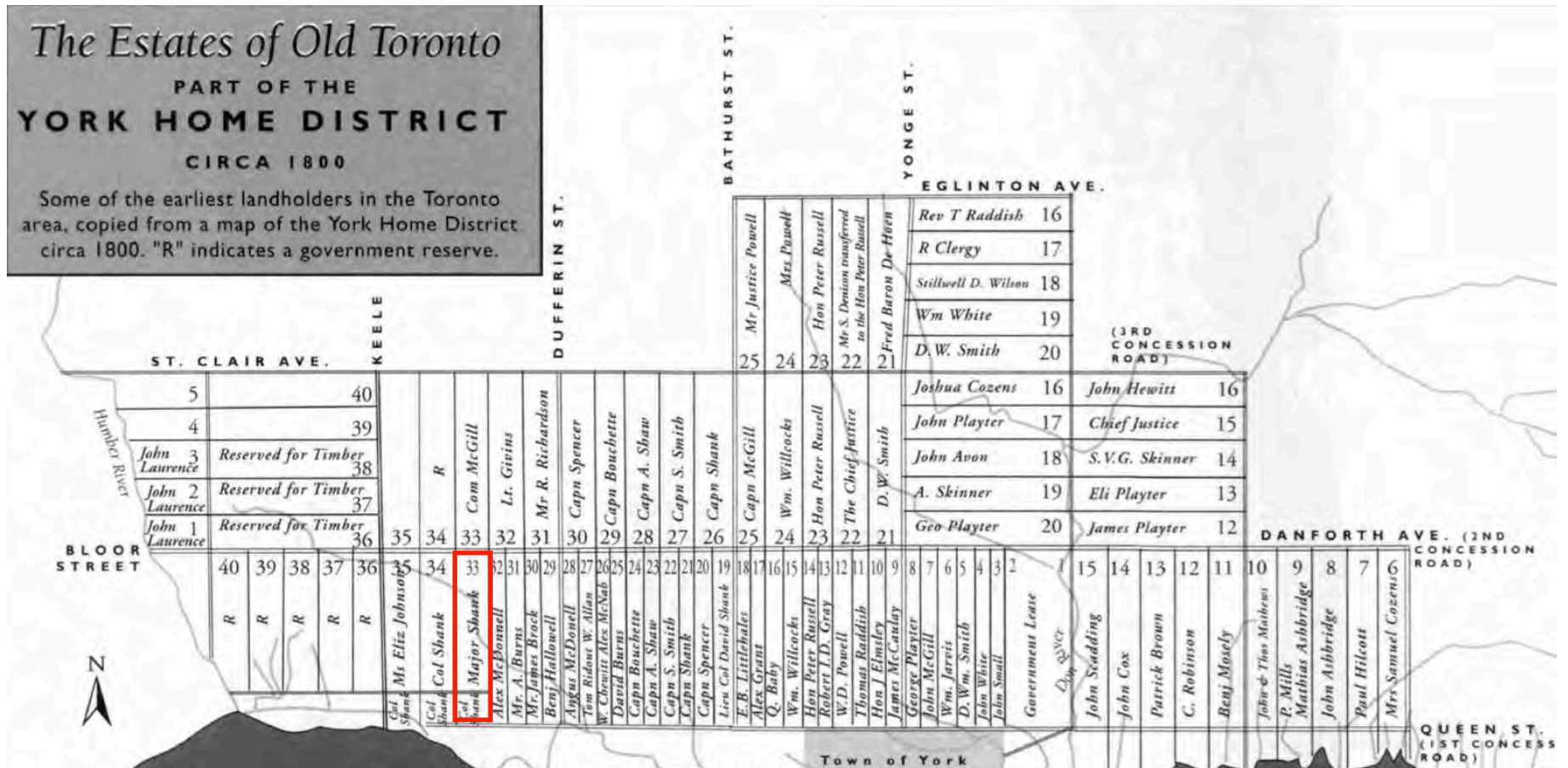
The south and east exterior elevations of the now amalgamated structures on the subject site are helpful in understanding the complexity of the building's early-20th century construction phases. Additionally, the existing built fabric's relationship to the now obsolete railway spur line that remains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



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

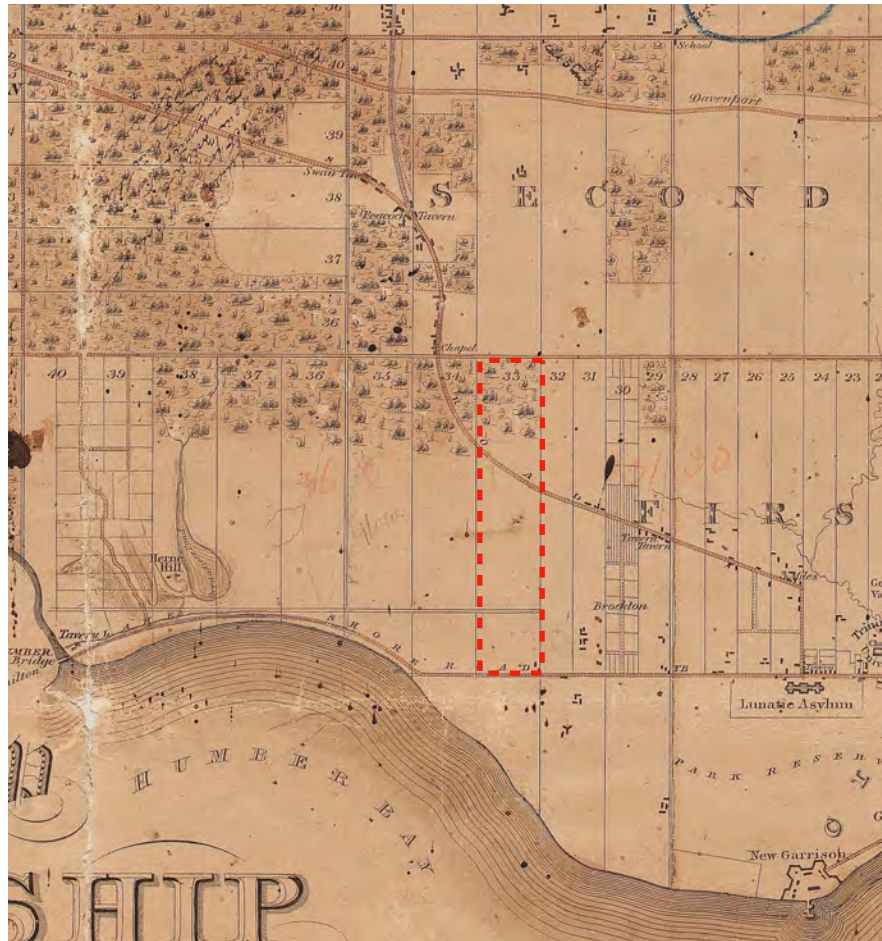
Building B (west) and C (west) are largely shown on an archival photo c. 1914-1918. (Note the Goad's 1924 Fire Insurance Plan depicts a separate masonry and concrete structure.) Building B and C (east), as well as the south portion of Building A, are likely built before Fairbanks-Morse abandoned the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





**Landownership of York Township**

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



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

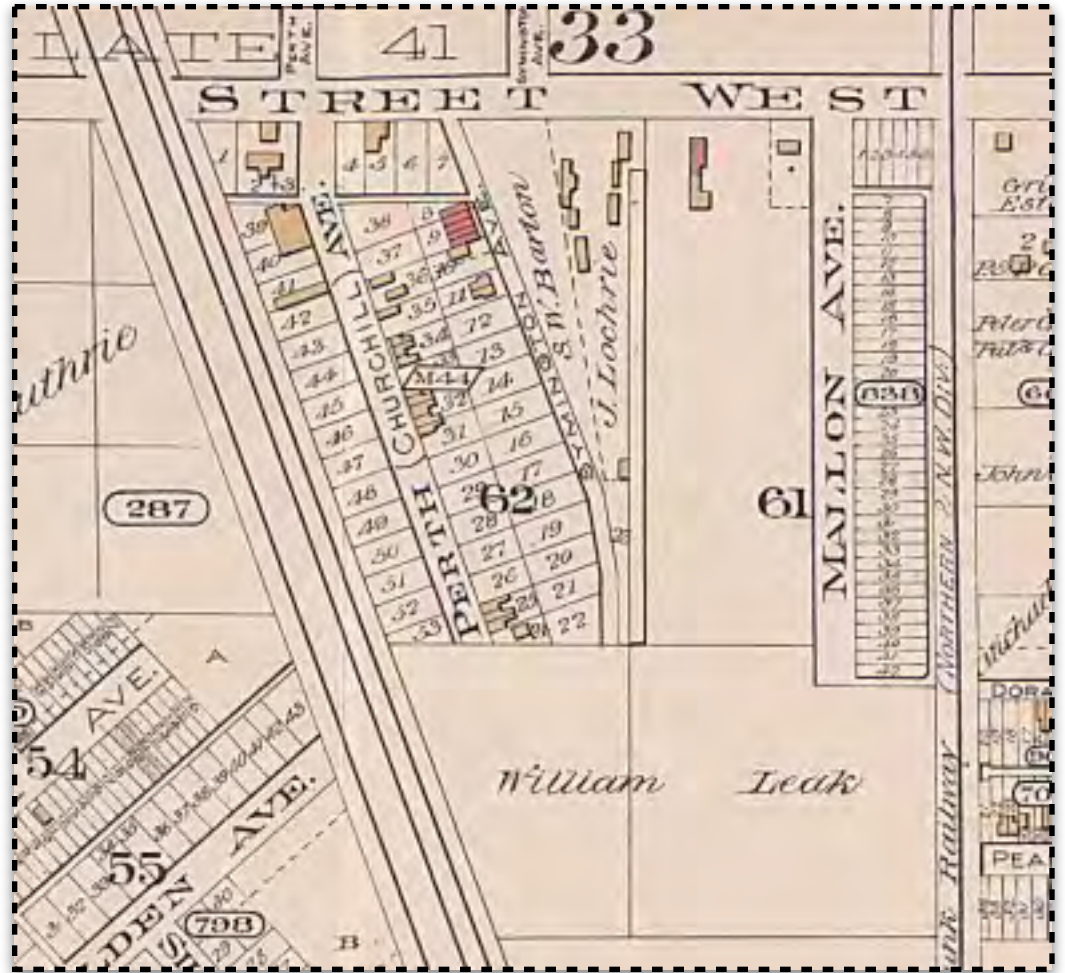
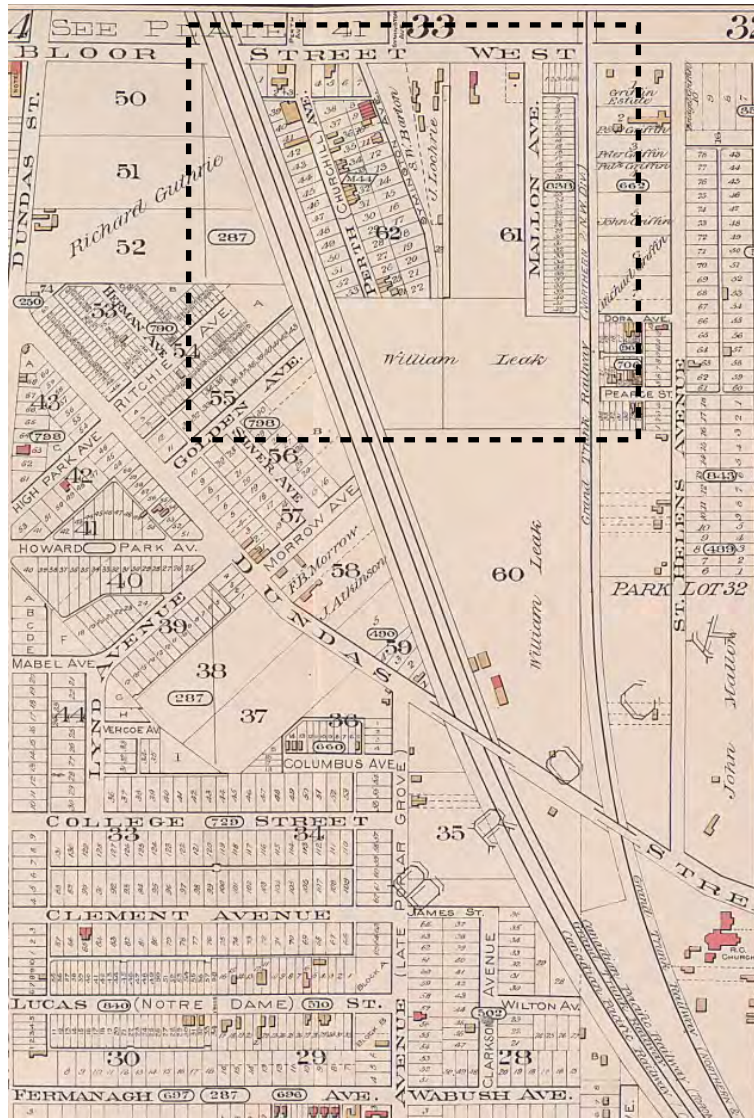
Highlighted is Farm Lot 33 between present day Queen Street West and Bloor Street West. The Lot was crossed by the former Indigenous trail/later military trail that became Dundas Street.



Illustrated Historical Atlas of the County of York, 1878

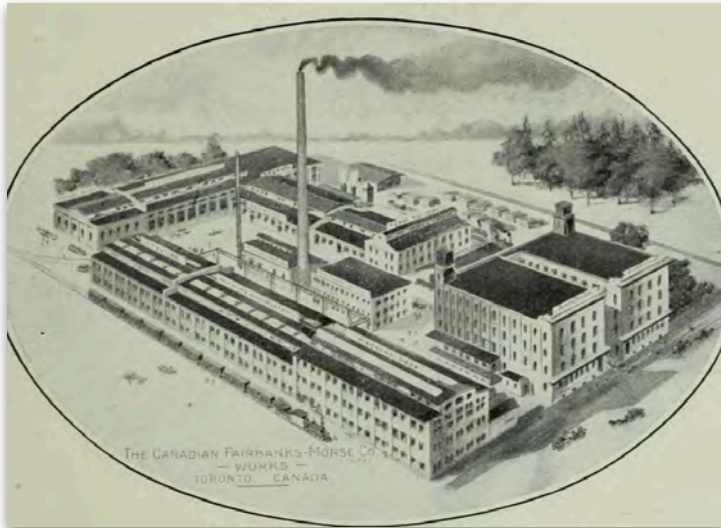
The route of the multiple railway lines in and out of Toronto is visible on this map. The subject area was just being subdivided for development in the later nineteenth century.





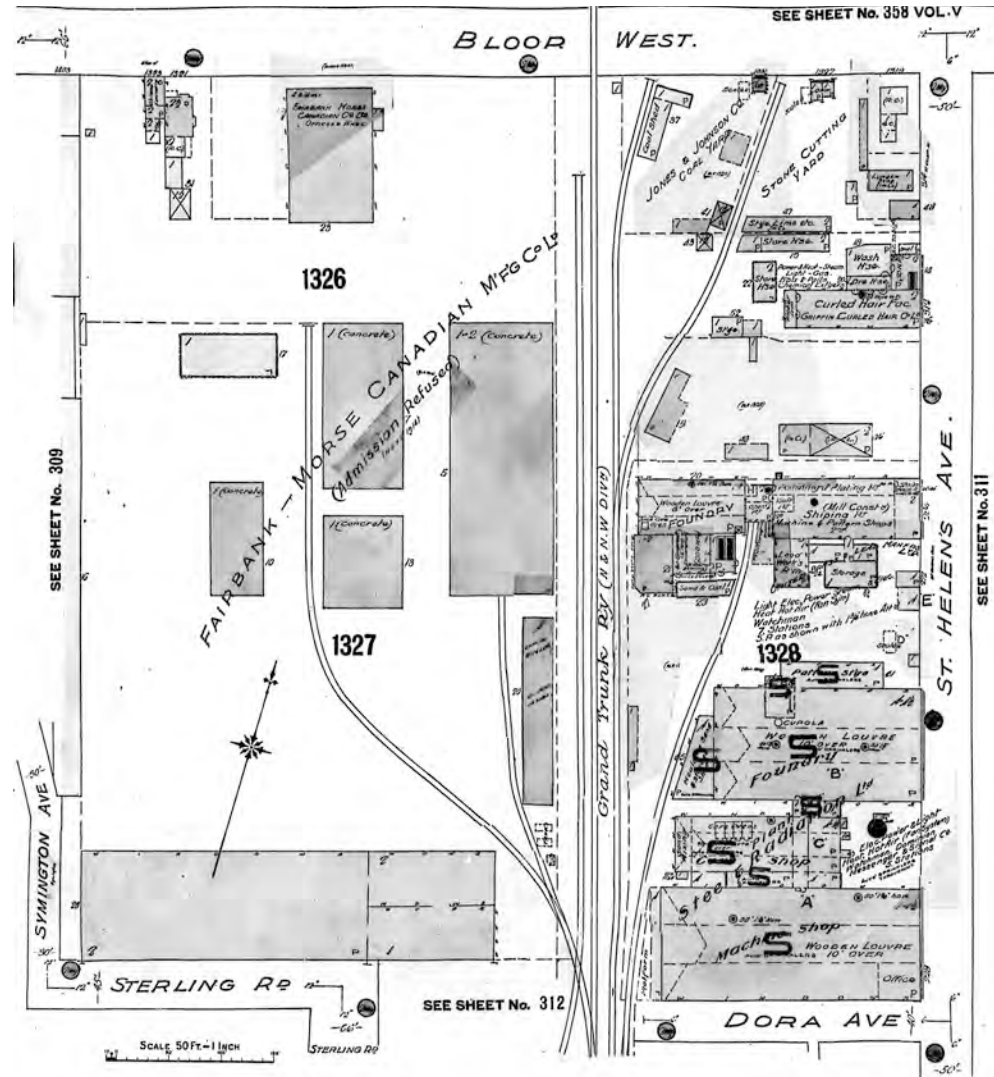
Goat Fire Insurance Plan, 1890





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

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



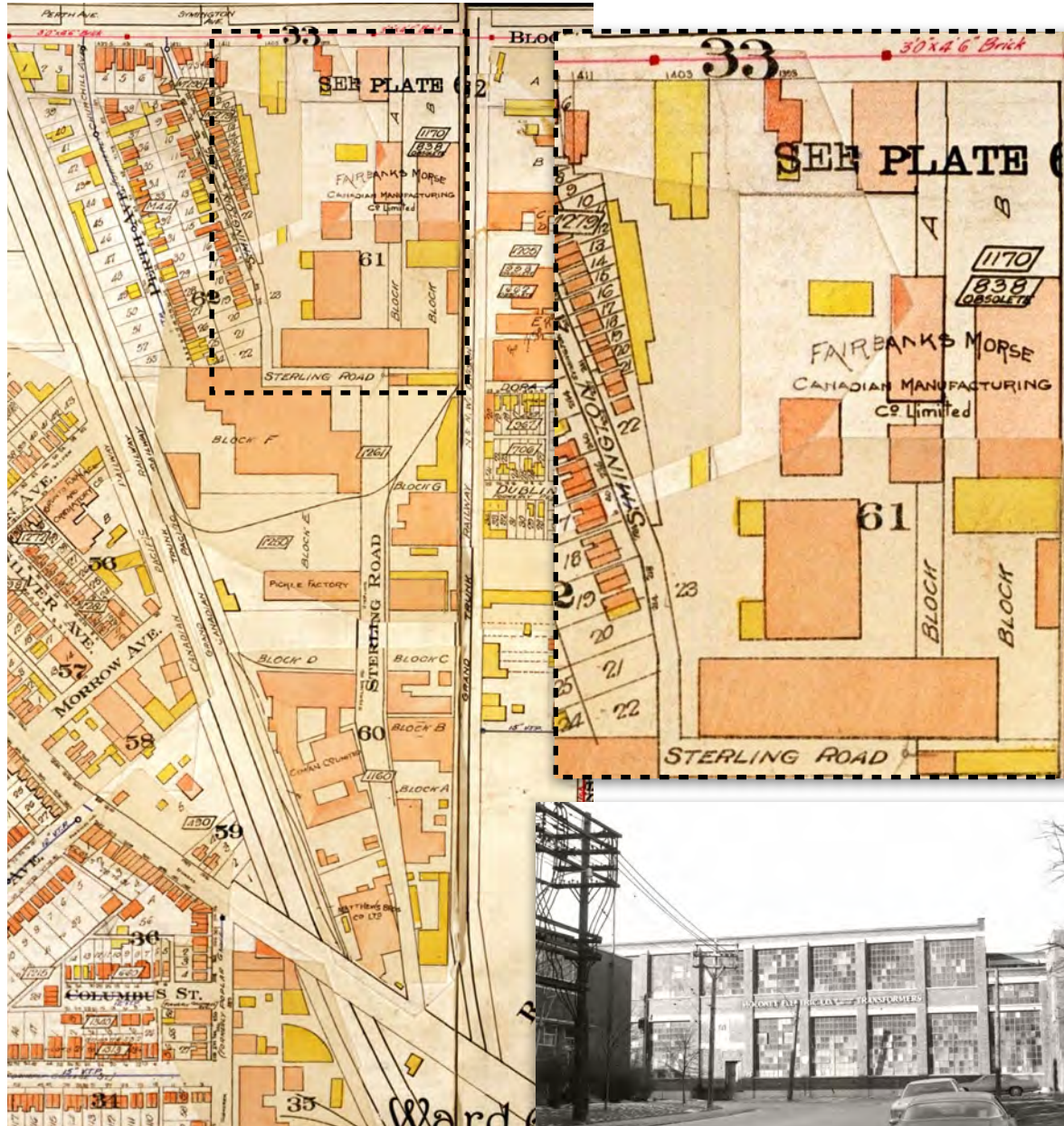
**Goad Fire Insurance Plan, 1910**

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





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



Goad Fire Insurance Plan, 1924



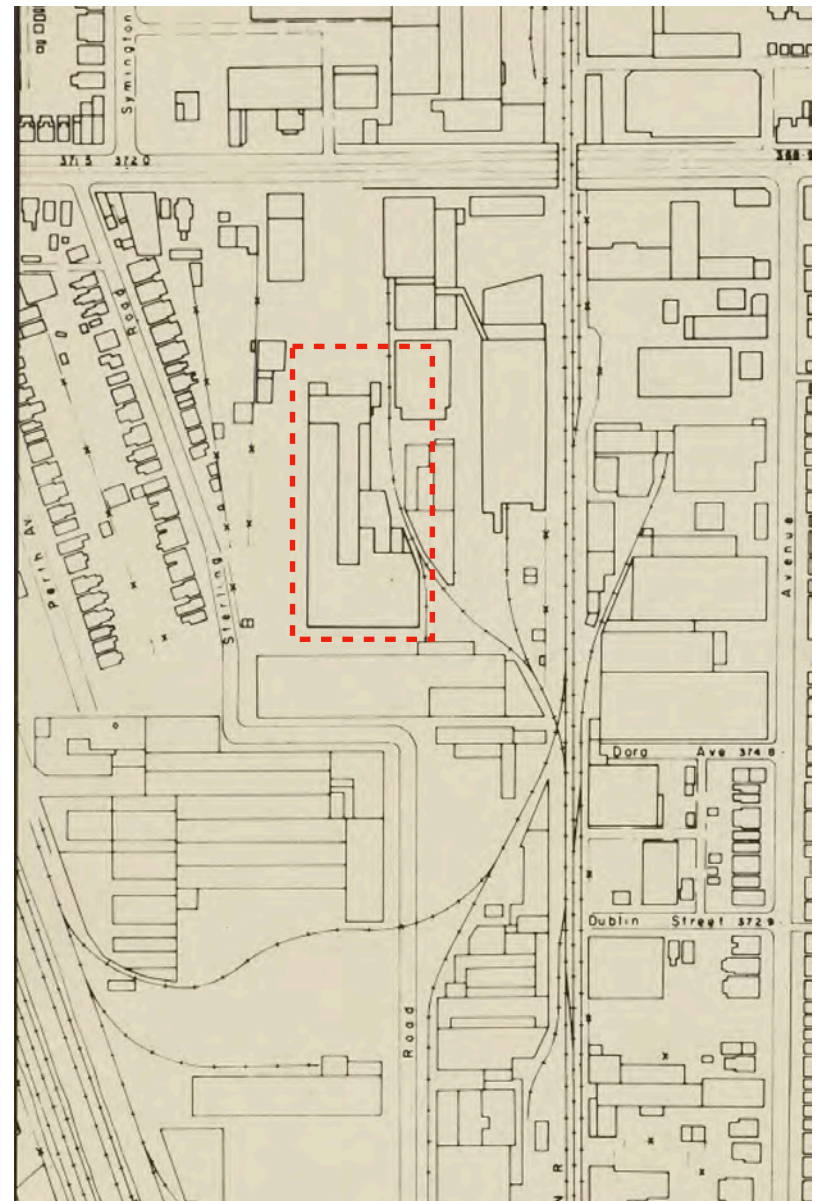
Looking south along Symington Road, c1980. Moloney Electrical is in the middle ground of the photograph.

Looking north up Sterling Road towards Moloney Electrical, c1972.



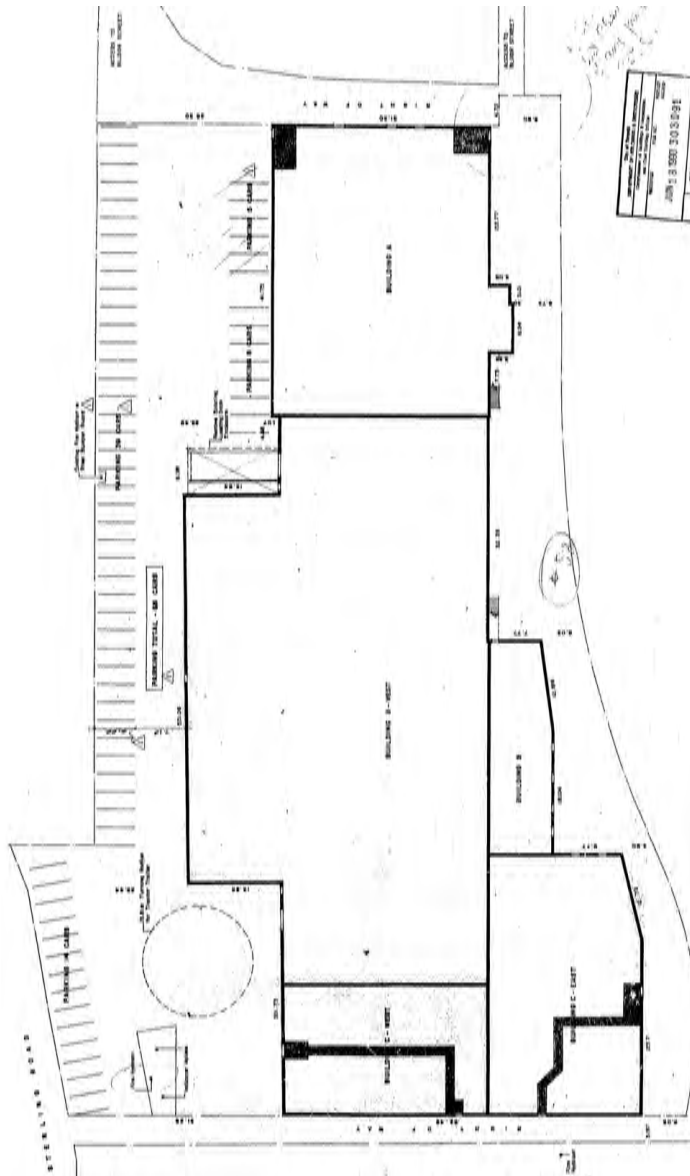


Goat Fire Insurance Plan, 1969



City of Toronto Planning Board Atlas, 1957-60





Plan of 221-225 Sterling Road - Building Department Records, 1990



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



### 3. HERITAGE STATUS

#### 3.1 Current Status

None of the existing buildings on the site are listed on the Heritage Register.

For the purpose of this HIA, we conducted an evaluation using *Ontario Regulation 9/06*.

Following our evaluation, it is our opinion that the subject buildings on the site does not sufficiently meet the criteria to be considered of cultural heritage value. The building has significantly been altered and is not representative of industrial buildings of the early-20th century that are of unique architectural interest or merit. The building is not directly associated with an individual or an event of significance to the community and contextually is not sufficiently significant in supporting the early-20th century industrial character of the area framed by Sterling Road, Bloor Street West, and the railway line.

#### 3.2 Adjacencies

The subject site is not currently adjacent to any properties that are included on the Heritage Register.

The subject site is however situated adjacent to the former Moloney Electric Building of the Fairbanks-Morse Canadian Manufacturing Company, a property of heritage interest that is currently not on the Heritage Register.

The property at 158 Sterling Road (the Museum of Contemporary Art), the former Northern Aluminium Company Building designed by architect J.W. Schreiber, is Designated under the OHA (By-law 969-2005). Although it is not considered an adjacent property to the subject site, views to the heritage resource from Sterling Road adjacent to the subject site are discussed in our assessment of the proposed design.

Criteria (O.Reg.9/06) for Determining Cultural Heritage Value or Interest:	Assessment of Heritage Value or Interest of <b>221-225 Sterling Road</b>	Meets Criteria:
The property has <b>Design or Physical Value</b> because it,		
i. Rare, unique, representative or early example of a style, type, expression, material or construction method.	The building does not convey a representative style of architecture. All integrated structures have been significantly altered since their construction in the early to mid-20th century.	No
ii. Displays a high degree of craftsmanship or artistic merit.	The level of craftsmanship is standard and not of particular significance or artistic merit.	No
iii. Demonstrates a high degree of technical or scientific achievement.	N/A	No
The property has <b>Historical or Associative Value</b> because it,		
i. Has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community.	While the buildings were first conceived as part of the Fairbanks-Morse Canadian Manufacturing Company complex, the buildings no longer maintain an association with a company that is significant to the community.	No
ii. Yields, or has the potential to yield, information that contributes to an understanding of a community or culture.	N/A	No
iii. Demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.	No attribution to a specific architect could be found for the original design, and the design and fabric of the original building has largely been obstructed or lost through various additions and alterations.	No
The property has <b>Contextual Value</b> because it,		
i. Is important in defining, maintaining, or supporting the character of an area.	The building partially remains important for maintaining what is left of Toronto's early-20th century industrial history of the Fairbanks-Morse Canadian Manufacturing Company complex.	Yes
ii. Is physically, functionally, visually or historically linked to its surroundings.	Due to recent residential developments along Sterling Road and Bloor Street West, the building has lost most of its contextual connection to other early-20th century industrial structures that once filled the Fairbanks-Morse Canadian Manufacturing Company parcel, with the exception of the former Maloney Electric building to the south and the railway spur line to the east.	No
iii. Is a landmark.	N/A	No

## 4. CONDITION REVIEW

The subject site was visited February 4th 2021 to conduct a high level condition assessment of 221-225 Sterling Road. The interior spaces were not visited for safety reasons due to COVID-19, and were therefore not considered in the scope of this preliminary condition review.

As the additions dated to c.1962 and c.1966 do not hold contextual value, no condition assessment of these structures was deemed necessary for the purpose of this HIA.

### 4.1 Occupancies

- 221-225 Sterling Road is occupied by Sterling Studio Lofts. The building includes a variety of artist lofts and workshops throughout, with some that are individually accessible at ground level.

### 4.2 Building A (east elevation)

#### 4.2.1 Exterior Walls

The exterior wall consists of a multi-wythe red brick construction, laid in a common bond pattern, indicative of an early period of construction. The wall includes window openings with three-ring segmental arches, and a larger entry opening at ground level with a four-ring segmental arch. The facade is completed by a simple stepped brick frieze with lower brick band, otherwise unadorned.

The exterior wall displays discoloured and stained brick areas, painted signage on the brick face, localized missing brick units and unsympathetic repairs.

#### 4.2.2 Foundations

Due to the many obstructions hiding the original materials of the foundations, they could not be properly assessed.

#### 4.2.3 Doors and Windows

Though original window openings remain, these have largely been altered to accommodate new doorways. The new entry door with transom at the ground level is consistent with the width of the original window, while the second floor window opening at the fire escape was partially bricked-in to accommodate the width of a single door. Additionally, the original window unit of the second floor was replaced with a new unit. It is unknown at this time whether the door of the larger entry at the ground level is original.

### 4.3 Building B West (east elevation)

#### 4.3.1 Exterior Walls

The exterior ground level wall consists of exposed concrete structural framing, showing nearly seven full bays with recessed intermittent poured concrete cladding, indicative of an early period of construction.

The original concrete frame and infill cladding displays weathering near foundations, localized staining, corrosion adjacent to anchors, as well as cracking, delamination, spalling and organic growth throughout.

The existing condition of the original clerestory window openings above is unknown since these elevations were obstructed with new cladding.

#### 4.3.2 Foundations

Due to the many obstructions hiding the original materials of the foundations, they could not be properly assessed.

#### 4.3.3 Doors and Windows

The three metal frame windows, each centrally situated within an elevation bay, are set above concrete block infill; whereas the tripartite window within a single full bay width is in keeping with those of Buildings C (east and west).

#### 4.4 Building B East (east and north elevations)

##### 4.4.1 Exterior Walls

The exterior walls consist of a multi-wythe red brick construction, laid in a common bond pattern, indicative of an early period of construction. The walls include window openings complete with sills and lintels, as well as two doorways at the north elevation: a single doorway and an infilled service doorway both with lintels. Remnants of a projecting steel beam roof structure remain set into the exterior brick wall at the east elevation.

Both the east and north elevations are largely obstructed by organic growth. The existing condition of the original clerestory window openings above is unknown since these elevations were obstructed with new cladding.

##### 4.4.2 Foundations

Due to the many obstructions hiding the original materials of the foundations, they could not be properly assessed.

##### 4.4.3 Doors and Windows

Though original window openings remain on the north elevation, the east elevation window openings are largely obstructed. It is unknown at this time whether window units are original to the building. Two window openings were altered to accommodate doorways at the second floor fire escape access.

#### 4.5 Building C East & Building C West

Although the west and east portions of Building C demonstrate similar construction methods and use of materials, a distinction can be made between these two construction phases due to the vertical mortar joint at the combined brick pier at the south elevation, the slight change in levelling of brick coursing and top of the foundations, as well as the difference in fenestration patterns at the south elevation.

##### 4.5.1 Exterior Walls

The exterior walls consist of a multi-wythe red brick construction, laid in a common bond pattern, indicative of an early period of construction. The walls are interrupted by brick pilasters, topped with a concrete coping stone at the south elevation. The east and west elevations include a continuous horizontal concrete element that serves as window lintel, brick pilaster coping, and unadorned frieze.

The west, south and east walls include a variety of window openings centrally situated within each bay, complete with stone sills and concrete lintels. The north elevation includes two service doorways, complete with concrete lintels. The west elevation would appear to have experienced many alterations through its variety of brick infills.

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

##### 4.5.2 Foundations

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

##### 4.5.3 Doors and Windows

Though original window openings largely remain on all elevations, window units were replaced with new units. Though the original service door openings at the north elevation and the south elevation remain, original doors were replaced with new infill cladding to accommodate a single new entry door.





Building A east elevation, showing ground level four-tier segmental arch doorway and miscellaneous staining damages to the brick face.



Building B (east) east elevation, showing new doorway at second level fire escape, and new red cladding and window units at clerestory window.



Building B (west) east elevation, showing interrupted bay adjacent to Building B (east), localized surface staining, and new red cladding at clerestory window.



Building C (east) north elevation, showing two original service door openings with new infills, vestiges of a removed steel frame covered roof structure at Building B (east), and the removed brick pilaster of east elevation now parged.

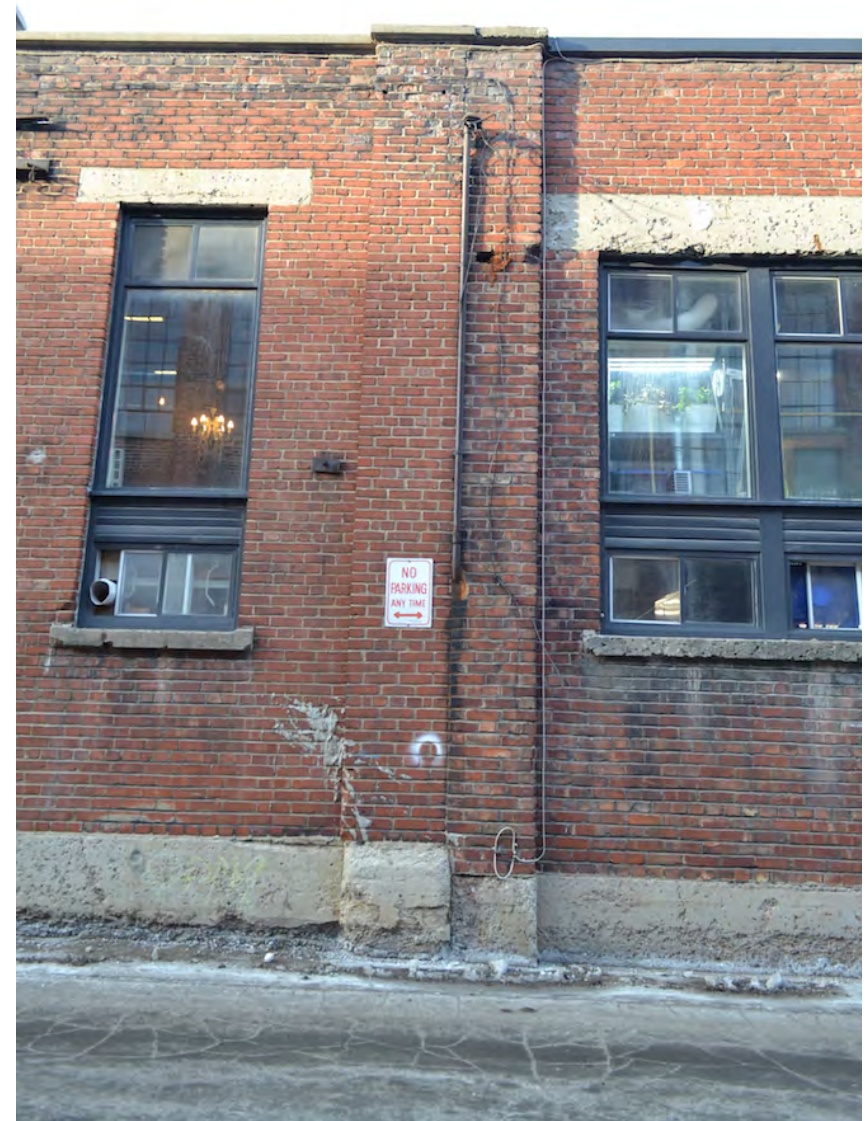




Building C (west) west elevation, showing extensive use of newer brick and new window units.



Building C south elevation, showing joint between two construction phases, severely weathered and damaged foundations, cracked and chipping stone sill, see photo to the right for larger context.



Building C south elevation, showing severely weathered brick parapet, localized corrosion staining at concrete lintel, weathered and heavily deteriorated window sills, brick staining, and new window units within original window openings.





*Building C (west) south elevation, showing weathered condition of brick wall, window sills and lintels, and concrete foundation.*



*Building C (east) south-east corner, showing large crack and weathered condition of parapet.*



*Building C (east) south elevation, showing brick infill at original service door opening.*

## 5. DESCRIPTION OF PROPOSED DEVELOPMENT

The development proposes to demolish the existing building on the site and erect three new residential towers on a podium between 4 and 7 storeys, with three towers of increasing heights between 20 and 29 storeys, plus a mechanical penthouse.

The development includes a proposed municipal road to the west that would provide vehicular and pedestrian connection between Sterling Rd and Merchant Lane. An internal driveway separates the development within two groupings: residential tower A above a 4-storey podium to the north, and residential towers B and C above a shared stepped podium of 7 storeys to the south, and provides vehicular access to the underground parking garage (at north-east corner of parcel), to the lobby of residential tower A, as well as vehicular access to the main entrance of the shared residential lobby for towers B and C. Pedestrian access to the shared entrance lobby of residential towers B and C is additionally provided from the new proposed municipal road.

A series of setbacks are provided on three-frontages: along the west elevation fronting the proposed municipal road and public park along Sterling Road (at the south-west corner of the parcel); along the east elevations fronting the drive aisle and two outdoor amenity zones; and the south elevation (adjacent to the former Maloney Electric Company of Canada building at 213-219 Sterling Road).

The proposed new buildings include alternative amenity and residential units fronting the new proposed municipal road, Merchant Lane, and the right-of-way to the south.

The massing reads as an interrupted lower podium volume, which consists of the 4-storey mix of amenity and residential units, which complements the height of the adjacent existing former industrial building at 213-219 Sterling Road. Above the southern-most lower podium volume (corresponding with residential towers B and C) is another which reads as a 3-storey volume, setback approximately 2 meters from the lower podium on the east face. A series of varied terraces and setbacks for each tower is provided at all tower elevations, with tower heights decreasing from the



*Proposed development in context, looking southeast over Sterling Road, with the Sterling Road and Perth Ave junction to the right of proposed development, and MOCA beyond to the right. Design by Turner Fleischer Architects Inc.*

north to the south of development site to complement the existing and proposed residential density along Bloor Street West.

All development drawings are included in Appendix I.



## 6. ASSESSMENT OF IMPACTS ON HERITAGE RESOURCES

As the existing buildings on the site are not of cultural heritage value, the proposed development is of limited heritage impact. The proposed new building will, however, result in an increase in building height, directly adjacent a property of heritage interest at 213-219 Sterling Road, and nearby heritage building at 158 Sterling Road. The additional building residential towers' height will evidently be seen from the area.

Sterling Road is historically characterized (including the former Symington Ave), as a corridor servicing vast industrial buildings and associated workers' housing, serviced by railway spur lines from both the railway line to the east and west of the neighbourhood. The area is currently undergoing significant change and intensification, with many former industrial buildings removed for new residential developments, while others were transformed to accommodate new commercial and institutional uses. The current proposal will result in a limited loss of contextual understanding of the former Fairbanks-Morse Canadian Manufacturing Company complex, and impact some of the remaining contextual value that is inherent between the subject site, the former Maloney Electric Building, and the railway spur line.

The current proposal does however provide a solution for this complex changing urban environment, that balances demand for intensification with a cohesive intermediary design strategy between the existing low-density residential developments and adjacent former industrial building at 213-219 Sterling Road, and the proposed adjacent developments.

The current proposed design features of the lower podium take cues from the adjacent former industrial building at 213-219 Sterling Road, such as the lower podium height, materiality of brick, and rhythmic fenestration interrupted with full-height brick piers, ensuring that the proposed design is complementary to the existing context while providing a distinguishable layer of change. Setbacks are additionally provided at all elevations to provide a massing transition between the adjacent low-density residential developments and new residential towers proposed.



*Proposed development, south elevation, showing elevation adjacent to 213-219 Sterling Road. Design by Turner Fleischer Architects Inc.*

Visual impacts of the proposed development will be similar to the proposed new development to the west of the subject site, on the west side of Sterling Road. The latter proposal similarly includes a four-storey podium with a stepped tower above of increasing heights toward Bloor Street West.

An assessment of possible effects arising from the proposed development on the adjacent property of heritage interest (213-219 Sterling Road) is presented at right. The table lists possible effects based on the Heritage Resources in the Land Use Planning Process from the Ontario Heritage Tool. These effects are also listed in the City of Toronto’s Heritage Impact Assessment Terms of Reference (2014).

Possible Effect	Assessment
Destruction of any, or part of any, significant heritage attributes or features	The subject site does not include heritage attributes.
Alteration that is not sympathetic, or is incompatible with the historic fabric and appearance	N/A
Shadows created that alter the appearance of a heritage attribute or change the viability of an associated natural feature or plantings, such as a garden	The the proposed development is situated to the north of the property of heritage interest, and will not present any changes to the adjacent property.
Isolation of a heritage attribute from its surrounding environment, context or a significant relationship	Although the subject site is contextually linked to the adjacent property at 213-219 Sterling Road, the relationship between both buildings and the railway spur line is limited from the public right of way, and neither would be perceived as isolated from Sterling Road.
Direct or indirect obstruction of significant views or vistas within, from or of built and natural features	The development presents no alteration or obstruction to significant views or vistas.
A change in land use (such as rezoning a church to a multi-unit residence) where the change in use negates the property’s cultural heritage value	The land use currently allows for a mix of uses, which is carried forward in this development proposal.
Land disturbances such as a change in grade that alters soils and drainage patterns	Land disturbances as a result of this development will not impact cultural heritage value.



## 7. HERITAGE POLICY REVIEW AND ASSESSMENT

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

### **Ontario Provincial Policy Statement (PPS) - 2020**

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

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

**Built heritage resources** means a building, structure, monument, installation or any manufactured or constructed part or remnant that contributes to a property’s cultural heritage value or interest as identified by a community, including an Indigenous community. Built heritage resources are located on property that may be designated under Parts IV or V of the Ontario Heritage Act, or that may be included on local, provincial, federal and/or international registers.

**Cultural heritage landscape** means a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Aboriginal community. The area may involve features such as structures, spaces, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association. Examples may include, but are not limited to, heritage conservation districts designated under the Ontario Heritage Act; villages, parks, gardens, battlefields, mainstreets and neighbourhoods, cemeteries, trailways, viewsheds, natural areas and industrial complexes of heritage significance; and areas recognized by federal or international designation authorities (e.g. a National Historic Site or District designation, or a UNESCO World Heritage Site).

**Conserved** means the identification, protection, management and use of built heritage resources, cultural heritage landscapes and archaeological resources in a manner that ensures their cultural heritage value or interest is retained. This may be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment, and/or heritage impact assessment that has been approved, accepted or adopted by the relevant planning authority and/or decision-maker. Mitigative measures and/or alternative development approaches can be included in these plans and assessments..

**Significant** means, in regard to cultural heritage and archaeology, resources that have been determined to have cultural heritage value or interest. Processes and criteria for determining cultural heritage value or interest are established by the Province under the authority of the Ontario Heritage Act.

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

“Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.”

**Heritage attributes (as defined by the PPS)** means the principal features or elements that contribute to a protected heritage property’s cultural heritage value or interest, and may include the property’s built, constructed or manufactured elements, as well as natural landforms, vegetation, water features, and its visual setting (e.g. significant views or vistas to or from a protected heritage property).

**Assessment:** The development site does not include any buildings on the Heritage Register. After evaluation under Ontario Regulation 9/06, the existing buildings do not meet the criteria for cultural heritage value. Therefore, in our view there are no heritage resources on the site.

**Growth Plan for the Greater Golden Horseshoe, 2019**

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

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

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

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

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

followed by section 3) which states

*“Municipalities are encouraged to prepare archaeological management plans and municipal cultural plans and consider them in their decision making.”*

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

**City of Toronto Official Plan (consolidated to 2015)**

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

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

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

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

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

**Assessment:** The development site currently does not contain any properties on the Heritage Register.



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

**Assessment:** This current HIA satisfies this policy.

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

**Assessment:** The subject property is currently included within the City of Toronto’s *Bloor Street Study – St. Helens Avenue to Perth Avenue* ongoing study. The study currently includes the *Bloor-Sterling CHRA Historic Review* conducted by Common Bond Collective, dated February 8th 2021.

Further, we evaluated the subject site property under Ontario Regulation 9/06 and were not found to not have cultural heritage value as they are standard industrial buildings with no associations of significance and no particular contextual value.

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

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

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

**Assessment:** This HIA has assessed the development in relation to the cultural heritage value of the adjacent heritage buildings and surrounding area and has determined that it has been designed with no heritage impacts.

## 8. CONSERVATION STRATEGY

As no cultural heritage value was found on the site, no building conservation strategy is proposed.

The site includes fragments of the former spur lines, some of which are partially visible on the ground. Opportunities for their commemoration in the landscaping are currently being explored and will require further investigations and review with other City departments as part of the required remediation of the site.



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

## 9. SOURCES

The City of Toronto Aerial Photographs: (1947-1992).

Insurance Plan of Toronto, Charles E. Goad (1890-1924).

City of Toronto, "Beside the Tracks: Knitting the Rail Corridor Back to the Community - Ward 18." City Planning - Toronto and East York District.

Hurley, Kevin, "New Production in Old Spaces: Deindustrialization and the rise of the micro-enterprise economy in Toronto's Junction Triangle," *Your Review*, v.1 (2014).

## 10. CLOSURE

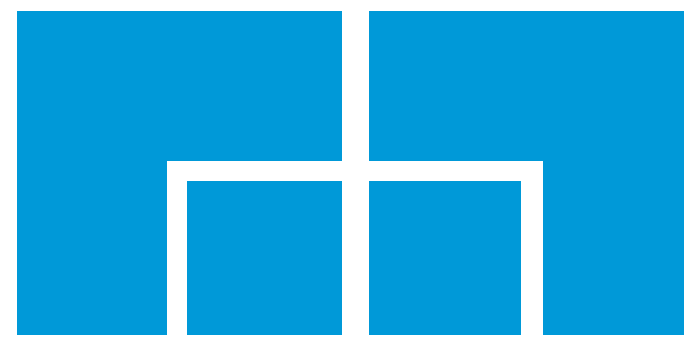
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**APPENDIX I**

Development Drawings  
as prepared by  
Turner Fleischer Architects Inc.





221 STERLING ROAD HOLDINGS INC.  
221 STERLING ROAD - TORONTO, ON M6P 3L4

# 221 STERLING ROAD

TORONTO ONTARIO

20.157CS



**TURNER  
FLEISCHER**

67 Lesmill Road  
Toronto, ON, M3B 2T8  
turnerfleischer.com

**05/03/21**

HERITAGE ARCHITECT



**GBCA ARCHITECTS**  
362 DAVENPORT ROAD, SUITE  
100, TORONTO,  
ONT M5R 1K6  
TELEPHONE: N/A  
ZOOM: 472 230 4806  
CONTACT: EMAD GHATTAS

LANDSCAPE ARCHITECT



**STRYBOS BARRON KING**  
5770 HURONTARIO STREET, SUITE 320,  
MISSISSAUGA,  
ONT L5R 3G5  
TELEPHONE: 416 695 4949  
CONTACT: BRYN BARRON

ENGINEER



**HGC ENGINEERING**  
2000 ARGENTINA ROAD, PLAZA ONE,  
SUITE 203, MISSISSAUGA,  
ONT L5N 1P7  
TELEPHONE: 905 826 4044  
CONTACT: SHEEBA PAUL

PLANNER



**R.J. BURNSIDE & ASSOCIATES LIMITED**  
6990 CREDITVIEW ROAD,  
MISSISSAUGA,  
ONT L5N 8R9  
TELEPHONE: 905 821 5911  
CONTACT: MATT COLERIDGE

URBAN PLANNER



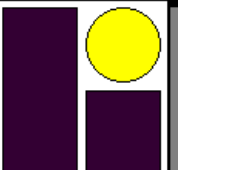
**BOUSFIELDS INC.**  
3 CHURCH STREET,  
TORONTO,  
ONT M5E 1M2  
TELEPHONE: 416 947 9744  
CONTACT: DAVID HUYNH

ENVIRONMENTAL CONSULTANT



**SLR CONSULTING**  
55 UNIVERSITY AVENUE,  
SUITE 501, TORONTO,  
ONT M5J 2H7  
TELEPHONE: 416 947 0907  
CONTACT: NIGEL TAYLOR

SOLAR ANALYSES



**R. BOUWMEESTER & ASSOCIATES**  
BARRIE, ONT  
TELEPHONE: 705 726 3392  
CONTACT: RALPH BOUWMEESTER



PROJECT SITE AREA

SITE AREA	m <sup>2</sup>	ft <sup>2</sup>
GROSS SITE AREA	10,935.2	117,705.9
ROW CONVEYANCE	1,333.9	14,357.9
PUBLIC PARK CONVEYANCE	987.9	10,633.6
NET SITE AREA	8,613.4	92,713.8
TOTAL PROPOSED GFA	56,482.8	607,976
F.S.I OF PROPOSED DEVELOPMENT	5.17 x GROSS SITE AREA	

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

GROSS FLOOR AREA SUMMARY

BLDG	USE	NSA		GFA		TFA		FSI	
		m <sup>2</sup>	ft <sup>2</sup>	m <sup>2</sup>	ft <sup>2</sup>	m <sup>2</sup>	ft <sup>2</sup>		
BLDG A	SUBTOTAL NON-RESIDENTIAL								
	RESIDENTIAL	332 UNITS	16,275.3	175,185.6	20,758.5	223,442	27,599.2	297,076	1.90
	SUBTOTAL RESIDENTIAL		16,275.3	175,186	20,758.5	223,442	27,599.2	297,076	1.90
	<b>SUB TOTAL</b>		<b>16,275.3</b>	<b>175,186</b>	<b>20,758.5</b>	<b>223,442</b>	<b>27,599.2</b>	<b>297,076</b>	<b>1.90</b>
BLDG B	SUBTOTAL NON-RESIDENTIAL								
	RESIDENTIAL	306 UNITS	17,492.9	188,292.6	20,512.3	220,793	22,643.5	243,732	1.88
	SUBTOTAL RESIDENTIAL		17,492.9	188,293	20,512.3	220,793	22,643.5	243,732	1.88
	<b>SUB TOTAL</b>		<b>17,492.9</b>	<b>188,293</b>	<b>20,512.3</b>	<b>220,793</b>	<b>22,643.5</b>	<b>243,732</b>	<b>1.88</b>
BLDG C	SUBTOTAL NON-RESIDENTIAL								
	RESIDENTIAL	254 UNITS	13,800.9	148,552.0	15,212.0	163,741	28,439.0	306,115	1.39
	SUBTOTAL RESIDENTIAL		13,800.9	148,552	15,212.0	163,741	28,439.0	306,115	1.39
	<b>SUB TOTAL</b>		<b>13,800.9</b>	<b>148,552</b>	<b>15,212.0</b>	<b>163,741</b>	<b>28,439.0</b>	<b>306,115</b>	<b>1.39</b>
<b>TOTAL</b>		<b>47,569.1</b>	<b>512,030</b>	<b>56,482.8</b>	<b>607,976</b>	<b>78,681.7</b>	<b>846,923</b>	<b>5.17</b>	

Total Floor Area (TFA) definition:

Total Floor Area means the sum of the total area of each floor level of a building, above and below the ground, measured from the exterior of the main wall of each floor level with no exclusion.

Gross Floor Area - As per Zoning By-law 569-2013:

Gross Floor Area

means the sum of the total area of each floor level of a building, above and below the ground, measured from the exterior of the main wall of each floor level.

Gross Floor Area Calculations for an Apartment Building in the Residential Zone category. The gross floor area of an apartment building is reduced by the area in the building used for:

- (A) parking, loading and bicycle parking below established grade;
- (B) required loading spaces and required bicycle parking spaces at or above established grade;
- (C) storage rooms, washrooms, electrical, utility, mechanical and ventilation rooms in the basement;
- (D) shower and change facilities required by this By-law for required bicycle parking spaces;
- (E) indoor amenity space required by this By-law;
- (F) elevator shafts;
- (G) garbage shafts;
- (H) mechanical penthouse; and
- (I) exit stairwells in the building

AMENITY AREAS

TYPE	REQUIRED			PROVIDED		
	RATIO	m <sup>2</sup>	ft <sup>2</sup>	RATIO	m <sup>2</sup>	ft <sup>2</sup>
INDOOR AMENITY	2.0 m <sup>2</sup> /UNIT	1,784	19,202	2.0 m <sup>2</sup> /UNIT	1,784	19,202
OUTDOOR AMENITY	TOTAL AMENITY REQUIRED MINUS THE INDOOR AMENITY PROVIDED (NO LESS THAN 40.0m <sup>2</sup> )			2.1 m <sup>2</sup> /UNIT	2,003.9	21,569
<b>TOTAL AMENITY</b>	<b>4.0 m<sup>2</sup>/UNIT</b>	<b>3,568</b>	<b>38,405</b>	<b>4.1 m<sup>2</sup>/UNIT</b>	<b>3,787.9</b>	<b>40,771</b>

VEHICULAR PARKING - MINIMUM REQUIRED PER CITY OF TORONTO BY-LAW 569-2103 POLICY AREA 1

BLDG	USE	RATIO (MIN.)	UNITS / GFA (m <sup>2</sup> )		SPACES (MIN.)	
			m <sup>2</sup>	ft <sup>2</sup>	m <sup>2</sup>	ft <sup>2</sup>
BLDG A	VISITOR	0.20 / UNIT	332	66		
	STUDIO UNITS	0.80 / UNIT	31	24		
	1B & 1B+D UNITS	0.90 / UNIT	224	201		
	2B & 2B+D UNITS	1.00 / UNIT	47	47		
	3B & 3B+D UNITS	1.20 / UNIT	30	36		
<b>TOTAL</b>			<b>374</b>			
BLDG B	VISITOR	0.20 / UNIT	306	61		
	STUDIO UNITS	0.80 / UNIT	17	13		
	1B & 1B+D UNITS	0.90 / UNIT	184	165		
	2B & 2B+D UNITS	1.00 / UNIT	75	75		
	3B & 3B+D UNITS	1.20 / UNIT	30	36		
<b>TOTAL</b>			<b>350</b>			
BLDG C	VISITOR	0.20 / UNIT	254	50		
	STUDIO UNITS	0.80 / UNIT	19	15		
	1B & 1B+D UNITS	0.90 / UNIT	183	164		
	2B & 2B+D UNITS	1.00 / UNIT	26	26		
	3B & 3B+D UNITS	1.20 / UNIT	26	31		
<b>TOTAL</b>			<b>286</b>			

VEHICULAR PARKING PROVIDED

BLDG	FLOOR	USE		TOTAL
		VISITOR	RESIDENTIAL	
BLDG A	FLOOR UG2		47	47
	FLOOR UG1	39	2	41
	<b>TOTAL</b>	<b>39</b>	<b>49</b>	<b>88</b>
BLDG B	FLOOR UG2		74	74
	FLOOR UG1	36	34	70
	FLOOR 01	5		5
	<b>TOTAL</b>	<b>41</b>	<b>108</b>	<b>149</b>
BLDG C	FLOOR UG2		90	90
	FLOOR UG1	7	83	90
	<b>TOTAL</b>	<b>7</b>	<b>173</b>	<b>180</b>

UNIT MIX - PROVIDED

BUILDING	UNIT TYPE														TOTAL
	STUDIO	STUDIO (RENTAL REPLACEMENT)	1B	1B (RENTAL REPLACEMENT)	1B+D (1 BATH)	1B+D (2 BATH)	2B	2B	2B (RENTAL REPLACEMENT)	2B+D	2B+D	3B	3B	LIVE/WORK (3B)	
	315-409		410-524		525-579	580-639	640-799	N/A		N/A	N/A	800-1200	N/A	975-1200	
<b>CLIENTS DESIRED RANGE</b>	57 UNITS - 5%		277 UNITS - 26%		216 UNITS - 20%	267 UNITS - 25%	158 UNITS - 15%					52 UNITS - 5%		55 UNITS - 5%	
<b>BLDG A</b>	16	15	62	17	89	56	46	0	1	0	0	26	0	4	332
<b>UNIT MIX</b>	4.8%	4.5%	18.7%	5.1%	26.8%	16.9%	13.9%	0.0%	0.3%	0.0%	0.0%	7.8%	0.0%	1.2%	100.0%
<b>BLDG B</b>	17	0	56	0	61	67	75	0	0	0	0	22	0	8	306
<b>UNIT MIX</b>	5.6%	0.0%	18.3%	0.0%	19.9%	21.9%	24.5%	0.0%	0.0%	0.0%	0.0%	7.2%	0.0%	2.6%	100.0%
<b>BLDG C</b>	19	0	70	0	46	67	26	0	0	0	0	15	0	11	254
<b>UNIT MIX</b>	7.5%	0.0%	27.6%	0.0%	18.1%	26.4%	10.2%	0.0%	0.0%	0.0%	0.0%	5.9%	0.0%	4.3%	100.0%
<b>TOTAL</b>	52	15	188	17	196	190	147	0	1	0	0	63	0	23	892
	5.8%	1.7%	21.1%	1.9%	22.0%	21.3%	16.5%	0.0%	0.1%	0.0%	0.0%	7.1%	0.0%	2.6%	100.0%
	7.5%		23.0%		43.3%		16.6%		0.0%		9.6%				

BICYCLE PARKING - MINIMUM REQUIRED BY TGS V2.1

BLDG	USE	RESIDENTIAL		TOTAL
		RATIO	SPACES	
BLDG A	SHORT TERM	0.10 / UNIT	34	34
	LONG TERM	0.90 / UNIT	299	299
	<b>TOTAL</b>		<b>333</b>	<b>333</b>

BICYCLE PARKING - MINIMUM REQUIRED BY TGS V2.1

BLDG	USE	RESIDENTIAL		TOTAL
		RATIO	SPACES	
BLDG B	SHORT TERM	0.10 / UNIT	31	31
	LONG TERM	0.90 / UNIT	276	276
	<b>TOTAL</b>		<b>307</b>	<b>307</b>

BICYCLE PARKING - MINIMUM REQUIRED BY TGS V2.1

BLDG	USE	RESIDENTIAL		TOTAL
		RATIO	SPACES	
BLDG C	SHORT TERM	0.10 / UNIT	26	26
	LONG TERM	0.90 / UNIT	229	229
	<b>TOTAL</b>		<b>255</b>	<b>255</b>

BICYCLE PARKING - PROVIDED

BLDG	FLOOR	RESIDENTIAL			TOTAL
		SHORT TERM	LONG TERM	SUB TOTAL	
BLDG A	FLOOR 01	40	50	90	90
	FLOOR UG1		270	270	270
	<b>TOTAL</b>	<b>40</b>	<b>320</b>	<b>360</b>	<b>360</b>
	% OF HORIZONTAL = 2.8%				

BICYCLE PARKING - PROVIDED

BLDG	FLOOR	RESIDENTIAL			TOTAL
		SHORT TERM	LONG TERM	SUB TOTAL	
BLDG B	FLOOR 01	40	32	72	72
	FLOOR UG1		258	258	258
	<b>TOTAL</b>	<b>40</b>	<b>290</b>	<b>330</b>	<b>330</b>
	% OF HORIZONTAL = 2.4%				

BICYCLE PARKING - PROVIDED

BLDG	FLOOR	RESIDENTIAL			TOTAL
		SHORT TERM	LONG TERM	SUB TOTAL	
BLDG C	FLOOR 01	26	8	34	34
	FLOOR UG1		228	228	228
	<b>TOTAL</b>	<b>26</b>	<b>236</b>	<b>262</b>	<b>262</b>
	% OF HORIZONTAL = 3.8%				

DRAWING NUMBER	Sheet Name
RZ000	COVER SHEET
RZ001	PROJECT STATS (OVERALL)
RZ002	PROJECT STATS (BUILDING A)
RZ003	PROJECT STATS (BUILDING B & C)
RZ004	CONTEXT PLAN
RZ005	RESIDENTIAL SOLID WASTE MANAGEMENT
RZ120	SITE PLAN
RZ121A	SITE PLAN (20m ROW)
RZ121B	SITE PLAN (20m ROW OVERLAY)
RZ150	FLOOR UG2
RZ151	FLOOR UG1
RZ152	GROUND FLOOR PLAN
RZ153	FLOOR 2
RZ154	FLOOR 3
RZ155	FLOOR 4
RZ156	FLOOR 5
RZ157	FLOOR 6-7
RZ158	FLOOR 8
RZ159	TYPICAL TOWER PLANS (9-24 BLD A, 9-20 BLD B, 9-17 BLD C)
RZ160	BUILDING A - TOWER PLANS (25-29)
RZ161	BUILDING B - TOWER PLANS (21-25)
RZ162	BUILDING C - TOWER PLANS (18-20)
RZ301	NORTH & SOUTH ELEVATION
RZ302	EAST ELEVATION
RZ303	WEST ELEVATION
RZ401	BUILDING SECTION
RZ600	DETAILS
RZ700	3D VIEW LOOKING SOUTHEAST
RZ701	3D VIEW LOOKING NORTHEAST
RZ702	3D VIEW LOOKING WEST
RZ703	3D VIEW LOOKINGS SOUTHEAST

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#	DATE	DESCRIPTION	BY

221 Sterling Road Holdings Inc.

PROJECT 221 STERLING ROAD

TORONTO ONTARIO

DRAWING PROJECT STATS (OVERALL)

PROJECT NO. 20.157CS

PROJECT DATE Issue Date

DRAWN BY Author

CHECKED BY Checker

SCALE 1:1

DRAWING NO. RZ001

RZ001





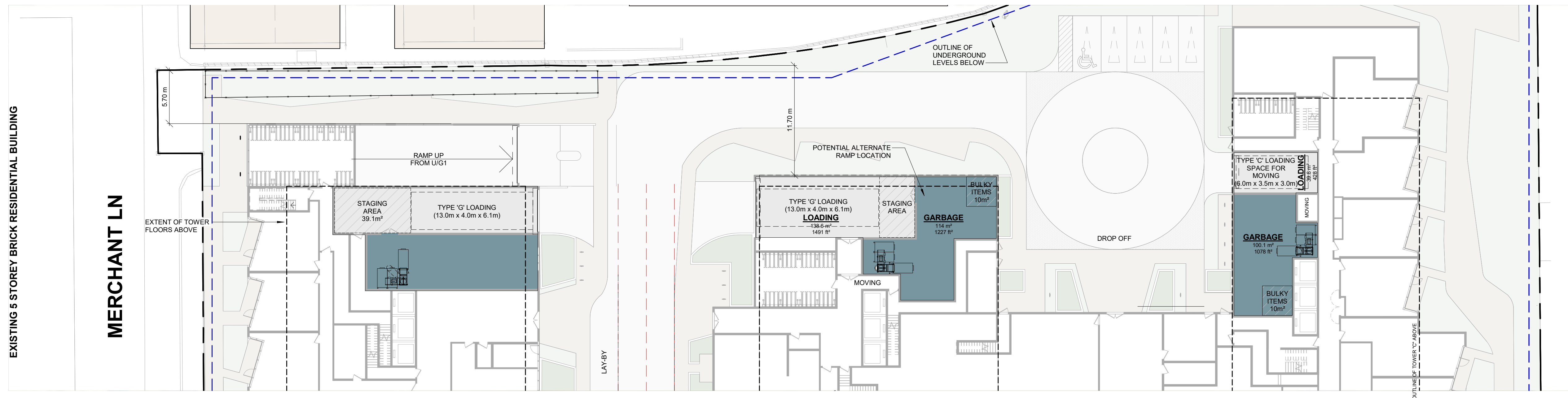












### RESIDENTIAL SOLID WASTE MANAGEMENT NOTES:

- ALL ACCESS DRIVEWAYS TO BE USED BY THE COLLECTION VEHICLE WILL BE LEVEL (+/-8%), AT LEAST 4.5 METERS WIDE THROUGHOUT THE SITE AND 6 METERS WIDE AT ENTRANCES AND EXITS, AND WILL HAVE A MINIMUM OVERHEAD TRAVELING CLEARANCE OF 4.4 METERS INCLUDING WHEN TRAVELING THROUGH OVER HEAD DOORS.
- TYPE G LOADING SPACE WILL BE AT LEAST 4 METRES WIDE, 13 METRES LONG, WITH AN UNOBSTRUCTED VERTICAL CLEARANCE OF 6.1 METRES, IS LEVEL (+/-2%), AND IS CONSTRUCTED OF AT LEAST 200MM OF REINFORCED CONCRETE.
- A TRAINED ON-SITE STAFF MEMBER WILL BE AVAILABLE TO MANEUVER BIN FOR THE COLLECTION DRIVER AND ALSO ACT AS A FLAG MAN WHEN THE TRUCK IS REVERSING. IN THE EVENT THE ON-SITE STAFF IS UNAVAILABLE AT THE TIME THE CITY COLLECTION VEHICLES ARRIVE AT THE SITE, THE COLLECTION VEHICLE WILL LEAVE THE SITE AND NOT RETURN UNTIL THE NEXT SCHEDULED COLLECTION DAY.
- SHARING OF TYPE G LOADING SPACE - RESIDENTIAL USE OF LOADING SPACE FOR PURPOSES OF MOVING WILL BE SCHEDULED ACCORDING TO GARBAGE PICK UP TIMES. SHOULD THE TYPE G SPACE BE NEEDED FOR USE BY COMMERCIAL SECTORS, THE COMMERCIAL COMPONENT MUST ARRANGE THIS USE SUCH THAT IT DOES NOT CONFLICT WITH ANY RESIDENTIAL USES.
- IF THE LOADING AREA / EGRESS ROUTES ARE OVER SUPPORTED STRUCTURES, IE. OVER AN UNDERGROUND GARAGE OR A MECHANICAL SHAFT, THE FACILITY MUST CONFORM TO THE FOLLOWING:
  - DESIGN CODE- ONTARIO BUILDING CODE.
  - DESIGN LOAD- CITY BULK LIFT VEHICLE IN ADDITION BUILDING CODE REQUIREMENTS.
  - IMPACT FACTOR- 5% FOR MAXIMUM VEHICULAR SPEEDS TO 15 KM/H AND 30% FOR HIGHER SPEEDS.
  - CITY COLLECTION VEHICLE IS REQUIRED TO DRIVE ONTO OR OVER A SUPPORTED STRUCTURE (SUCH AS AN UNDERGROUND PARKING GARAGE). THE UNDERGROUND PARKING GARAGE ROOF SLAB IS TO BE DESIGNED TAKING INTO ACCOUNT THE COLLECTION VEHICLE WEIGHT. THE CITY MUST PROVIDE, PRIOR TO COMMENCEMENT OF CITY SOLID WASTE PICK UP, A LETTER CERTIFIED BY A QUALIFIED ENGINEER THAT THE STRUCTURE CAN SAFELY SUPPORT A FULLY LOADED COLLECTION VEHICLE WEIGHING 35,000 KILOGRAMS.
- WASTE BINS TO BE JOCKEYED ON COLLECTION DAY, IF REQUIRED. STAFF JOCKEYING THE BINS DURING SOLID WASTE PICK UP AND THE REQUIRED STAGING AREA IS TO BE LOCATED IN CLOSE PROXIMITY TO THE LOADING AREA TO AVOID ANY DELAYS DURING PICK UP.

### RESIDENTIAL WASTE MANAGEMENT CALCULATIONS:



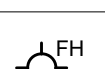
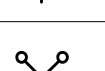
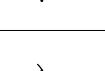
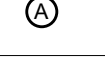

AS PER CITY OF TORONTO REQUIREMENTS FOR GARBAGE, RECYCLING, AND ORGANIC COLLECTION SERVICES FOR NEW DEVELOPMENTS AND REDEVELOPMENTS (MAY 2012)			
TOWER A	TOWER B	TOWER C	
<p><b>RESIDENTIAL WASTE STORAGE AREA REQUIRED:</b></p> <p>MINIMUM 25 m2 FOR THE FIRST 50 UNITS + 13 m2 FOR EACH ADDITIONAL 50 UNITS + MINIMUM OF 10 m2 FOR BULKY ITEMS</p> <p><b>NUMBER OF UNITS = 333</b> = 333 - 50 = 283 / 50 UNITS = 5.66 (ROUNDUP) = 6.0 X 13 m2 = 78.00 m2 + 25 m2 = 103.00 m2</p> <p>BULKY ITEMS = 103 m2 + 10 m2 = 113 m2</p> <p><b>TOTAL AREA REQUIRED:</b> = 113 m2 WASTE STORAGE AREA REQUIRED</p> <p><b>WASTE STORAGE AREA PROVIDED:</b></p> <p>RESIDENTIAL - 113.3 m2</p> <p><b>STAGING AREA REQUIRED:</b></p> <p>IN ADDITION TO THE TYPE 'G' LOADING SPACE THE AREA REQUIRED FOR STAGING VARIES WITH THE NUMBER OF UNITS. AS SUCH, 5 SQUARE METRES IS REQUIRED FOR EVERY 50 UNITS OVER 50.</p> <p><b>RESIDENTIAL:</b> = 333 UNITS - 50 = 283 / 50 = 5.66 x 5 m2 = 28.3 m2</p> <p><b>STAGING AREA REQUIRED:</b> 28.2 m2</p> <p><b>STAGING AREA PROVIDED:</b> 30.0 m2</p>	<p><b>RESIDENTIAL WASTE STORAGE AREA REQUIRED:</b></p> <p>MINIMUM 25 m2 FOR THE FIRST 50 UNITS + 13 m2 FOR EACH ADDITIONAL 50 UNITS + MINIMUM OF 10 m2 FOR BULKY ITEMS</p> <p><b>NUMBER OF UNITS = 306</b> = 306 - 50 = 256 / 50 UNITS = 5.12 (ROUNDUP) = 6 X 13 m2 = 78.00 m2 + 25 m2 = 103.00 m2</p> <p>BULKY ITEMS = 103 m2 + 10 m2 = 113 m2</p> <p><b>TOTAL AREA REQUIRED:</b> = 113 m2 WASTE STORAGE AREA REQUIRED</p> <p><b>WASTE STORAGE AREA PROVIDED:</b></p> <p>RESIDENTIAL - 119.1 m2</p> <p><b>STAGING AREA REQUIRED:</b></p> <p>IN ADDITION TO THE TYPE 'G' LOADING SPACE THE AREA REQUIRED FOR STAGING VARIES WITH THE NUMBER OF UNITS. AS SUCH, 5 SQUARE METRES IS REQUIRED FOR EVERY 50 UNITS OVER 50.</p> <p><b>RESIDENTIAL:</b> = 306 UNITS - 50 = 256 / 50 = 5.12 x 5 m2 = 25.6 m2</p> <p><b>STAGING AREA REQUIRED:</b> 25.6 m2</p> <p><b>STAGING AREA PROVIDED:</b> 30.0 m2</p>	<p><b>RESIDENTIAL WASTE STORAGE AREA REQUIRED:</b></p> <p>MINIMUM 25 m2 FOR THE FIRST 50 UNITS + 13 m2 FOR EACH ADDITIONAL 50 UNITS + MINIMUM OF 10 m2 FOR BULKY ITEMS</p> <p><b>NUMBER OF UNITS = 254</b> = 254 - 50 = 204 / 50 UNITS = 4.08 (ROUNDUP) = 5.0 X 13 m2 = 65.00 m2 + 25 m2 = 90.00 m2</p> <p>BULKY ITEMS = 90 m2 + 10 m2 = 100 m2</p> <p><b>TOTAL AREA REQUIRED:</b> = 100 m2 WASTE STORAGE AREA REQUIRED</p> <p><b>WASTE STORAGE AREA PROVIDED:</b></p> <p>RESIDENTIAL - 100.1 m2</p> <p><b>STAGING AREA REQUIRED:</b></p> <p>IN ADDITION TO THE TYPE 'G' LOADING SPACE THE AREA REQUIRED FOR STAGING VARIES WITH THE NUMBER OF UNITS. AS SUCH, 5 SQUARE METRES IS REQUIRED FOR EVERY 50 UNITS OVER 50.</p> <p><b>RESIDENTIAL:</b> = 254 UNITS - 50 = 204 / 50 = 4.08 x 5 m2 = 20.4 m2</p> <p><b>STAGING AREA REQUIRED:</b> 20.4 m2</p> <p><b>STAGING AREA PROVIDED:</b> SHARED WITH TOWER B LOADING DOCK</p>	<p><b>LOADING SPACE(S) REQUIRED:</b></p> <p>BUILDING CONTAINING DWELLING UNITS: 31 TO 399 DWELLING UNITS = 1 TYPE "G"</p> <p><b>LOADING SPACE STANDARDS:</b></p> <p>i) TYPE "G" LOADING SPACE: MIN. LENGTH OF 13.0M; MIN. WIDTH OF 4.0M; MIN. VERTICAL CLEARANCE OF 6.1M.</p> <p><b>LOADING SPACE(S) PROVIDED:</b> RESIDENTIAL 1 TYPE "G"</p> <p><b>TOTAL LOADING SPACES 1</b></p>
			<p><b>LOADING SPACE(S) REQUIRED:</b></p> <p>BUILDING CONTAINING DWELLING UNITS: 31 TO 399 DWELLING UNITS = 1 TYPE "G"</p> <p><b>LOADING SPACE STANDARDS:</b></p> <p>i) TYPE "G" LOADING SPACE: MIN. LENGTH OF 13.0M; MIN. WIDTH OF 4.0M; MIN. VERTICAL CLEARANCE OF 6.1M. <b>(SHARED WITH TOWER B)</b></p> <p>ii) TYPE "C" LOADING SPACE: MIN. LENGTH OF 6.0M; MIN. WIDTH OF 3.5M; MIN. VERTICAL CLEARANCE OF 3.5M.</p> <p><b>LOADING SPACE(S) PROVIDED:</b> RESIDENTIAL 1 TYPE "C"</p> <p><b>TOTAL LOADING SPACES 1</b></p>

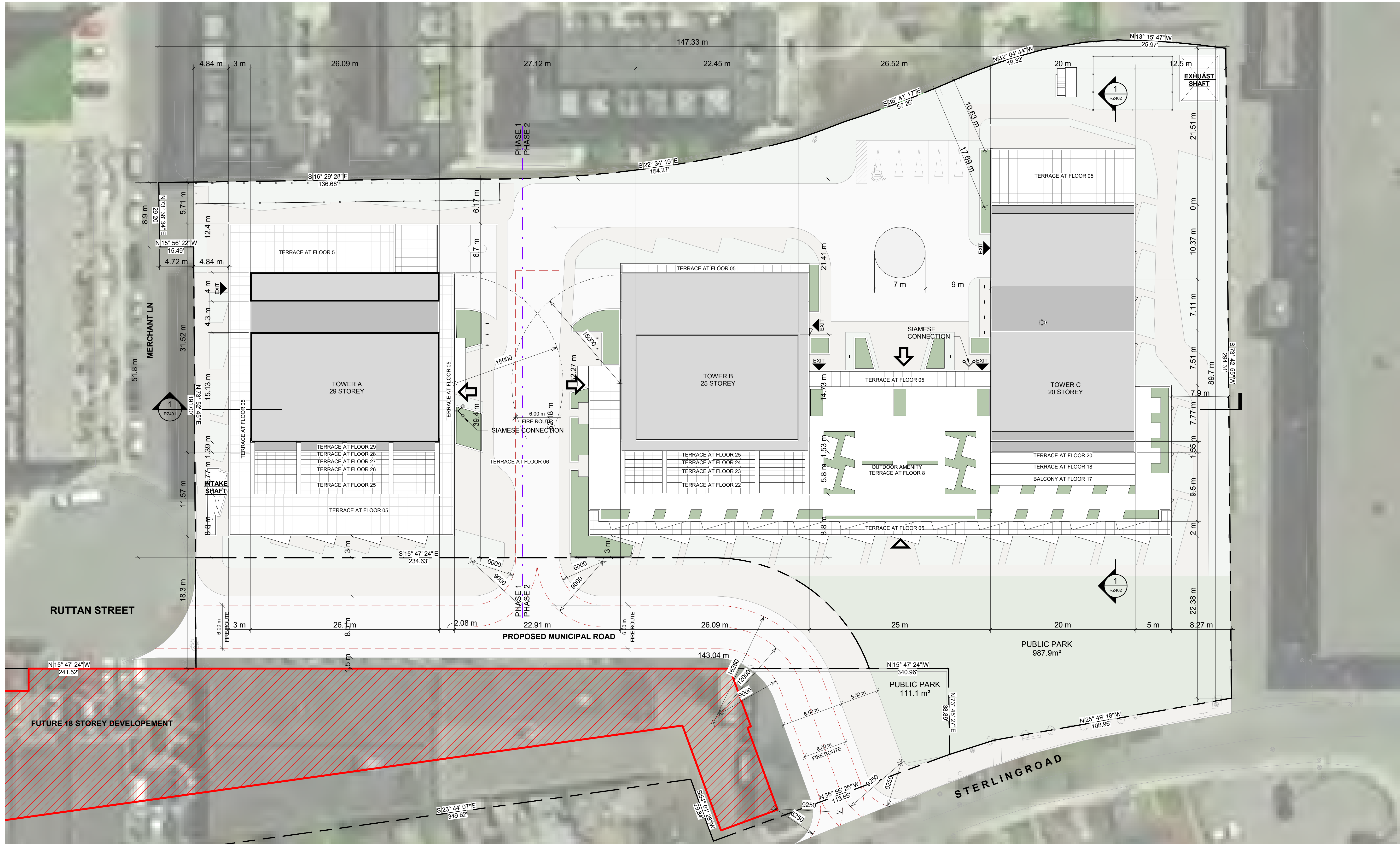
#	DATE	DESCRIPTION	BY
<b>221 Sterling Road Holdings Inc.</b>			
PROJECT			
<b>221 STERLING ROAD</b>			
TORONTO ONTARIO			
DRAWING			
<b>RESIDENTIAL SOLID WASTE MANAGEMENT</b>			
PROJECT NO.	20.157CS		
PROJECT DATE	Issue Date		
DRAWN BY	SKL		
CHECKED BY	Checker		
SCALE	1 : 250		
DRAWING NO. <b>RZ005</b>			



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### LEGEND

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



#	DATE	DESCRIPTION	BY
---	------	-------------	----

221 Sterling Road Holdings Inc.

PROJECT  
**221 STERLING ROAD**

TORONTO ONTARIO

DRAWING  
**SITE PLAN**

PROJECT NO. 20.157CS
PROJECT DATE Issue Date
DRAWN BY SKL
CHECKED BY Checker
SCALE As indicated





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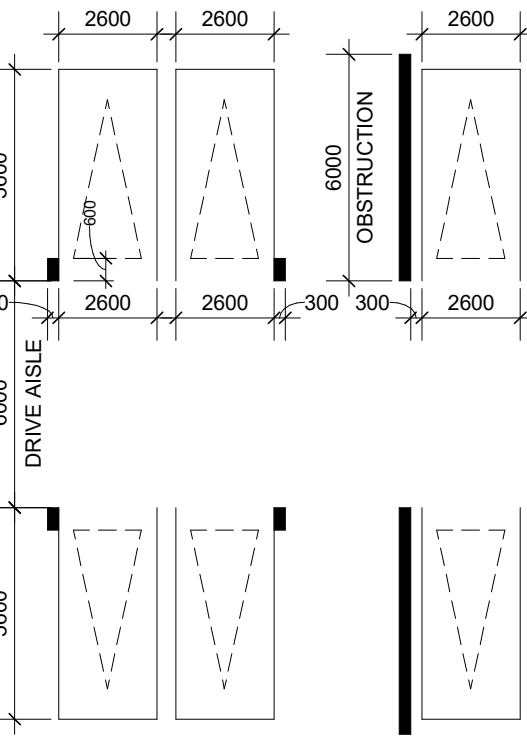
**SYMBOL LEGEND:**

- CONVEX MIRROR
- PARKING SPACE WITH ACCESS TO EVSE

**TYPICAL PARKING DIMENSIONS:**

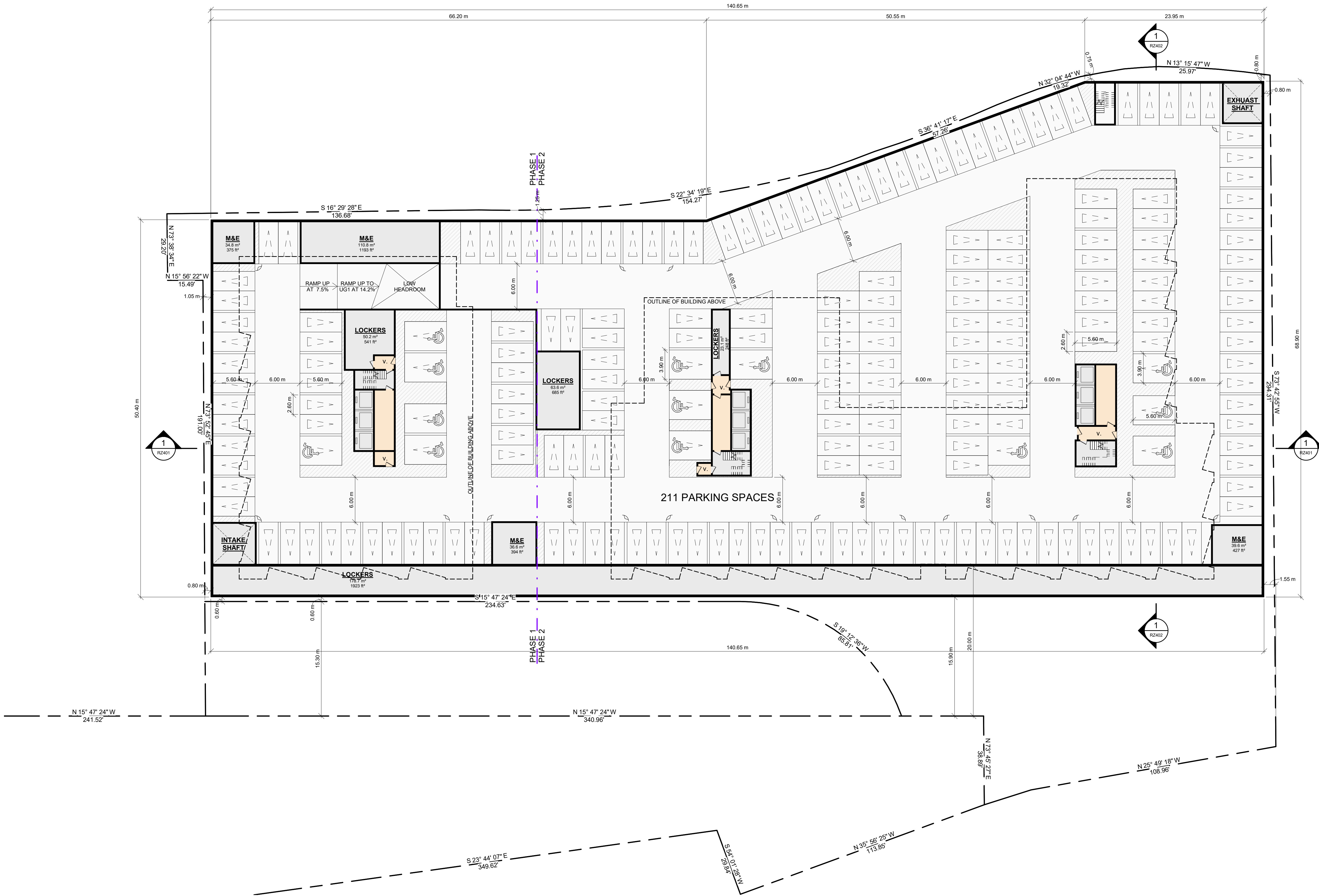
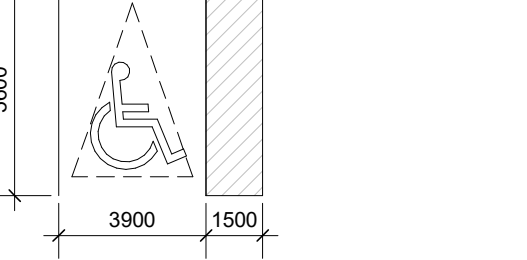
AISLE WIDTH: MIN 6m

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



**TYPICAL BARRIER FREE SPACE:**

MIN 3.9 x 5.6 x 2.1m HIGH



#	DATE	DESCRIPTION	BY
<b>221 Sterling Road Holdings Inc.</b>			
<b>PROJECT</b>			
<b>221 STERLING ROAD</b>			
TORONTO ONTARIO			
<b>DRAWING</b>			
<b>FLOOR UG2</b>			
PROJECT NO.	20.157CS		
PROJECT DATE	Issue Date		
DRAWN BY	SKL		
CHECKED BY	Checker		
SCALE	As indicated		
		DRAWING NO.	
		<b>RZ150</b>	





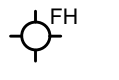
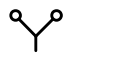


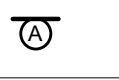




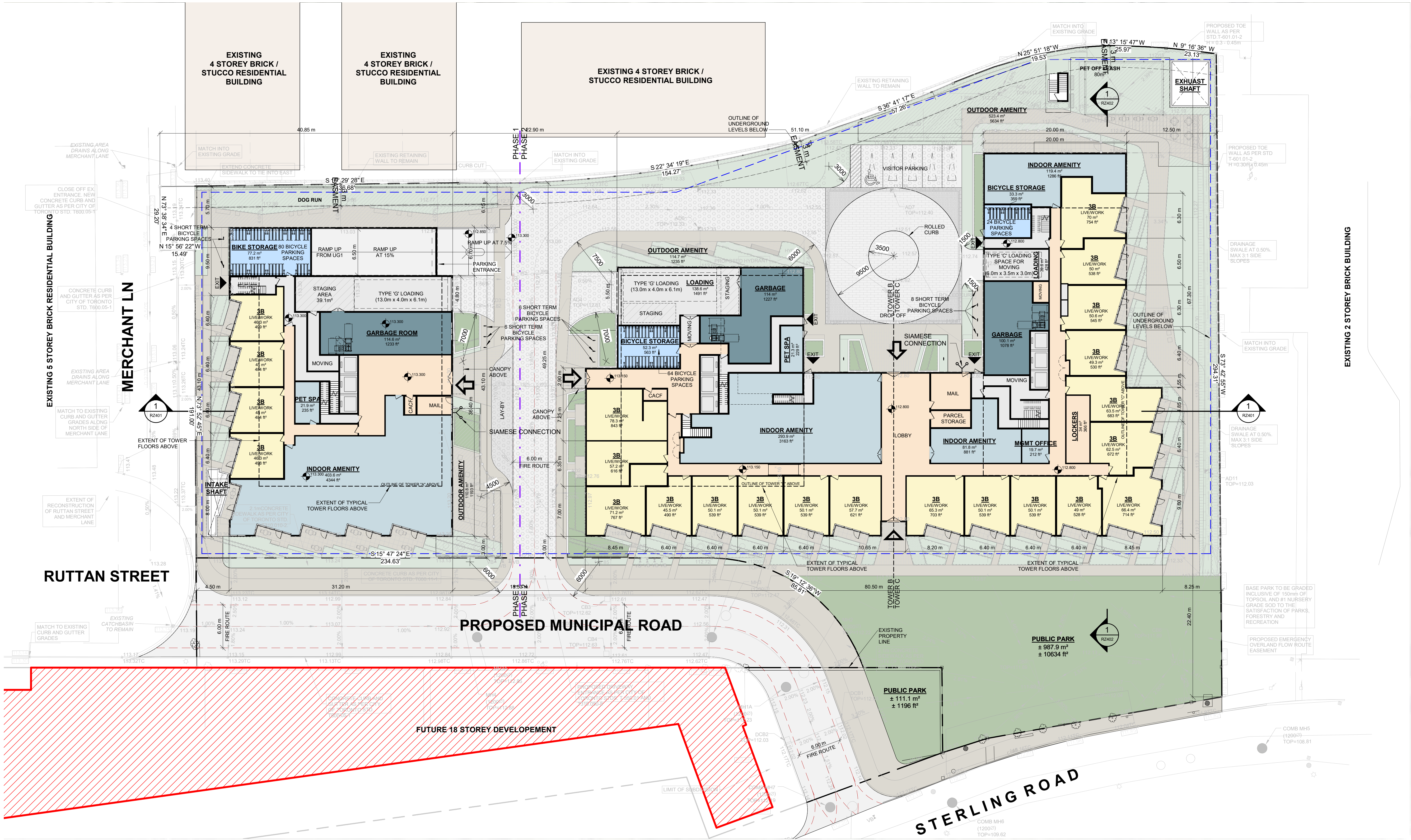





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## LEGEND

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



**1 FLOOR 01**  
1 : 250

#	DATE	DESCRIPTION	BY
<b>221 Sterling Road Holdings Inc.</b>			
PROJECT	<b>221 STERLING ROAD</b>		
	TORONTO ONTARIO		
DRAWING	<b>GROUND FLOOR PLAN</b>		
PROJECT NO.	20.157CS		
PROJECT DATE	Issue Date		
DRAWN BY	SKL		
CHECKED BY	Checker		
SCALE	As indicated		
			
			DRAWING NO. <b>RZ152</b>









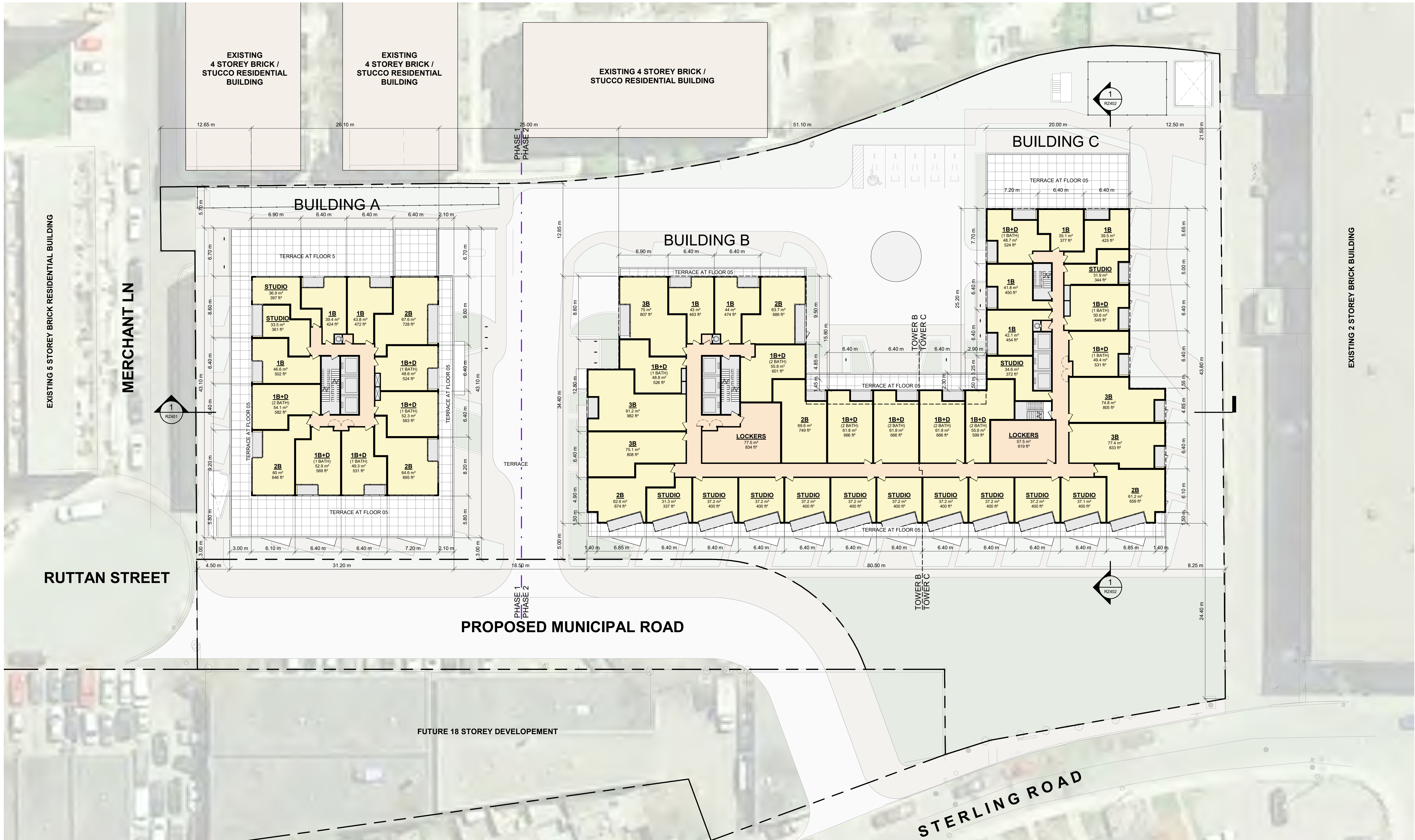












#	DATE	DESCRIPTION	BY
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221 Sterling Road Holdings Inc.

**PROJECT**  
221 STERLING ROAD

TORONTO ONTARIO

**DRAWING**  
FLOOR 6-7

**PROJECT NO.**  
20.157CS

**PROJECT DATE**  
Issue Date

**DRAWN BY**  
SKL

**CHECKED BY**  
Checker

**SCALE**  
1 : 250

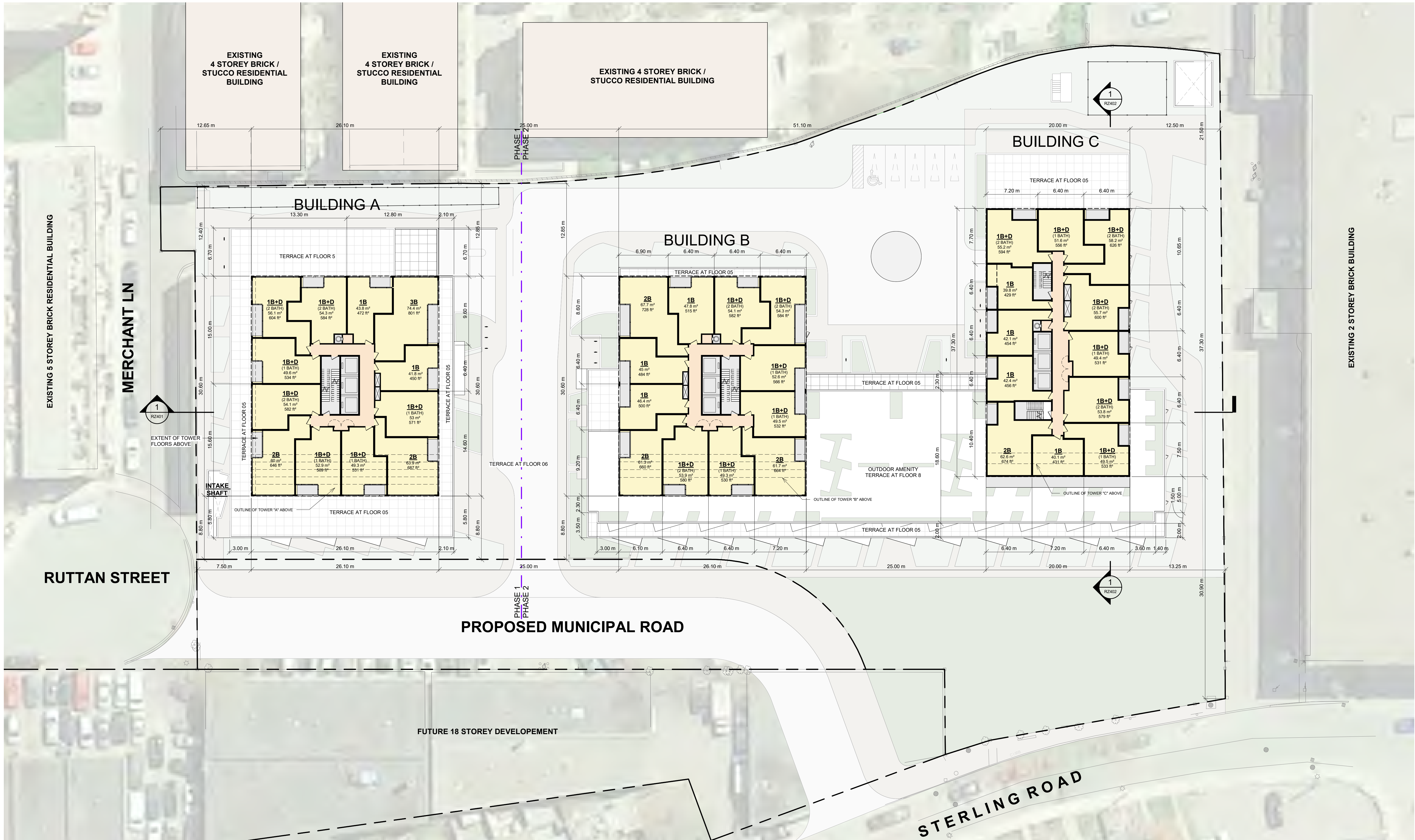
**DRAWING NO.**  
RZ157

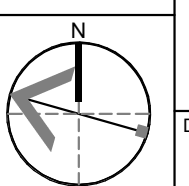
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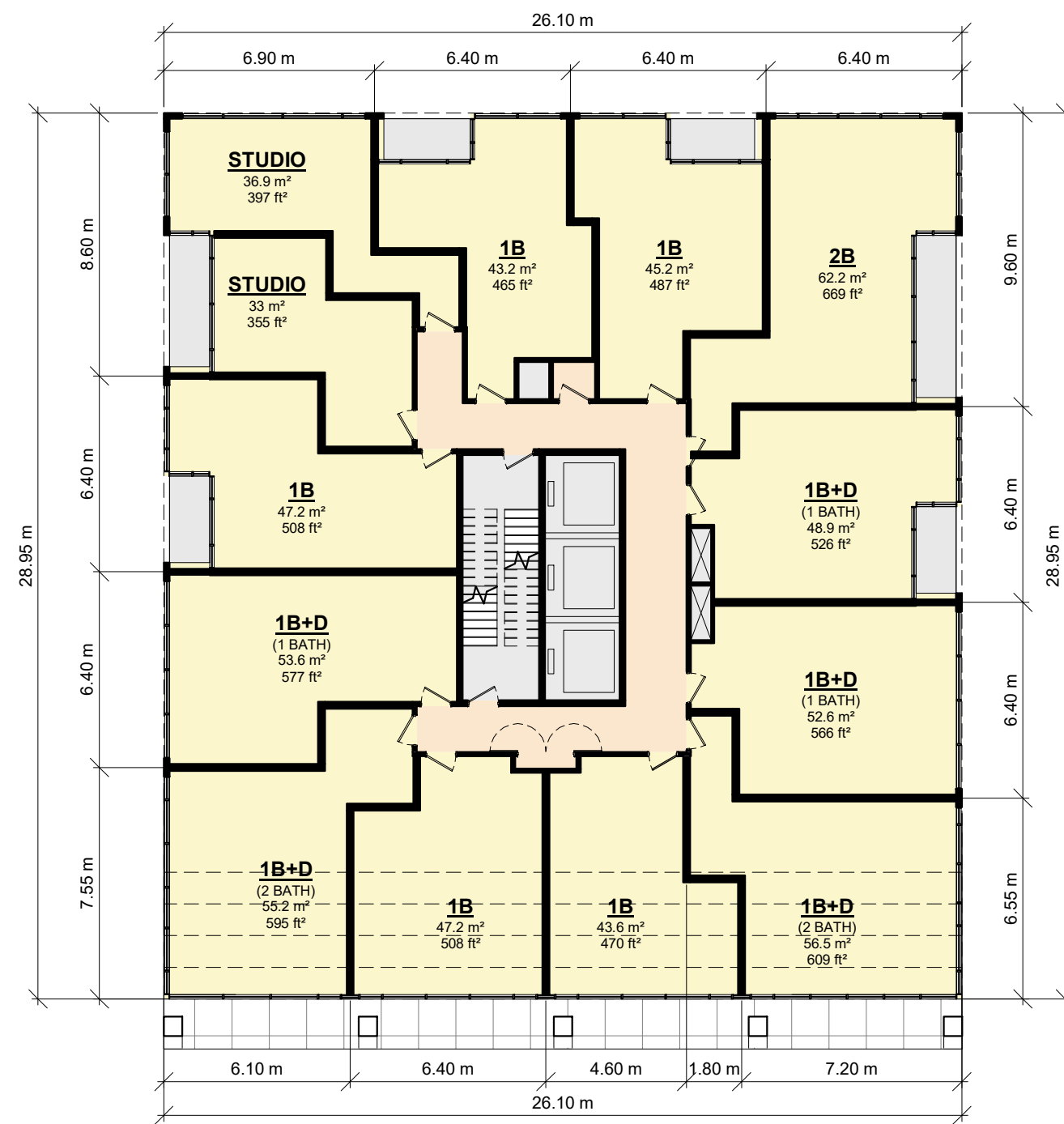




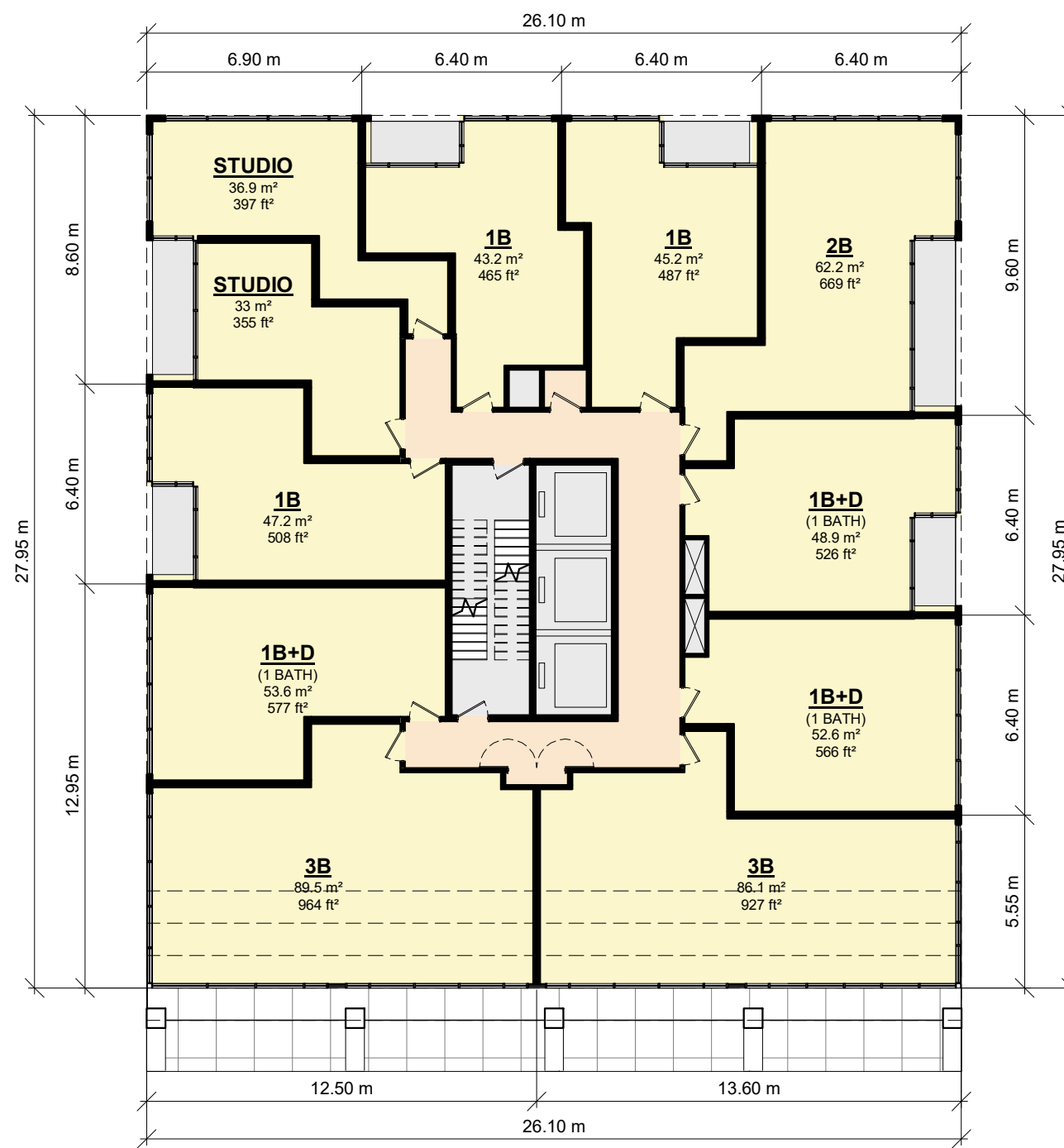


#	DATE	DESCRIPTION	BY
<b>221 Sterling Road Holdings Inc.</b>			
PROJECT	<b>221 STERLING ROAD</b>		
	TORONTO ONTARIO		
DRAWING	<b>TYPICAL TOWER PLANS (9-24 BLD A, 9-20 BLD B, 9-17 BLD C)</b>		
PROJECT NO.	20.157CS		
PROJECT DATE	Issue Date		
DRAWN BY	SKL		
CHECKED BY	Checker		
SCALE	1 : 250		
		DRAWING NO.	
		<b>RZ159</b>	

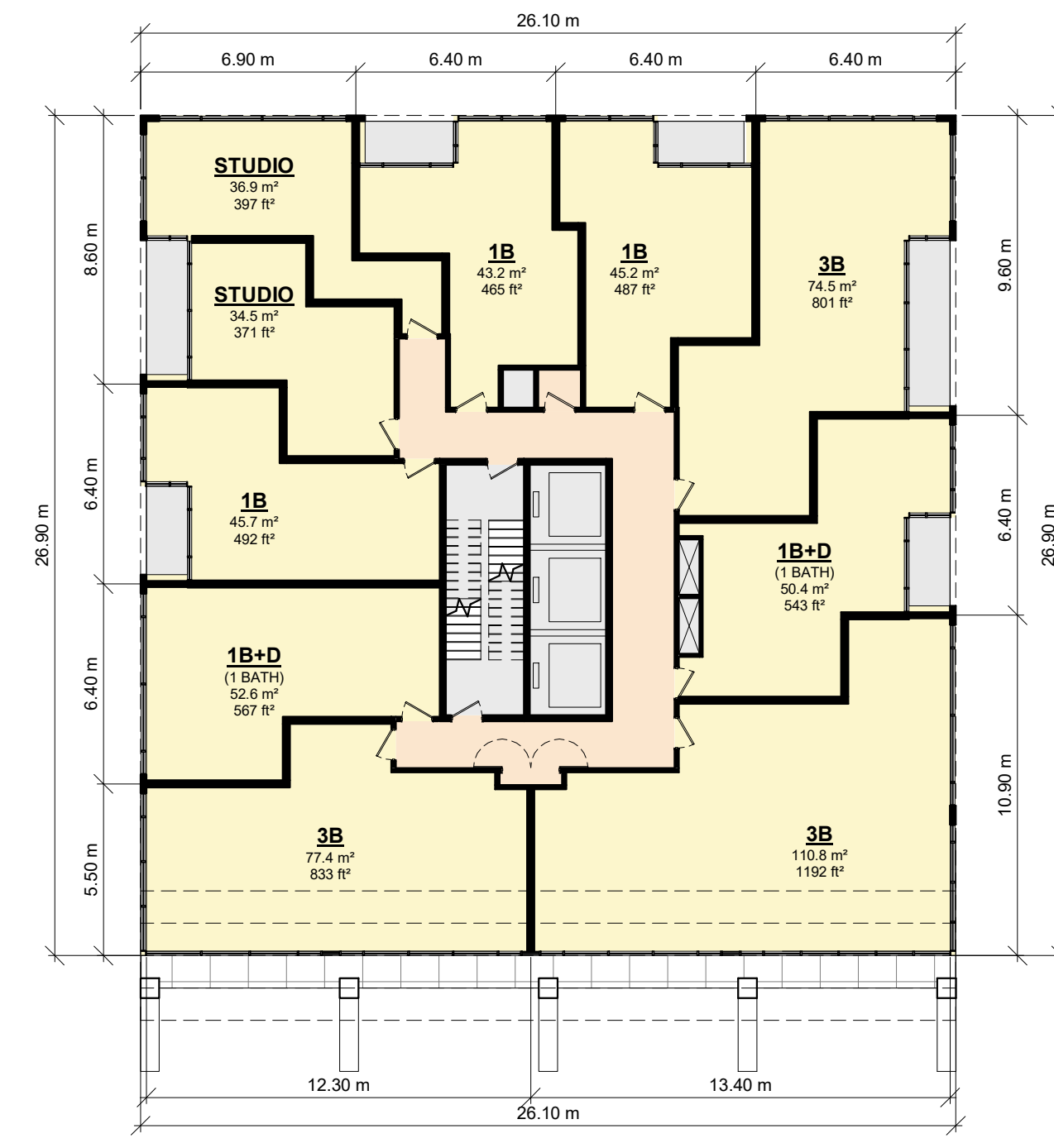




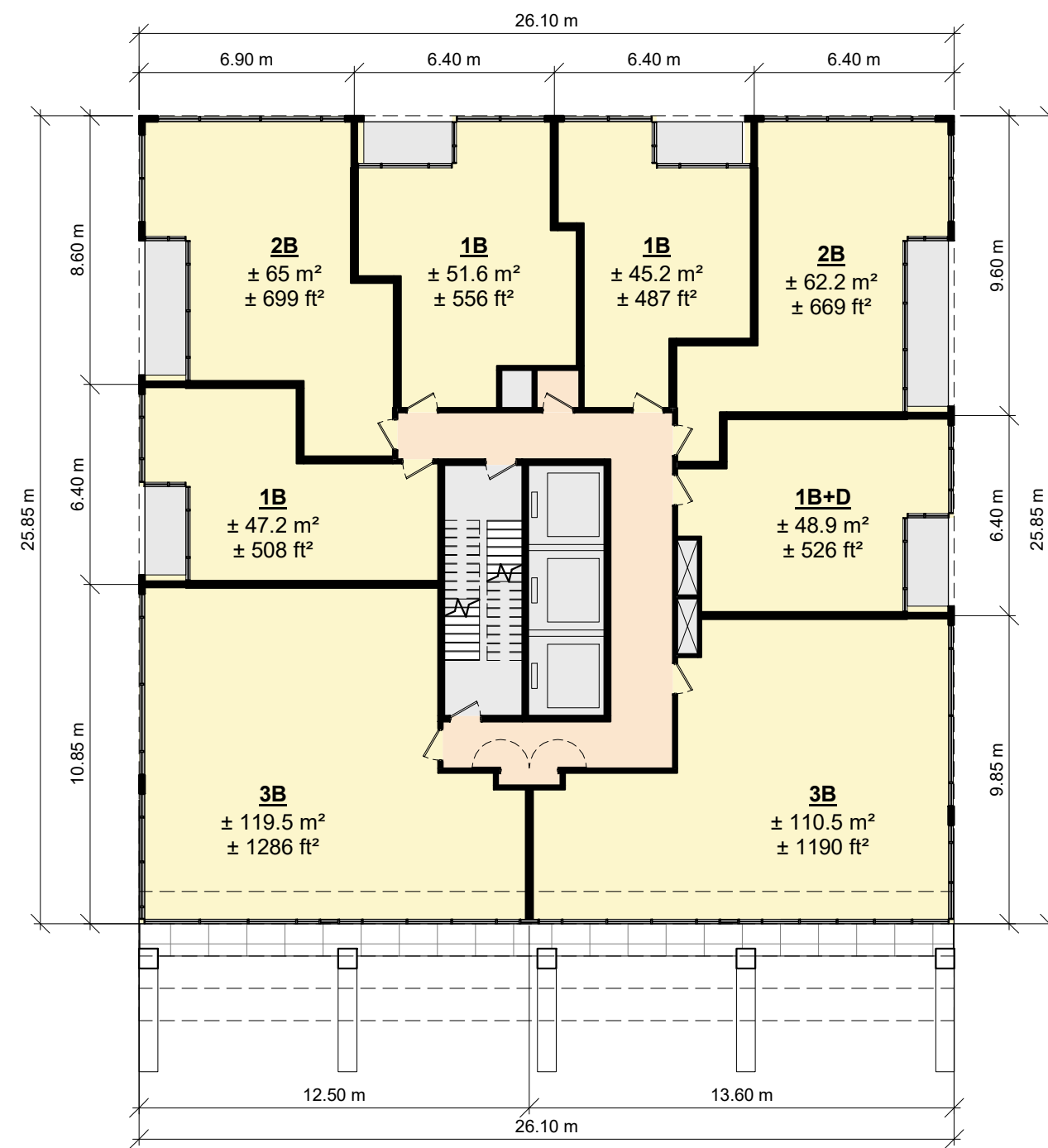
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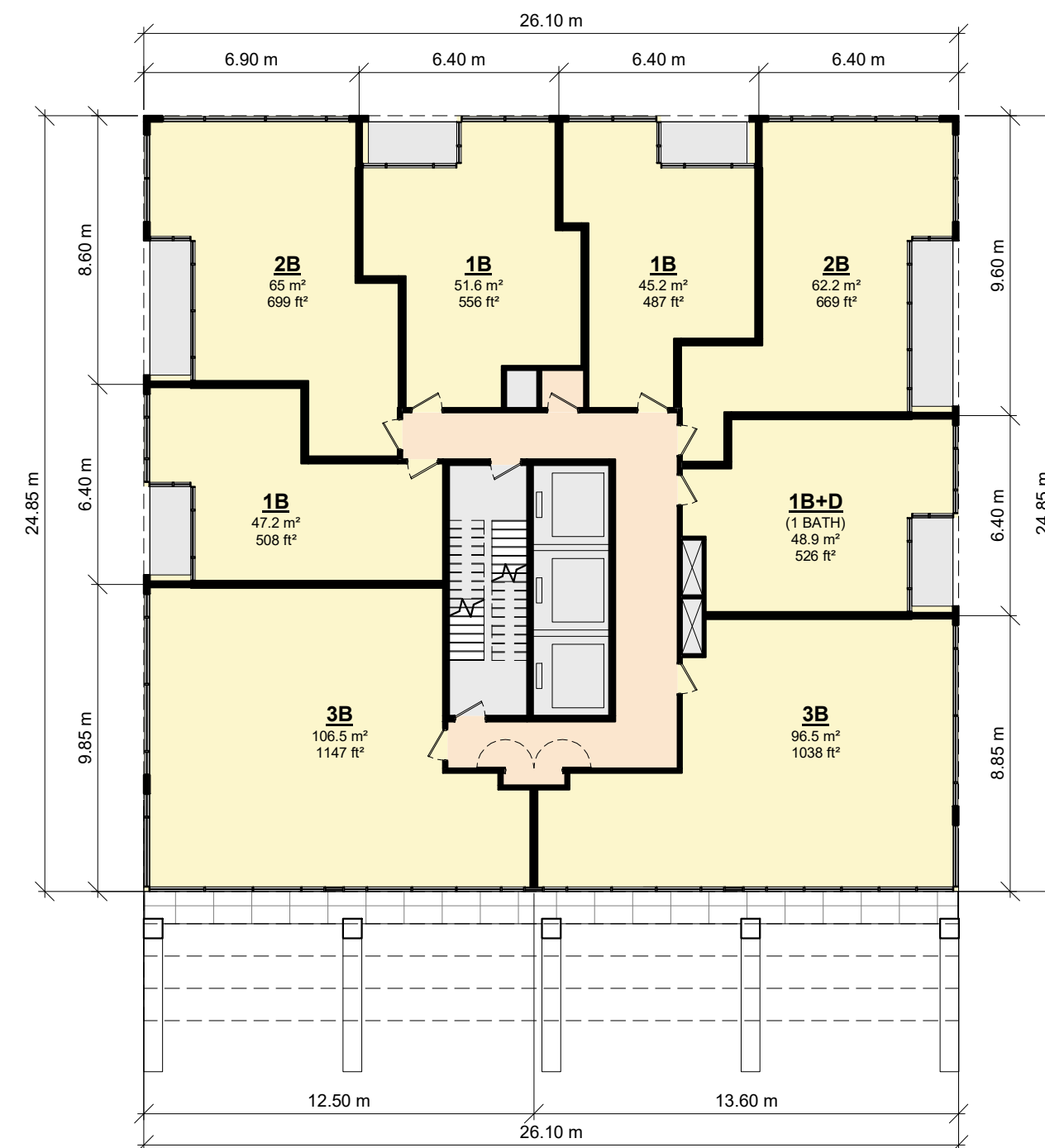
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3 FLOOR 27  
1 : 200



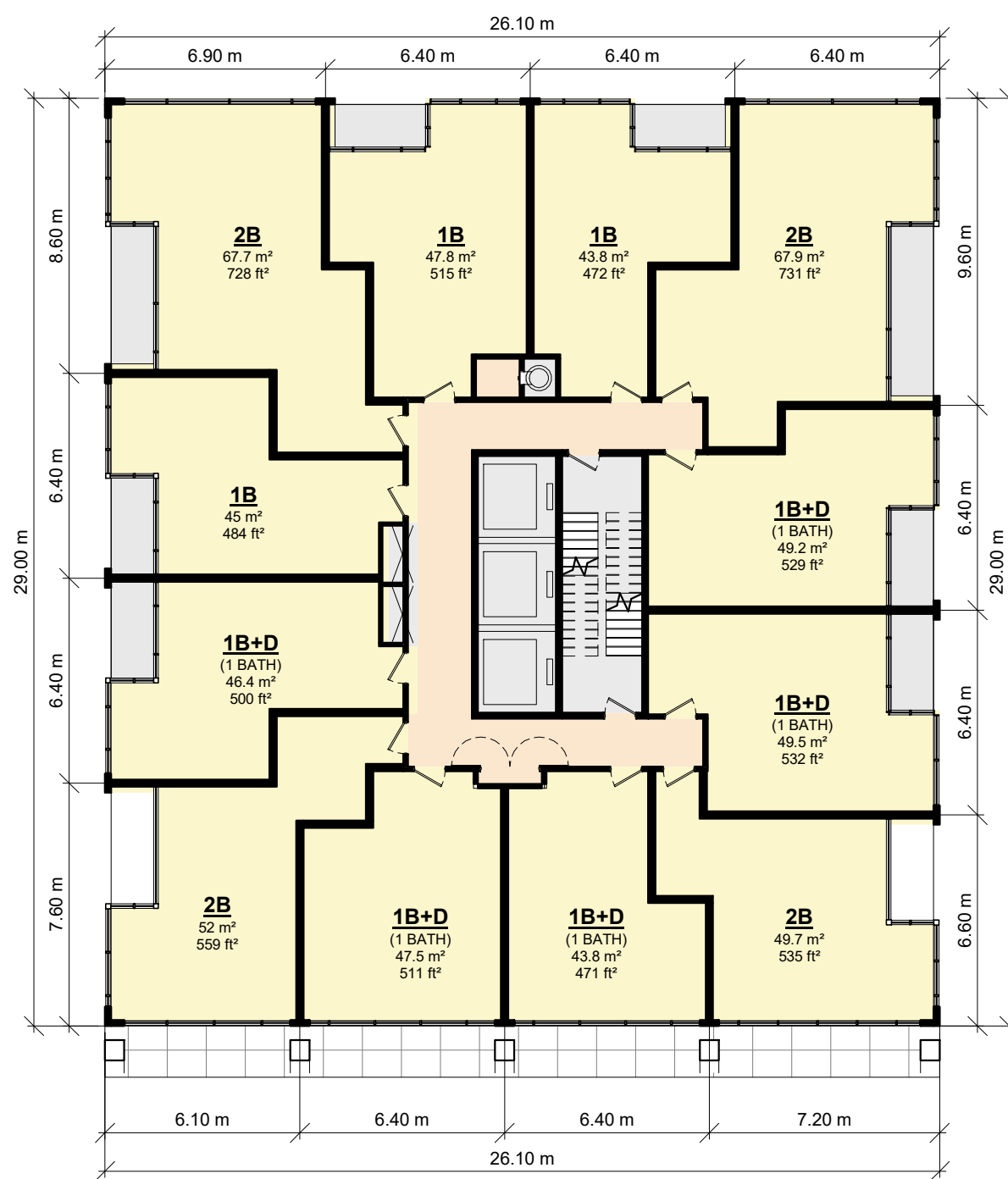
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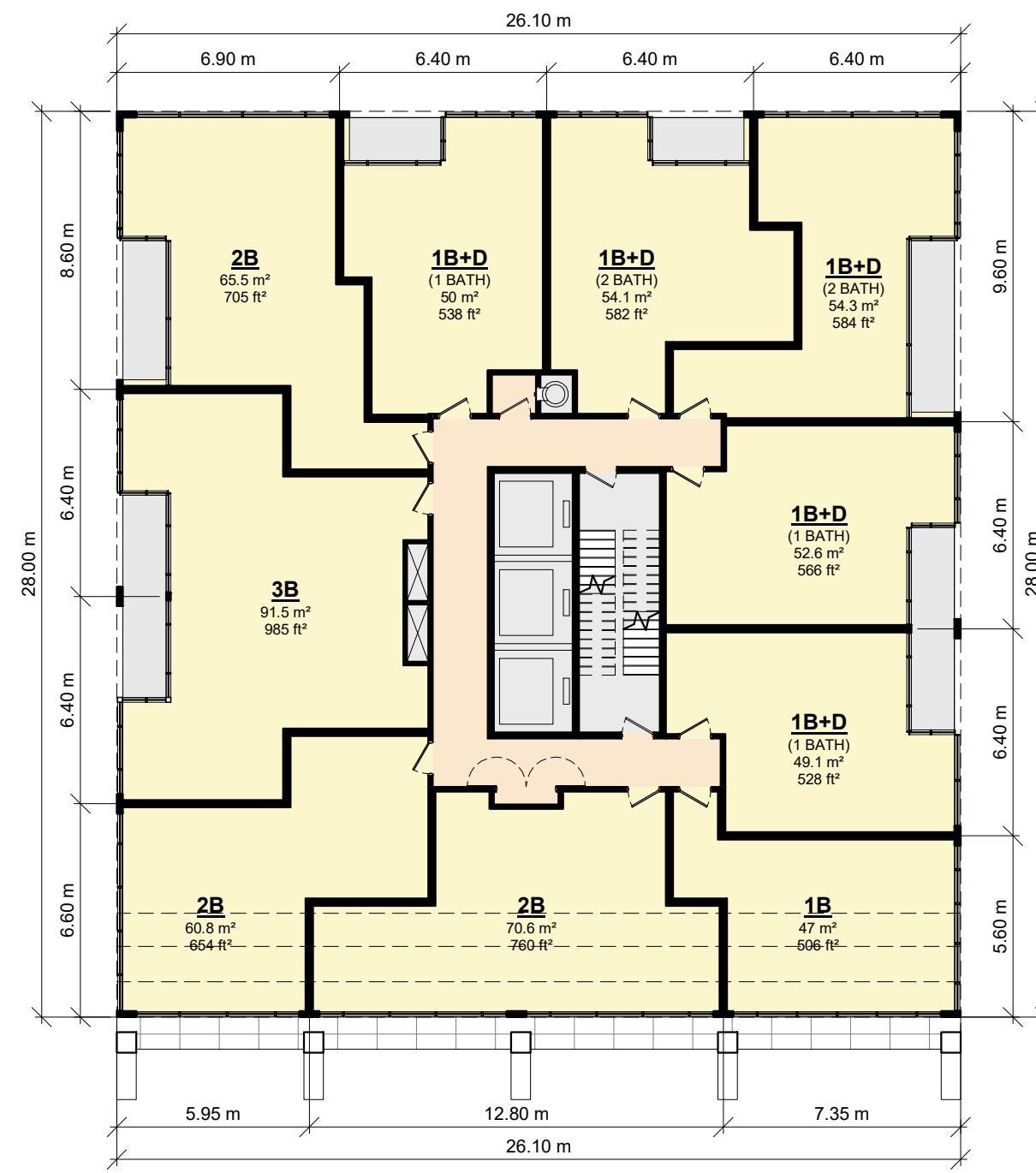
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#	DATE	DESCRIPTION	BY
<b>221 Sterling Road Holdings Inc.</b>			
PROJECT			
<b>221 STERLING ROAD</b>			
TORONTO ONTARIO			
DRAWING			
<b>BUILDING A - TOWER PLANS (25-29)</b>			
PROJECT NO.	20.157CS		
PROJECT DATE	Issue Date		
DRAWN BY	SKL		
CHECKED BY	Checker		
SCALE	1 : 200		
		DRAWING NO.	
		<b>RZ160</b>	

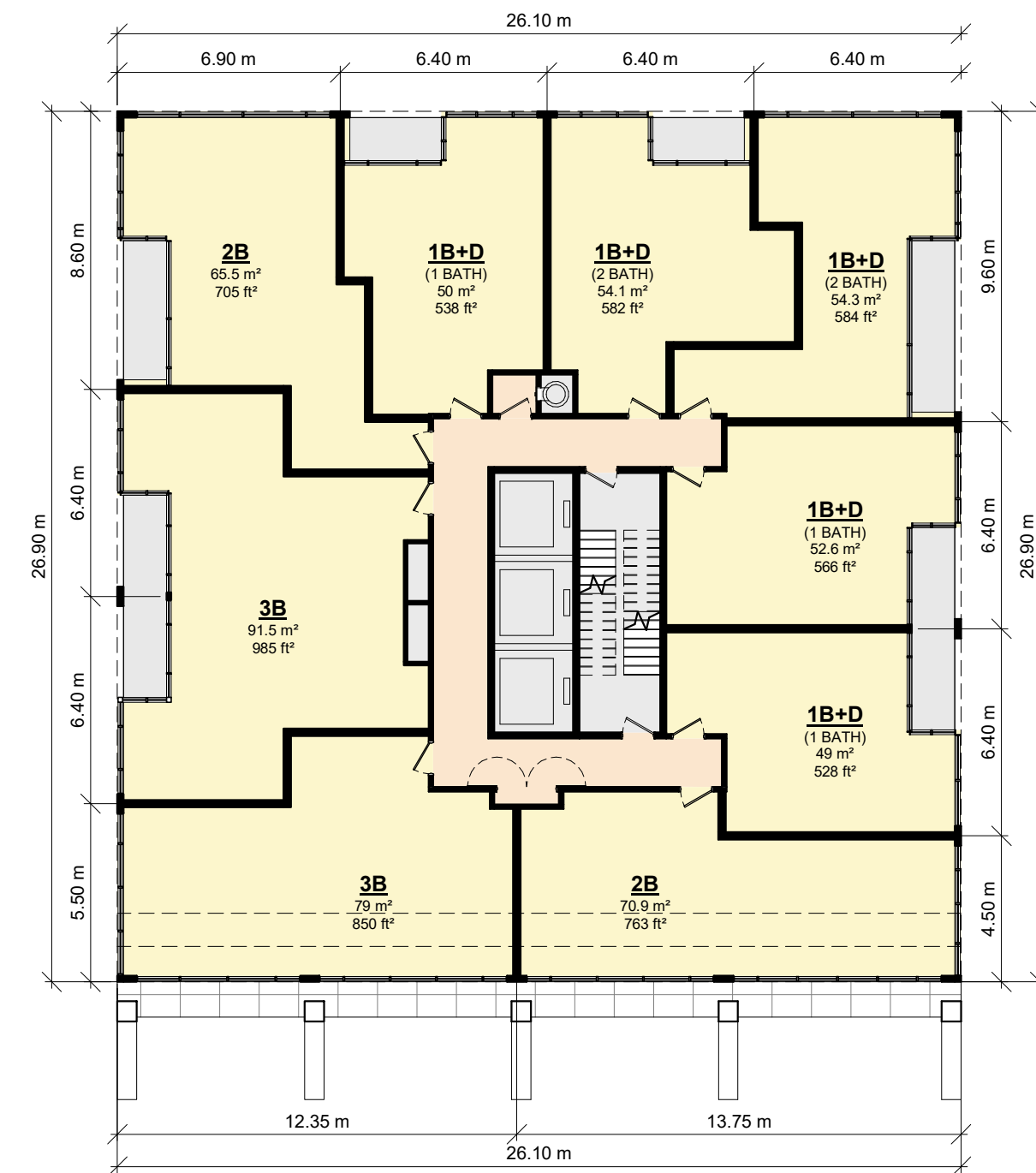




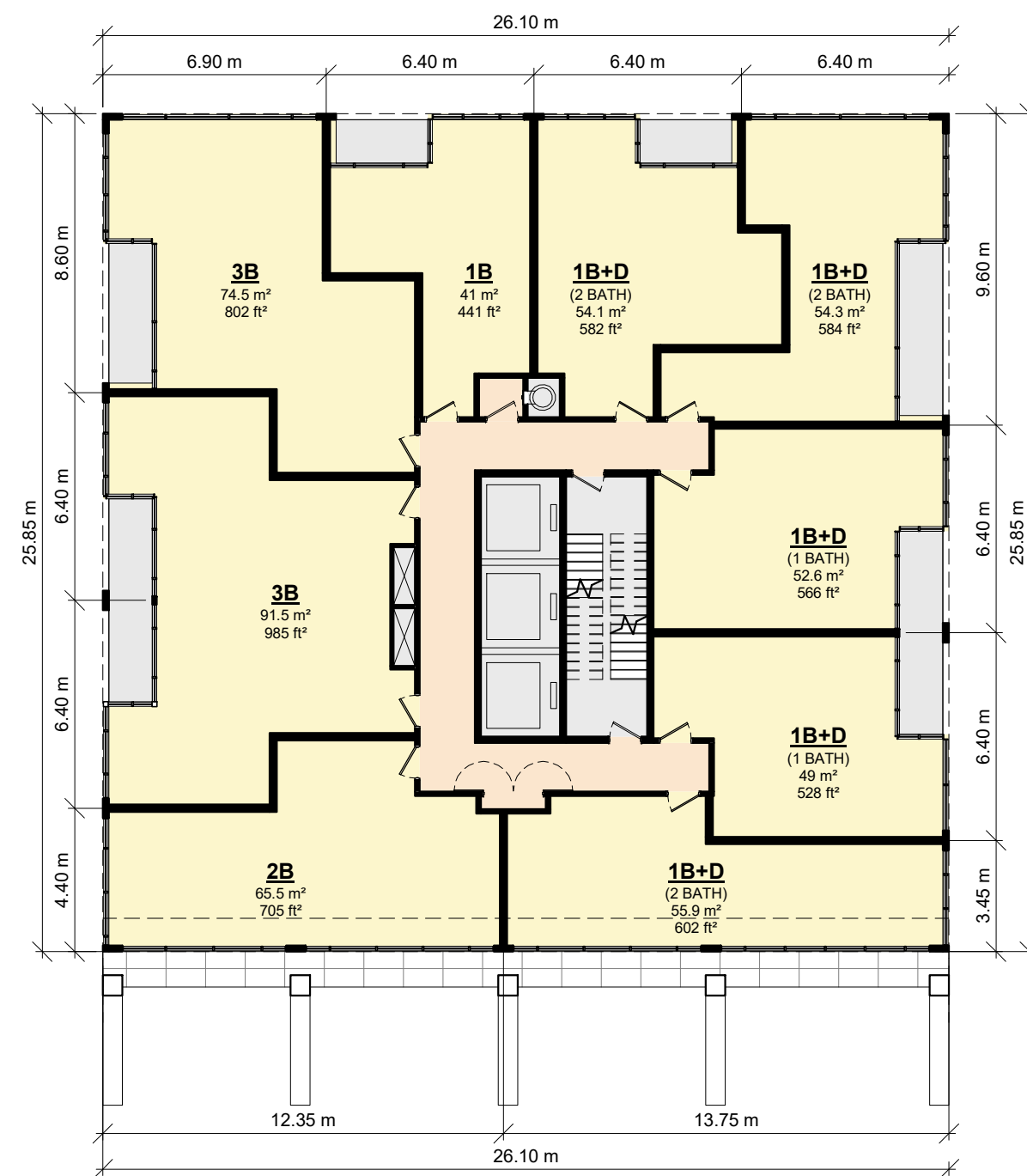
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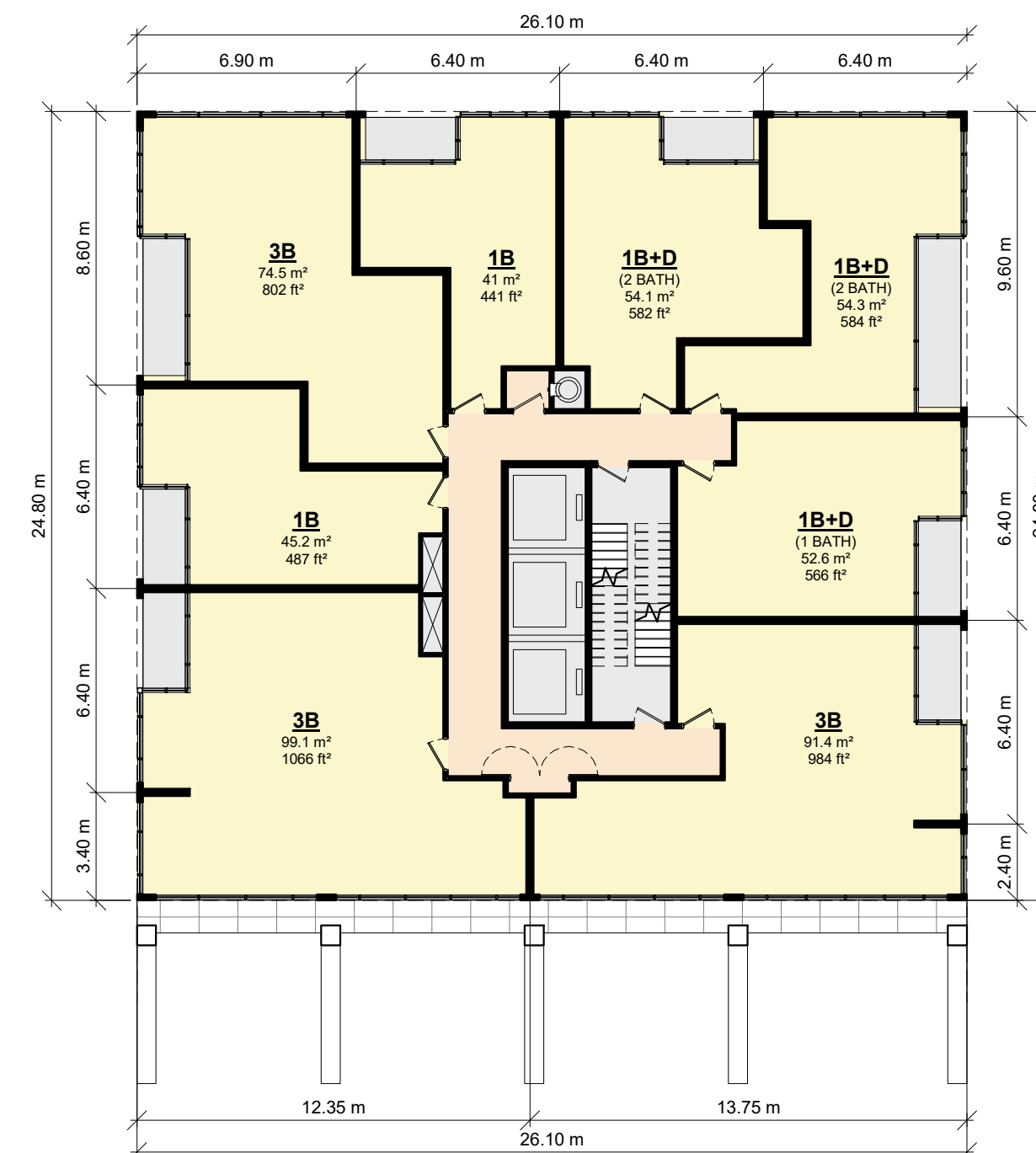
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2 TB FLOOR 23  
1 : 200



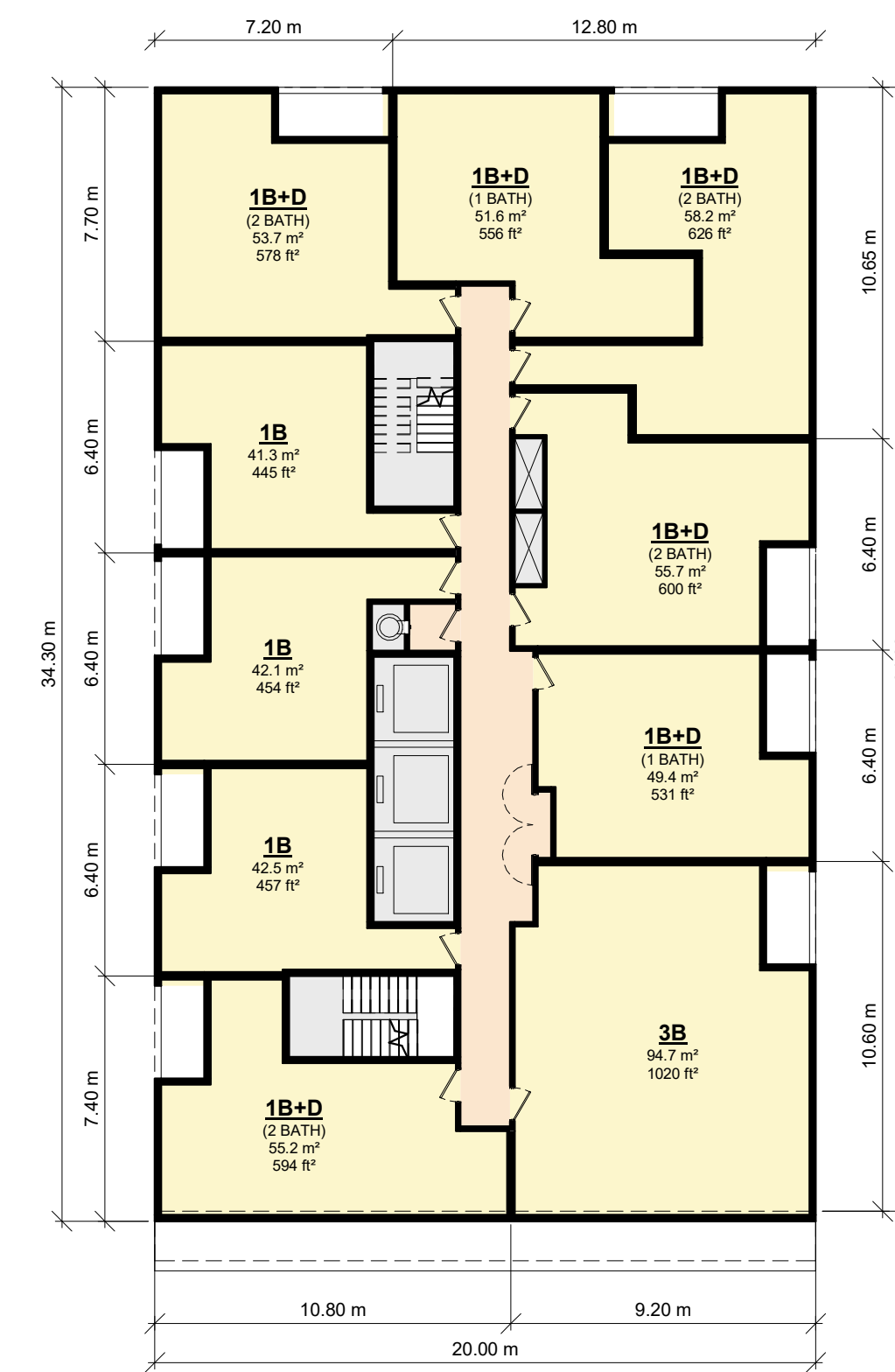
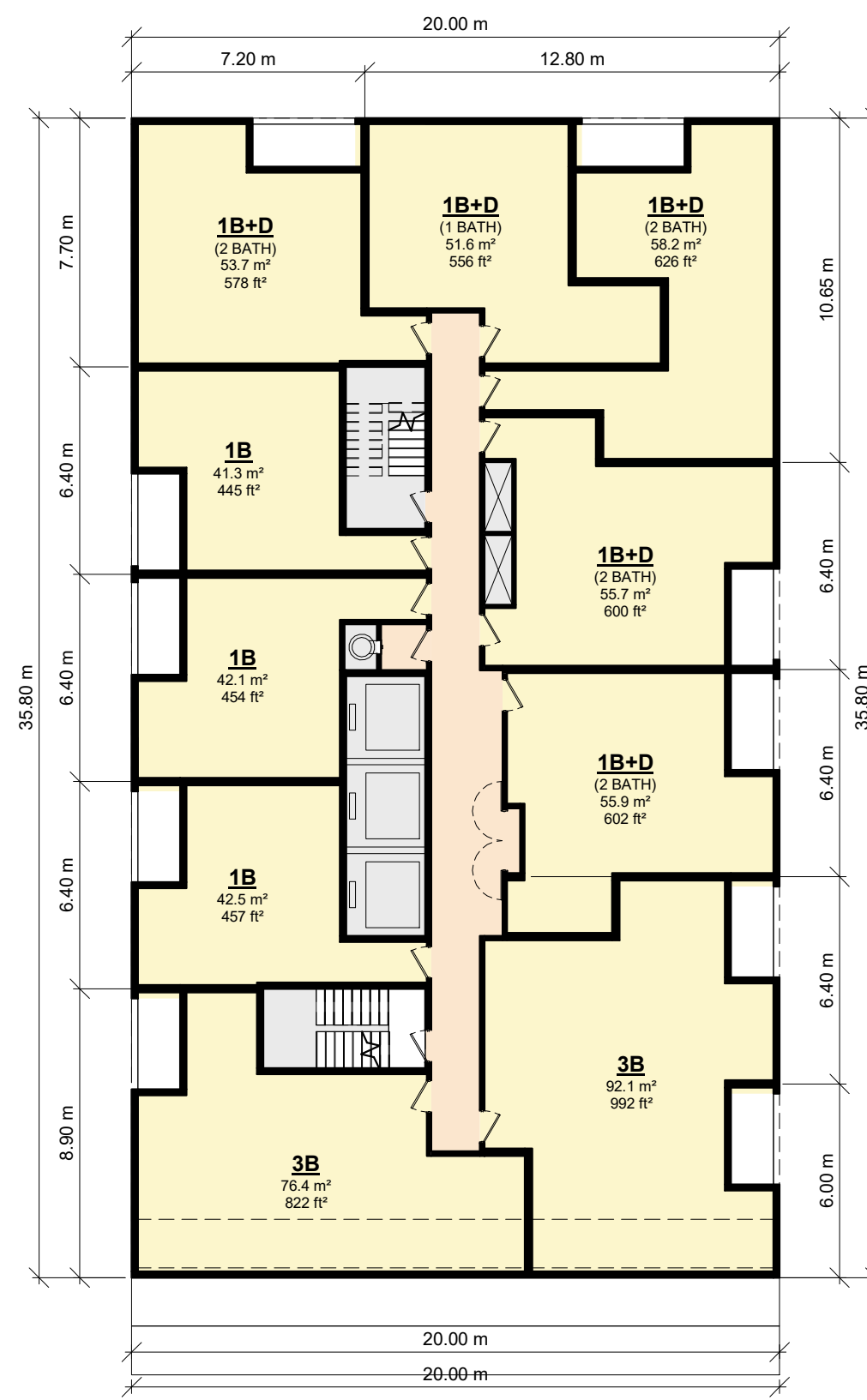
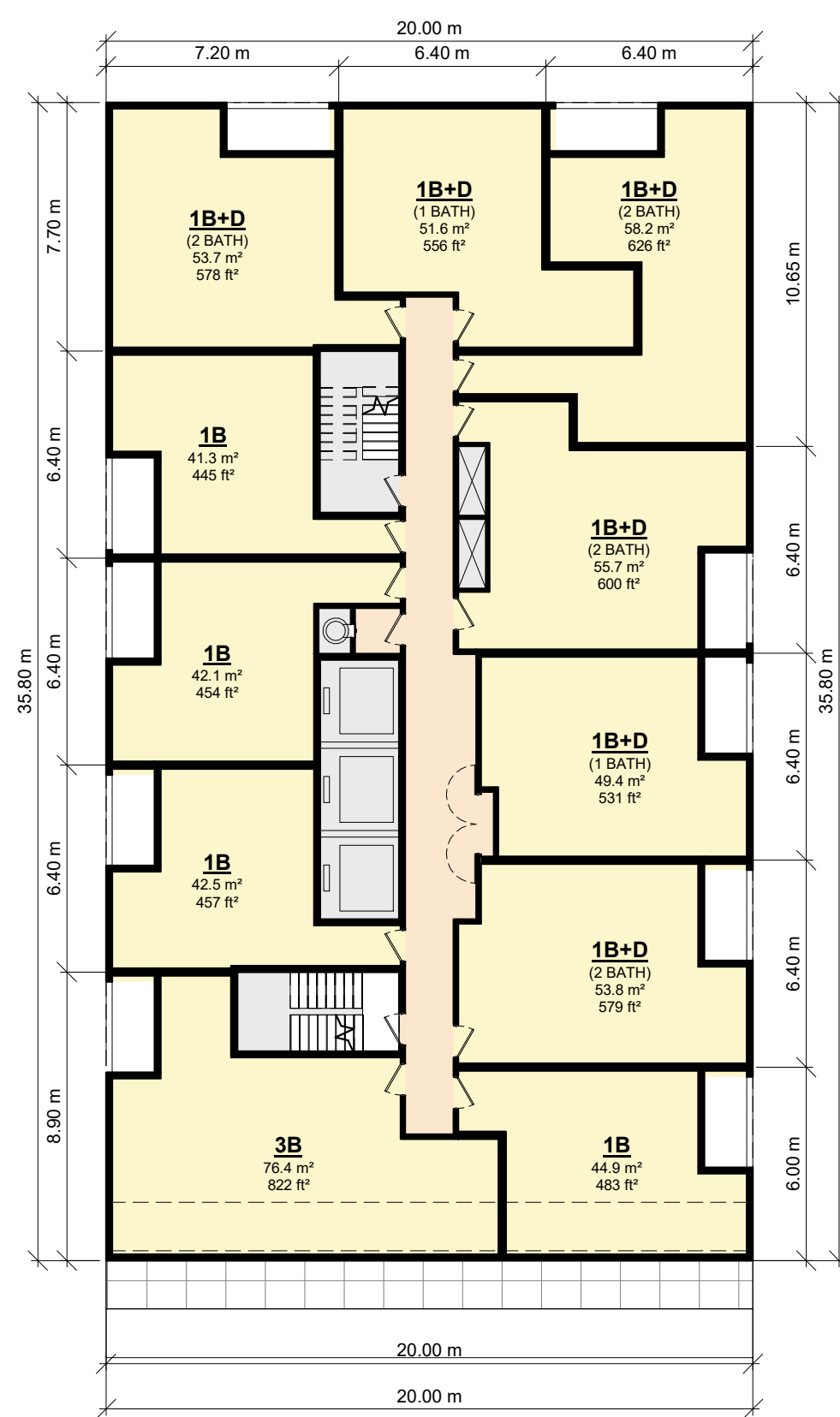
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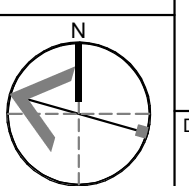


4 TB FLOOR 25  
1 : 200

#	DATE	DESCRIPTION	BY
<b>221 Sterling Road Holdings Inc.</b>			
PROJECT	<b>221 STERLING ROAD</b>		
	TORONTO ONTARIO		
DRAWING	<b>BUILDING B - TOWER PLANS (21-25)</b>		
PROJECT NO.	20-157CS		
PROJECT DATE	Issue Date		
DRAWN BY	SKL		
CHECKED BY	Checker		
SCALE	1 : 200		
		DRAWING NO.	
		<b>RZ161</b>	





#	DATE	DESCRIPTION	BY
<b>221 Sterling Road Holdings Inc.</b>			
<b>PROJECT</b>			
<b>221 STERLING ROAD</b>			
TORONTO ONTARIO			
<b>DRAWING</b>			
<b>BUILDING C - TOWER PLANS (18-20)</b>			
PROJECT NO.	20.157CS		
PROJECT DATE	Issue Date		
DRAWN BY	SKL		
CHECKED BY	Checker		
SCALE	1 : 200		
		DRAWING NO.	
		<b>RZ162</b>	



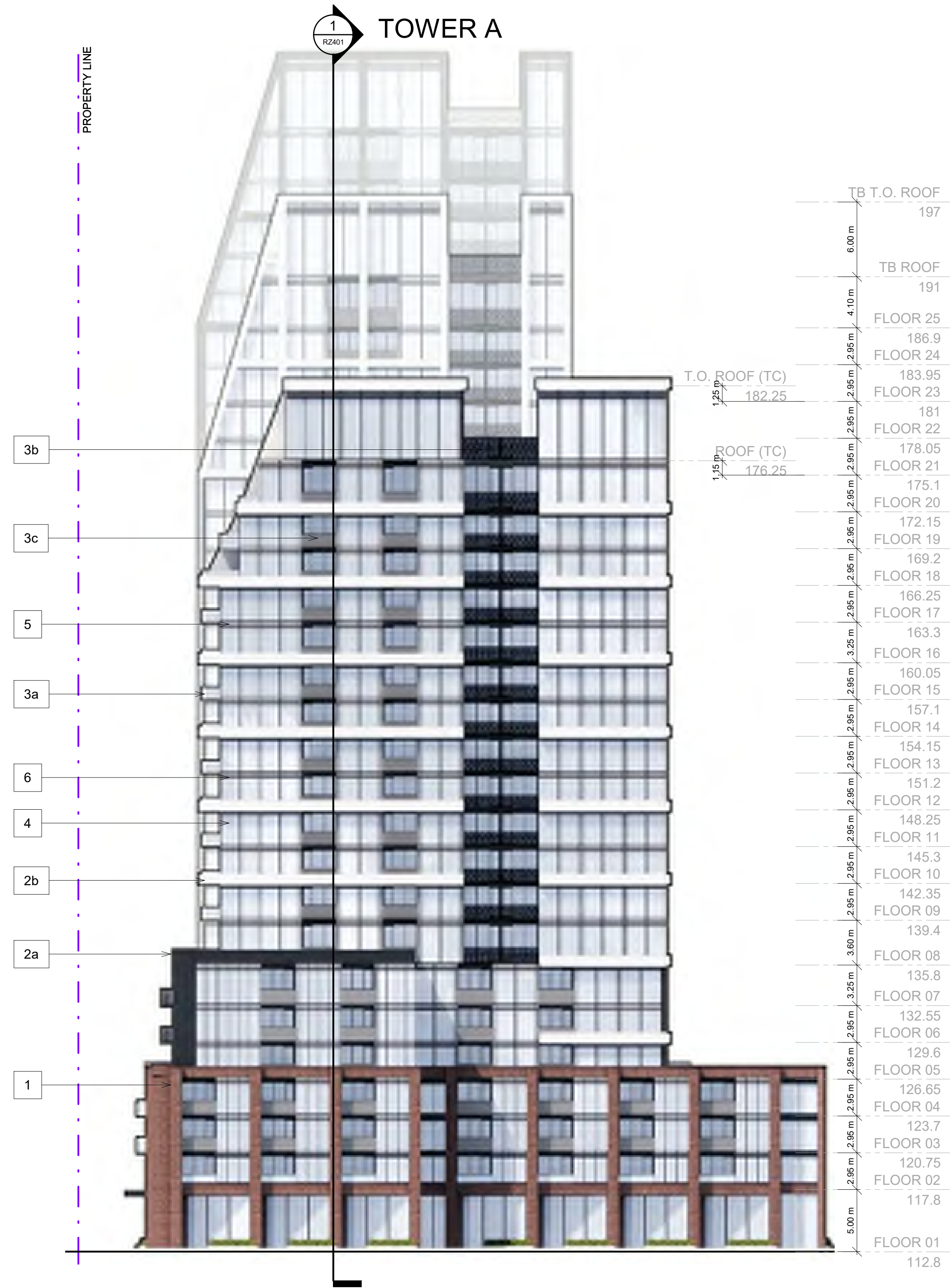
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### MATERIAL LEGEND

- 1 RED/BROWN PRECAST BRICK
- 2a DARK METAL PANEL
- 2b LIGHT METAL PANEL
- 3a CLEAR GLASS GUARD
- 3b PERFORATED METAL GUARD
- 3c OPAQUE METAL/GLASS GUARD
- 4 CLEAR GLAZING
- 5 LIGHT GREY SPANDREL PANEL
- 6 DARK GREY MULLION/LOUVERS



1 North Elevation  
1 : 250



2 South Elevation  
1 : 250

#	DATE	DESCRIPTION	BY
<b>221 Sterling Road Holdings Inc.</b>			
PROJECT			
<b>221 STERLING ROAD</b>			
TORONTO ONTARIO			
DRAWING			
<b>NORTH &amp; SOUTH ELEVATION</b>			
PROJECT NO.	20.157CS		
PROJECT DATE	Issue Date		
DRAWN BY	SKL		
CHECKED BY	Checker		
SCALE	As indicated		
DRAWING NO.			
<b>RZ301</b>			



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### MATERIAL LEGEND

- 1 RED/BROWN PRECAST BRICK
- 2a DARK METAL PANEL
- 2b LIGHT METAL PANEL
- 3a CLEAR GLASS GUARD
- 3b PERFORATED METAL GUARD
- 3c OPAQUE METAL/GLASS GUARD
- 4 CLEAR GLAZING
- 5 LIGHT GREY SPANDREL PANEL
- 6 DARK GREY MULLION/LOUVERS



FLOOR	HEIGHT (m)
T.O. ROOF	208.8
ROOF	202.8
FLOOR 29	198.7
FLOOR 28	195.75
FLOOR 27	192.8
FLOOR 26	189.85
FLOOR 25	186.9
FLOOR 24	183.95
FLOOR 23	181
FLOOR 22	178.05
FLOOR 21	175.1
FLOOR 20	172.15
FLOOR 19	169.2
FLOOR 18	166.25
FLOOR 17	163.3
FLOOR 16	160.05
FLOOR 15	157.1
FLOOR 14	154.15
FLOOR 13	151.2
FLOOR 12	148.25
FLOOR 11	145.3
FLOOR 10	142.35
FLOOR 09	139.4
FLOOR 08	136.45
FLOOR 07	133.5
FLOOR 06	130.55
FLOOR 05	126.95
FLOOR 04	123.7
FLOOR 03	120.75
FLOOR 02	117.8
FLOOR 01	112.8

FLOOR	HEIGHT (m)
TB T.O. ROOF	197
TB ROOF	191
FLOOR 25	186.9
FLOOR 24	183.95
T.O. ROOF (TC)	182.25
FLOOR 23	181
FLOOR 22	178.05
ROOF (TC)	176.25
FLOOR 21	175.1
FLOOR 20	172.15
FLOOR 19	169.2
FLOOR 18	166.25
FLOOR 17	163.3
FLOOR 16	160.05
FLOOR 15	157.1
FLOOR 14	154.15
FLOOR 13	151.2
FLOOR 12	148.25
FLOOR 11	145.3
FLOOR 10	142.35
FLOOR 09	139.4
FLOOR 08	135.8
FLOOR 07	132.55
FLOOR 06	129.6
FLOOR 05	126.65
FLOOR 04	123.7
FLOOR 03	120.75
FLOOR 02	117.8
FLOOR 01	112.8

#	DATE	DESCRIPTION	BY
<b>221 Sterling Road Holdings Inc.</b>			
<b>PROJECT</b>			
<b>221 STERLING ROAD</b>			
TORONTO ONTARIO			
<b>DRAWING</b>			
<b>EAST ELEVATION</b>			
PROJECT NO.	20.157CS		
PROJECT DATE	Issue Date		
DRAWN BY	SKL		
CHECKED BY	Checker		
SCALE	As indicated		
DRAWING NO.			<b>RZ302</b>

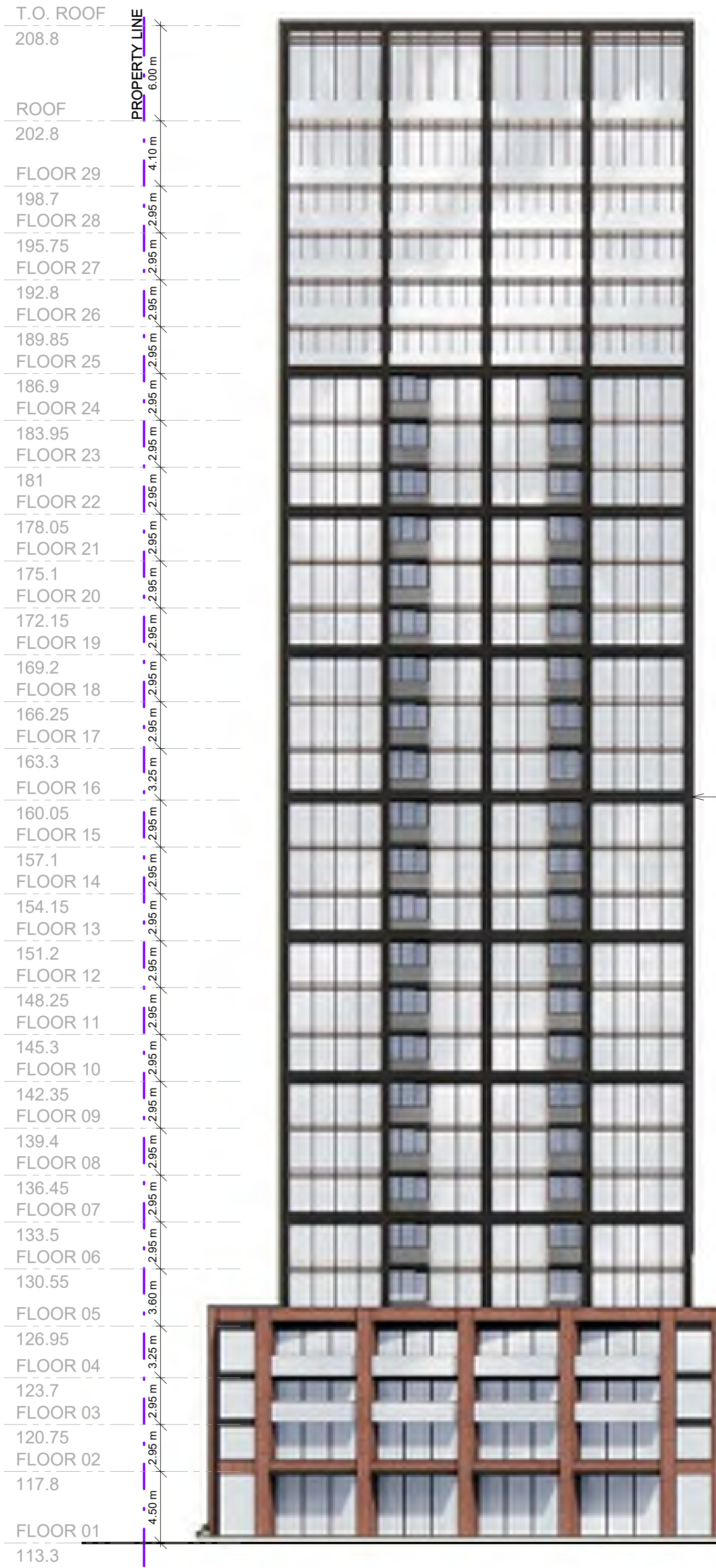


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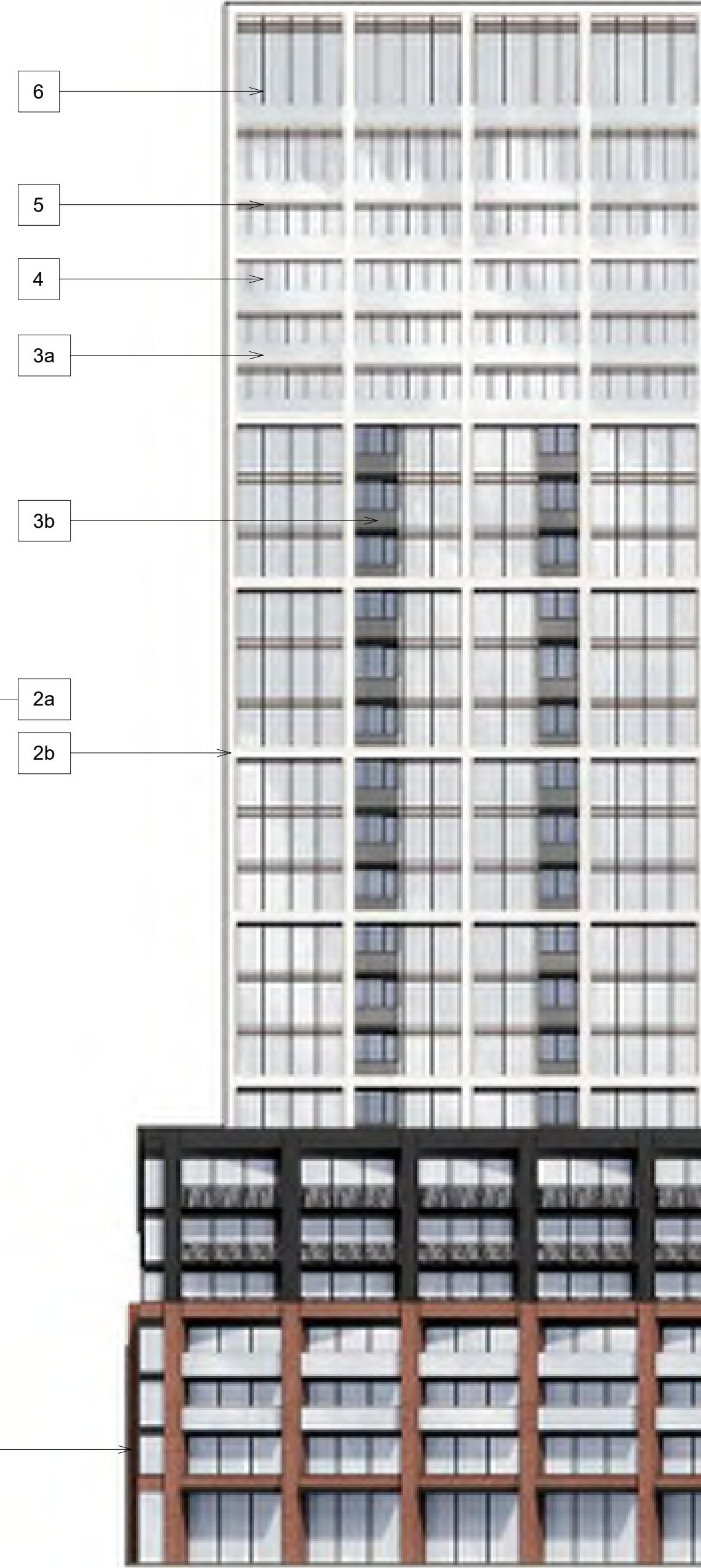
### MATERIAL LEGEND

- 1 RED/BROWN PRECAST BRICK
- 2a DARK METAL PANEL
- 2b LIGHT METAL PANEL
- 3a CLEAR GLASS GUARD
- 3b PERFORATED METAL GUARD
- 3c OPAQUE METAL/GLASS GUARD
- 4 CLEAR GLAZING
- 5 LIGHT GREY SPANDREL PANEL
- 6 DARK GREY MULLION/LOUVERS

## TOWER A 29 STOREYS



## TOWER B 25 STOREYS



## TOWER C 20 STOREYS





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TOWER C BUILDING HEIGHT

#	DATE	DESCRIPTION	BY
<b>221 Sterling Road Holdings Inc.</b>			
<b>PROJECT</b>			
<b>221 STERLING ROAD</b>			
TORONTO ONTARIO			
<b>DRAWING</b>			
<b>BUILDING SECTION</b>			
<b>PROJECT NO.</b> 20.157CS			
<b>PROJECT DATE</b> Issue Date			
<b>DRAWN BY</b> SKL			
<b>CHECKED BY</b> Checker			
<b>SCALE</b> 1 : 200			
<b>DRAWING NO.</b> RZ401			







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#	DATE	DESCRIPTION	BY
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		221 Sterling Road Holdings Inc.	
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PROJECT
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221 STERLING ROAD
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TORONTO ONTARIO
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DRAWING
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3D VIEW LOOKING SOUTHEAST
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PROJECT NO.	20.157CS
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PROJECT DATE	Issue Date
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DRAWN BY	SKL
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CHECKED BY	Checker
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SCALE	
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DRAWING NO.	RZ700
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RZ700



# TURNER FLEISCHER

Turner Fleischer Architects Inc.  
67 Leslie Road  
Toronto, ON, M5B 2T8  
T 416 425 2222  
turnerfleischer.com

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#	DATE	DESCRIPTION	BY
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221 Sterling Road Holdings Inc.

PROJECT  
**221 STERLING ROAD**

TORONTO ONTARIO

DRAWING

**3D VIEW LOOKING NORTHEAST**

PROJECT NO.  
20.157CS

PROJECT DATE  
Issue Date

DRAWN BY  
SKL

CHECKED BY  
Checker

SCALE

DRAWING NO.  
**RZ701**



# TURNER FLEISCHER

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#	DATE	DESCRIPTION	BY
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		221 Sterling Road Holdings Inc.	
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PROJECT	221 STERLING ROAD
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TORONTO ONTARIO
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DRAWING	3D VIEW LOOKING WEST
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PROJECT NO.	20.157CS
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PROJECT DATE	Issue Date
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DRAWN BY	SKL
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CHECKED BY	Checker
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SCALE	
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DRAWING NO.	RZ702
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# TURNER FLEISCHER

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 Toronto, ON, M5B 2T8  
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 turnerfleischer.com

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#	DATE	DESCRIPTION	BY
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221 Sterling Road Holdings Inc.

PROJECT  
**221 STERLING ROAD**

TORONTO ONTARIO

DRAWING  
**3D VIEW LOOKINGS SOUTHEAST**

PROJECT NO.  
20.157CS  
 PROJECT DATE  
Issue Date  
 DRAWN BY  
SKL  
 CHECKED BY  
Checker  
 SCALE

DRAWING NO.  
**RZ703**