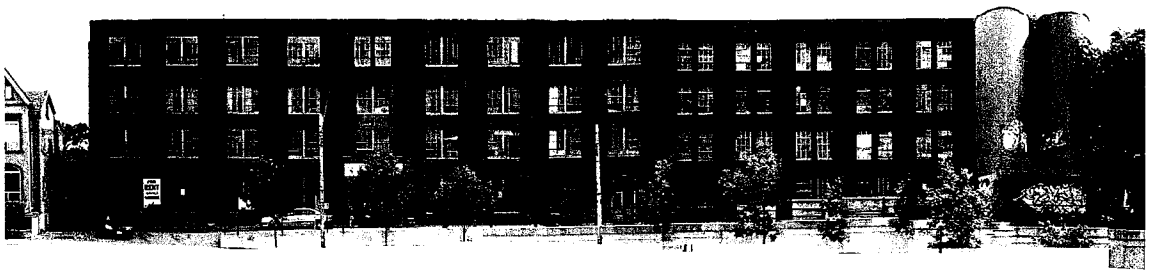
Viceroy Manufacturing Heritage Impact Assessment

1655 DUPONT STREET, TORONTO, ONTARIO M6P 3T1



Viceroy Manufacturing North Facade -Photo Nexus Architects

PREPARED BY

NEXUS ARCHITECTS

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for

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Toronto ON M9M 1M7

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1.0 EXECUTIVE SUMMARY AND INTRODUCTION

The purpose of this Heritage Impact Assessment is to record the heritage assets at 1655 Dupont Street, Toronto, as identified in the Reasons for Designation 2005, and to review adjacent properties and to assess the impact of the proposed development illustrated by Atkins + Van Groll on those assets and to indicate methods of mitigating any negative impacts.

This report is prepared based on the principles for heritage conservation as contained in the Ontario Ministry of Culture Heritage Toolkit.

The current design proposal is attached in Appendix A – Viceroy Storage – Proposed Drive Thru, as prepared by Atkins + Van Groll Consulting Engineers, dated June 2008.

Nexus Architects was retained by Atkins + Van Groll Consulting Engineers to provide a preliminary Heritage Impact Assessment after initial discussions with the City of Toronto Heritage Preservation Services indicated that a heritage review would be appropriate for the nature of the alterations being proposed to the façade of the designated property. Richard Coombs , Partner of Nexus Architects, is a member of the Canadian Association of Heritage Professionals, and is responsible for the preparation of this report.

This document identifies the heritage assets of the property, provides information on the existing building condition in the location of the proposed drive through, and outlines both the development proposal and the conservation strategy related to the new drive through in the north facade.

2.0 CONTEXTUAL BACKGROUND

The Viceroy Storage building is located at 1655 Dupont Street in a part of Toronto known as the "West Toronto Junction" because of the long history of being a railway hub and having many railway related vocations, activities and structures. This building is immediately adjacent to the main CPR rail line serving downtown Toronto and all points to the north-west. The building is irregular in plan partly because of the irregular site caused by the diagonal railroad right-of-way.

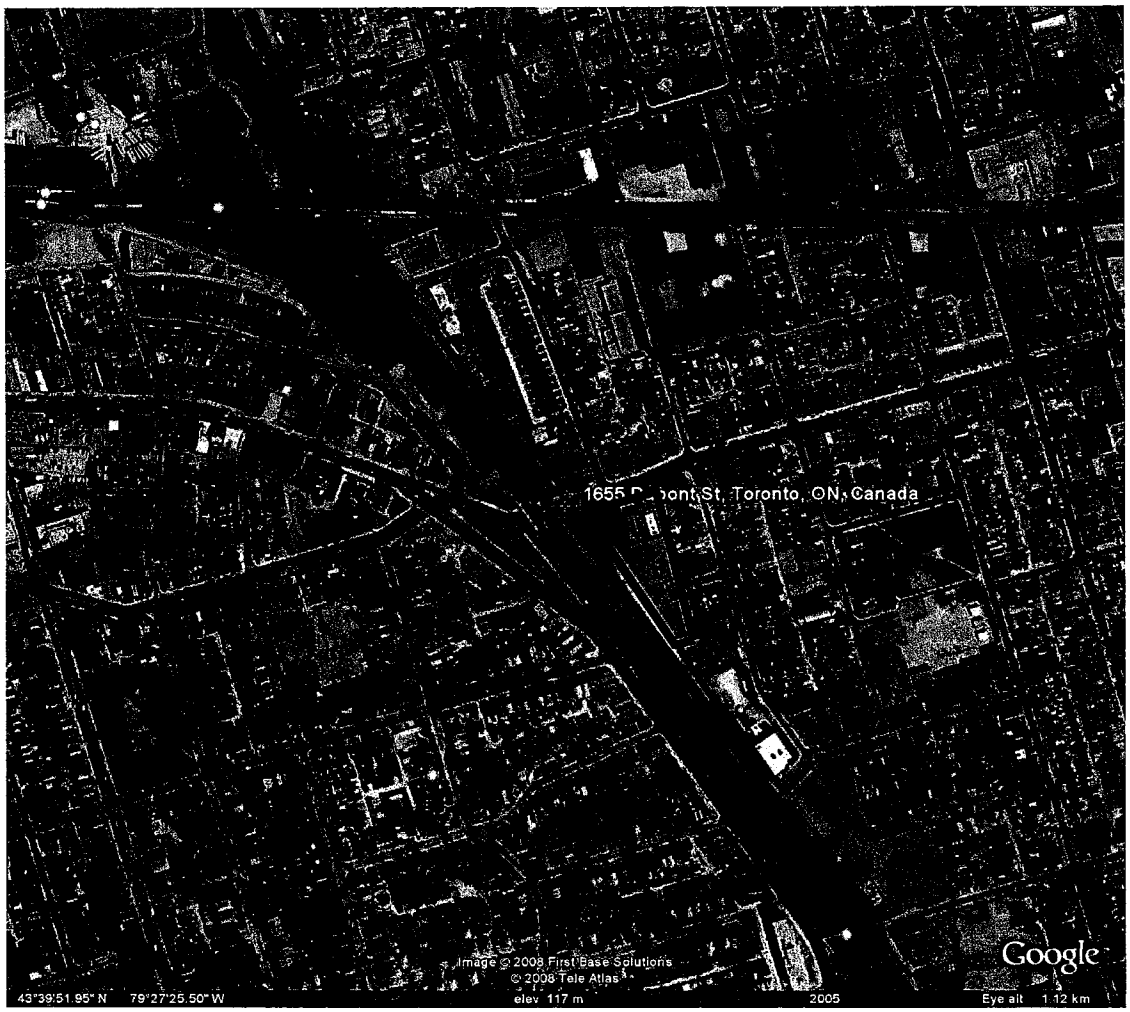

Figure 1 - Aerial view of West Toronto Junction area -Photo credit Google Earth

Although there are other major industrial style buildings along the railroad right-of-way further to the south and to the north-west, the Viceroy Building is unique to this portion of Dupont Street as the single largest and most prominent industrial building facing onto the street. It is larger than the adjacent buildings both in plan and height, and is the only building on this portion of Dupont Street that has been recognized by Designation under Part IV of the Ontario Heritage Act (OHA).

Figure 2 - Aerial view of the Viceroy Building and area -Photo credit Google Earth

The context of this urban area is determined largely by the intersection of several roads and the railroad right-of-way. Immediately to the west along Dupont Street, the road dips under an underpass below multiple train tracks. The railroad underpass is a favourite location for graffiti artists, both sanctioned and spontaneous, to voice social and political commentary, and to add a significant, colourful landmark to the area. Beyond the railroad underpass is a complex intersection of five roads that results in a large paved junction devoted mostly to traffic movements. The residential and commercial areas beyond that junction are quite separated from the visual effect of the Viceroy Building.

Figure 3 - Dupont Street elevation looking south towards the Viceroy Building

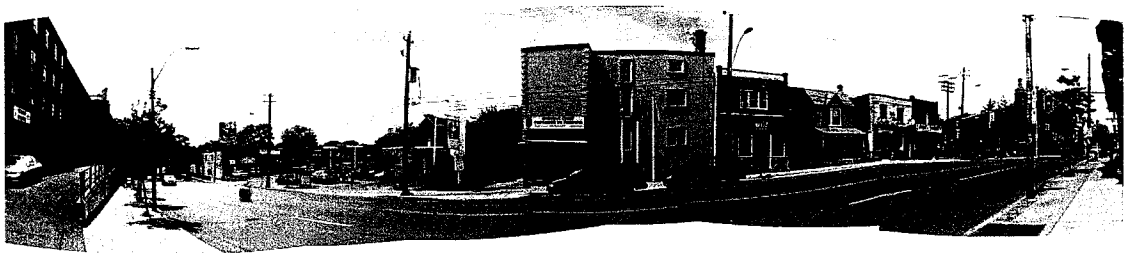

Figure 4 - Dupont Street elevation looking north from the Viceroy Building

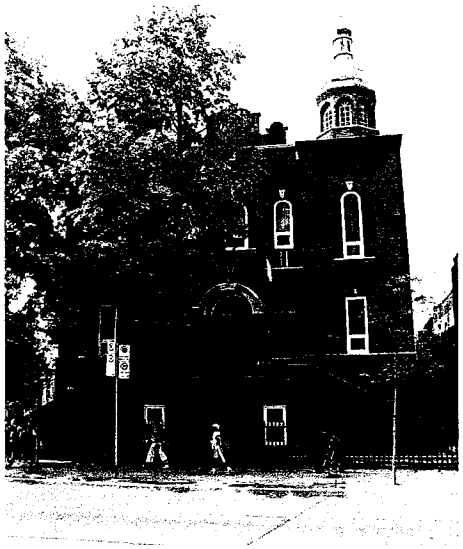

Figure 5 - Ukrainian Orthodox Church of St. Andrew -1630 Dupont

The strip of Dupont Street extending to the east of the Viceroy Building is largely commercial in function, although the building stock is mostly residential in style, having been converted from the dwelling houses that were originally constructed along this portion of the street in the early 1900's at the time of the original construction of the subject property. Immediately opposite are small commercial and industrial buildings, and diagonally opposite to the east is a large Eastern Orthodox church with characteristic onion domes clad in copper. The original church was built in the early 20th century using the same rug-style brick used in the Viceroy Building. Many Ukranians settled in this area of the city in the late 19th century and were employed by the railroad and by the local manufacturing plants including the Viceroy Manufacturing Company. The church is a local landmark, but not designated by the City.

3.0 HERITAGE VALUE

3.1 HISTORICAL VALUE

The Viceroy Building has been a landmark at this location from the early 20th century and has been a transition between the industrial uses of the other large warehouses and factories of the area and the more residential uses and commercial enterprises along Dupont Street to the east. The building takes its form from historical examples of industrial buildings and warehouses that have been developing since the industrial revolution.

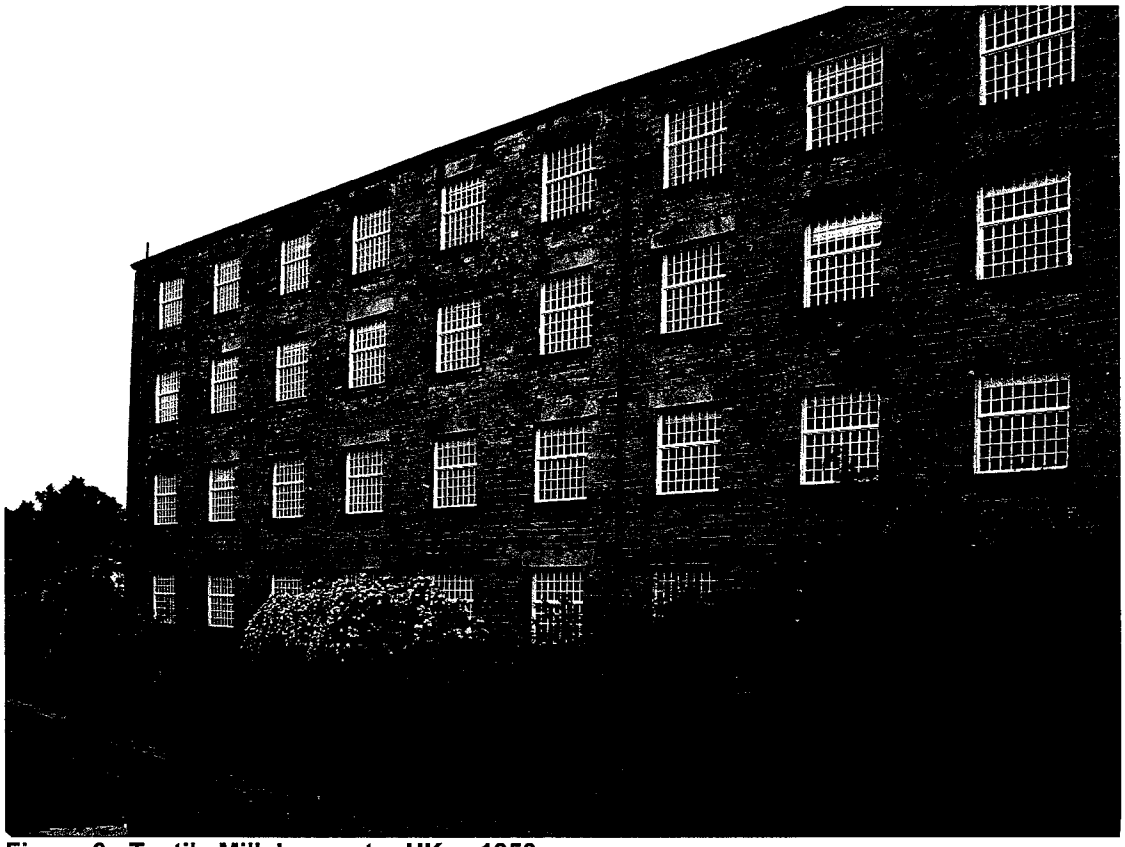

Figure 6 - Textile Mill, Lancaster UK, c.1850

3.2 CULTURAL VALUE

The Viceroy Building has been a major employer of local residents in the area, and has provided a transition and buffering effect to the noise and activity generated by the train traffic along the railroad right-of-way. The building itself is prominent in the area because of its large size, its proximity to Dupont Street, a major arterial and popular commercial street, and the unique building form along this portion of Dupont Street, originally called Royce Avenue.

Figure 7 - Viceroy Building, north facade - note transition from commercial to industrial

The cultural heritage value of the Viceroy Manufacturing Company is related to its historical and contextual significance. Historically, Viceroy (then known as the Canadian I.T.S. Rubber Company) began its redevelopment of the site in 1929, with building additions reflected in the tax assessment rolls in 1938, 1939 and 1941 (including the construction of the large machine shop in the latter year). Viceroy initially produced industrial rubber products, including shoe heels, bathing caps and water bottles. A major contributor to the war effort during World War II, in the later 20th century the company diversified with rubber and plastic products for hockey equipment and railway and traffic safety devices. Contextually, with its scale and prominent location near the intersection of Dundas Street West and Dupont Street, the Viceroy Manufacturing Company is a prominent visual feature in the West Toronto Junction neighbourhood.[1]

3.3 ARCHITECTURAL VALUE

The heritage attributes of the Viceroy Manufacturing Company are concentrated on the parts of the complex facing Dupont Street (north) and Dundas Street (west). The complex is united by the red brick cladding, the organization of the flat-headed door and window openings by brick piers, and the application of contrasting brick for the detailing. The western walls are angled in relation to the shape of the property.[2]

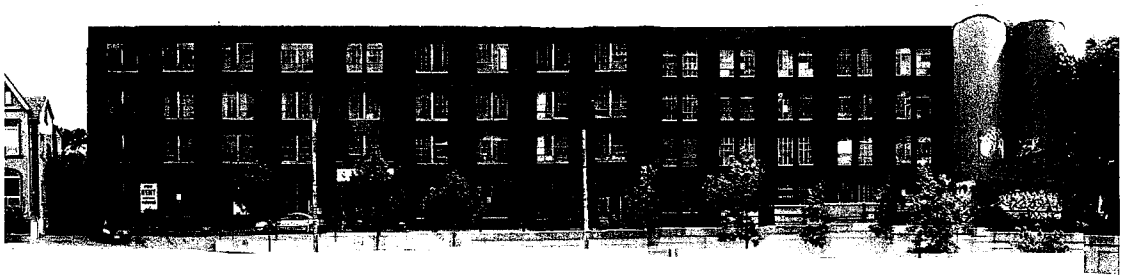

Figure 8 - Viceroy Building, north facade

The building has been constructed over several construction phases with two distinct construction styles evident on the front façade. The style of both portions of the façade are progressions of the classic industrial style first designed in Britain and other parts of Europe as a result of the Industrial Revolution of the 1850's. Load bearing masonry

walls are geometrically patterned to provide thickened pilasters at the structural bay spacing, and infill panels of masonry punctuated by large, industrial sash windows. This classic pattern of wall construction was usually enclosing a near cube-shaped building originally determined by the efficient transmission of power to run machinery entirely by rotating shafts and pulleys from a single power source (water and then steam) and by the acceptable penetration of light from the windows for the workers' tasks. The height of the building was limited by the bearing capacity of the exterior masonry walls and the interior heavy timber construction and also by the extent that shafts and pulleys could transmit power to the upper floors.

This building is irregular in shape, covers 5,313 square metres, and is generally four storeys high. The exterior walls are load bearing masonry with interior wood columns and wood floors and roof structure. The exterior walls that are mentioned in the reasons to designate that are facing Dupont Street to the north, are divided into a repeating structural bay approximately 14 feet wide. Each bay is four storeys high and contains one structural pilaster and one window panel on each floor.

The north façade is divided into two almost equal halves by an offset jog of about one foot in the middle of the elevation. The eight bays to the west are the older portion of the building dating from the end of the nineteenth century. The two bays at the extreme west end are mostly concealed behind large existing steel cylinders previously used as storage silos. The nine bays to the east are the newer portion of the building dating from 1929.

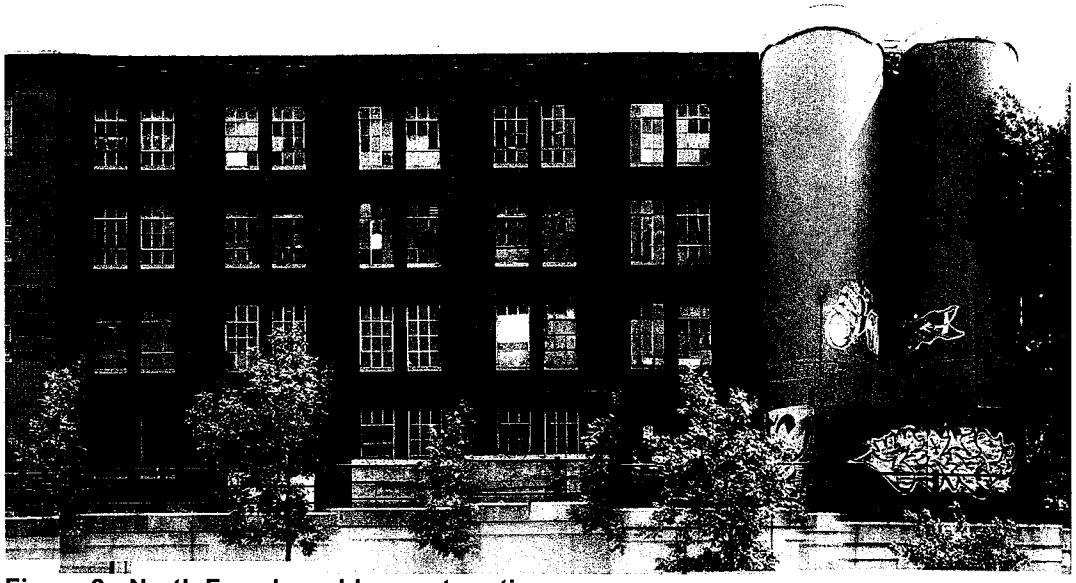

Figure 9 - North Facade – older west portion

The west end of the north façade is an older version of the traditional design of industrial warehouses and factories. The brick is primarily a smooth face red brick with buff accent brick used only for the signage band in at the roof top parapet. The brick construction details are typical for a sizeable industrial building from the end of the 19th century. The four storey structural bays are approximately 14 feet wide and each bay contains a structural brick pilaster and an infill brick panel punctuated by the window

opening on each floor. The structural pilaster projects one wythe, or approximately four inches, in front of the adjacent brick infill panel. The window opening on each floor is divided into two window sashes with a brick mullion separating the individual steel sash inserts. A soldier course decorates the structural lintel spanning the two windows on each floor and two separate cast-in-situ sills cap the wall at the bottom of each window opening. At the top floor above the top window and below the roof parapet, the recessed wall panel corbels out in four courses in one inch steps to align with the surface of the adjacent projecting structural pilasters. The flush brick façade above the corbelled courses extends up above the roof level to form a parapet to enclose the flat roof edge detail. The brick masonry in the old portion of the north façade is made more attractive by the skillful use of a limited number of decorative details. The window heads are embellished with a soldier course at the lintel. The window panels are recessed from the projecting structural pilasters by one wythe. The parapet wall is supported by the four corbelled courses above the top window panels. The parapet wall is decorated with a continuous signage panel of buff brick surrounded by a rowlock course of red brick.

In the older, west portion of the north façade, the window panels on each floor generally contain a pair of matched, steel sash windows separated by a brick mullion. Each sash is divided into 12 lites three wide by 4 high. The centre 6 lites of each window is a pivoting, operating sash swinging out at the bottom and in at the top.

The eight original bays at the west end of the north façade are virtually identical to each other repeated along the elevation, with only the buff brick parapet panel indicating a modified end treatment.

Figure 10 - North Facade – newer east portion – note symmetry and man door at west

The east end of the north façade is a newer version of the traditional design of industrial warehouses and factories. The brick is primarily a rug face red brick with buff accent brick used for decorative capitals on the structural pilasters of each bay, for the decorative surround of the central entrance bay, and for decorative banding below the ground floor windows and above the foundation.

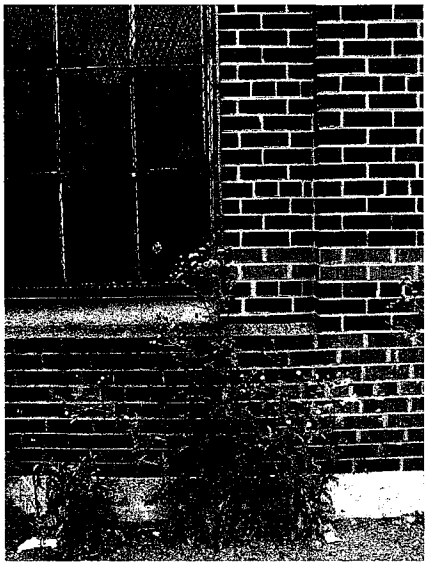

Figure 11 - Dichromatic rug brick, pilaster, steel sash window

Figure 13 - Entrance portico

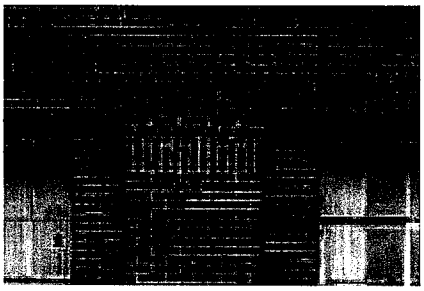

Figure 12 - Pilaster capital

Rug textured brick was used in Ontario between1920 and 1950 when its popularity waned. The brick construction details are typical for a sizeable industrial building from the end of the 1920's. The four storey structural bays are approximately 14 feet wide and each bay contains a structural brick pilaster and an infill brick panel punctuated by the window opening on each floor. In the east portion, the façade is symmetrically designed around a central axis through the entrance bay. The central entrance bay and the two end bays are generally flush fronted from grade to roof without recessing the panels between the structural piers.

The entrance bay has a projecting entrance portico at the ground floor constructed of the contrasting buff brick and surmounted by buff brick window surrounds and decorative transom panel at the second and third floor levels. The three bays on either side of the central entrance bay are constructed similar to the older portion of the façade with recessed infill panels between adjacent projecting structural pilasters. The structural pilaster projects one wythe, or approximately four inches, in front of the adjacent brick infill panel. The window opening on each floor is completed with a single steel sash window assembly with the exception of a single pair of windows on the fourth floor above the entrance portico. In this location only, a brick pier forms a mullion between two smaller steel sash windows. Continuous stretcher bond brick transom panels conceal the structural lintel spanning the window opening on each floor and a cast-in-situ sill caps the wall at the bottom of each window opening. At the top floor above the top window and below the roof parapet, the recessed wall panel cantilevers out in a single 4" step to align with the surface of the adjacent projecting structural pilasters. The flush brick façade above the corbelled courses extends up above the roof level to form a parapet to enclose the flat roof edge detail. The brick masonry in the new portion of the north façade also uses decorative details. The window panels in six of the nine bays are recessed from the projecting structural pilasters by one wythe. Where the structural pilaster is featured by being projected in front of the window panels, the pilaster is capped with a decorative buff brick soldier course and two stretcher course capital.

4.0 EXISTING BUILDING CONDITION

From a visual survey and from the discussion with the structural engineers working on the alterations to the property, the existing building is in sound condition with a number of overdue maintenance problems. The brick masonry of the exterior walls has developed a patina of age from a century of atmospheric deposits, but otherwise is not significantly deteriorated by spalling or cracking of bricks, or by erosion of the mortar joints.

The north façade consists of the earlier portion on the west and the later portion on the east. The west portion has a parapet capped by glazed terra cotta capping tiles. The east portion has a parapet capped by metal flashing. Some of this metal parapet flashing has deteriorated and the brick parapets may have been damaged from excessive moisture saturation and freeze-thaw cycles.

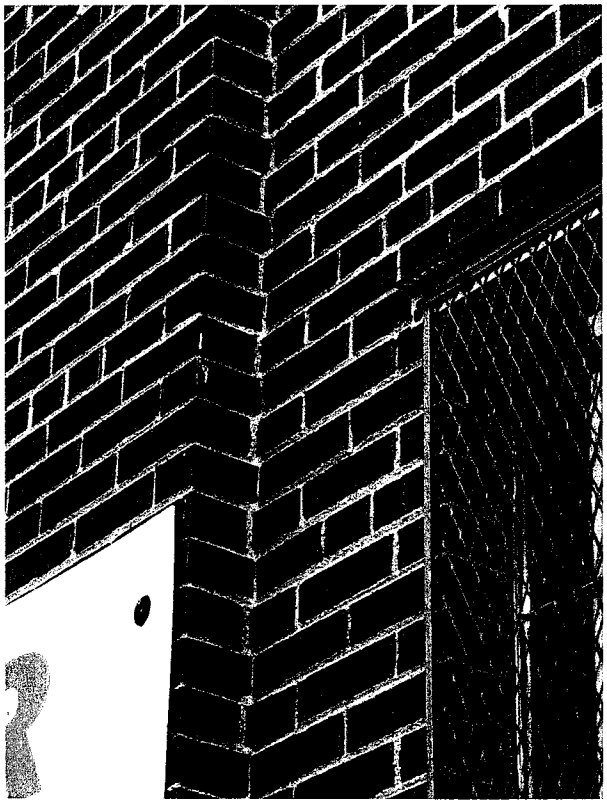

Figure 14 - Condition of masonry and windows

The existing steel sash windows are typical of the Critall Hope single glazed industrial sashes that were used for most of a century on industrial and some commercial buildings. The windows have a number of cracked lites and some locations have been modified to accept window A/C units and ventilation grilles. The operating casement and hopper/awning sashes are still in operating condition. The steel muntin bars of the windows have corroded in some locations and have shed the protective film of paint in many locations.

5.0 DEVELOPMENT STRATEGY

The property is being developed currently in two phases. The first phase is the result of a proposal to make alterations to the building to convert it to be used as a storage facility while maintaining 10,000 square feet of the ground floor as the original manufacturing use. For this first phase of the work, Building Permit No. 08-145547-BLD-00-BA was sought and issued. The construction activity for the first phase has been initiated and is proceeding. The work of the first phase is primarily to the interior of the building and will have minimal impact on the exterior walls or, specifically, on the north or west facades that are identified as the principal heritage asset of the property.

Figure 15 - Location of proposed drive through

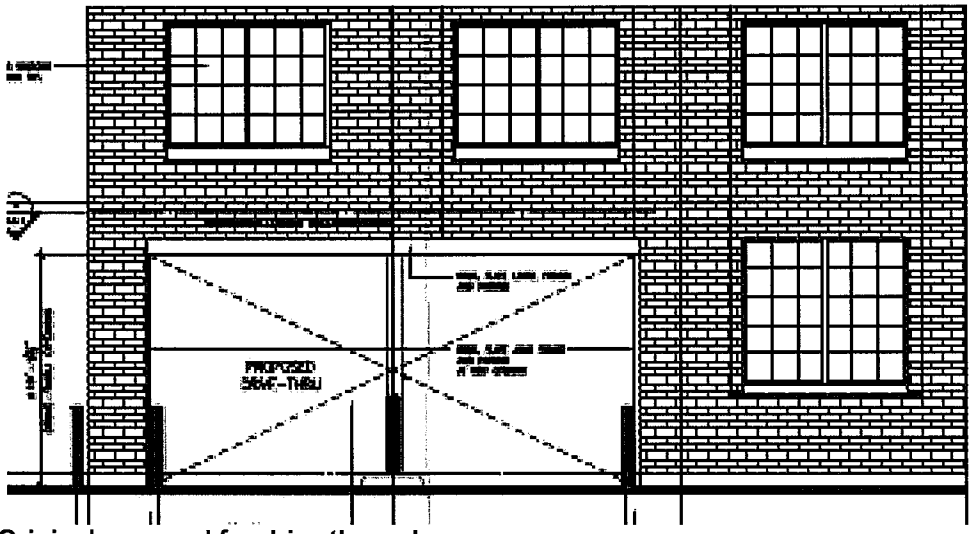

Figure 16 – Original proposal for drive through

The second phase is a proposal to install a drive through in the north elevation at the east end on the ground floor. The preliminary drawings for this proposal are included in Appendix "A" at the end of this report. This proposed intervention will have a noticeable impact on the existing façade and the heritage character of that façade. The installation of the drive-through is essential for the operation of the new proposed facility within the heritage building to provide vehicular access to the site and to the facility. The proposed location is in the only possible location fronting onto Dupont Street where the road grade is accessible to the site grade because of the sloped pavement of the street approaching the railway underpass. There is already a curb cut in this location for access.

The original proposal illustrated in the preliminary drawings indicated the removal of two existing ground floor windows and the saw cutting and removal of a portion of the surrounding brick masonry exterior wall to achieve the required clearance for drive-through vehicles. This masonry removal extended beyond the original masonry openings of the two windows to include the whole of the supporting pilaster between the two windows and a small amount, approximately 12", of the brick window jamb on either side of the proposed new opening. The masonry infill panel below the ground floor windows was to be removed down to the level of the interior floor level, but the head of the two existing windows would be maintained as the level of the head of the new opening. A mirror image opening would also be created on the rear exterior wall, some forty six feet beyond in an area not identified as part of the reasons for designation.

To support the head of the new opening, a new steel beam was proposed to be installed just behind the remaining components of the façade projecting slightly below the line of the existing head of the windows (see detail 3/A4.1). The existing soffit of the window head as well as the newly created soffit of the truncated masonry support pilaster would be supported by continuous steel angles and diagonal steel plates offset from the new support beam into the opening.

6.0 CONSERVATION STRATEGY

The proposed installation of a drive through at grade on the east end of the north façade will alter the original appearance and remove some of the original materials from the building. However, the original proposal has been modified to reduce the amount of removals and to leave in place a recognizable amount of the original materials and details.

The proposed design has been modified to reduce the overall width of the drive through to align precisely with the original window jambs. This modification will leave exposed the original "rug" finish of the brick masonry return into the opening above the level of the original window sill. Below the level of the original window sill, the saw-cut edge of masonry will be concealed and protected by a new steel bumper aligned with the masonry surface. This new reduced opening size will also ensure the appropriate alignment of the new opening with the remaining window jambs on the three floors above.

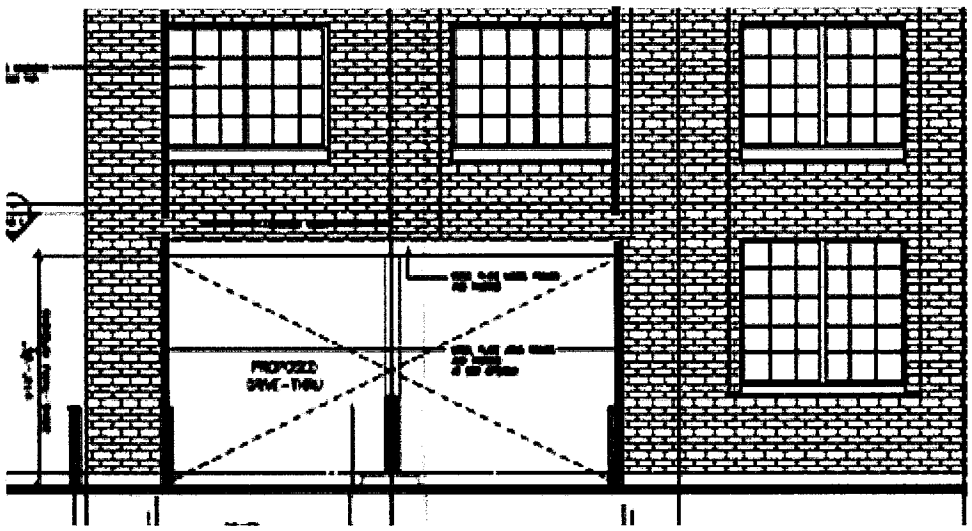

Figure 17 - Revised proposal for drive through to align with original window jambs

The reduced opening size will also permit a smaller support beam be used behind the soffit of the new opening so that most of the new steel beam will be concealed from view. The visual delineation of original structure will be distinguishable from the new intervention required to support the original wall.

The new exterior pavement at the proposed drive through will be lowered by approximately 6" below the existing concrete floor slab.

7.0 CONCLUSIONS AND RECOMMENDATIONS

Industrial buildings of this traditional design are generally very adaptable to new uses as the economic and social base for a neighbourhood changes. Because of the solid construction, high ceilings, simple detailing and generic building form, these industrial buildings have a high adaptive re-use value and easily accommodate new services and mechanical systems to be installed. Changes to the basic structure and the exterior facades should be avoided, or designed to be reversible, so that the building can undergo additional changes of use with subsequent owners in subsequent eras.

The proposal to install a drive through in two of the existing ground floor windows of this building will facilitate the new use of the building as a storage facility and provide the crucial economic return to make the heritage building secure and viable. The location of the drive through is difficult to reconcile with the original design intention of the facade and to reconcile with the strong axial symmetry of the façade. It is worth noting that the west end of the symmetric portion of the elevation was used for a man door access to the building which was the only break from the original symmetry. The new drive through will not balance the original imbalance of the man door, but it does provide a similar kind of opening in the opposite end. It is unfortunate that the original geometry of the building façade differentiated the end bay as a "bookend" type feature by avoiding the recessed window panel theme that was developed in the trilogy of bays on either side of the central bay. As a result, this proposal to install a drive through opening requires a jog in the alignment of the lintel forming the architrave over the opening. However, the details have been adjusted to respect all of the other geometry of the original building and to exhibit the details of original construction.

The original building facade will be repaired as part of this construction project. Damaged and deteriorated windows will be restored, deteriorated flashings and other weathering components of the façade will be replaced. The exterior of the masonry will have abandoned wires, services, dead vines and graffiti removed. New signage will be installed in the existing signage frame.

The design for the adaptive re-use of this building generally satisfies the heritage strategy outlined by the Province of Ontario and by good practice. Any loss of heritage assets caused by the demolition of a small portion of the original façade is mitigated by the possibility of future reversal if necessary, by the existing presence of a non-symmetric man door on the opposite side, and the careful articulation of the construction details to respect the remaining building fabric. The public also benefits from a view into the interior of the original building which is being restored and finished in the drive through to feature the original materials and construction. The heritage assets of the property benefit from the repair and conservation efforts involved in the proposal.

The drive through proposal as revised is an appropriate development for this heritage property and should be acceptable to the Toronto Heritage Preservation Services.

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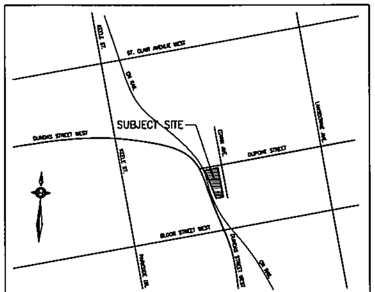
[1] City of Toronto Staff Report -Reasons for Designation - 1655 Dupont Street - December 1, 2005
[2] City of Toronto Staff Report -Reasons for Designation - 1655 Dupont Street - December 1, 2005

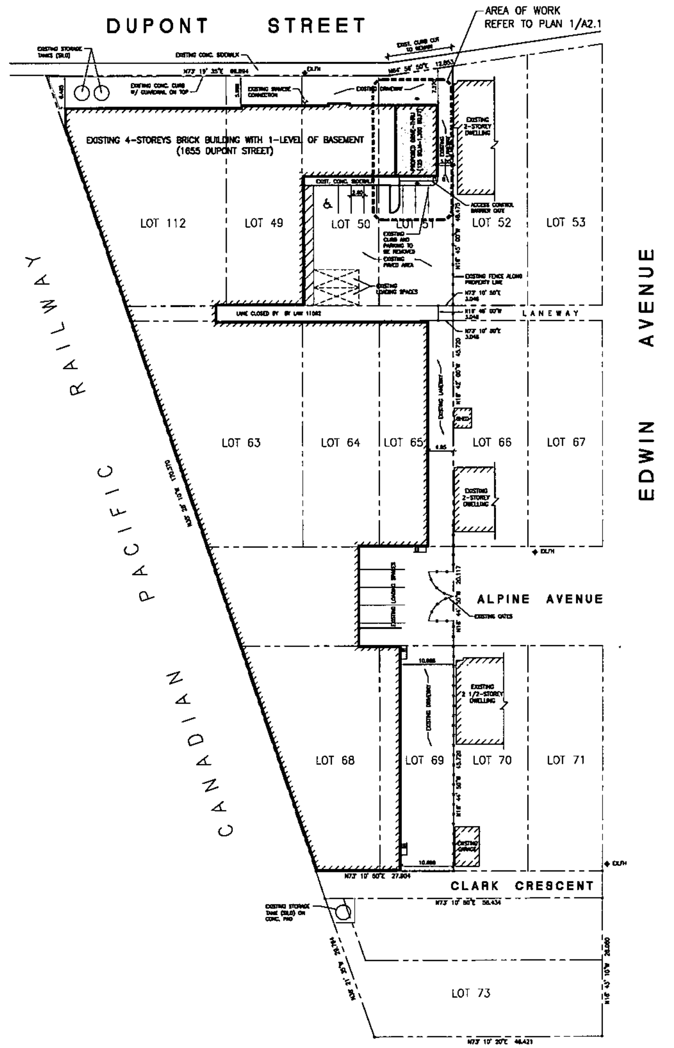


KEY PLAN
SCALE : NTS

ONTARIO BUILDING CODE DATA MATRIX, PART 3 OR 9

Item	Ontario's 2006 Building Code Data Matrix Part 3 or 9		OBC Reference (References are to Division B unless noted [A] for Division A or [C] for Division C.)	
1	Project Description ☐ New ☐ Addition ☐ Change of Use ■ Alteration	☐ Part 11 11.1 to 11.4	■ Part 3 1.1.2. [A]	☐ Part 9 1.1.2. [A] & 9.10.1.3
2	Major Occupancy GROUP F, DIVISION 2 MEDIUM HAZARD INDUSTRIAL OCCUPANCY		3.1.2.1.(1)	9.10.2
3	Building Area (m²) Existing 6,313 New 0 Total 6,313		1.4.1.2. [A]	1.4.1.2. [A]
4	Gross Area (m²) Existing 21,438 New 0 Total 21,438		1.4.1.2. [A]	1.4.1.2. [A]
5	Number of Storeys Above Grade 4 Below Grade 1		1.4.1.2.[A] & 3.2.1.1	1.4.1.2.[A] & 9.10.1
6	Number of Streets/Fire Fighter Access 1		3.2.2.10 & 3.2.5.	9.10.20
7	Building Classification 3.2.2.67 GROUP F, DIVISION 2, ANY HEIGHT, ANY AREA		3.2.2.20.-.83	9.10.2
8	Sprinkler System Proposed ■ Entire Building (EXISTING) ☐ Selected Compartments ☐ selected floor areas ☐ basement ☐ in lieu of roof rating ☐ not required		3.2.2.20.-.83 3.2.1.5. 3.2.2.17. INDEX	9.10.8.2. INDEX
9	Standpipe required ■ Yes ☐ No		3.2.9.	N/A
10	Fire Alarm required ■ Yes ☐ No		3.2.4.	9.10.18
11	Water Service/Supply is Adequate ASSUME MUNICIPAL CONNECTIONS		3.2.5.7.	N/A
12	High Building ☐ Yes ■ No		3.2.6.	N/A
13	Construction Restrictions ☐ Combustible permitted ■ Non-combustible permitted ☐ Both Actual Construction (existing) ☐ Combustible ☐ Non-combustible ■ Both		3.2.2.20.-.83	9.10.6.
14	Mezzanine(s) Area m² ______		3.2.1.1.(3)-(8)	9.10.4.1.
15	Occupant load based on ■ m²/person ☐ design of building Basement: Occupancy 21 Load ___ persons 1st Floor (RENOVATION AREA) Occupancy 174 Load ___ persons 2nd Floor Occupancy 208 Load ___ persons 3rd Floor Occupancy 158 Load ___ persons 4th Floor Occupancy 48 Load ___		3.1.17.	9.9.1.3.
16	Barrier-free Design ■ Yes ☐ No (Explain) ______		3.8.	9.5.2.
17	Hazardous Substances ☐ Yes ■ No		3.3.1.2. & 3.3.1.19.	9.10.1.3.(4)
18	Required Fire Resistance Rating (FRR) — Horizontal Assemblies FRR (hours): Floors 2 Hours; Roof ___ Hours; Mezzanine 1 Hours	Listed Design No. or Description (SG-2)	3.2.2.20.-.83 & 3.2.1.4.	9.10.8. 9.10.9.
	FRR of Supporting Members: Floors 2 Hours; Roof ___ Hours; Mezzanine ___ Hours	Listed Design No. Or Description (SG-2)		
19	Spatial Separation – Construction of Exterior Walls		3.2.3.	9.10.14.

Wall	Area of EBF (m²)	L.D. (m)	L/H or H/L	Permitted Max. % of Openings	Proposed % of Openings	FRR (Hours)	Listed Design or Description	Comb Const	Comb. Constr. Nonc. Cladding	Non-comb. Constr.
North	EXISTING TO REMAIN (NO CHANGE)									
South	EXISTING TO REMAIN (NO CHANGE)									
East	EXISTING TO REMAIN (NO CHANGE)									
West	EXISTING TO REMAIN (NO CHANGE)									
(Additional wall areas continued below)										



SURVEY INFORMATION TAKEN FROM :
PLAN OF SURVEY OF
ALL OF LOTS 112, 50, 51
63, 64, 65, 68, 69 and 73 and
PART OF LANE (CLOSED BY BY-LAW 11562), and
PART OF LANE (CLOSED BY BY-LAW 11791), and
PART OF ALPINE AVENUE
(CLOSED BY BY-LAW 15634)
REGISTERED PLAN M-1

AND

ALL OF LOTS A, B, C, D, E and F, and
ALL OF LANE (CLOSED BY BY-LAW 11791).
REGISTERED PLAN M-138

CITY OF TORONTO
MUNICIPALITY OF METROPOLITAN TORONTO

SURVEY BY :
SPEIGHT AND VAN NOSTRAND LIMITED – Ontario Land Surveyor
DATED : SEPTEMBER 14, 1969

METRIC NOTE
DISTANCES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.

BEARING NOTE
BEARING SHOWN HEREON ARE ASTRONOMIC AND ARE DERIVED FROM THE EASTERLY LIMIT OF EDWIN AVENUE AS SHOWN ON PLAN 66R-10742 HAVING A BEARING OF N11°43'10"W

LEGEND
- ■ DENOTES SURVEY MONUMENT FOUND
- ☐ DENOTES SURVEY MONUMENT PLANTED
- WIT DENOTES WITNESS MONUMENT
- SIB DENOTES STANDARD IRON BAR
- SSIB DENOTES SHORT STANDARD IRON BAR
- IB DENOTES IRON BAR
- CC DENOTES CUT CROSS
- CTS DENOTES CITY OF TORONTO SURVEYS

SITE SUMMARY

LOTS AREA – ±8,814 sq.m. (90,852 sq. ft.) ±2.20 acres

EXISTING BUILDING AREA – 6,313 sq.m.

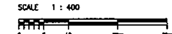
TOTAL G.F.A. (including area of two way link) – ±21,440 sq.m. (230,786 sq. ft.)

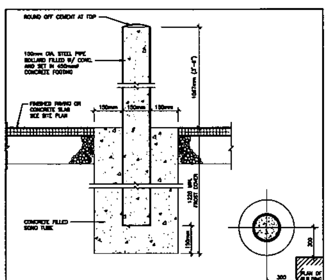
EXISTING BUILDING G.F.A. – ±21,438 sq.m.
BASEMENT FL. – ±1,013 sq.m.
GRD. FLOOR – ±6,313 sq.m.
2nd. FLOOR – ±6,313 sq.m.
3rd. FLOOR – ±5,983 sq.m.
4th. FLOOR – ±1,818 sq.m.

EXISTING BUILDING CLASSIFICATION :
- EXISTING 4-STOREY HEAVY TIMBER CONSTRUCTION BUILDING
- GROUP F, DIVISION 2
- 4-STOREYS
- SPRINKLERED
- EXISTING BUILDING AREA – 6,313 sq.m.

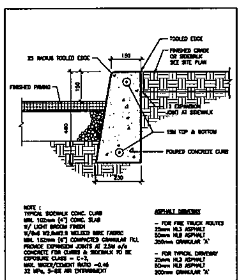
ANY NEW CONSTRUCTION TO COMPLY WITH
- OBC 3.2.2.67 – GROUP F, DIVISION 2
- ANY HEIGHT, ANY AREA
- SPRINKLERED
- NON-COMBUSTIBLE CONSTRUCTION
- FLOOR ASSEMBLIES – MIN. 2 HOURS FIRE SEPARATIONS
- SUPPORTING ASSEMBLY – MIN. 2 HOURS FIRE SEPARATIONS

SITE PLAN
SCALE 1 : 400





3 A1.1 TYPICAL BOLLARD DETAIL
SCALE 1:20



2 A1.1 TYPICAL CONC. CURB DETAIL
SCALE 1:10

CONTRACTOR MUST CHECK AND VERIFY ALL SITE CONDITIONS BEFORE PROCEEDING WITH THE WORK.

ALL DIMENSIONS SHOWN ON STRUCTURAL DRAWINGS MUST BE CHECKED WITH THE LATEST ISSUE OF ARCHITECTURAL DRAWINGS. ALL DISCREPANCIES MUST BE REPORTED TO THE ARCHITECT BEFORE PROCEEDING WITH THE WORK.

FOR CONSTRUCTION PURPOSES, USE ONLY THE LATEST APPROVED DRAWINGS LABELED "ISSUED FOR CONSTRUCTION".

DO NOT SCALE THE DRAWINGS.

NO.	REVISIONS	DATE

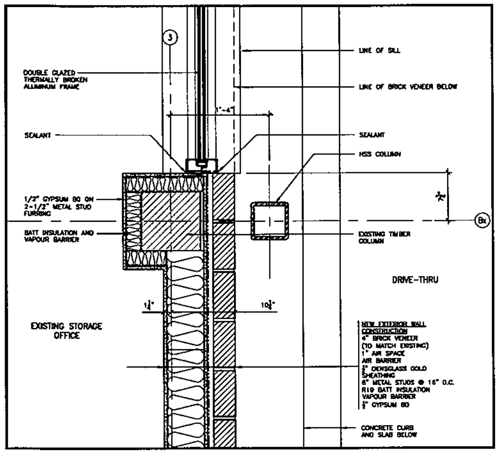
TO	ISSUED	DATE
1	---	MM. DD/YY

ATKINS + VAN GROLL INC.
CONSULTING ENGINEERS

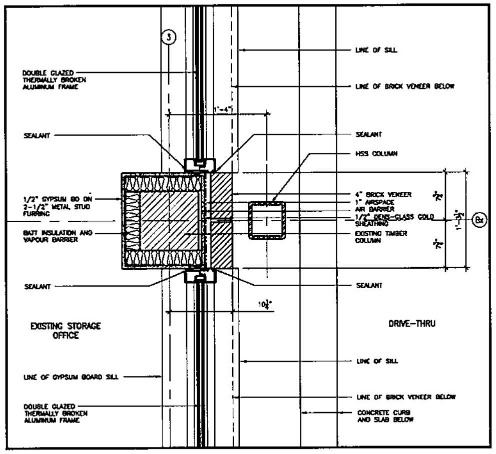
PROJECT
PLANET STORAGE
PROPOSED DRIVE-THRU
1655 DUPONT STREET
TORONTO, ONTARIO

DRAWING
SITE PLAN

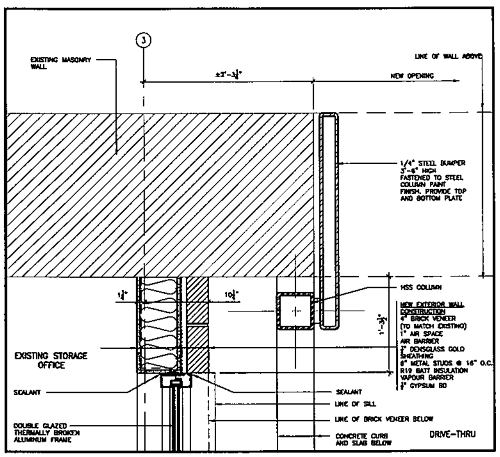
DRAWN AC	PROJECT NO 07-7030H
CHECKED JBA	DRAWING NO A1.1
SCALE 1 : 400	1 OF 4
PLOTTED DATE JULY 2008	



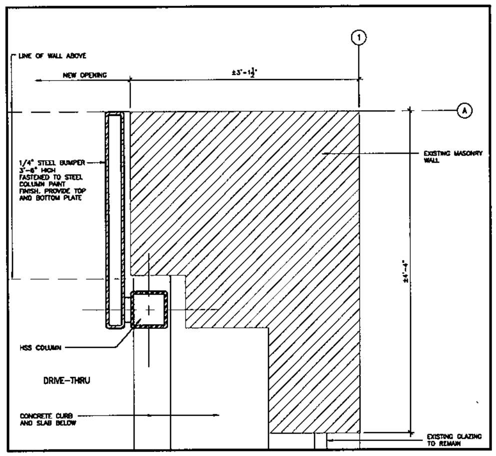
6 PLAN DETAIL
A2.1 SCALE 1-1/2" = 1'-0"



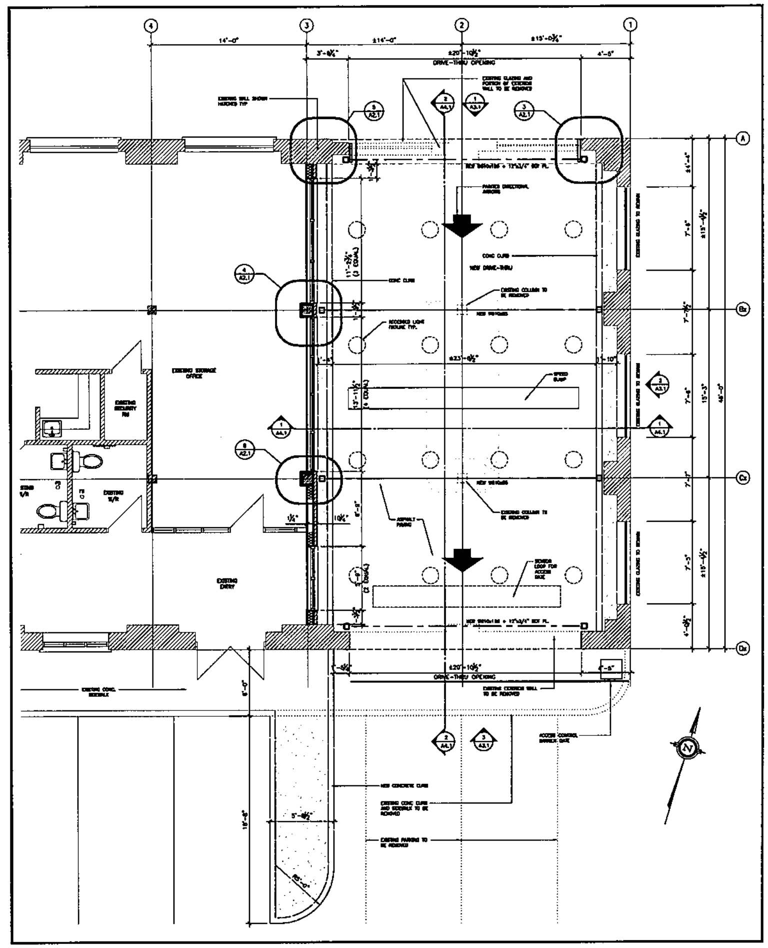
4 PLAN DETAIL
A2.1 SCALE 1-1/2" = 1'-0"



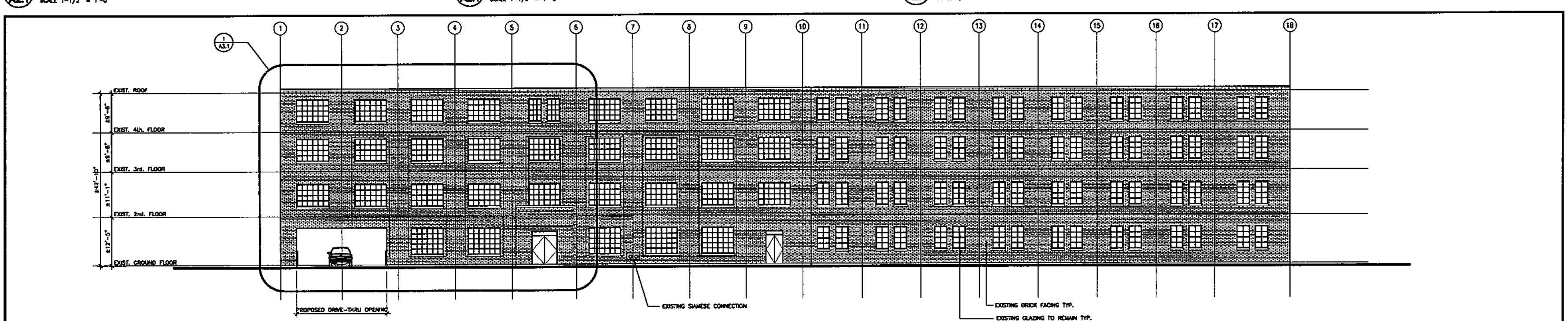
5 PLAN DETAIL
A2.1 SCALE 1-1/2" = 1'-0"



3 PLAN DETAIL
A2.1 SCALE 1-1/2" = 1'-0"



2 PLAN AT DRIVE-THRU
A2.1 SCALE 1/4" = 1'-0"



1 NORTH ELEVATION (VIEW FROM DUPONT STREET)
A2.1 SCALE 1/16" = 1'-0"

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NO.	REVISIONS	DATE

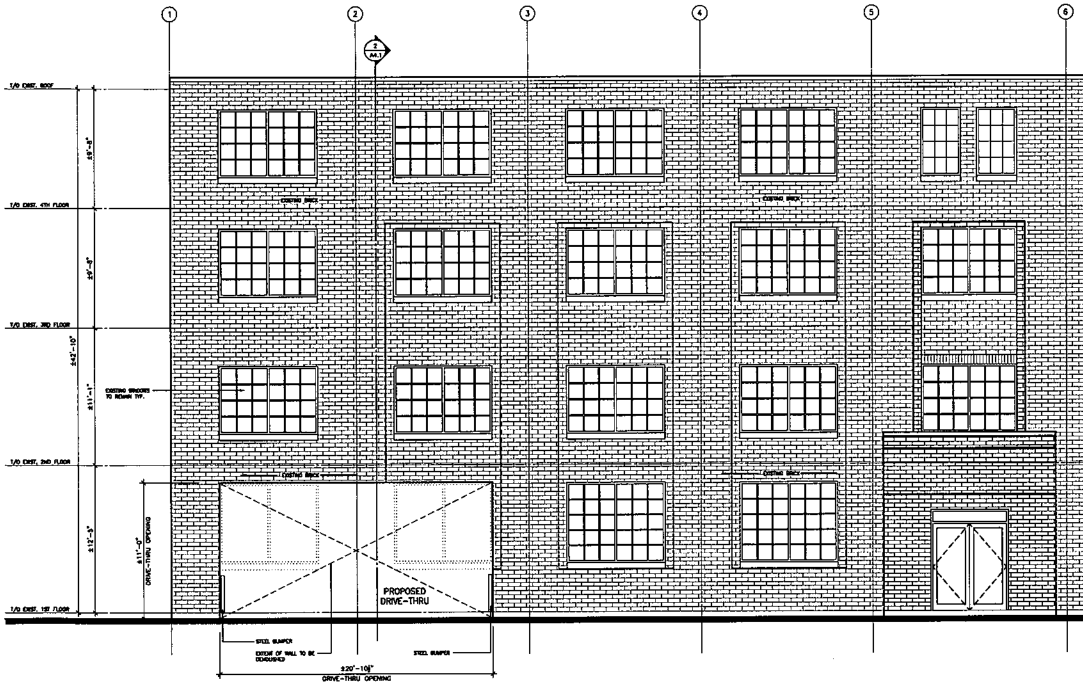
TO	ISSUED	DATE
1	---	MM. DD/YY

ATKINS + VAN GROLL INC.
CONSULTING ENGINEERS

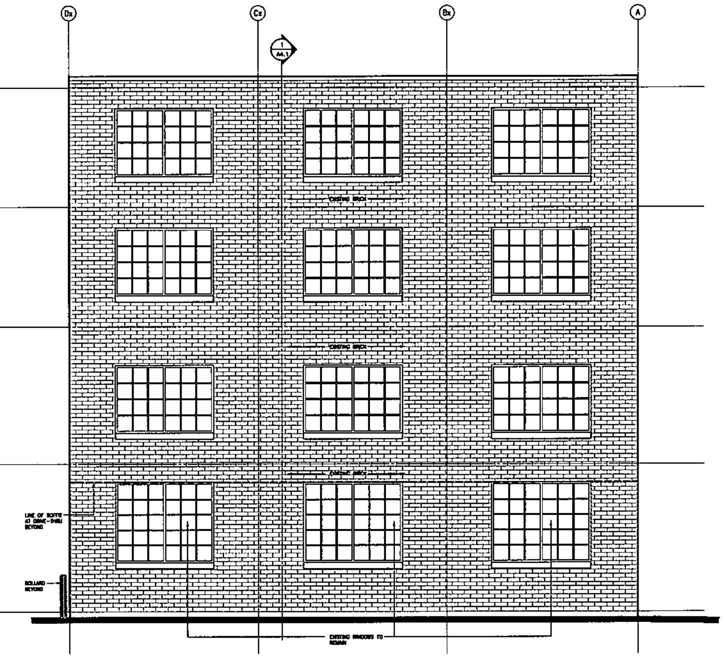
PROJECT
PLANET STORAGE
PROPOSED DRIVE-THRU
1665 DUPONT STREET
TORONTO, ONTARIO

DRAWING
FLOOR PLAN

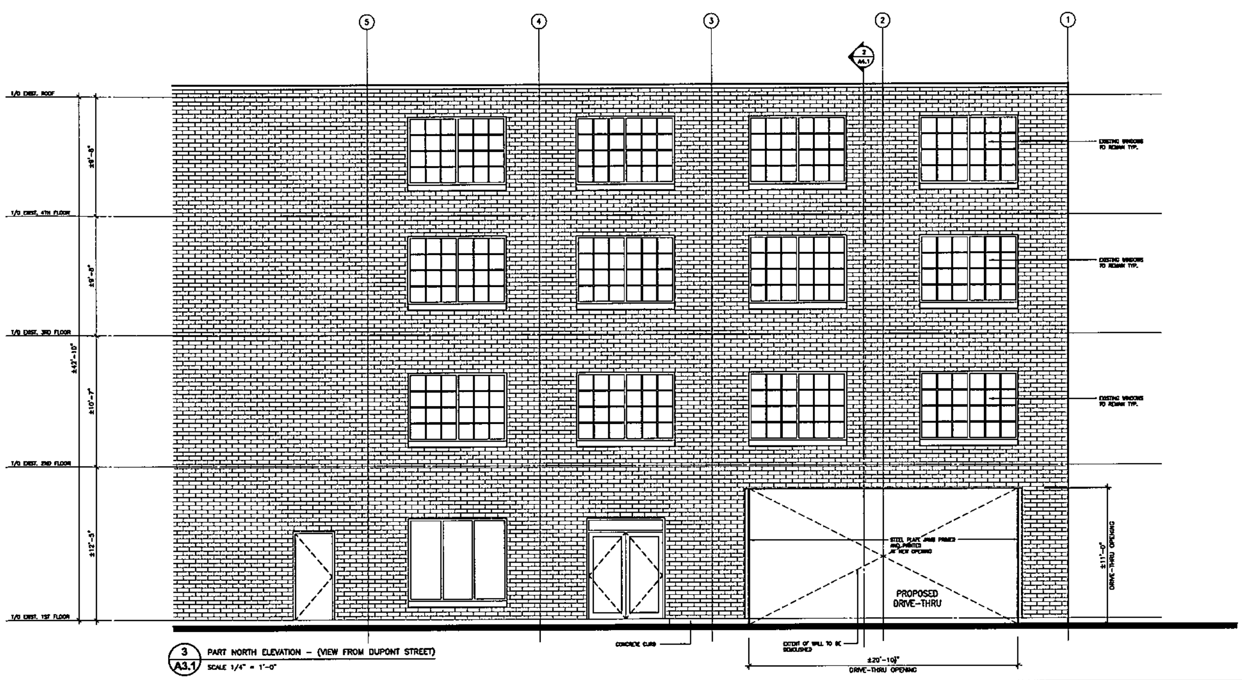
DRAWN AC	PROJECT NO 07-7030H
CHECKED JSA	DRAWING NO A2.1
SCALE AS NOTED	
PLOTTED DATE JULY 2008	2 OF 4



1 A3.1 PART NORTH ELEVATION – (VIEW FROM DUPONT STREET)
SCALE 1/4" = 1'-0"



2 A3.1 PART EAST ELEVATION
SCALE 1/4" = 1'-0"



3 A3.1 PART NORTH ELEVATION – (VIEW FROM DUPONT STREET)
SCALE 1/4" = 1'-0"

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NO.	REVISIONS	DATE

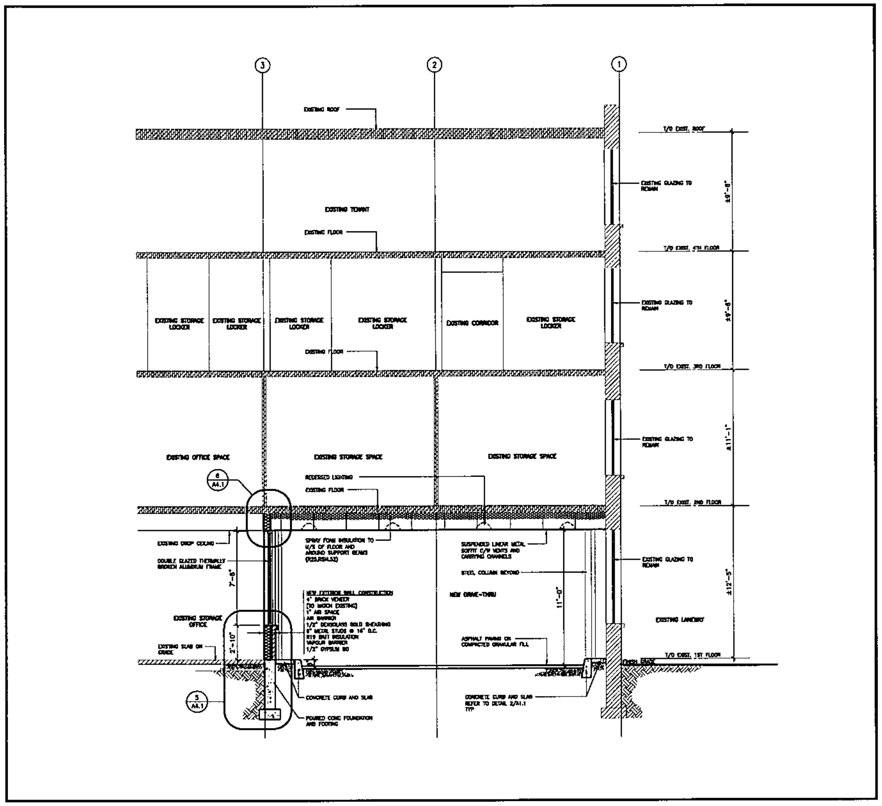
TO	ISSUED	DATE
1	—	MM. DD/YY

ATKINS + VAN GROLL INC.
CONSULTING ENGINEERS
19 Lido Road
Toronto, Ontario
info@atkinsvangroll.com

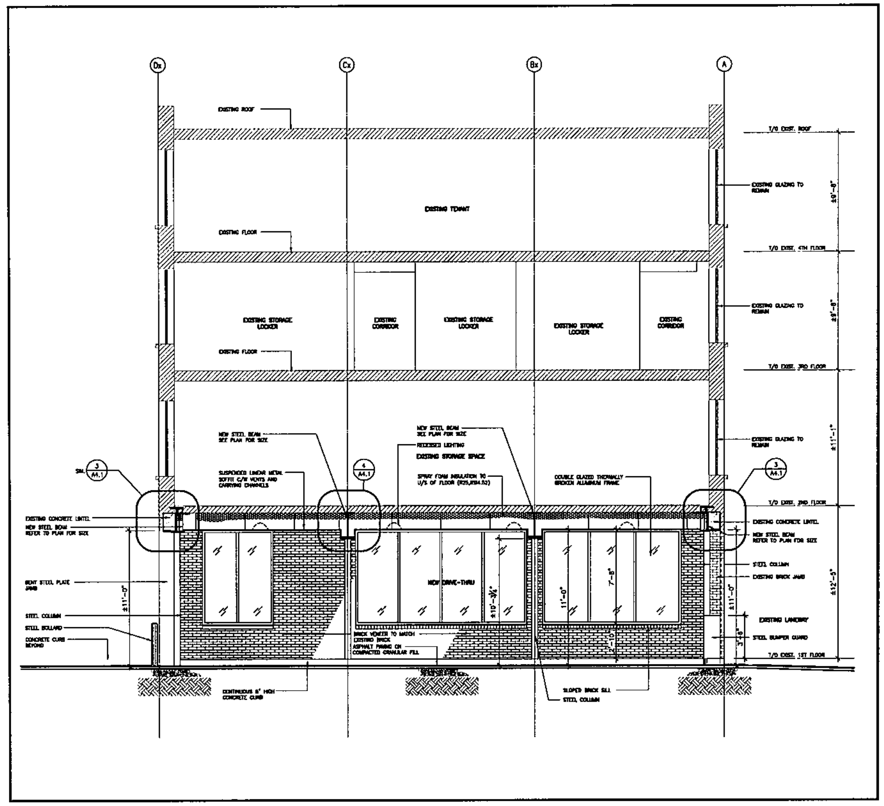
PROJECT
PLANET STORAGE
PROPOSED DRIVE-THRU
1665 DUPONT STREET
TORONTO, ONTARIO

DRAWING
EXTERIOR ELEVATIONS
BASEMENT FLOOR PLAN

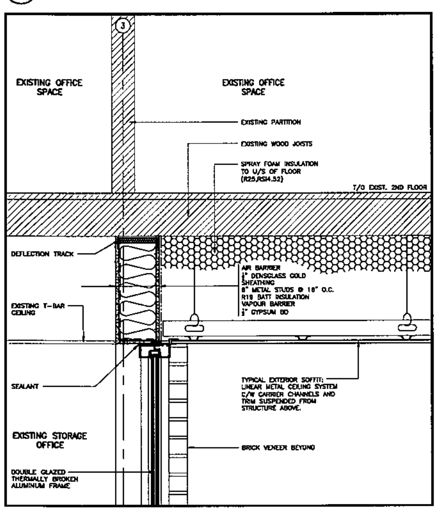
DRAWN AC	PROJECT NO 07-7030H
CHECKED JBA	DRAWING NO A3.1
SCALE 1/4" = 1'-0"	
PLOTTED DATE JULY 2008	3 OF 4



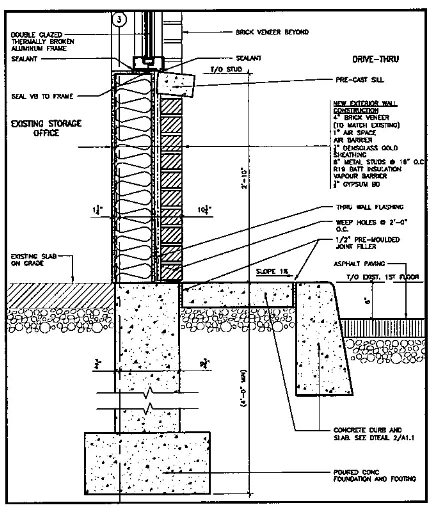
1/A4.1 CROSS-SECTION THRU DRIVE-THRU
SCALE 1/4" = 1'-0"



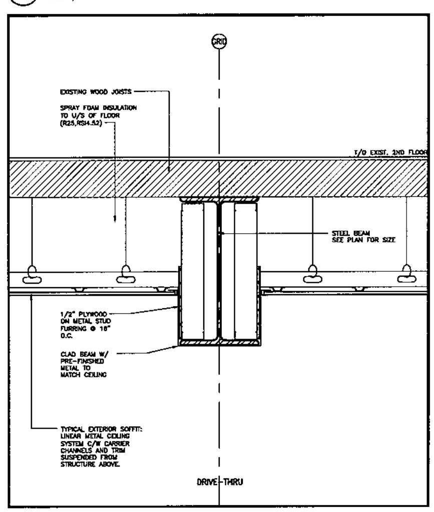
2/A4.1 CROSS-SECTION THRU DRIVE-THRU
SCALE 1/4" = 1'-0"



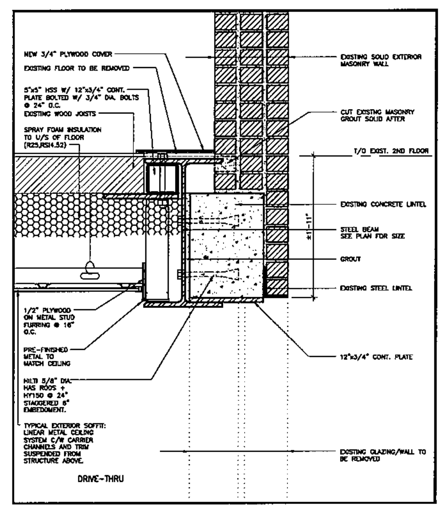
6/A4.1 SECTION DETAIL AT WINDOW HEAD/SOFFIT
SCALE 1-1/2" = 1'-0"



5/A4.1 SECTION DETAIL AT FOUNDATION/WALL BASE
SCALE 1-1/2" = 1'-0"



4/A4.1 SECTION DETAIL AT NEW LINTEL
SCALE 1-1/2" = 1'-0"



3/A4.1 SECTION DETAIL AT NEW LINTEL
SCALE 1-1/2" = 1'-0"

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NO.	REVISIONS	DATE
1	----	MMM. DD/YY
TO	ISSUED	DATE

ATKINS + VAN GROLL, INC.
CONSULTING ENGINEERS

PROJECT
PLANET STORAGE
PROPOSED DRIVE-THRU
1655 DUPONT STREET
TORONTO, ONTARIO

DRAWING
CROSS SECTIONS

DRAWN: AC	PROJECT NO: 07-7030H
CHECKED: JBA	DRAWING NO: A4.1
SCALE: 1/4" = 1'-0"	
PLOTTED DATE: JULY 2008	4 OF 4

TORONTO STAFF REPORT

December 1, 2005

To: Toronto Preservation Board
Toronto and East York Community Council

From: Director, Policy & Research, City Planning Division

Subject: 1655 Dupont Street (Viceroy Manufacturing Company) - Intention to Designate under Part IV of the *Ontario Heritage Act*
Davenport - Ward 18

Purpose:

To state an intention to designate the property at 1655 Dupont Street (Viceroy Manufacturing Company) under Part IV of the Ontario Heritage Act.

Financial Implications and Impact Statement:

There are no financial implications resulting from the adoption of this report. The cost of publishing the notice of intention to designate in the daily newspaper is included in the approved 2006 Policy and Research budget.

Recommendations:

It is recommended that:

(1) City Council state its intention to designate the property at 1655 Dupont Street (Viceroy Manufacturing Company) under Part IV of the *Ontario Heritage Act*;

(2) if there are no objections to the designation in accordance with Section 29(6) of the *Ontario Heritage Act*, the solicitor be authorized to introduce the Bills in Council designating the property under Part IV of the *Ontario Heritage Act*;

(3) if there are any objections in accordance with Section 29(7) of the *Ontario Heritage Act,* the Clerk be directed to refer the proposed designation to the Conservation Review Board; and

(4) the appropriate City Officials be authorized and directed to take the necessary action to give effect thereto.

Background:

Staff have evaluated the property and determined that it merits inclusion on the City of Toronto Inventory of Heritage Properties and designation under Part IV of the *Ontario Heritage Act* for its cultural heritage value. The site contains a large industrial complex developed by the Viceroy Manufacturing Company, which is a highly visible neighbourhood feature.

Comments:

A location map (Attachment No. 1) and photographs (Attachment No. 2) are attached.

The following Statement of Reasons for Designation is intended for publication according to the provisions of the *Ontario Heritage Act.* The Reasons for Designation are attached (Attachment No. 3), which describe the cultural heritage value and the heritage attributes of the property. The complete Reasons for Designation will be served on the property owner and the Ontario Heritage Trust and included in the designating by-law.

Statement of Reasons for Designation

The property at 1655 Dupont Street is recommended for designation under Part IV of the *Ontario Heritage Act* for its cultural heritage value or interest. Developed in the late 1920s and afterward by the Viceroy Manufacturing Company, the industrial complex is historically and contextually significant as a highly visible neighbourhood landmark.

The Reasons for Designation, including a description of the heritage attributes of the property, are available for viewing from the City Clerk's Department or from Heritage Preservation Services, Policy and Research, City Planning Division, City of Toronto.

Conclusions:

It is recommended that City Council state its intention to designate the property at 1655 Dupont Street (Viceroy Manufacturing Company) under Part IV of the *Ontario Heritage Act*.

Contact:

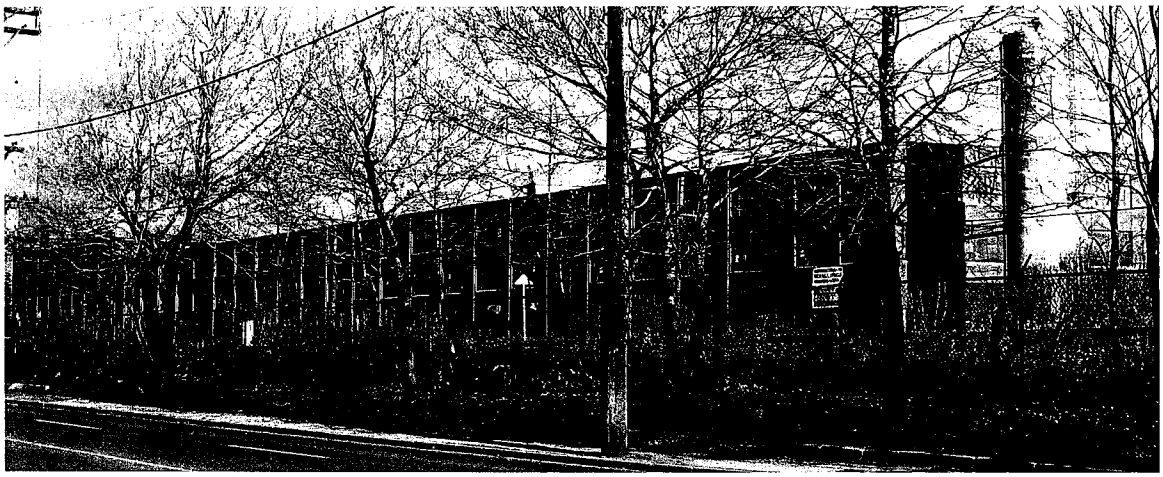
Denise Gendron
Manager, Heritage Preservation Services
Tel: 416-338-1075
Fax: 416-392-1973
E-mail: dgendron@toronto.ca

Barbara Leonhardt
Director, Policy and Research

List of Attachments:
Attachment No. 1 Location Map (1655 Dupont Street)
Attachment No. 2 Photographs (1655 Dupont Street)
Attachment No. 3 Reasons for Designation (1655 Dupont Street)

PHOTOGRAPHS: 1655 DUPONT STREET ATTACHMENT NO. 2

above: north facades



above: west facades

ATTACHMENT NO. 3

Reasons for Designation

1655 Dupont Street: Viceroy Manufacturing Company

Description

The property at 1655 Dupont Street is recommended for designation under Part IV of the *Ontario Heritage Act* for its cultural heritage value or interest. The Viceroy Manufacturing Company complex is located on the south side of Dupont Street, east of Dundas Street West, and extends along the east side of the Canadian Pacific Railway corridor.

Cultural Heritage Value

The cultural heritage value of the Viceroy Manufacturing Company is related to its historical and contextual significance. Historically, Viceroy (then known as the Canadian I.T.S. Rubber Company) began its redevelopment of the site in 1929, with building additions reflected in the tax assessment rolls in 1938, 1939 and 1941 (including the construction of the large machine shop in the latter year). Viceroy initially produced industrial rubber products, including shoe heels, bathing caps and water bottles. A major contributor to the war effort during World War II, in the later 20th century the company diversified with rubber and plastic products for hockey equipment and railway and traffic safety devices. Contextually, with its scale and prominent location near the intersection of Dundas Street West and Dupont Street, the Viceroy Manufacturing Company is a prominent visual feature in the West Toronto Junction neighbourhood.

Heritage Attributes

The heritage attributes of the Viceroy Manufacturing Company are concentrated on the parts of the complex facing Dupont Street (north) and Dundas Street (west). The complex is united by the red brick cladding, the organization of the flat-headed door and window openings by brick piers, and the application of contrasting brick for the detailing. The western walls are angled in relation to the shape of the property.

HPS:KA
Nov 2005
Revised February 2006