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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.

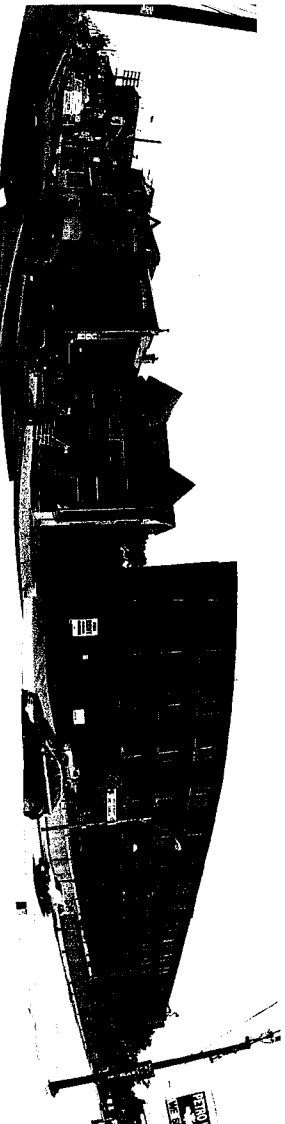


Figure 3 - Dupont Street elevation looking south towards the Viceroy Building

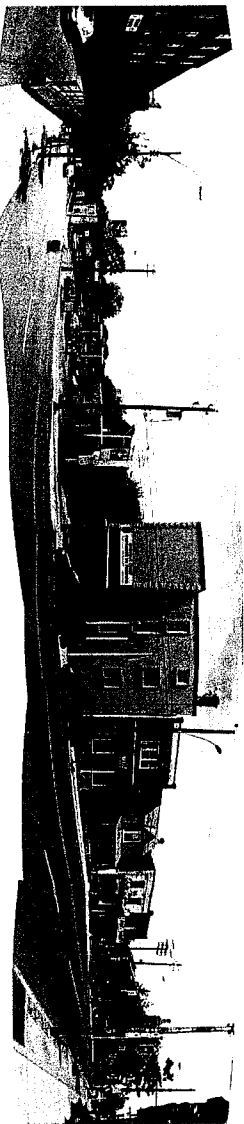


Figure 4 - Dupont Street elevation looking north from the Viceroy Building

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 Ukrainians 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.

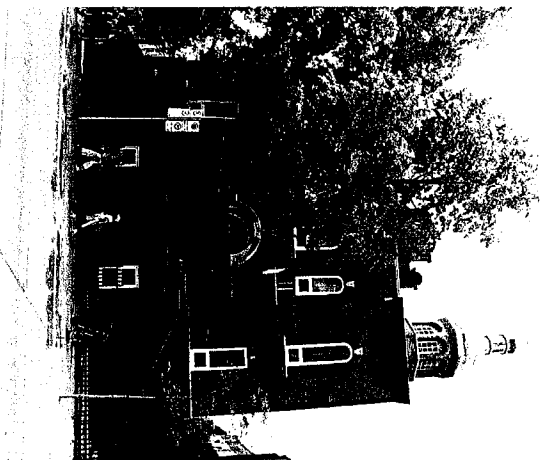


Figure 5 - Ukrainian Orthodox Church of St. Andrew -1630 Dupont

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

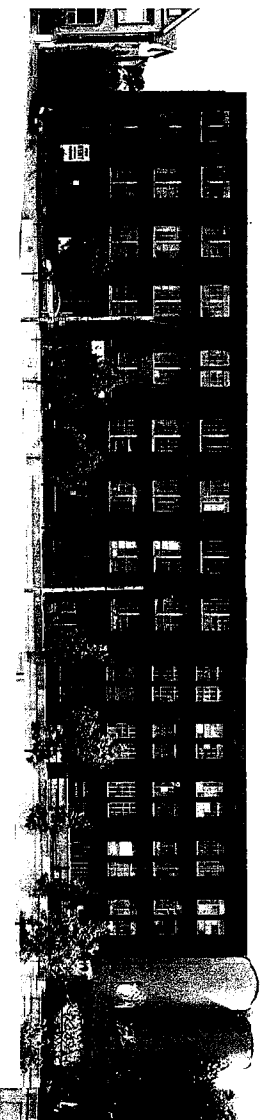


Figure 8 - Viceroy Building, north facade

The building has been constructed over several construction phases with two distinct construction styles evident on the front facade. The style of both portions of the facade 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 facade 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.

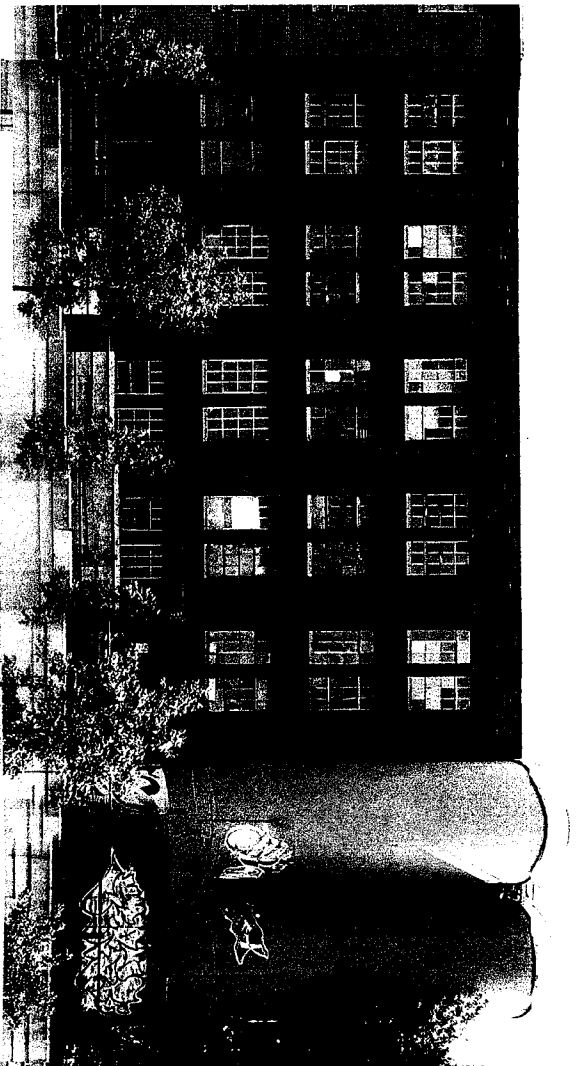


Figure 9 - North Facade – older west portion

The west end of the north facade 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 Façade – 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, plaster, steel sash window

Rug textured brick was used in Ontario between 1920 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.



Figure 13 - Entrance portico

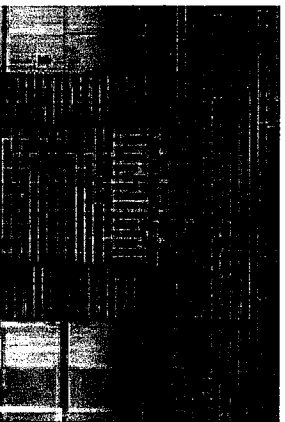


Figure 12 - Plaster capital

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 plaster 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 plaster is featured by being projected in front of the window panels, the plaster 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.

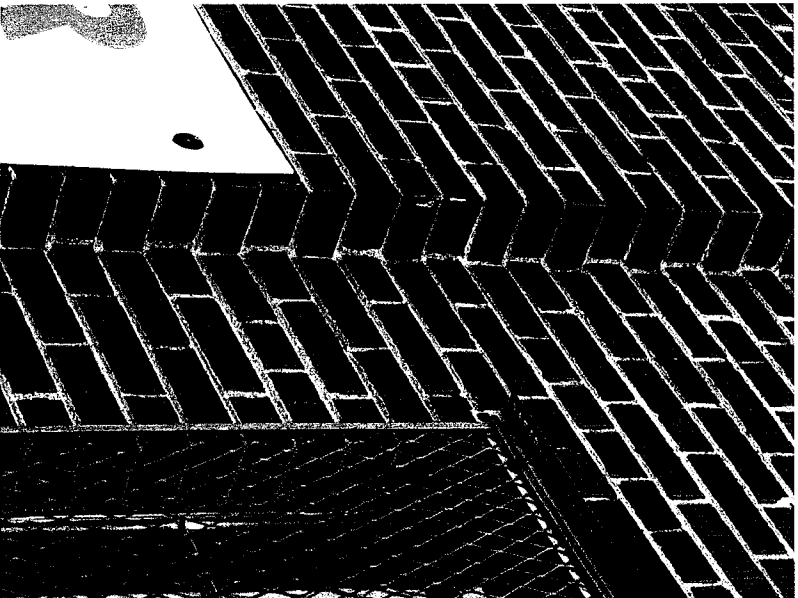


Figure 14 - Condition of masonry and windows

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.