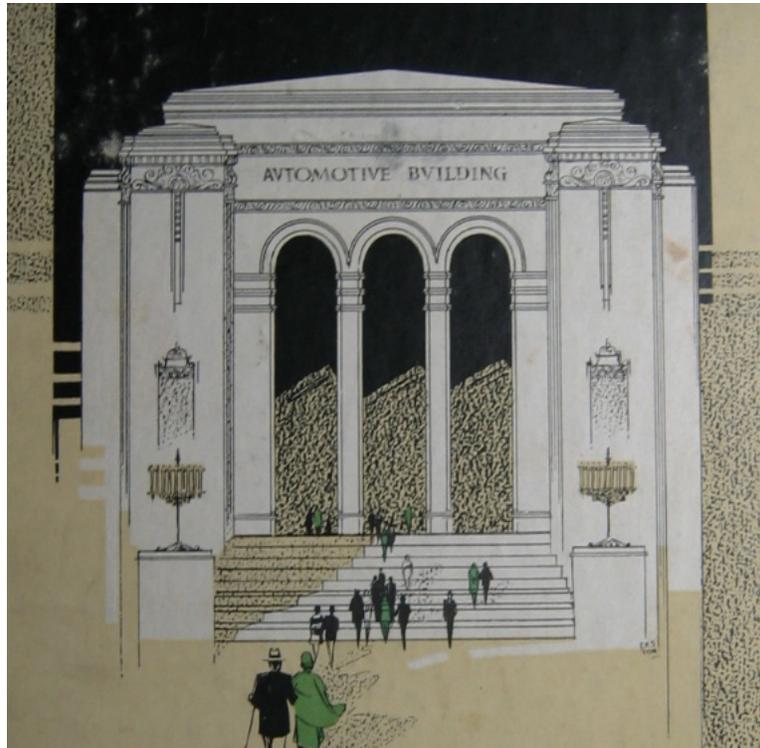


HERITAGE IMPACT ASSESSMENT

2 Strachan Avenue

Issued January 31, 2014



Allstream Centre: Connection to Hotel-X

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Cover Image: A noteworthy Achievement in Canadian Construction, 1929

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EXECUTIVE SUMMARY

This report, prepared for NORR Limited, assesses the proposed bridge connection from the Hotel-X to the Allstream Centre, located within the Canadian National Exhibition Grounds at 2 Strachan Avenue. The Allstream Centre, formerly known as the Automotive Building, is designated under Part IV of the Ontario Heritage Act (City of Toronto By-Law 392-2009)

The proposed connection will require the rehabilitation¹ of the existing window opening at the south west corner of the Allstream Centre. The removal of the existing window and spandrel panel will allow the bridge to connect directly to the internal circulation of the building.

The Allstream Centre and the Direct Energy Centre are large event/convention facilities which are often used in tandem for events. The hotel facility will compliment the client services provided by the existing convention spaces. A below grade link connects the Allstream Centre and the Direct Energy Centre, the proposed bridge will allow direct circulation between all three buildings in the 'event complex'.

This report finds that the proposed bridge connection has minimal impact on the heritage value of the building while providing a all season connection between the hotel and the surrounding convention/ event spaces.

¹ *The action or process of making possible a continuing or compatible contemporary use of a historic place or an individual component, while protecting its heritage value-* Parks Canada Standards and Guidelines (2nd Ed, Glossary).

1 INTRODUCTION

1.1 Scope of the Report

This Heritage Impact Assessment has been prepared by ERA Architects Inc. to assess the proposed link between The Allstream Centre (The Automotive Building) and Hotel X. The pedestrian bridge will reinforce the pedestrian connections between the Hotel, Allstream Centre and the Direct Energy Centre.

Purpose and Scope

The purpose of an HIA, in accordance with the Terms of Reference for a Heritage Impact Assessment of the City of Toronto, is to evaluate the proposed development in relation to cultural heritage resources and recommend an overall approach to the conservation of the heritage value of these resources.

1.2 Present Owner Contact

David Northcote, Principal
NORR Limited
175 Bloor Street East
North Tower, 15th Floor
Toronto, ON, M4W 3R8

1.3 Site Location and Description

The site is located on the south-west corner of Princes' Boulevard and Newfoundland Road within the Canadian Exhibition Grounds at 2 Strachan Avenue, with a convenience address of 105 Princes' Blvd, Toronto.

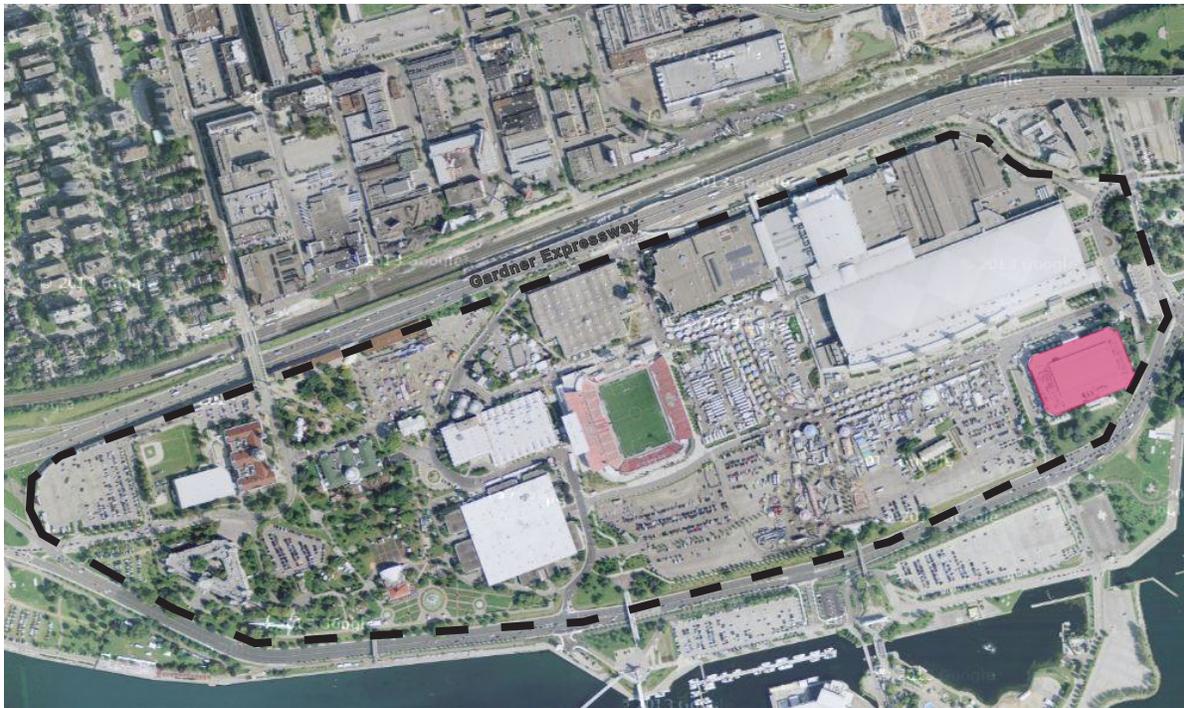
The Canadian Exhibition Grounds, legally 2 known as Strachan Avenue, includes a number of designated structures. Historic structures adjacent to the subject building include:

The Princes' Gates, City of Toronto By-Law #445-87

Ricoh Coliseum, City of Toronto By-Law #254-96

The Stanley Barracks, City of Toronto By-Law #188-99, and

For photo-documentation of the site see Appendix 5 of this report.



1. Site plan showing exhibition grounds (black line) and the Allstream Centre (Pink). (Google Maps, annotated by ERA)

2 BACKGROUND RESEARCH AND ANALYSIS

The following summarizes supporting research and analysis of the site done in preparation of this report. For further details and reference to supporting research, refer to Background Research and Analysis Study appended to this report.

For a complete site history please refer to the Heritage Impact Statement report prepared by Andre Scheinman and dated Oct 22, 2007.

2.1 Site History

The site forms part of the Garrison Reserve originally laid out in 1793 by John Graves Simcoe including all of the land south of Queen Street from John Street to Dufferin Street. The Garrison Reserve was reduced over time as the need for military lands reduced. Much of this land became the Canadian National Exhibition Grounds.

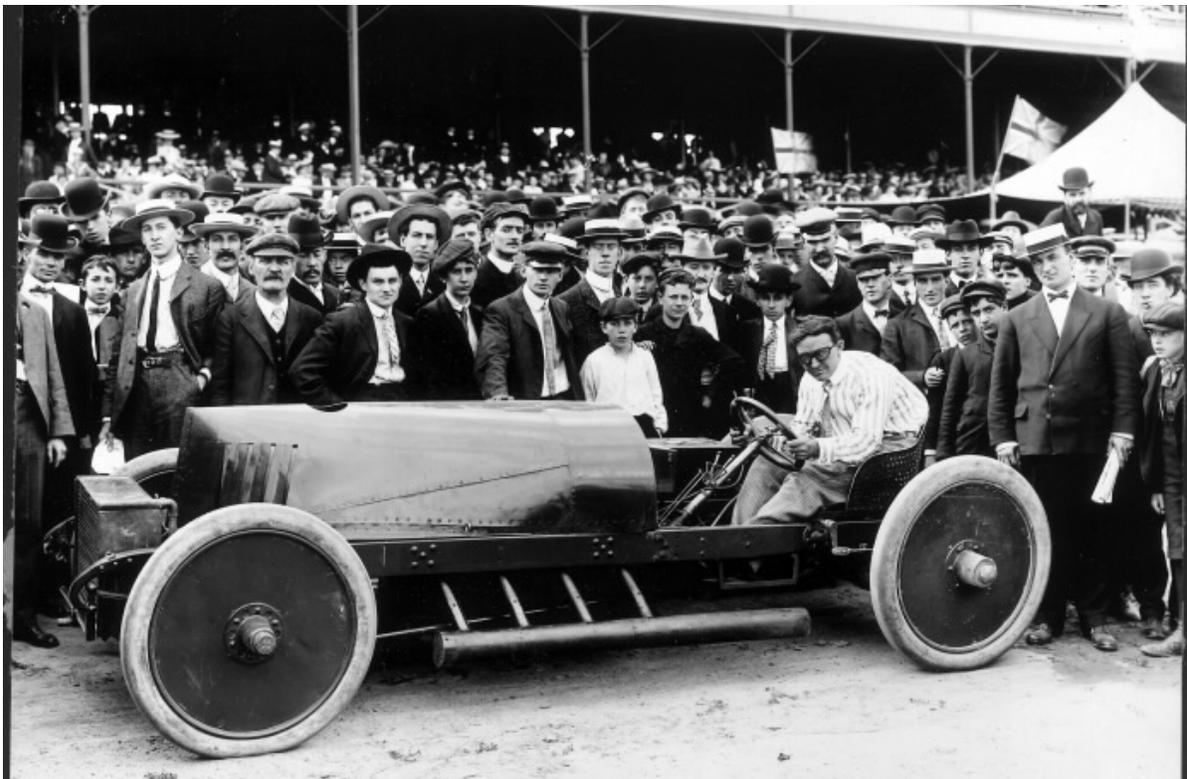
In the 1830s the area east of Garrison Creek was sold off to pay for the construction of the New Fort, of which the Stanley Barracks is the only surviving structure. In 1909, 184.31 Acres of military land was transferred from the Federal Government to the City of Toronto to form the Exhibition Grounds.

2.2 The Canadian National Exhibition

The Canadian National Exhibition (CNE) began as an agricultural fair in 1846 and was held on the open field between the Government Building and Upper Canada College at King and Graves (now Simcoe) Streets. The fair, hosted in a different city each year, was first held on current CNE grounds in 1856 when a portion of the reserve was set aside for the *Provincial Agricultural Association of Upper Canada* and the first exhibition building 'the Palace of Industry' was erected on site. The fair continued to move around the province for a number of years until 1879 when the first *Exhibition of the Industrial Exhibition Association* was held on the site, which included 23 permanent buildings. In 1904 the name was changed to the Canadian National Exhibition.



2. Transportation Building, 1910. (Toronto Archives f1257_s1057_it5684)



3. Motor-car Racing, CNE 1913 . (Toronto Public Library 966-1-7)

Transportation as a theme was an important part of the exhibition with displays featuring cars, motorcycles, Toronto Transit Commission vehicles among others, races and stunt routines and later the Aircraft Show. The first car show was held at the Exhibition in 1897. In 1902 the Palace of Industry became the Transportation Building. A display titled 'The National Motor Show' first appeared at the Exhibition in 1916. Each year new cars were seen at the CNE prior to public release and by the 1920s transportation exhibits overflowed the building into large tents on the surrounding grounds. In 1929 the new Automotive Building, designed specifically for the display of automobiles and automotive products, opened. The last automotive show held in the building was in 1967. Since that time the building has been used for a series of events until the renovation/restoration of the building in the late 2000s into an exhibition space and conference centre.

2.3 Architect

Douglas Edwin Kertland (1886-1982) was a Toronto, Ontario architect.

Born in Toronto, he moved with his parents to England where he eventually trained as an architect. He then returned to Canada and worked with the Toronto architect, John M. Lyle. During the First World War, he served overseas as a captain with the Royal Engineers. Later, in 1926, Kertland established his own practice.

Kertland's work included office buildings and hospitals. He also won several competitions, including the design for the Automotive Building at the Canadian National Exhibition in Toronto.

Kertland was president of the RAIC in 1956 and 1958. He was also an honorary member of both the New Zealand Institute of Architects and the American Association of Architects.



5. Automotive Building, 1929. (CNE Archives-Pringle & Booth)



4. Automotive Building, 1930. (Toronto Public Library X61-56)

2.4 Design

Described in the statement of significance for its designation as an example of Modern Classicism, the Allstream Centre is a large two storey rectangular Art Deco building with chamfered corners. The symmetry and proportion of the building is classically inspired. The streamline, stripped down detailing and decoration, naturalist in theme, are earmarks of the Art Deco style and probably influenced by the reductionist sensibility of the contemporary Bauhaus movement in Germany.

Constructed of artificial stone over Queenston limestone the two story building has two principal elevations, the north facing Princes' Boulevard and the south facing Lake Shore Boulevard. The main entrances are marked by large projecting bays, each with oversized piers framing a roman arched loggia and entrance way. The classical order has been paired down to simple planes of restrained decoration, stylised bands, Art Deco reliefs and metal work highlight the streamlined Modern Classical elements.

The principal facades have eight window bays extending from the centre portico and terminating in the secondary entrances located at the four corners of the building. Each bay contains a double height flat headed window with decorative metal spandrel panel, flanked by large simplified pilasters under a plain entablature.

Secondary entrances are located within the smaller projecting porticos located at each corner of the building. The entry is through the single monumental arch found on the chamfered corners. The tri-part arch motif found at the main entrances, is repeated here as three arched windows openings on the ground level of each elevation with a blind balcony with decorative metal grill is found above.

The east and west elevations consist of twelve window bays terminating at the corner entrance porticos. Site services are located on the west side of the building accessed off of Newfoundland Drive.

3 STATEMENT OF SIGNIFICANCE

The following is the Statement of Significance from City of Toronto By-Law No. 392-2009 'Schedule "A" Reasons for Designation.

The Automotive Building at Exhibition Place has design value as an excellent example of Modern Classicism with Art Deco detailing from the era between World Wars I and II. Its design was described in contemporary periodicals as a harmonization of Classical principles with Modernity (RAIC Journal, November 1929, 405). The Automotive Building represented the transition from the Beaux-Arts inspired structures at the west and east ends of the site (including the adjoining Princes' Gates) to those of the next decade with their application of Art Moderne and Art Deco stylistic features (Horse Palace, 1931 and Bandshell, 1936).

The Automotive Building is associated historically with the evolution of Exhibition Place during the early 20th century. The property overlooking Lake Ontario was acquired for the exhibition grounds in 1878 after the provincial agricultural fair (later known as the Canadian National Exhibition or CNE) was permanently established in Toronto. With the gradual expansion of the site eastward to Strachan Avenue where the Princes' Gates (1927) opened onto a wide plaza flanked by the Electrical and Engineering Building (1928 and later demolished) on the north and the Automotive Building (1929) to the south. These buildings anchored the east end of the exhibition grounds and showcased the innovative technologies of the period.

The Automotive Building purportedly opened as the largest structure in North America designed exclusively to display passenger vehicles. While the development of the automobile was chronicled in exhibits at the CNE, by the early 1920s its popularity resulted in the opening of a separate structure for automotive products. During the later 20th century, the Automotive Building was upgraded and its purpose expanded from vehicular exhibits to the other uses (including a recruitment centre for the Canadian Navy during World War II).

Toronto architect Douglas Kertland won the architectural competition to design the Automotive Building. Kertland received his architectural training in England and worked in the office of important Canadian architect John M. Lyle before opening a solo practice in Toronto in the 1920s. While he received numerous commissions for churches, hospitals and bank branches, Kertland specialized in residential designs for clients in Forest Hill and other upscale Toronto neighbourhoods. Kertland received an “honourable mention” in the 1931 Toronto Chapter of the Exhibition of Architecture and Applied Arts for the exterior detailing of the Automotive Building, which remains his best-known project in the city.

Contextually, the Automotive Building is a highly visible feature at Exhibition Place where it is placed inside the Princes’ Gates. Its scale and orientation on the site allow it to be viewed from inside the exhibition grounds and from the parkland along Lake Ontario, which it was designed to overlook across landscaped open space. With its location on the west side of Strachan Avenue where it terminates the vista looking west along Lake Shore Boulevard West, the Automotive Building is a local landmark.

Heritage Attributes

- *The scale, form and massing;*
- *The large rectangular plan rising two stories with bevelled corners;*
- *Above the base of Queenston limestone, the artificial stone cladding with stone and metal detailing;*
- *The cornice marking the roofline;*
- *On the principal (south) and north facades, the organization of the walls with central and end pavilions elaborated with frontispieces, piers, cornice mouldings and Classical detailing;*

- *The treatment of the principal (south) entrance, which is elevated and reached by a stone staircase;*
- *Flanking the north and south entries, the oversized piers with narrow rectangular window openings and reliefs with Art Deco detailing;*
- *Above the south and north entrances, the name bands labelled 'AUTOMOTIVE BUILDING' in Roman Letters;*
- *On the end pavilions, the trios of round-arched window openings beneath blind balconies with decorative metal screens;*
- *The bevelled corners, where secondary entrances are placed inside monumental round-arched openings with stone carvings;*
- *On all the elevations, the organization by stone piers of the two-storey flat-headed window openings with decorative metal spandrels;*
- *Flanking the south end of the Automotive Building, the landscaped open space.*

Interior Attributes

- *The continuation of the Classical and Art Deco detailing from the exterior to the interior foyers and lobbies described below;*
- *In the south and north foyers (found inside the south and north entrances), the terrazzo floors, the wall surfaces with niches on the east and west sides, the flat-headed openings with Classical detailing leading into the lobbies, and the Art Deco ceiling fixtures;*
- *In the south and north entrance lobbies (between the foyers and the auditorium), the coffered ceilings, the Classical detailing on the walls with columns, friezes and cornices, the terrazzo floors, the flat-headed openings with Classical detailing separating the lobbies from the auditorium, the staircases with balustrades and railings, the Art Deco ceiling fixtures and at the mezzanine level overlooking the foyers, the balconies with decorative metalwork.*

4 ASSESSMENT OF EXISTING CONDITION

The Allstream Centre, previously the Automotive Building was rehabilitated in 2009 by NORR, Architects Engineers Planners. The rehabilitation included replacement of the roof and interior structure and restoration of the building's exterior and of its interior lobbies.

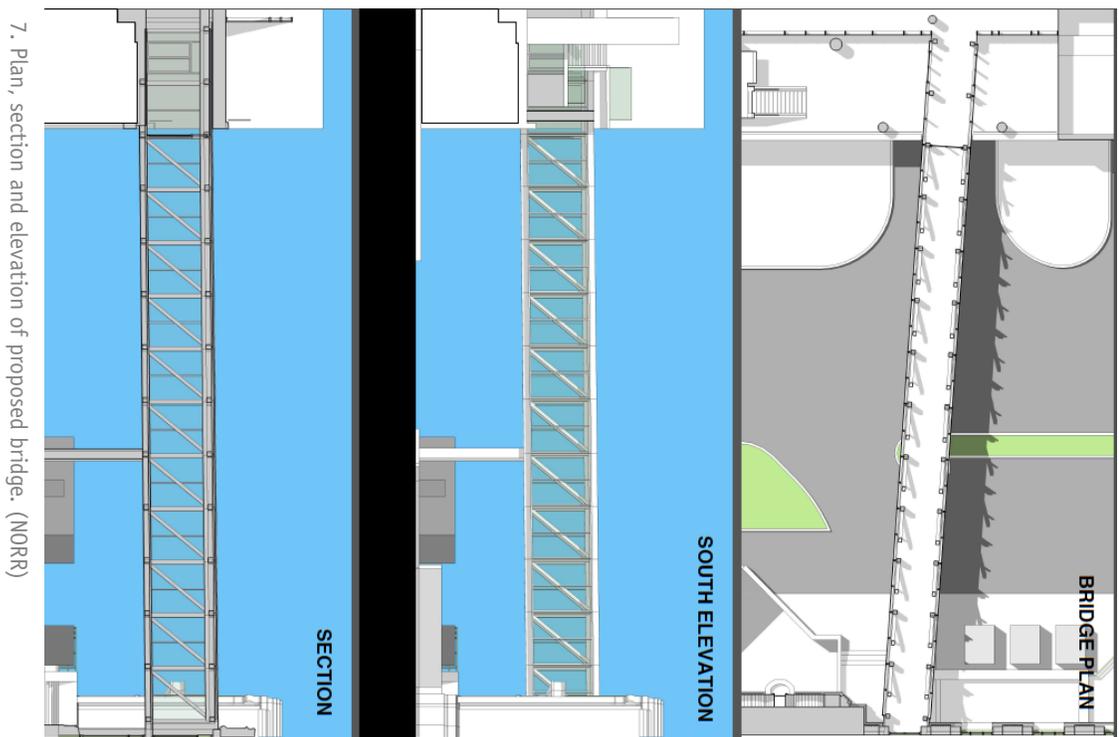
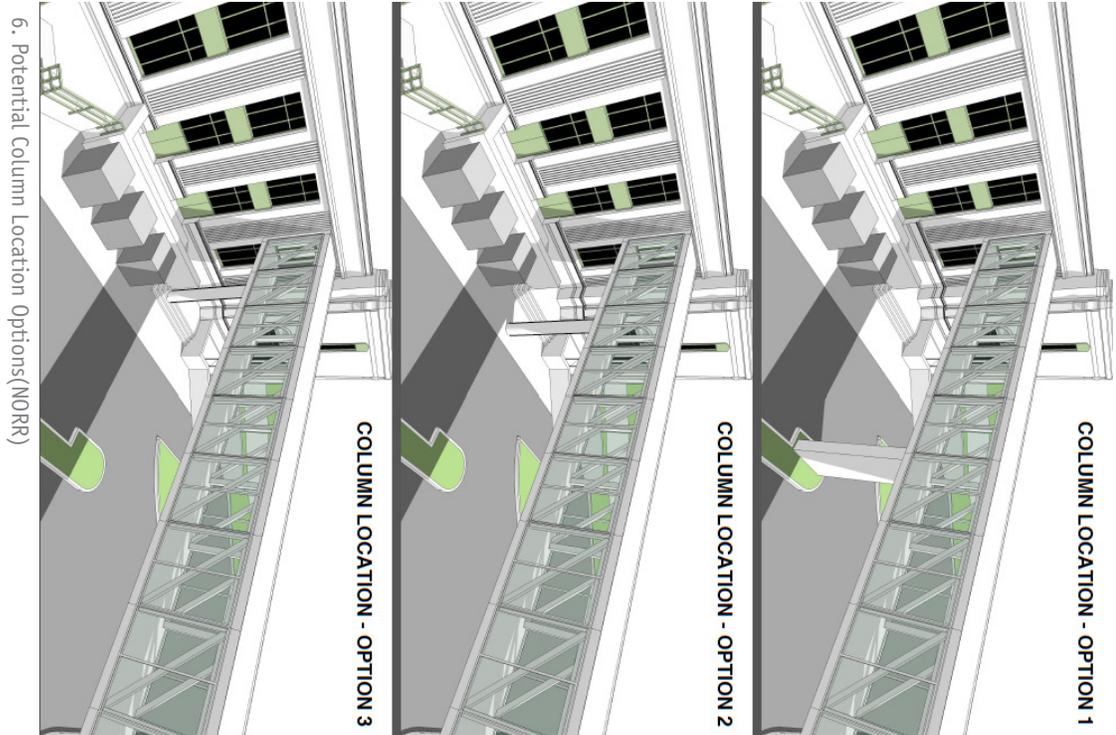
The building is in good condition.

5 POLICY REVIEW

The following were among documents reviewed in preparing this HIA.

- » Heritage Impact Assessment Terms of Reference, City of Toronto, 2010 (see Appendix 1);
- » The Ontario Heritage Act;
- » Ontario Regulation 9/06, Criteria For Determining Cultural Heritage Value or Interest (see Appendix 2);
- » Parks Canada Standards and Guidelines for the Conservation of Historic Places in Canada;
- » The Province of Ontario's 2005 Provincial Policy Statement for the Regulation of Development and Use of Land;
- » NORR- Exhibition Place Tunnel Feasibility Report, August 9, 2013.

A Review of Key Heritage Policy, attached as an appendix 9 of this report includes further discussion of heritage policy relevant to the proposal project.



6 ASSESSMENT OF SITE ALTERATIONS

6.1 Proposed Site Alteration

Proposed is the addition of an enclosed pedestrian bridge connecting the Allstream Centre with the adjacent Hotel X over Newfoundland Road. The bridge will extend from the second level of the hotel to the second level of the Allstream Building through a south window opening on the west elevation of the building.

Exhibition Place's goal is to have a convenient all-weather connection between Hotel X and Allstream Centre to enhance the guest experience and increase convention/banquet opportunities for the Allstream Centre.

In the feasibility study undertaken by NORR Ltd, three bridge options and four tunnel options were reviewed and analyzed. Details of these options are included in section 7 showing how, for reasons of feasibility and planning below-grade tunnel options in particular were found to be impractical. Through this review we believe the proposed south bridge option has the least impact on the heritage fabric.

The proposed bridge will be structurally independent of the Allstream Centre. Columns, located between the two buildings, will carry the structural load. Column positioning is under study. The intent is to minimize the cantilevers from the pier to the Allstream Centre thus reducing any secondary loads on the existing structure. Possible connections to the Hotel X and Allstream Centre, located at the existing window opening, will stabilize and anchor the bridge to the buildings.

The bridge connection will not damage the heritage fabric of the Allstream Centre. The existing window and cast metal spandrel panel will need to be removed from the window bay to accommodate the height required for the passageway. The existing window, installed as part of the 2009 building rehabilitation, has no heritage value.

Column Position Options

Column locations were reviewed to determine a preferred strategy for minimizing the impact on the Allstream Centre and the existing landscape. The possible locations for the column(s) is restricted by the existing service entrance, loading bay, egress stair and roadway.

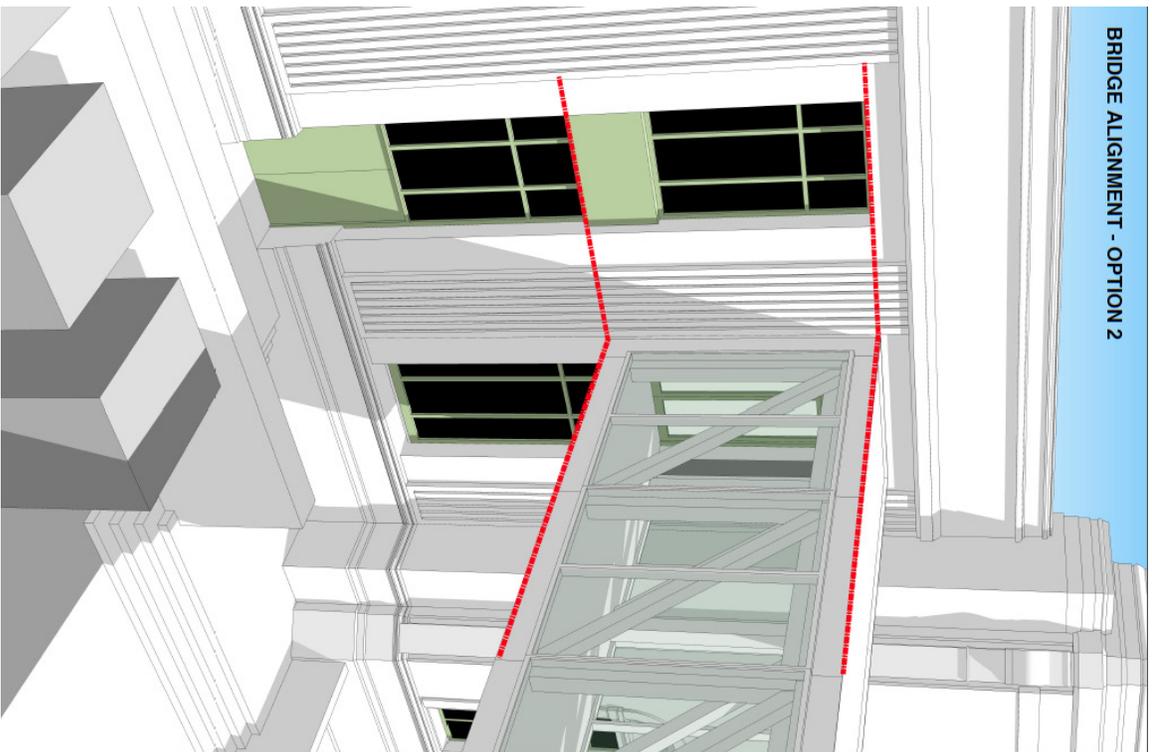
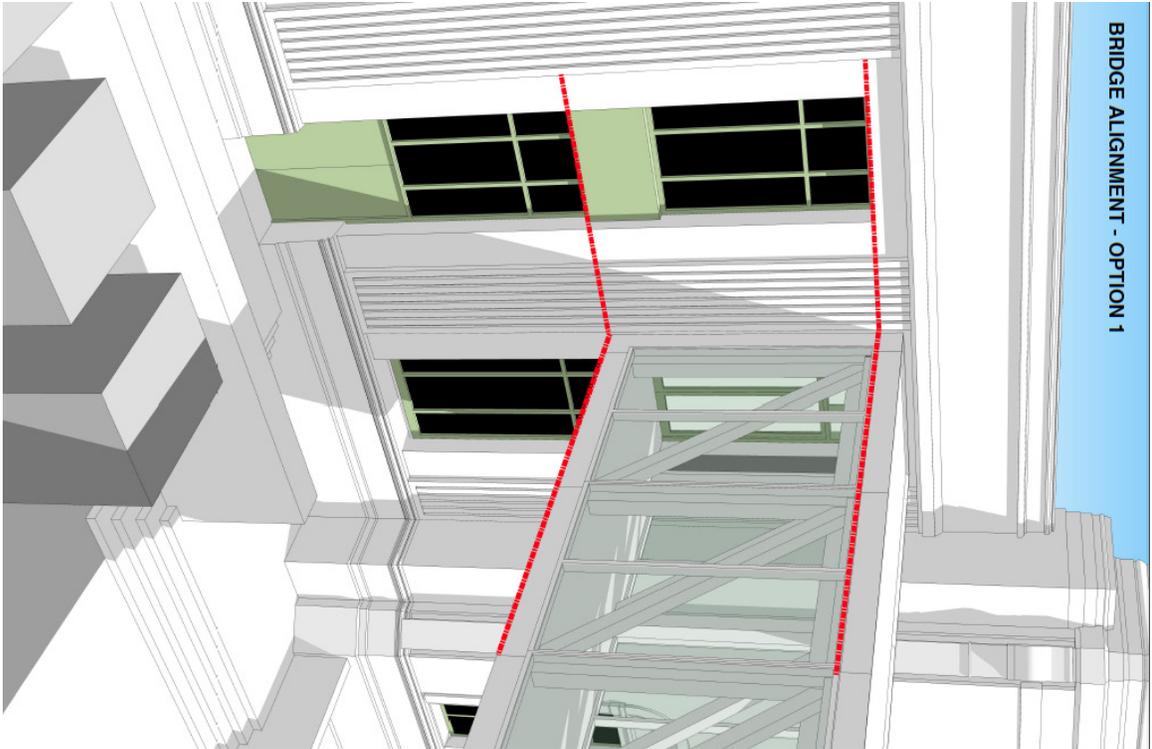
Option 1:

This option allows for one column, located on a new median mid-way between the two buildings, to support the bridge load. The column will need to be larger than in the two pier options reviewed. Set away from the face of the building this option has less impact on the historic structure than the other options. However its location impacts the view up/down Newfoundland Road.

Option 2 & 3

In these options a column would be located on either side of Newfoundland Road to carry the bridge load. Column size would be reduced by sharing the load between the two columns. However due to existing site restrictions the column on the east, Allstream Centre, side of Newfoundland Road will impede the ground floor egress stair in both of these options. Therefore option 2 and 3 are not considered viable.

8. Bridge alignment studies (NORR)



The decorative metal spandrel panel is one of the heritage attributes of the building. The panel will be removed, labelled and stored for future use and/or reinstallation. During the previous building rehabilitation some cast metal spandrel panels were removed and reinstalled. The panels sit on a steel shelf angle and are anchored to the back up masonry with bolts. Due to the robust material of the spandrel panel, and the connection method, we believe the panel can be successfully removed without damaging it or the surrounding building fabric.

The bridge is in the design phase therefore details of its appearance have not yet been fully determined. The following strategies and guidelines are informing the design process:

- Reversibility: The bridge could be removed at some future time and the window with its spandrel panel restored to its original condition;
- The width of the bridge is informed by the existing window opening (+/-1950mm), and the two pilasters flanking the window;
- Overall height of the bridge is informed by the existing cornice line of the building;
- Physical connections between the bridge structure and the Allstream Centre will be kept to a minimum. Connections where necessary will occur on the interior of the building so as not to impact the exterior masonry;
- The bridge will be positioned symmetrically within the window bay respecting the rhythm of the building;
- Transparency: the bridge will be clad in glass to minimize the visual impact of the structure; and,
- The bridge will be modern in design to compliment the historic structure.

9. Adjacent properties included on the City of Toronto Inventory of Heritage Properties. (Google maps annotated by ERA)



6.2 Impact on Adjacent Heritage Properties, please refer to Appendix 4 for the associated By-Laws.

The Princes' Gates, City of Toronto By-law #445-87: The Princes' Gates are located to the northeast of the Allstream Centre and form the main entrance to the Exhibition Grounds located off Strachan Avenue. Princes' Boulevard which runs through the centre arch of the Gates is a principal view on the grounds.

Located at the southwest corner of the Allstream Centre, the proposed bridge does not impact the Princes' Gates or the primary view to and from the gates on Princes' Boulevard.

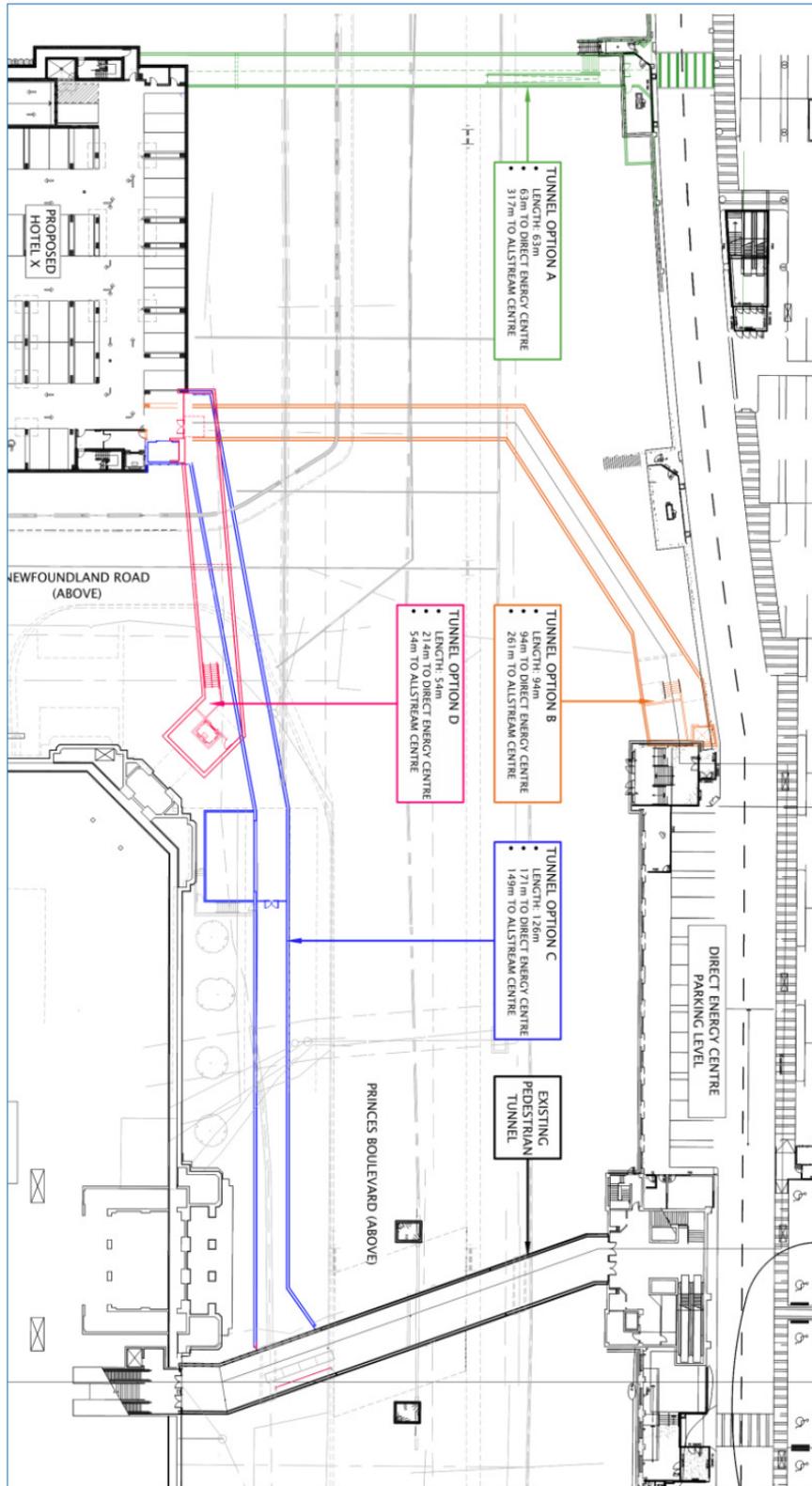
Ricoh Coliseum, City of Toronto By-Law #254-96: The Ricoh Coliseum originally had a large lawn to the south extending to Princes' Boulevard. The Electric and Engineering Building erected in 1928 occupied a portion of the former lawn, on the north side of Princes Boulevard. In 1972 the building was demolished. The Direct Energy Centre, named the National trade Centre until 2006, was built on the site of the Electric and Engineering Building and the south lawn of the Coliseum in the early 2000s. The south facade of the Ricoh Coliseum now forms part of the *Heritage Court* an interior courtyard between the Direct Energy Centre and the Ricoh Coliseum.

The proposed bridge has no impact on the Ricoh Coliseum.

The Stanley Barracks, City of Toronto By-Law #188-99: The Stanley Barracks building is located west of the Allstream Centre within the large parking lot on the south side of Princes Boulevard and the west side of Newfoundland Drive. Hotel X, currently under construction, occupies the site between the two buildings.

When complete, the hotel will completely obstruct the view to and from the Stanley Barracks and the Allstream Centre. The proposed bridge location will not have a negative impact the Stanley Barracks.

10. Tunnel Options (NORR)

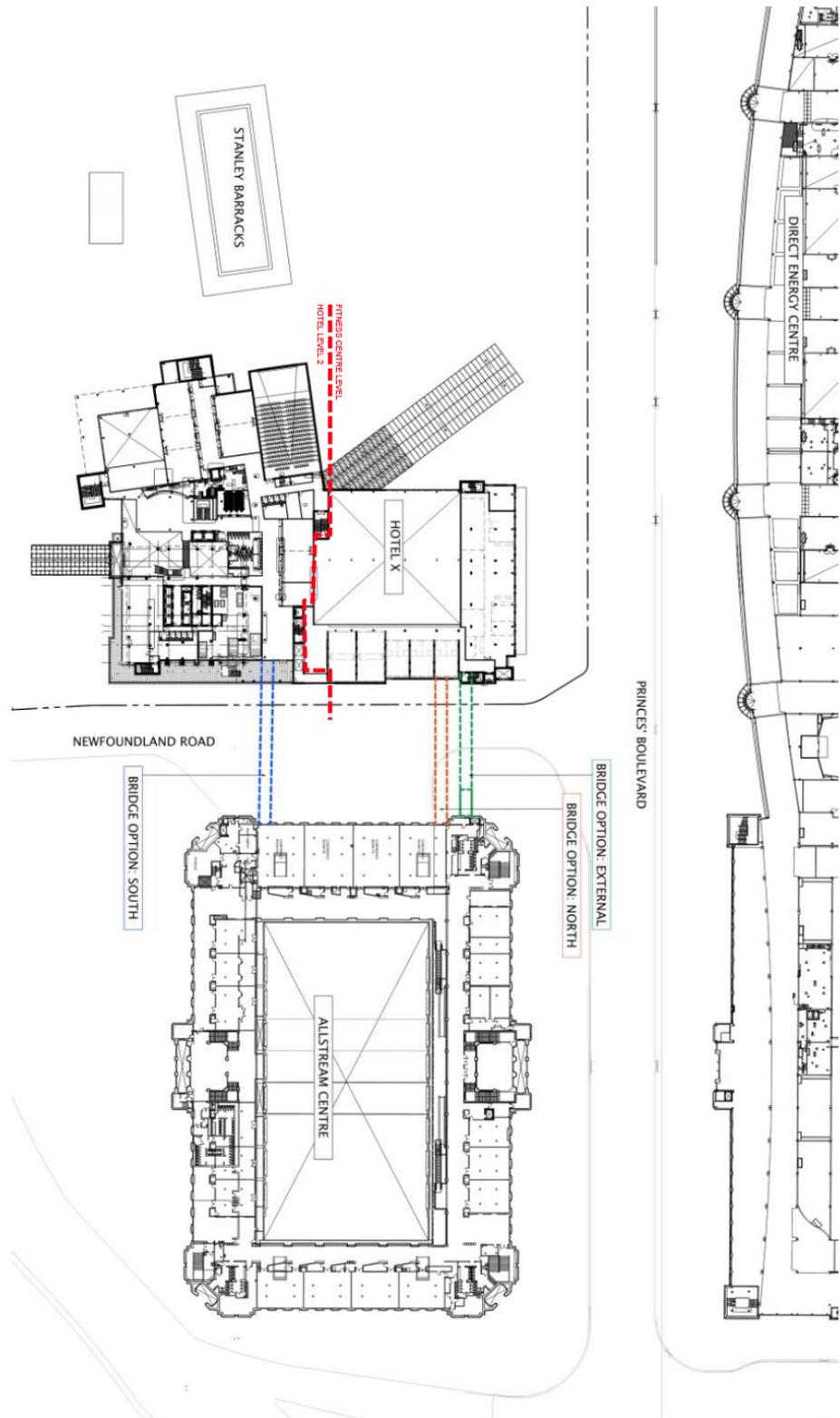


6.3 Assessment

The following table identifies and assesses possible effects of the proposal on heritage properties. The possible effects included here are identified in the City of Toronto's Heritage Impact Assessment Terms of Reference (2010).

Possible Effect	Assessment
Destruction of any, or part of any, significant heritage attributes or features	The proposed alteration will not damage the designated heritage attributes or features of the Automotive Building. The bridge connection has been designed to use an existing opening. It will not be seen from the landscaped terrace on the south elevation
Alteration that is not sympathetic, or is incompatible, with the historic fabric and appearance	The bridge will be designed to be subordinate to and distinguishable from the heritage fabric. It does not break the line of the top cornice of the building.
Shadows created that alter the appearance of a heritage attribute or change the viability of an associated natural feature or planting, such as a garden	It will not cast shadows that impact the landscaped terrace on the south elevation
Isolation of a heritage attribute from its surrounding environment, context or a significant relationship	The bridge is too small in relation to the large mass of the building to cause visual isolation.
Direct or indirect obstruction of significant views or vistas within, from, or of built and natural features	The new bridge will be located on the west elevation of the building. This site services are located on this elevation: loading docks, waste disposal and service entrances. This elevation is not defined as a significant attribute of the building. In addition the hotel will obstruct this elevation from the west.
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	N/A
Land disturbances such as a change in grade that alters soils, and drainage patterns	No ground disturbance is anticipated
Other possible effects (specify if any)	N/A

1.1. Bridge Options (NORR)



7 CONSERVATION STRATEGY

7.1 Considered Alternatives and Mitigation Strategies

In 2013, NORR prepared the Exhibition Place Tunnel Feasibility Report which reviewed above and below grade options to connect the Allstream Centre, The Direct Energy Centre and the new hotel which is slated for completion in 2015. This study considered site specific elements such as existing utilities, built fabric and viewscales as well as constructability, code considerations, circulation patterns, lighting and safety concerns.

For detailed technical analysis please refer to the above noted report. (Appendix 7)

7.1.1 The feasibility study considered 4 proposed tunnel options:

- Option A- Connecting the northwest corner of the hotel parking level 1 (P1) directly north to the Direct Energy Centre;
- Option B- Connecting from the northeast corner of the hotel P1 to the P1 level egress stair of the Direct Energy Centre;
- Option C- Connecting from the northeast corner of the P1 level of the hotel, runs under Princes' Boulevard and connects to the existing tunnel between the Allstream Centre and the Direct Energy Centre; and,
- Option D- Connects from the northeast P1 level of the hotel, runs directly east, ending with an above grade kiosk adjacent to the northwest entrance of the Allstream Centre.

Though Options A, B and C have no impact on the heritage fabric of the Allstream Center, issues highlighted in the feasibility Report as well as concerns raised in consultation with key stakeholders have made all tunnel options undesirable. The following is a summary of these concerns, pedestrian safety is a key factor:

- Tunnel access from the hotel side is via the basement level, this is not suitable and increases perceived and actual safety concerns;

- Pedestrian traffic mixing with vehicular traffic in basement levels;
- Route through basement levels require multiple verticle transfers, and overall distance to travel would likely diminish potential use;
- Utility and construction risks;
- Road closures during the construction process (for financial reasons tunnel construction would be open cut construction);
- Risks associated with underpinning the heritage facade at the Allstream Centre to provide the below grade connection;
- Interior/exterior alterations to the existing building fabric for vertical transportation; and.
- Options A & B did not meet the Exhibition Place requirement for convenient access between the hotel and Allstream Centre, as it required guests to go through the Direct Energy Centre to access the Allstream Centre;
- Security concerns with Option B & C due to tunnel lengths; Visibility and safety through visibility is one of the basic CPTED (Crime Prevention Through Environmental Design) principals.
- Option D, the shortest and only direct below grade connection between Hotel X and the Allstream Centre, was subject to further study in the Hotel X/Allstream Pedestrian Connection Feasibility Report prepared by NORR, dated November 2013 (Appendix 8).

7.1.2 Four proposed above-grade connections were reviewed:

North bridge, internal connection: this option would connect from the fitness area of the hotel on the second level to the existing north window opening on the east elevation of the Allstream Centre across Newfoundland Drive and has the following characteristics and impacts:

- The bridge utilizes an existing opening in the heritage building and therefore has minimal physical impact on the heritage fabric;
- A conference room in the Allstream Centre at the connection location will be lost;
- This option will provide the most direct access into and through the Allstream Centre.
- In this location, the bridge will impact the primary view along Princes' Boulevard;
- The secondary view both to and from the Lake Shore along Newfoundland Drive will be impacted. At a distance this could be mitigated by the transparency of the proposed bridge.

North Bridge, external connection: The bridge connection to the hotel for this option is the same as the previous option. However the bridge would terminate with a stair/elevator tower leading to grade level where it would connect with the Allstream Centre. The impacts of this option are as follows:

- The stair/elevator tower, adjacent to the northwest entrance of the Allstream Centre will visually block the entrance;
- In this location, the bridge will impact the primary view along Princes' Boulevard;
- Ground floor washrooms in the Allstream Centre will need to be relocated;

- The secondary view both to and from the Lake Shore along Newfoundland Drive will be impacted.

South Bridge, internal connection (preferred): This option would connect from the main body of the hotel to the existing south window opening on the west elevation of the Allstream Centre. This option has the following characteristics and impacts:

- The bridge utilizes an existing opening in the heritage building and therefore has minimal physical impact on the heritage fabric;
- The south conference room will need to be reduced in size to accommodate the access corridor, but no conference rooms are lost;
- The opening from the pantry will need to be relocated;
- The bridge in this location will have little impact on the principal viewscape along Princes' Boulevard;
- The secondary view both to and from Lake Shore Boulevard along Newfoundland Road will be impacted.

7.2 Conservation Strategy

The south bridge is the preferred option. The recommended overall strategy is the *Rehabilitation* of the south window opening on the west elevation of the Allstream Centre to accommodate the South Bridge connection.

The Standards and Guidelines for the Conservation of Historic Places in Canada defines Rehabilitation as:

Rehabilitation: The action or process of making possible a continuing or compatible contemporary use of a historic place or an individual component, while protecting its heritage value.

Source: Standards and Guidelines (2nd Ed, Glossary)

In order to realize this strategy the existing window frame and spandrel panel will be removed to allow a double door between the bridge and the building. The bridge structure will butt up against the face of the building but will not connect structurally through the building envelope; there will be no penetrations through the stone cladding, with connections to the existing structure made through the window opening.

The alterations made to the Allstream Centre will be reversible and have minimal impact on the heritage fabric.

8 CONCLUSION

This report finds that the proposed bridge connection has minimal physical or visual impact and will maintain the cultural heritage value of the Allstream Centre by Rehabilitating the southwest window to accommodate the connection of the Hotel to the convention complex.

The proposed connection has been located and designed to have minimal impact on the heritage fabric while allowing a convenient all-season connection between the buildings. This will promote the use of both the facilities.

Further Reports and Studies

A Conservation Plan will follow from this report. The Conservation Plan will include conservation drawings showing details of the conservation work, and the bridge design. The conservation plan will be developed in accordance with The Standards and Guidelines for the Conservation of Historic Places in Canada, published by Parks Canada.

Further information may be furnished in the Conservation Plan as required by City of Toronto.