



ACTION REQUIRED

November 1, 2007

To: The Board of Governors of Exhibition Place

From: Dianne Young
Chief Executive Officer

Subject: Heritage Elements within Conference Centre Design

Summary:

As part of the redesign of the Automotive Building as a conference centre, a Heritage Impact Statement ("HIS") was required as the building is "listed" within the City's inventory. Designed by architect D.E. Kertland and constructed in 1929, the building celebrated the innovation of the automobile and for the next 50 years was the showcase for the newest and the best products within the automotive sector.

In order to address the heritage elements within the Automotive Building, NORR Architects as part of its design team engaged Mr. Andre Scheinman, Heritage Preservation Consultant to complete the HIS. Attachment II to this report is a full copy of the HIS by Mr. Scheinman. On page 14 of that report, Mr. Scheinman does conclude that "beyond the discussion of the preservation of the specific heritage elements there is no question that the objective of the project envisaged by Exhibition Place is to assure the long-term optimal use and hence, existence, of Kertland's fine design. Clearly in this regard a balance needs to be struck between "essential" modifications and essential character defining features."

Certainly, within the design, Exhibition Place has been able to address many of the significant heritage features noted by Mr. Scheinman in the HIS.

With respect to the significant heritage features being preserved or restored within the design, Mr. Scheinman states his support for the proposed reinstatement of the window sash; the removal of the glazing at the monumental arched umbrage on the north exterior facade; the conservation/restoration of the full lobby area on the north interior; the introduction of 5 foot high clerestory running the length of the north side of the full lobby area that would reintroduce an aspect of the ambience of the original skylight interior; repair of the exterior masonry; and restoration of some aspects of the original southern landscape area including addressing the overgrown condition of the foundation plantings. Mr. Scheinman also states he understands the retention of the supplementary exit doors and loading docks that were added to the building sometime prior to 1978.

Mr. Scheinman has raised concerns about the proposed roof replacement; the creation of solid walls on the south, east and west sides of the interior mezzanine edge along with the extension easterly of the west mezzanine; and the proposed interior insulation and wall covering throughout which will hide the existing exposed but painted Don Valley Brick.

After considerable review by Exhibition Place staff and our consultants, we are still unable to find alternatives to address Mr. Scheinman's concerns related to the roof, walls and mezzanine while still allowing the newly renovated building to be a viable and desirable conference centre within the competitive GTA marketplace.

In order to maintain the gabled roof with the exposed steel trusses, the conference centre would have to have at least one column in the middle of the ballroom/plenary space with a ten-foot deep bulkhead running the full length of the ballroom in order to support the roof and it would not be able to have a full ceiling. At several workshops with consultants and show producers, all unanimously agreed that a conference centre with such obstructive views would not be competitive at all within the GTA. While Exhibition Place staff and our consultants have looked at several alternatives, the only option that is feasible is the replacement of the existing roof structure and all 8 of the central columns with a low slope roof supported by long-span steel joists in order to completely free-up the main ballroom space.

Secondly, with respect to the proposed enclosure of the existing open second storey mezzanine concept running around the entire first floor exhibit space, there was no other option. Enclosure of this space is necessary to actually create the meeting rooms and if the mezzanine remained open then users of the meeting rooms would be able to look over into the ballroom without any acoustical dividers.

Thirdly, the exposed brick throughout the building reflected the use of the building when first constructed in 1929. At that time the only contemplated use was for the annual CNE during 3 weeks in the summer. However, in order to meet LEED standards and also to have an energy efficient building the exposed brick walls need to be insulated. In addition, to be a Class A conference centre, exposed brick with several layers of paint (likely some lead paint) would not meet the acoustic or design standards required.

However, while Exhibition Place is not able to meet all the preserve the above features, it is committed to carrying out several mitigation strategies proposed by Mr. Scheinman with respect to these and many other architectural features as listed in the Comments section below.

Recommendations:

It is recommended that the Board:

- 1. Approve of the inclusion of the mitigation strategies outlined in this report within the Conference Centre design in response to the Heritage Impact Statement;**
- 2. Direct staff to provide a copy of this report for consideration of City Planning and City Preservation Services; and,**

- 3. Request City Planning to consider this report on an expedited basis so that any directions on the heritage impacts can be considered by Council during its 2008 Capital Budget deliberations related to the Conference Centre project.**

Financial Impact:

The cost of the heritage mitigation strategies outlined in this report have been included in the revised 2007-08 capital budget for the Conference Centre and also within the Capital Budget Program 2008- 2012 for longer-term projects such as repair of the entire masonry facade.

Decision History:

Board of Governors, November 3, 2006	Approval of business terms for an exclusive food services agreement between the Board and Centreplate and the National Hotel Corporation (the "FSP") related to the provision of food and beverage services within the proposed Conference Centre in the renovated Automotive Building.
Board of Governors, December 15, 2006	Approval of the terms and conditions of the full LOI between the Board and the FSP for food services within the renovated Conference Centre and the financial proposal for the proposed Conference Centre which included a loan from the National Hotel Corporation for part of the construction costs.
City Council, March 5 & 6, 2007	Approval of LOI between the Board and the FSP for exclusive food services in the proposed Conference Centre. In addition, approval of a recommendation which deleted the need for financing from the National Hotel Corporation and replaced this financing with a City loan of \$21.2M
Board of Governors, May 4, 2007	Approve of the engagement of NORR as the design architect on the Conference Centre project at a fee of \$652,223 (including GST) for Phase I of the project and subject to further approval of the Board in September 2007, the engagement of NORR for Phase II of the project at a cost of \$373,857.00

Issue Background:

Following approval from Council, the Board engaged MHPM Inc. as the project manager; NORR Architects; Enermodal Engineering Limited as the LEED consultant; and Andre Scheinman as the heritage consultant. The charge to the architect in designing the conference centre was to restore the building to its original grandeur and prestige; aim to meet or exceed international standards for conference centres; preserve the heritage character of the original building; and achieve LEED Silver certification. While some of these objectives are competing

in nature, Exhibition Place has been able within the design to preserve many, but not all, of the significant heritage features noted by Mr. Scheinman. The three heritage features that are unable to be addressed within the new design are the preservation of the gabled roof and center columns; the open mezzanine; and the exposed brick.

Gabled Roof/Center Columns

The existing Automotive Building has a central column line running (8 columns) the full length of the building, exposed steel trusses with open web steel joists of the roof structure supporting a long twinned gabled roof.

The first part of the design process initiated by Exhibition Place was a set of workshops with staff, the consultants and potential clients to understand the standards essential for a competitive conference centre. One of the overriding negative comments given by show and event organizers related to the obstructions within the ground floor/plenary space consisting of a center column and a ten foot bulkhead that would run the full length of the ballroom in order to maintain the original gabled roof. All organizers unanimously stated that the conference centre would not be competitive in the GTA area if it was constructed with these obstructions in place.

While Exhibition Place staff and our consultants have looked at several alternatives, the only option that is feasible is the replacement of the existing roof structure and all central columns with a low slope roof supported by long-span steel joists in order to completely free-up the main ballroom space. Attachment I shows the effect of the new roof being proposed to the building.

Open Mezzanine and Extension of the Mezzanine

Within the interior of the building there is an open second storey mezzanine running around the first floor exhibit space. The proposed design of the conference centre proposes the enclosure of this mezzanine area with solid walls and the extension eastward of the west mezzanine. All of these renovations are required in order to deliver the 31,000 square feet of enclosed meeting room space. The only exception to the enclosure of the mezzanine is at the north side of the building which would remain open overlooking the main entrance/lobby area and providing a full height skylit circulation foyer.

The solid walls on the mezzanine level and solid ceiling for the ballroom is essential to upgrade the use of this building from a Class "B" exhibit space to a Class "A" conference centre.

Exposed Brick

Most of the interior space of the existing building is exposed Don Valley brick which was typical of the period. Over the years, the exposed brick has been painted (likely with lead paint) and in some areas wall coverings have been added.

In order to address the functionality of the new uses as Class "A" meeting room space and ballroom area, the renovated design proposes to cover the exposed brick. In addition, to address the requirements for LEED Silver certification, the proposal is to add insulation. A building

envelop study has been completed and the level of insulation being proposed would not negatively impact the performance of the wall in regard to condensation build-up between the interior wall and the external masonry.

Comments:

As stated above, Exhibition Place staff and its consultants have attempted to design the renovations within the Automotive Building to balance the competing objectives and to restore this 1929 building to its original grandeur not only in terms of design of the building seen both from the exterior and in the entrances but the renovations and upgrades proposed throughout the Automotive Building will ensure that once again the building will be a significant place of commerce within the City of Toronto.

While the proposed design is not able to address all the heritage features cited in the HIS, Exhibition Place staff are recommending that the Board approve the inclusion of the following mitigation measures within the final design of the conference centre:

- a) Conserve and/or restore all aspects of the architectural ornamentation within the existing foyer/lobbies of the north and south entrances which include coffered ceilings, plaster cornices with patterned decorative friezes, "ashlarized" walls, chamfered and pilastered columns, art deco light fixtures and terrazzo floors.
- b) Restore the window sash with "vision glass" to all window openings that will closely replicate the appearance of the original multi-paned casements with transom and sidelights.
- c) Restore the north exterior entrance to give full affect to the monumental umbrage.
- d) Introduce a 5 foot high clerestory window running the full length of the building on the north side within the new roof structure to reintroduce natural light to the lobby areas in keeping with the original skylight ambiance.
- e) Commence in 2008 and proceed on an annual basis for 7 years, to restore the exterior masonry at a total budgeted cost of \$2.9M (or more as required).
- f) As part of the 2008 capital budget, add new landscaping to screen the loading dock area and as part of the 2009 capital budget design and implement further landscaping to restore, to the extent possible, the original landscape plan.
- g) Restore exterior lighting elements.
- h) Prior to removal of the existing roof, undertake a detailed recording of the existing roof and its full associated structural details in measured drawings and photographs to become part of the documentation of the building and incorporated into the commemorative exhibits.
- i) Prior to removal of the mezzanine railings, creation of solid walls on the mezzanine level and the extension of the west mezzanine, record the full details of the existing spatial relationships between the mezzanine and the ground floor. In addition, either leave the existing iron railings in place or carefully salvage them with their location documented and store them in an appropriate environment.
- j) Finally, prior to proceeding to insulate the building, conduct a modeling of the building and design a portion of exposed Don Valley brick as a feature within the commemorative exhibit in the new conference centre.
- k) Design a commemorative and permanent exhibit within the new conference centre detailing all the heritage features of the original Kertland design.

Contact

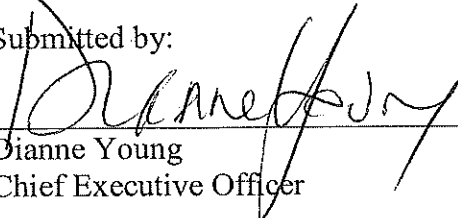
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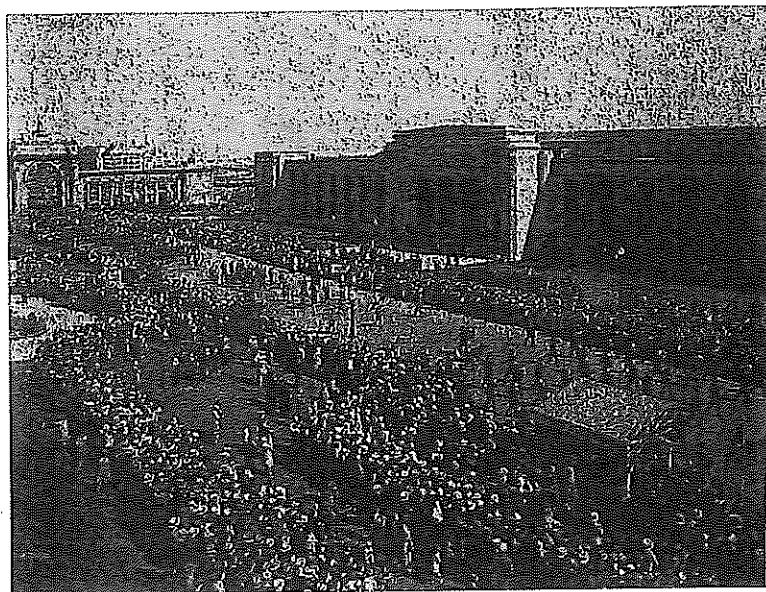
Submitted by:


Dianne Young
Chief Executive OfficerAttachments

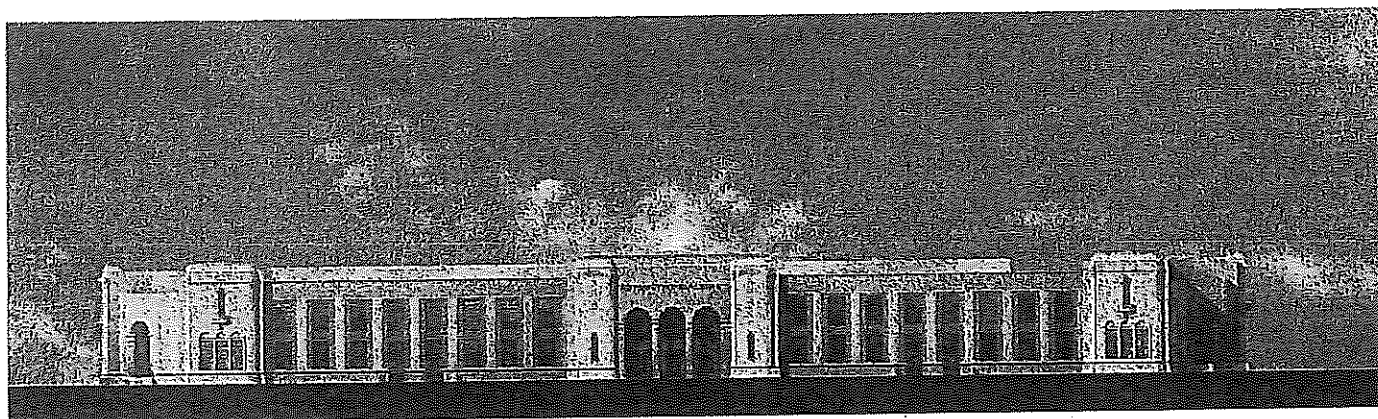
Attachment 1 Existing & Proposed New Roof from North

Attachment II Heritage Impact Statement (HIS) by Andre Scheinman, Heritage Preservation
Consultant

Heritage Elements within Conference Centre Design Attachment I



Automotive Building North Elevation Existing Status

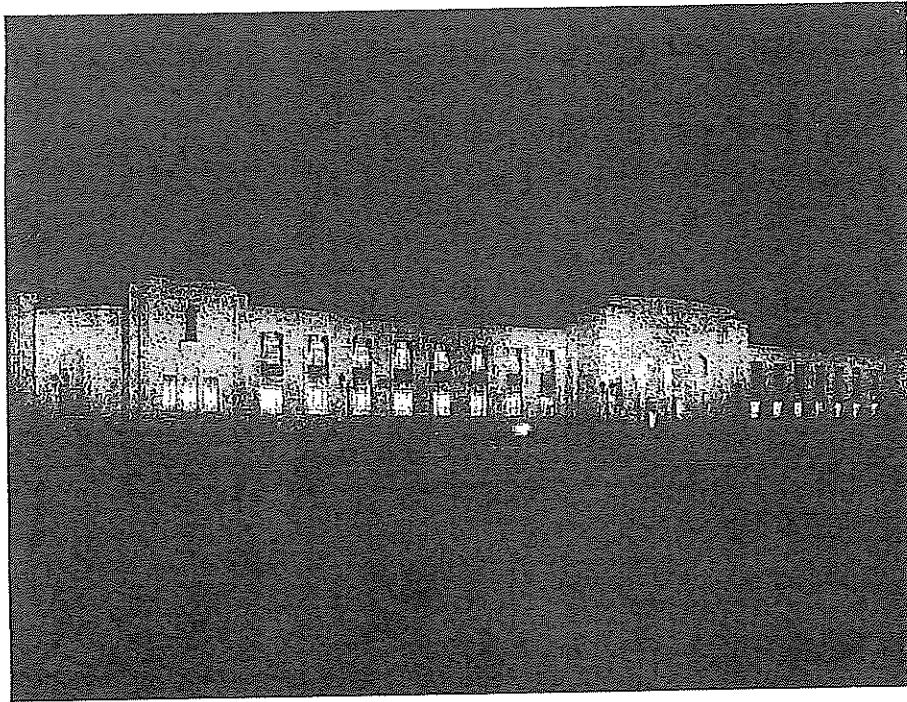


Automotive Building North Elevation Proposed New Roof Structure

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HERITAGE IMPACT STATEMENT (HIS):
PROPOSED RENOVATIONS -
AUTOMOTIVE BUILDING, EXHIBITION PLACE



Prepared by:

André Scheinman
Heritage Preservation Consultant
CAPHC
October 22, 2007.

Heritage Impact Statement for:

The Automotive Building, CNE Grounds, Toronto – Proposed Conference Center

Introduction

The Automotive Building has been an essential component of Exhibition Place since its construction in 1929 replacing the old Transportation Building. Designed by architect D.E. Kertland, as a result of a competition held earlier that year it occupies an important 'double front' site facing Lake Ontario and in close proximity to the Princes' Gates. As noted in the journal of the RAIC (November 1929) Kertland's design combined "classical dignity and...the effect of modernity."

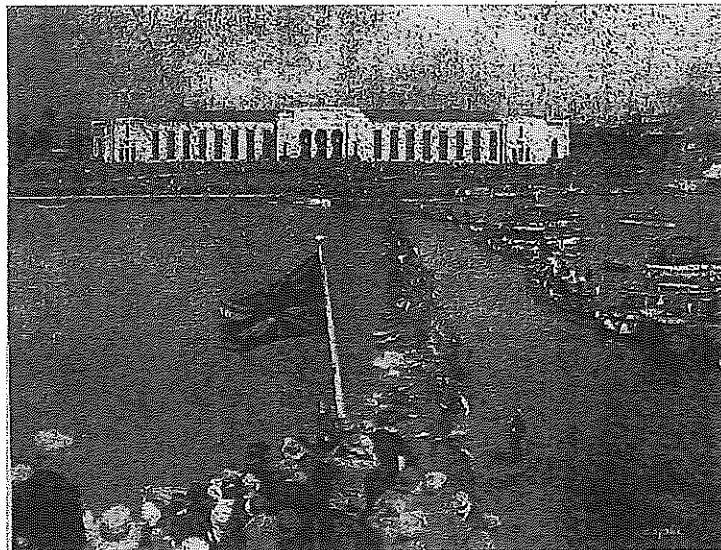


Fig.1: Historic view from Lake Ontario. (CNE Archives)

At this time Exhibition Place is considering adapting the building for use as a dual purpose Conference Center/Exhibition Space. According to Exhibition Place the reasons for undertaking this initiative are that:

- it no longer provides a competitive 'state-of-the-art' trade show environment and its active use has decreased dramatically with the opening of the Direct Energy Center. The concern is that without renovation use will continue to decrease and the building lose viability.
- on the other hand, future use studies undertaken by Exhibition Place have clearly indicated the need for a new Conference Center space which would provide meeting rooms and ballroom/plenary meeting space to support the strong trade and consumer business within the Direct Energy Center and also support Tourism Toronto in its marketing for the convention business within the City of Toronto.

NORR Architects has been retained to develop the design and construction documents to fulfill this objective. As the building has been 'listed' by the City of Toronto as being of heritage significance and as there are other adjacent cultural resources of similar status it is necessary that a Heritage Impact Assessment (HIA) of this proposed initiative be undertaken and reported in the form of a Heritage Impact Statement (HIS). The authority for the HIS is derived from the Ontario Heritage Act, Section 2(d) of the Planning Act and Section 2.6 of the *Provincial Policy Statement (2005)*.

Existing Site Context

The Automotive Building occupies an irregular site at the southeast corner of the Exhibition grounds where Lakeshore Boulevard curves up to meet Strachan Ave. It

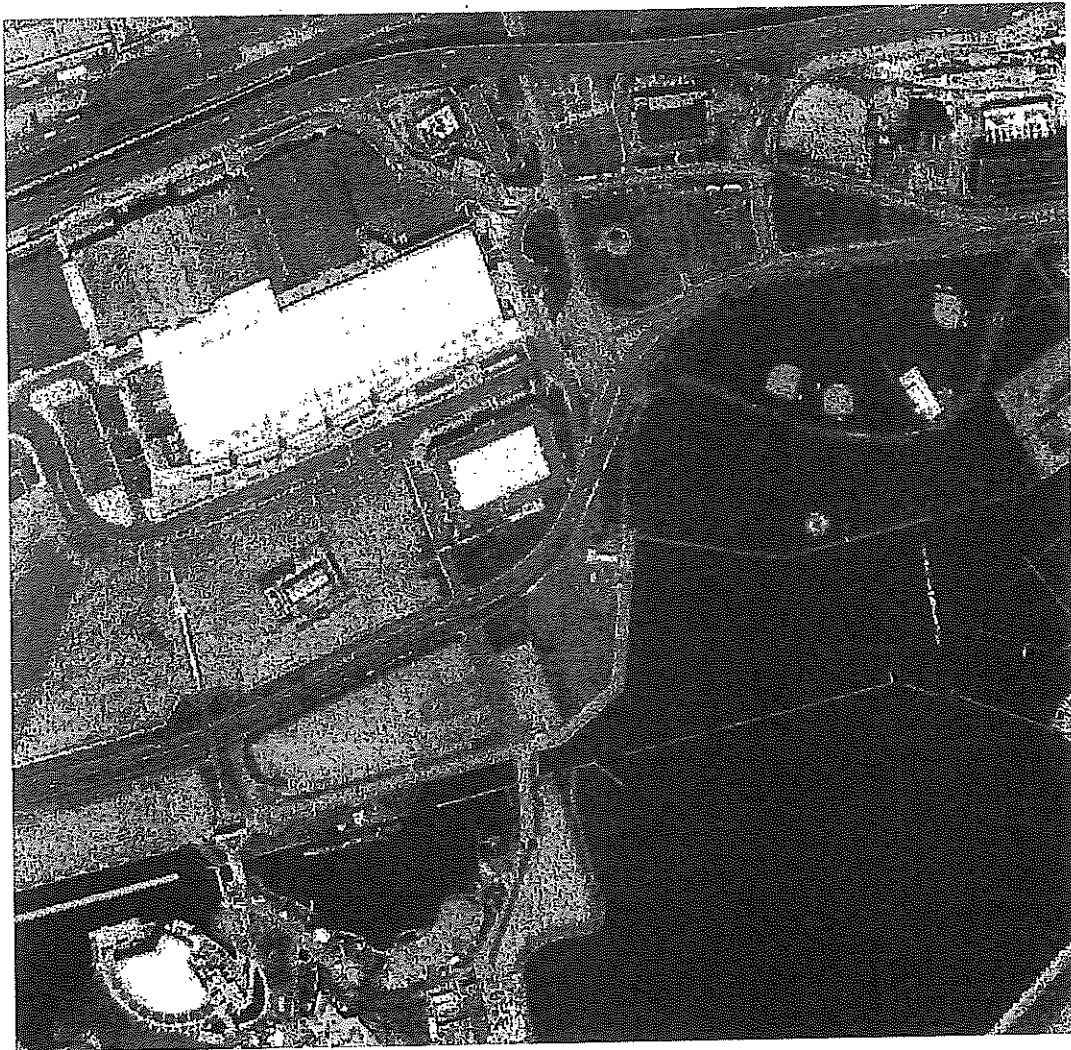


Fig.2: Site context (Image, Google Earth)

remains a landmark as viewed from Lakeshore Boulevard and looks out on to Lake Ontario between the Marina and Ontario Place. It is located just inside the Princes' Gates, the symbol of the 'Ex' to most Canadians, with which it is generally allied in architectural spirit, having been constructed only two years later though in a more Art Deco influenced mode. The Princes' Gates were designated under the Ontario Heritage Act in 1987. To the north it now looks across the main thoroughfare through the 'Ex', Princes' Boulevard, to the massive contemporary Direct Energy Centre, constructed as the National Trade Center (1997) and Canada's largest trade show facility. To the west there is an expanse of 'open space'/parking up to Stanley Barracks, Officers' Quarters Building constructed in 1841. The lawn to the south of the Automotive Building is the largest green space in that area of the 'Ex' and relates to that of the lakeside park to the east despite the 'interruption' caused by Lakeshore Boulevard.

The 'Listed' Site

While currently not designated by the City of Toronto under the Ontario Heritage Act the building has been identified as being of heritage significance, i.e. *Listed*, since 1982.

The design and construction of the Automotive Building was a substantial achievement bridging and combining traditional and modern sensibilities, materials and technology in providing exhibit space for the then still only recently (1929) popularly embraced innovation of the automobile.

Kertland's use of Deco motifs and vocabulary in a thoroughly restrained and classical manner seem perfectly suited to the nature of his assignment. The building generally has a strong rectilinear emphasis, low and massive, a simple geometric rhythm of openings given depth by pilastered niches and enlivened by the tripartite decorative iron spandrels which separate the upper and lower window units and the likewise decorated cast stone frieze. This rhythm is punctuated and contrasted by the central (north and south elevations) and corner pavilions which feature arch forms in a tripartite arrangement. At the north and south central pavilions three monumental pilastered arches form the public entrance(s) flanked by massive masonry stone 'buttresses' which include decorative deco designs cast in relief at the frieze. At the corners of each elevation a bay is extended and features a blind balcony with decorative metal screen above and a tripartite grouping of arched windows below. Between these bays Kertland inserted a splayed opening again in the form of a monumental arch but here acting as an umbrage to the entrance within.



Fig.3: Historic view – north elevation (CNE Archives)

Similarly on the interior the focii of architectural ornamentation are the foyer/lobbies associated with the north and south entrances and mezzanine stairs. Here the coffered ceilings, the plaster cornices with patterned decorative friezes, 'ashlarized' walls, the chamfered and pilastered columns, the art deco light fixtures, the terrazzo floors and the intricacy of the mezzanine railing and stair balustrade design contrast the simpler, functional treatment of the main exhibit space and that of the rest of the mezzanine.

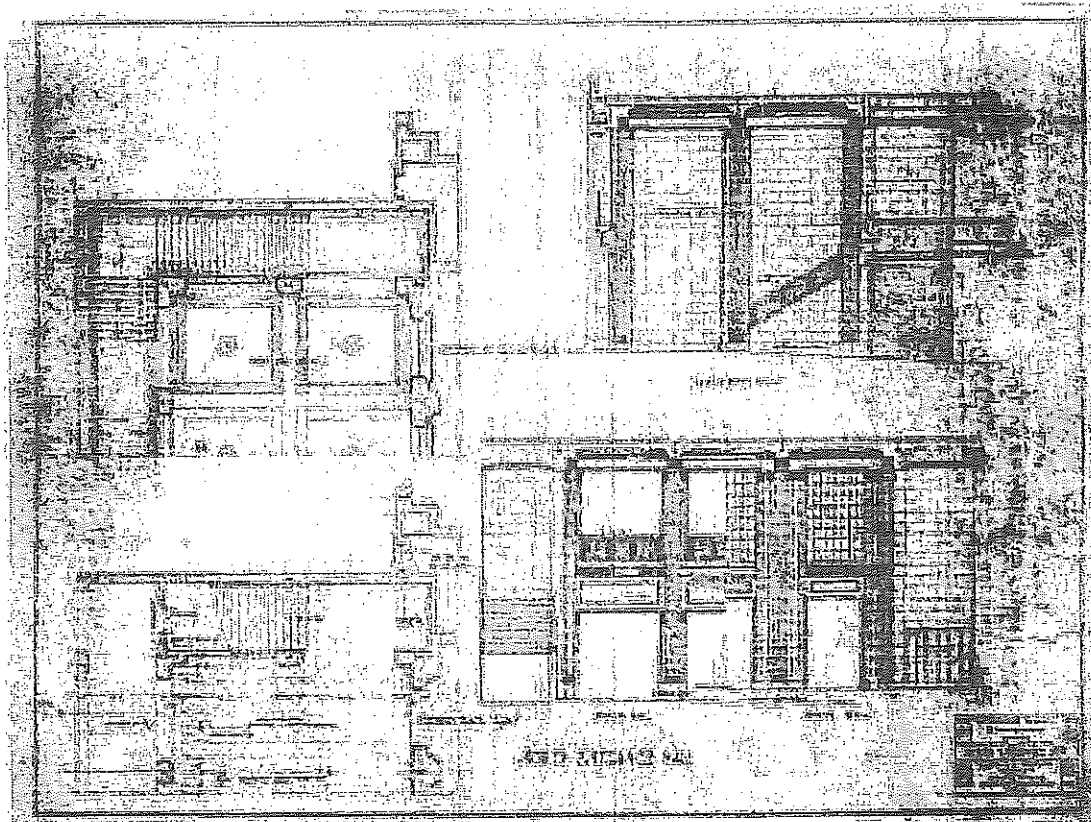


Fig.4: Entrance Hall Details – original Kertland Drawings

Within the exhibit space the steel trusses and longitudinal open web steel joists of the roof structure have always been exposed, visible structure being a typical characteristic of dedicated exhibit buildings both then and now. Exposed as well is the underside of the pre-cast gypsum 'fire-resistant' tongue and groove roof decking. The OWSJ's support the skylight gables (composed of wired glass units) which extend the full length of the building to either side of the central column line and originally flooded the space with natural light. These have been covered over for many years. From the exterior the gabled roofline created by the skylight truss peaks is not evident from views close to the building but only from a substantial distance.

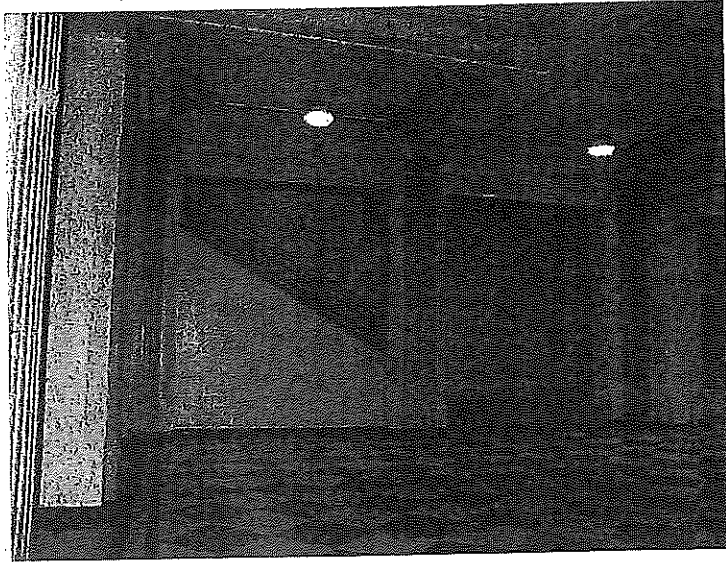


Fig.5: Interior at south entrance hall (André Scheinman)



Fig.6: Interior early 1950's – note skylight illumination (CNE Archives)

The structure is steel frame with Queenston limestone at the exposed foundation courses and column capitals with cast stone from the Peerless Artificial Stone Company (also supplied Casa Loma) as the main exterior treatment from the water table to the cornice. The windows were originally steel casements with ventilating units which could be controlled from the floor and, along with the skylights contained a special tinted glass known as 'amber actinic' produced by the Perfection Glass Company. The windows have

been infilled between mullions since the late 1960's. The interior of the perimeter walls are of selected gray stock brick as produced by the Don Valley Brick Company.

The building, "the longest structure erected for this purpose anywhere in the world" at that time was constructed in the unbelievably short span of four months with Jackson-Lewis Company Limited as the General Contractors.

Since its completion it has not suffered significant changes to its exterior appearance other than the creation of a loading dock at the southwest in the area of the former car ramp, supplementary exits inserted at original window openings at each elevation and the infilling of the windows. Doors have been replaced with aluminum doors. Major interior renovations were undertaken in 1978 (A.M. Ingelson) including the insertion of escalators and four new interior stairs into the space. In 1997 the building was linked by tunnel to the Direct Energy Center. (See Appendix IV for a chronology of changes to the building.)

The Current Proposal and its Potential Impacts

NORR Architects has been engaged by the Board of Governors of Exhibition Place to develop plans for the future use of the Automotive Building as a multi-purpose Class 'A' Conference Center/Exhibition space potentially hosting a wide range of events from ballroom galas to trade shows in association with the Direct Energy Center to which it is linked by pedestrian tunnel. The charge to the Architect from Exhibition Place is challenging in that a number of the stated objectives such as the completely open nature of the interior space and the LEEDS Silver certification - are difficult to achieve while also preserving the heritage character of the original building, itself a stated objective of the assignment. However a key tenet of NORR's architectural design statement is to restore the building to its "original grandeur and prestige."

Exterior

The major initiative at the exterior walls is to restore the window sash with 'vision glass' to virtually all window openings. While not explicitly stated it is assumed that the light and mullion configuration will closely replicate the appearance of the original multi-paned casements with transom and sidelights as units of this general type are shown on the schematic elevations. It is however important that the configuration closely match the original in order to restore Kertland's design intent. The original units were of steel with a special tinted glass (amber actinic). While exact material replication is ideal NORR's proposed thermally broken aluminum frames would be a reasonable approach. However the visual characteristics, i.e. nature of tint of that original glazing, should be explored and, if possible, restored. The reinstatement of the window sash will greatly aid in the restoration of the heritage character of the building.

The later exterior doors at the main entrance will be removed restoring the full affect of the monumental umbrage. The schematic elevations/plans indicate that the later

supplementary exit doors, created at former window openings, will be retained at each elevation as necessary exits.

The raised section of the proposed new roof system (see below) would create a 5' high clerestory running the length of the building (Fig.9). This would bathe the main two storey circulation space in natural light, reintroducing an aspect of the ambiance of the original skylit interior.

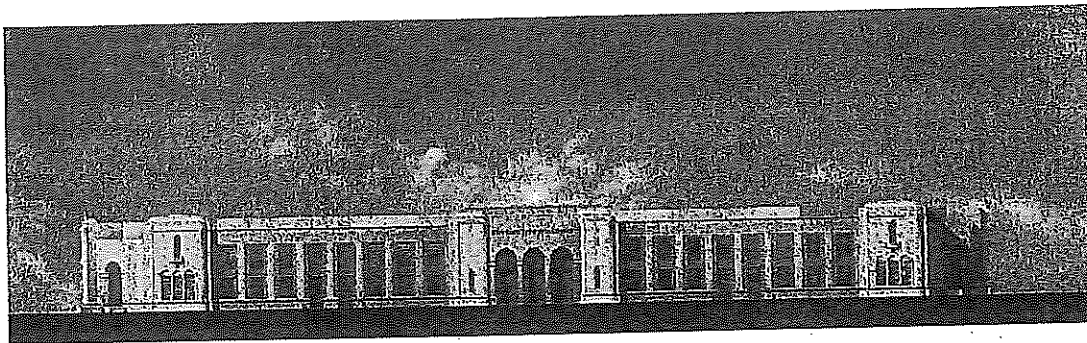


Fig. 7: Proposed north elevation

(NORR Architects)

As stated in the Schematic Design Report (SDR) the general exterior masonry conservation identified in the Asset Inventory Study undertaken by James Bailey, architect in 2005 will not be included as part of this initiative but will proceed as a separate, long term capital project (scheduled 2008). Some urgent work may however have to be undertaken where public safety is a concern and any such work should conform to the highest standards of conservation for both the Queenston limestone and the cast stone.

Likewise the restoration of the southern landscape, an important element of Kertland's design, is not included in this program but is envisaged "as part of the Exhibition Place long term master plan". Remedial site work will however be implemented following the installation of a rainwater cistern and new landscaping initiatives will screen the later addition loading dock area. As well the generally overgrown condition of the foundation plantings will be pruned to reveal more of the heritage elevations.

Structure

As the major component of its design brief NORR has been directed to create a "column free" main ballroom. According to Exhibition Place this requirement came out of a series of workshops with trade show and conference organizers who identified the 'column free' aspect as necessary to be competitive in the North American market.

From the heritage perspective this in itself is an issue as the central column line, technically necessary at the time of the building's construction, is an important aspect of Kertland's design. However beyond that it has major implications for the preservation of Kertland's roof structure and the long twin gable skylights which dictated the form of the roof structure and were the signature feature of the interior exhibit space. Recognizing the significance of this feature NORR explored a number of methods for retaining the roof structure intact but when examined were not viewed as viable by Exhibition Place.

Thus the current proposal entirely removes the roof structure replacing it with a low slope roof supported by long span steel joists in order to completely free-up the main space as directed by Exhibition Place..

While this initiative would not really significantly change the appearance of the building from the exterior, and, in fact, the skylights have not been used as a light source for many years, the experience of the building interior will certainly be affected. Whereas presently the original steel truss system and OWSJs twinned and forming gables to each side of the central column line are a key visual component of the space in the current proposal they would be completely removed (also obscured by the new ballroom ceiling). Little evidence of Kertland's central roof design would remain.

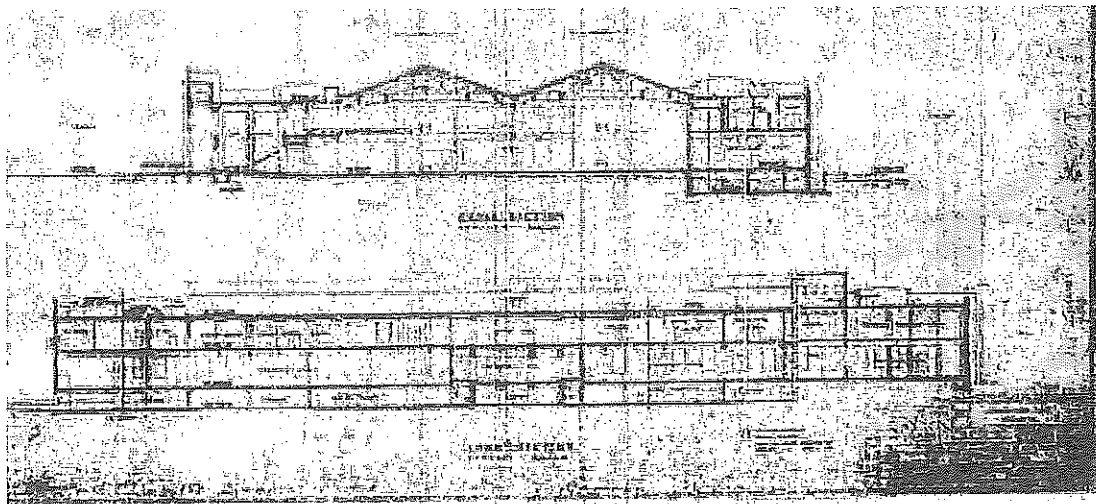


Fig.8: Building Sections – original Kertland Drawings

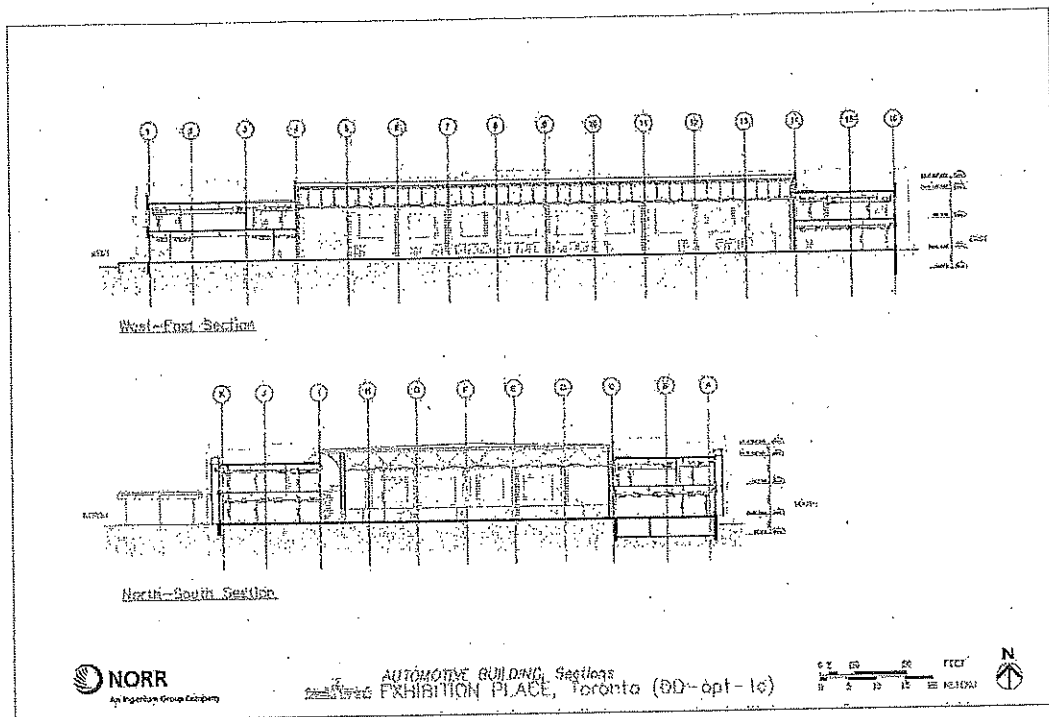


Fig.9: Schematic sections for proposed renovations

Interior

All aspects of the north and south lobbies, the most significant interior spaces will be carefully conserved and/or restored including all wall and ceiling finishes, railings terrazzo flooring and light fixtures. At the north lobby this will involve the removal of the current rubberized flooring and, if still existing, restoration of the original terrazzo below.

Substantial changes are proposed for other areas of the interior however including the creation of solid walls at the 2nd storey mezzanine edge and the extending of the west mezzanine one bay inward (east) in order to accommodate larger meeting rooms in that area. As well there would be solid walls at the mezzanine/ballroom interface everywhere but at the front where the wall line is south of the escalators to provide a full height sky lit circulation foyer. Other proposed changes include the insertion of new exit stairs at the four corners and a new elevator at the south-west corner.

While the prime division and hierarchy of spaces would still remain similar to the original, the above changes, in tandem with the roof alteration/column removal strategy, will certainly alter the perception of the interior. There will be no views to the ground floor from the mezzanine level, as these areas would be acoustically as well as visually separated from each other – considered necessary in the new scheme. The perimeter of the main space will seem smaller as the sense of continuous space is replaced by solid walls at the edges. In this scenario the iron railings at the mezzanine would become redundant for most of the central space however would be retained around the full length of the north atrium escalator and circulation space.

Another issue is the proposal to insulate the interior of the perimeter walls as part of the LEED Silver energy reduction program. There are two concerns with regard to this possible initiative. The first is the potential danger of changing the way in which the wall performs with regard to temperature and moisture (potential for condensation within the wall section). This aspect is currently being studied by the design team's building envelope consultant. The second is the covering over of the original typical interior finish, the Don Valley brick. This initiative is being driven by the perceived requirements of functionality and environmental concerns (much of the brick walling has been coated in paint, with some of the earlier layers presumably lead based.)

However Exhibition Place has indicated they will consider the retaining of an area of exposed brick as an aspect of the historical interpretation of the building which would also eventually include an exhibit devoted to a comprehensive commemoration/interpretation of the original design, use and evolution of the structure.



Fig. 10: Existing interior from 'ballroom' (A.S.)

Summary Comments and Design Mitigation Strategies

Exterior

- *Reinstatement of window sash following the original configuration is a major step toward restoring the integrity of Kertland's original design.*
- *Removal of glazing at the monumental arched umbrage at the front will assist in restoring the integrity of Kertland's design.*
- *The retention of the later supplementary exit doors and loading dock at this time is understandable.*

- *Masonry conservation should proceed as soon as possible as the rate of deterioration eventually becomes exponential. Consideration should be given, at minimum, to including the restoration of any unstable areas with potential public safety implications, within this project. The restoration of the heritage landscape at the south should remain on the 'radar screen'.*

Structure

- *The loss of the Kertland roof and associated structure visible on the interior in a manner which is irreversible is a serious concern. Its importance should continue to be weighed even against the perceived necessity of a 'column free' space. Should removal still be planned to proceed then detailed recording of the roof and its full associated structural details should be carefully undertaken in measured drawings and photographs to become part of the documentation of the building and incorporated into future commemorative exhibits.*

Interior

- *The conservation/restoration of the full lobby areas are an important initiative.*
- *The creation of solid walls at the mezzanine edge and particularly the extension eastward of the west mezzanine change the relationship between the mezzanine and the main space. This represents a loss of original character and other alternatives which more closely reflect the historic relationships should continue to be explored. Should this approach proceed then the existing iron railings should either be left in place and built around (so that they could be possibly revealed in the future) or carefully salvaged with their location documented and stored in an appropriate environment. (The railings from the extended west section would have to be carefully stored.) Prior to this change taking place the existing spatial relationships and details should be carefully recorded. (Note that in any scenario the highly articulated lobby mezzanine railing will be retained in place.)*
- *Despite the issue of energy conservation it is not recommended that the historic Don Valley brick exposed on the interior (though in this proposal mostly within meeting rooms etc.) be covered with insulation. Examination of the latter issue must be analyzed through careful modeling prior to serious consideration of this approach.*

Though only constructed in 1929, the purpose built nature of the Automotive Building and the unrelenting competitive environment of the Toronto area pose challenges to its future viability. Beyond the discussion of the preservation of specific heritage elements there is no question that the objective of the project envisaged by Exhibition Place is to assure the long-term optimal use and hence, existence, of Kertland's fine design. Clearly in this regard a balance needs to be struck between 'essential' modifications and essential character defining features.

Associated Measures

Interpretation/Commemoration

(Note: See above for the recommendations regarding documentation)

In the event that any of the proposed initiatives which significantly alter the original features/fabric/interfaces of the interior are undertaken a well designed exhibit featuring images and drawings of the original and 'as-found' arrangement of the space(s) with interpretive text should be mounted within the building.

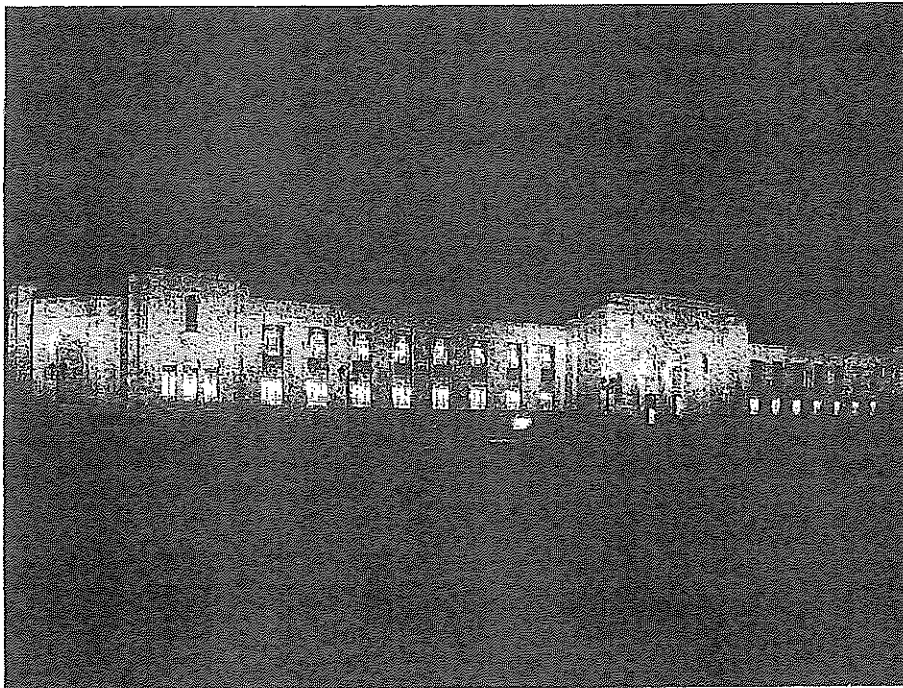


Fig.11: The building at night c.1950

(CNE Archives)

Additional Required Information/Studies

- Modelling of moisture movement through the walls seasonally comparing current situation to proposed wall insulation scenario;
- Cost/benefit analysis re: insulation of walls
- If any excavation around the building is planned in association with this project it would be necessary to check with the City of Toronto Archaeological Master Plan to determine the level of assessment required, and whether a Stage 1 assessment has already been done for this site.

Authorship

This H.I.S. has been undertaken at the request of the proponent by André Scheinman Heritage Preservation Consultant, CAPHC, a founding member of that organization with over 25 years experience in the field of heritage preservation.

Sources

Original Architectural Drawings 1929, D.E. Kertland, Architect

A Noteworthy Achievement in Canadian Construction, Douglas Kertland

The Journal, RAIC, January 1929 pp.19-26

Ibid., November 1929 pp.401-407

Interior Renovation Drawings 1978, A.M. Ingleson, Architect

Exterior Remediation Drawings 2000, Trevor Hopyan, Architect

Asset Inventory Study, July 2005, James Bailey Architect

Various newspaper articles/archival images sourced from CNE Archives

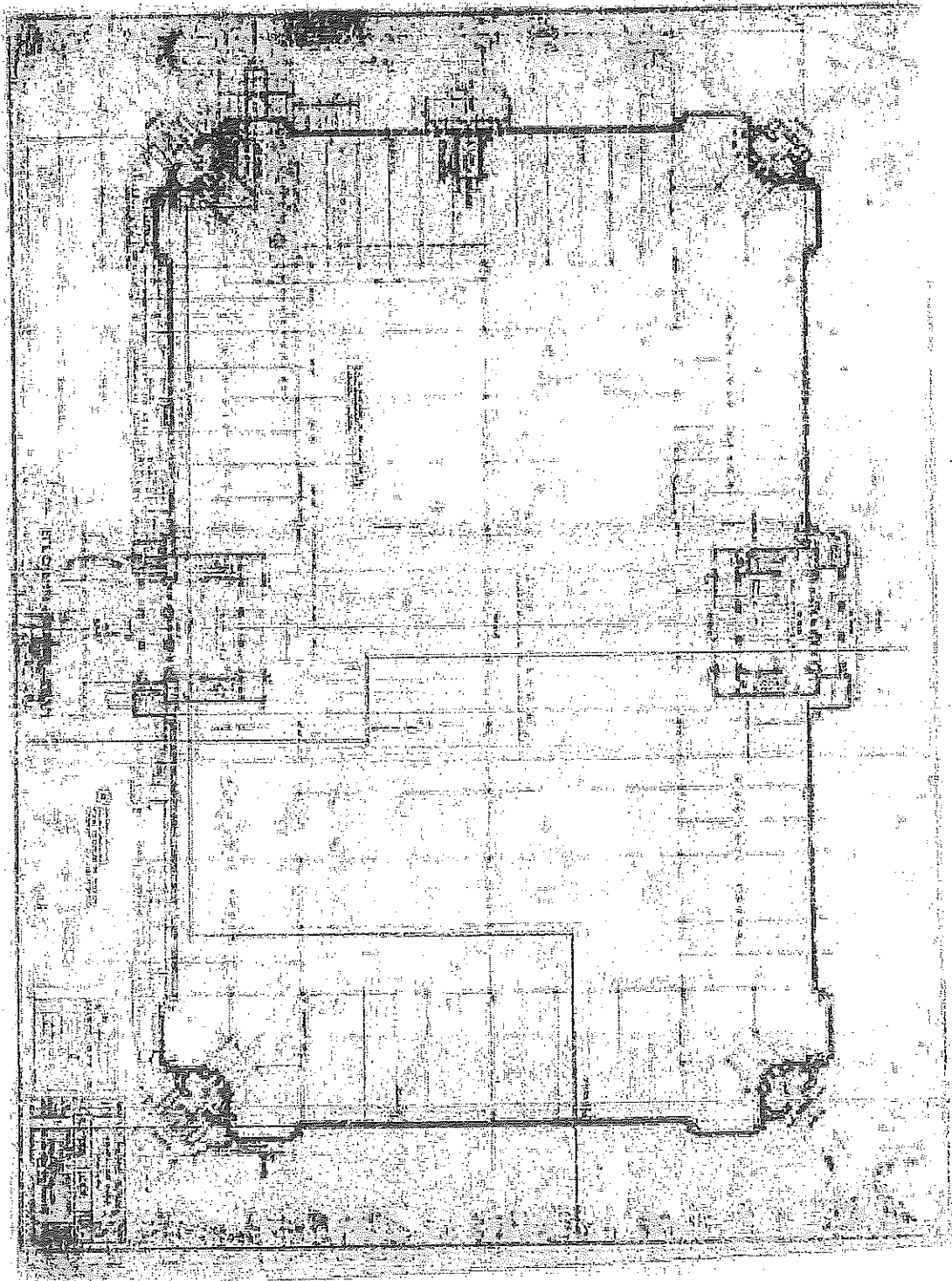
Schematic Design Report, June 2007, NORR Architects

Discussions with NORR Limited; Architects and Engineers, July 2007.

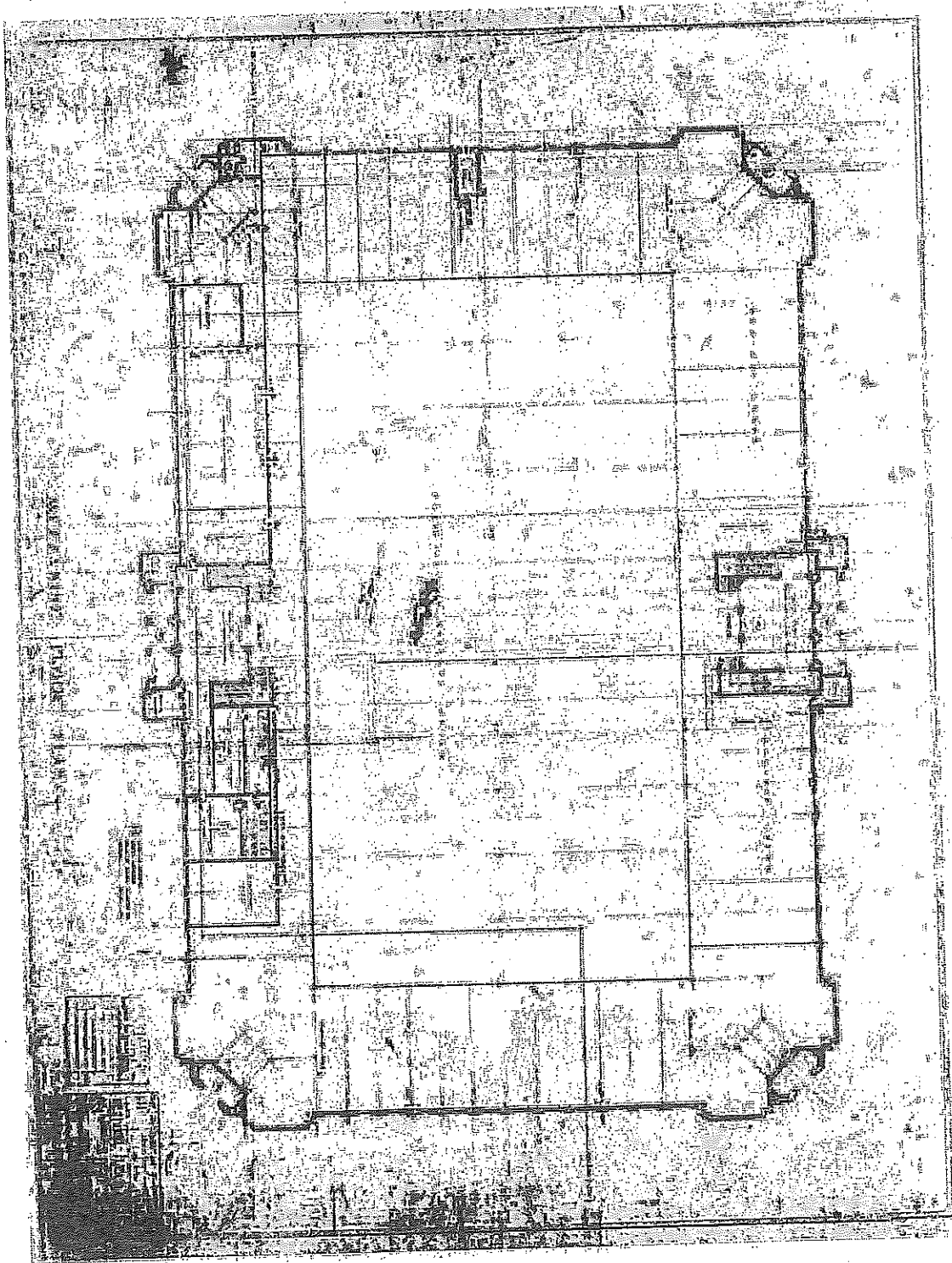
Discussions with Exhibition Place, September 2007

APPENDICES

APPENDIX I: ORIGINAL FLOOR PLANS



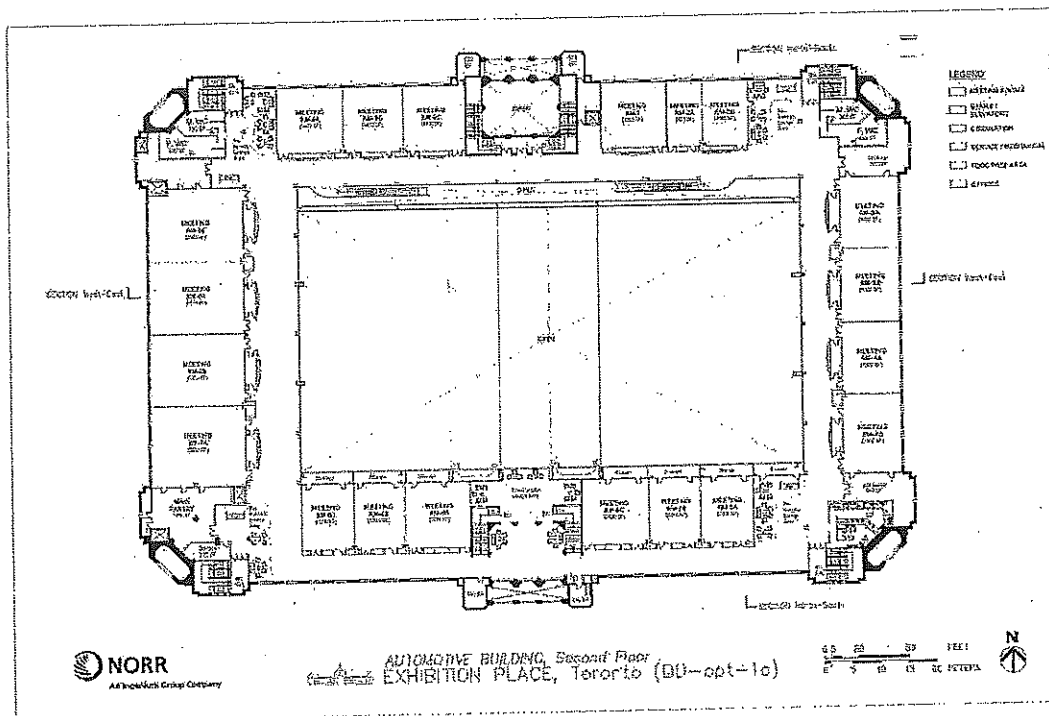
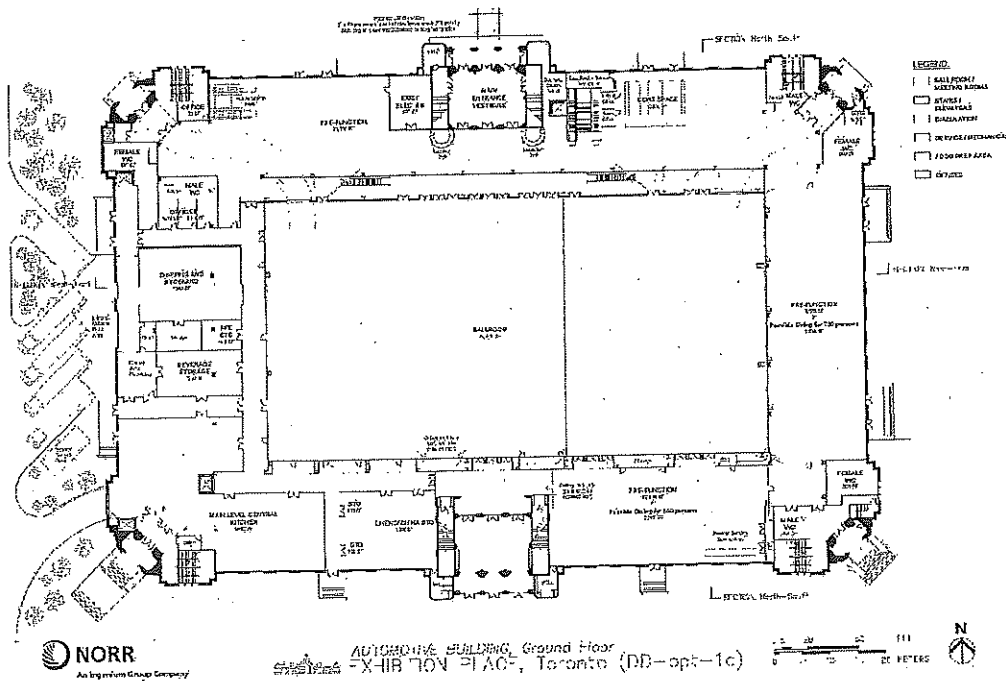
First Floor Plan, 1929: D.E. Kertland

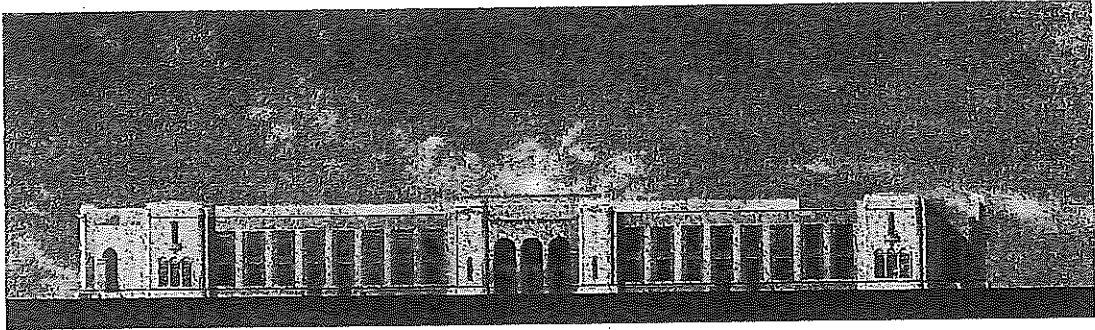


Mezzanine Plan, 1929: D.E. Kertland

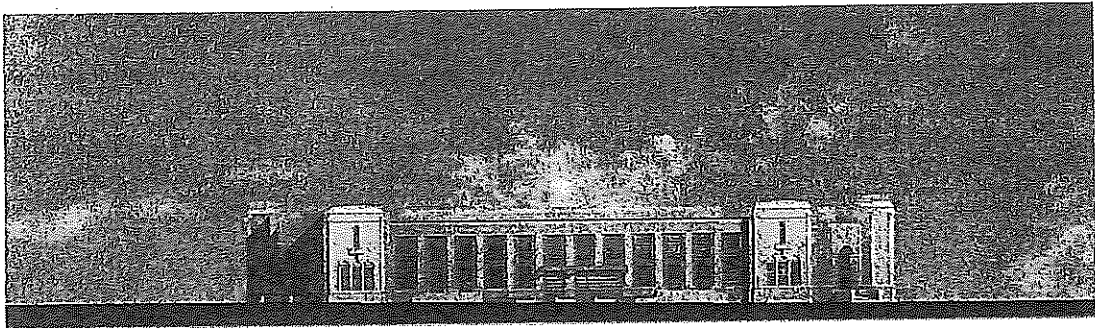
APPENDIX II: PROPOSAL SCHEMATICS

(All images supplied by NORR Architects)

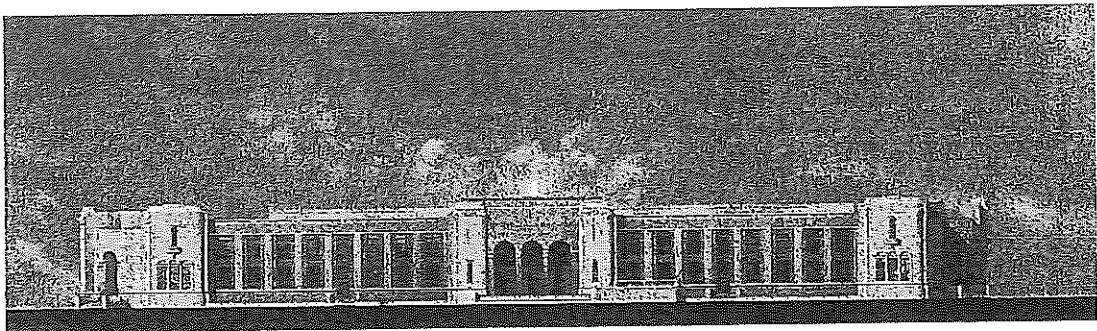




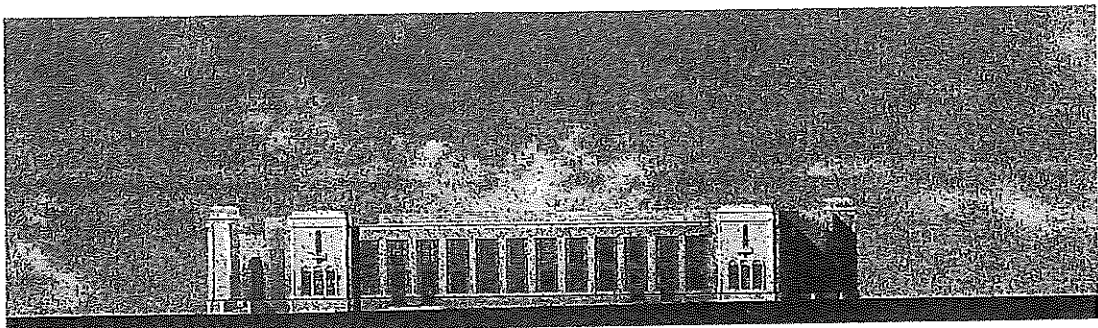
North elevation



West elevation



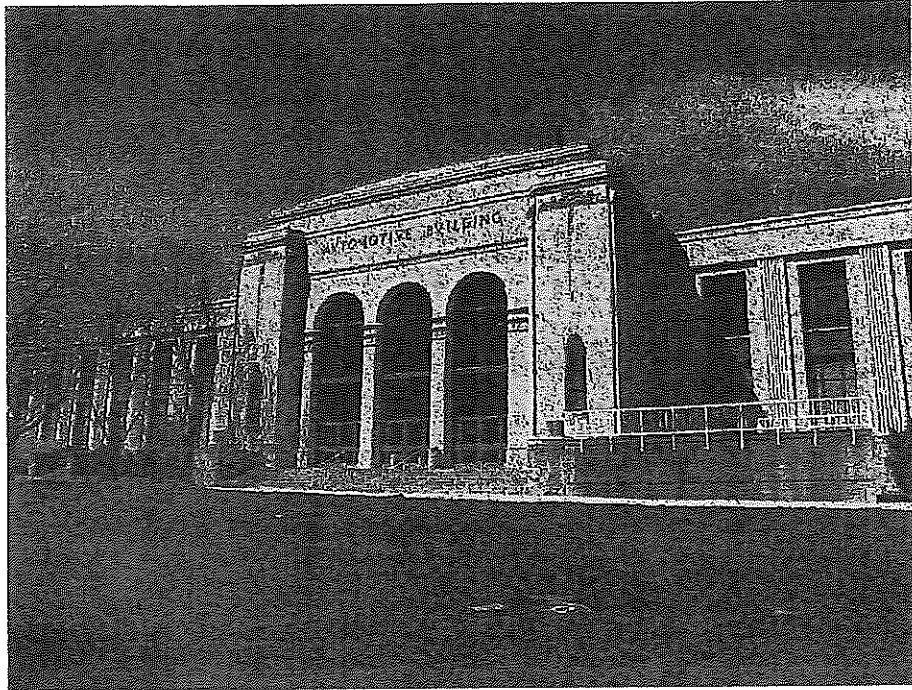
South elevation



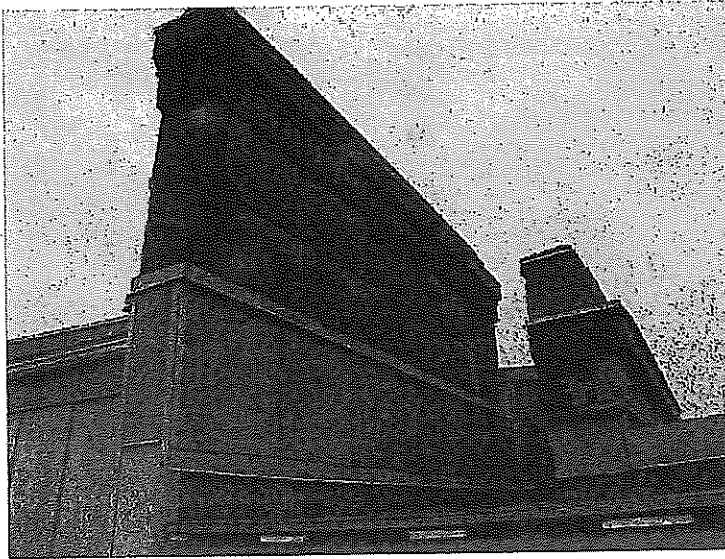
East elevation

APPENDIX III: EXISTING CONDITIONS

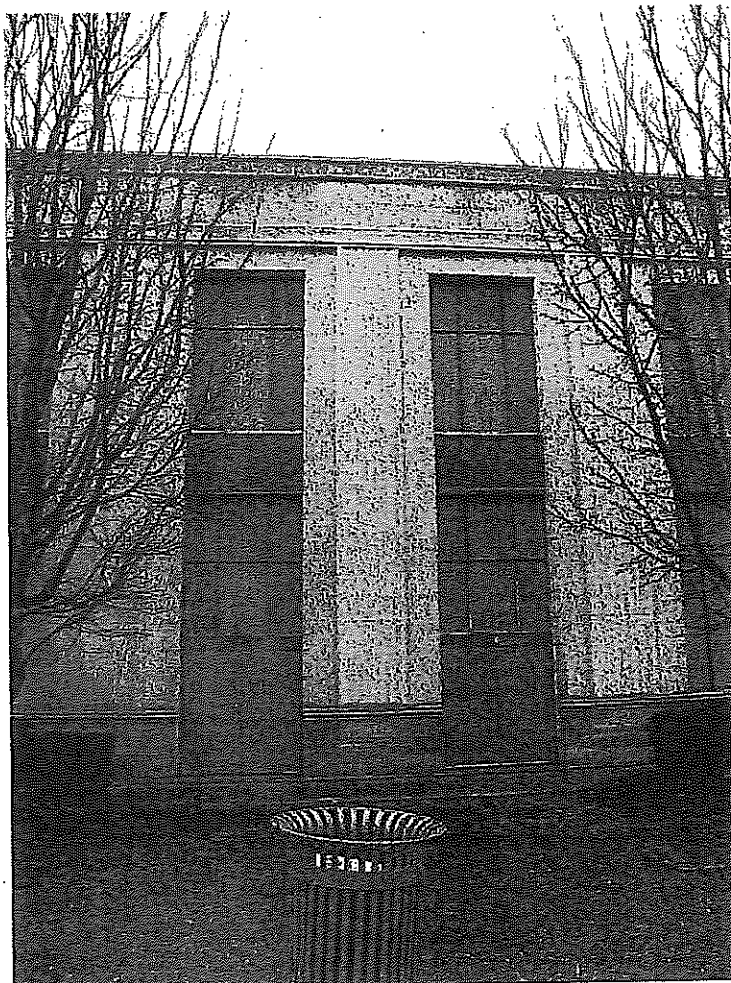
(All images – André Scheinman)



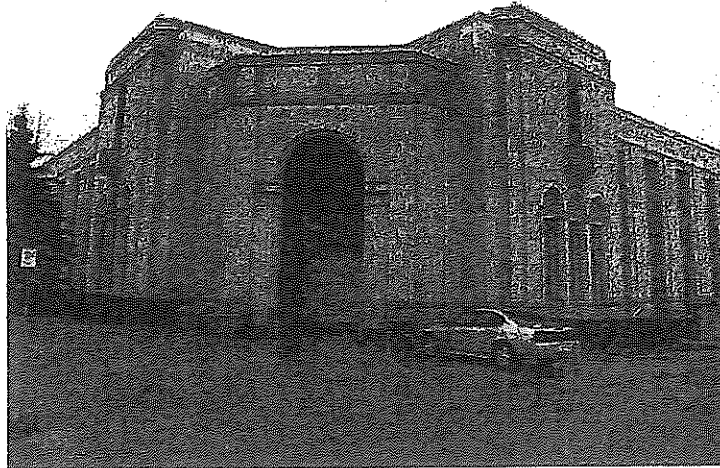
North (below) and south monumental entrances



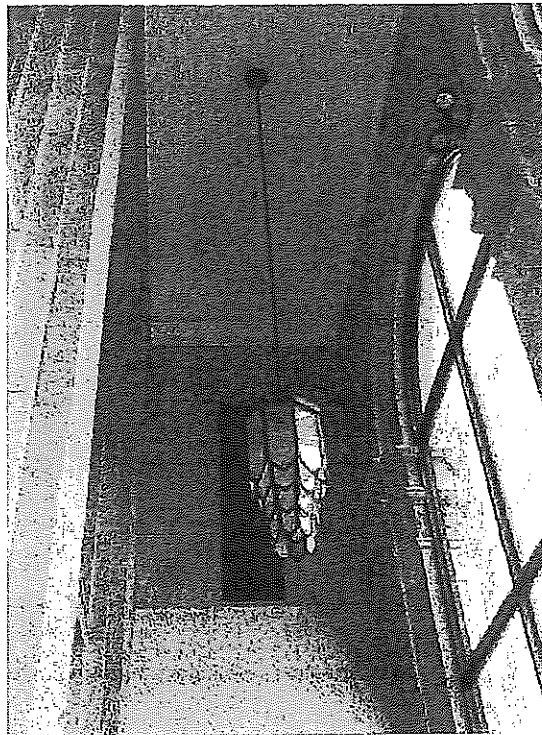
Masonry condition at parapet



Typical condition at openings



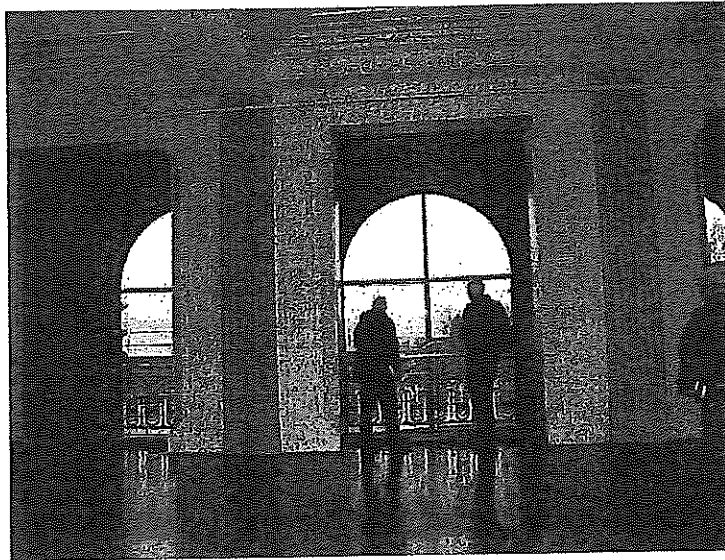
Corner treatment



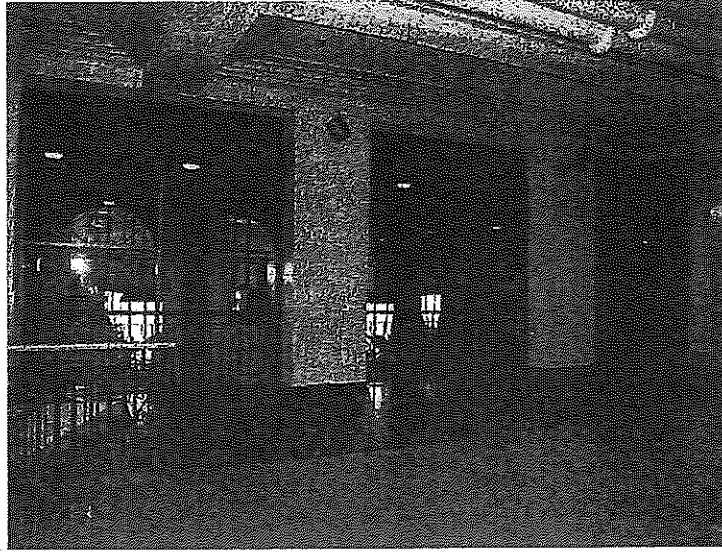
Original art deco fixture at vestibule



Looking south upon entering ballroom



Mezzanine Details at Lobby



Mezzanine Details at staircases



Original brick exposed at corner bays

APPENDIX IV: CHRONOLOGY OF BUILDING CHANGES

(reproduced from Asset Inventory Study, James Bailey Architect, 2005)

2.3 A CHRONOLOGY OF PAST MAINTENANCE AND UPGRADES (Evolution of the Building)

Date of Work	Scope	Consultant
1978	<p>Comprehensive Restoration (\$2.6M budget)</p> <ul style="list-style-type: none"> • Replacement of all door systems, and the addition of a number of overhead doors at an extended loading dock area. • Replacement of the original steel frame, single-glazed windows around the north and south entrances. • Reported alteration of the south façade "to coincide with the north entrance" and provide panoramic views of the lake from the mezzanine dining area. • Replacement of all the other original steel frame, single-glazed windows with a system of opaque, insulated panels. • All washrooms were renovated • Installation of two new escalators, four additional sets of stairs providing access to the mezzanine from the main floor, and one elevator at the north-west corner. • New emergency exits to meet the City of Toronto Building Code. • The construction of new, air-conditioned seminar rooms (seating approximately 200 each, but with removable walls) at the south-east corner of the mezzanine. • Portable walls at the north-west corner of the mezzanine level. 	A.M. Ingleson
1981	Conference Rooms at the south-east corner of the Mezzanine Level, upgrades to other conference rooms (??)	Herpa Enterprises Inc.
1983	Standpipe system, Emergency Generator, Panic Hardware at S.W. and S.E. exits	Chisholm, Fleming and Associates, consulting engineers
1985	West Loading Dock modifications (large, double width door), and dock canopy	Planmac Consultants Ltd.

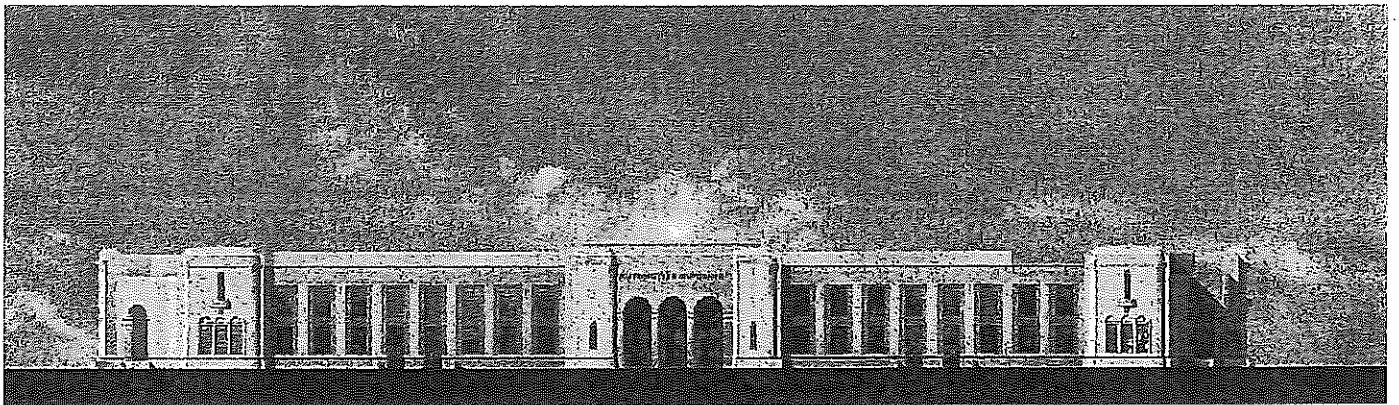
James' bailey architect July 2005 • asset inventory study • automotive building, ONE

Date of Work	Scope	Consultant
1986	Installation of a new roll-up door at the NE corner	Planmac Consultants Ltd.
1987	Floor Restoration	Planmac Consultants Ltd.
1988	Roof Drain Modifications	Chisholm, Fleming and Associates, consulting engineers
1985/96	Fire Protection Upgrades (incl. Sprinkler System)	Nadine International
1997	Tunnel link to the NTC, including escalators and hydraulic elevator	Zeidler Architect??
1999/2000	Replacement of roofing over the trussed exhibit hall structure and penthouses	CGA Roofing Consultants Ltd.
2001	Precast Panel Repair, Repointing and Refastening, restoration of the cast iron spandrel panels.	Takvor Hopyan, Architect
2003	Replacement of "flat" roof areas (roof over the mezzanine and penthouse roofs)	CGA Roofing Consultants Ltd.
2004	Retrofitting Emergency Lighting and replacement of Fire Alarm System	Nadine International
2004	Replacement of Power Bus Duct	Moon-Matz Ltd. Consulting Engineers

Heritage Elements within Conference Centre Design Attachment I

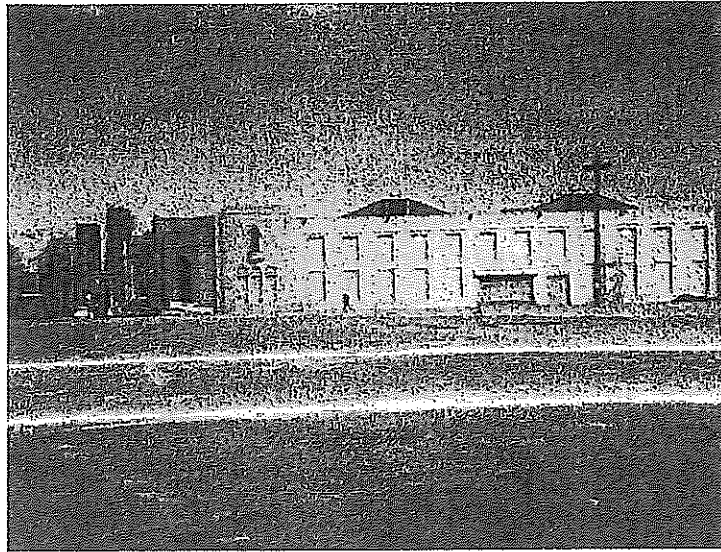


Automotive Building North Elevation Existing Status

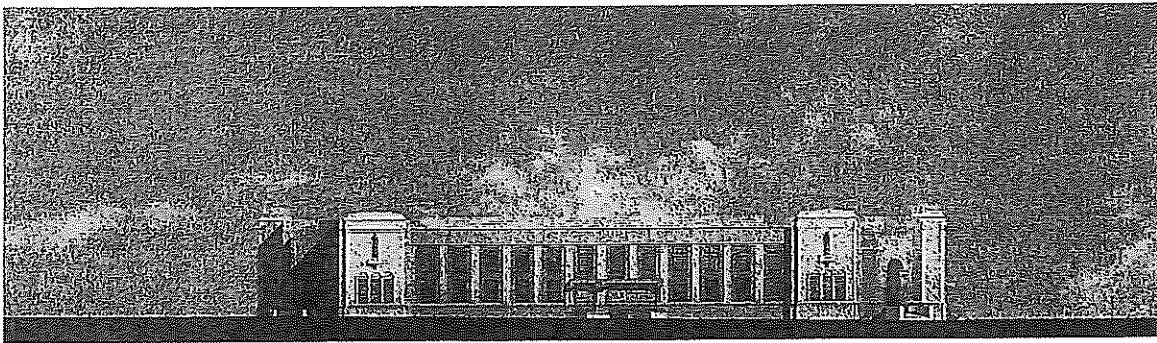


Automotive Building North Elevation Proposed New Roof Structure

Heritage Elements within Conference Centre Design Attachment I



Automotive Building West Elevation Existing Status



Automotive Building West Elevation Proposed New Roof Structure

