TORONTO

STAFF REPORT
ACTION REQUIRED

85 Laird Drive, Canadian Northern Railway Eastern Lines Locomotive Shop, Alterations to a Designated Heritage Property and Authority to Enter Into A Heritage Easement Agreement

Date:	January 27, 2011
To:	North York Community Council Toronto Preservation Board
From:	Acting Director, Policy & Research, City Planning Division
Wards:	Ward 26 - Don Valley West
Reference Number:	P:\2011\Cluster B\PLN\HPS\NYCC\February 16 2011\nyHPS01

SUMMARY

This report recommends that City Council approve proposed alterations to the designated heritage property at 85 Laird Drive, the former Canadian Northern Railway Eastern Lines Locomotive Shop (1919), and that City Council authorize the execution of a heritage easement agreement under Section 37 of the Ontario Heritage Act on the property.

The Locomotive Shop is located on the east side of Laird Drive, north of Esander Drive, and is set well back from Laird Drive. The applicant is proposing to build eight new office/retail buildings on the property. Seven buildings will be located between the Locomotive Shop and Laird Drive and one will be located directly to the north of the heritage building. The new buildings are sited to allow views into the Locomotive Shop from Laird Drive and Esander Drive and landscaping is planned to enhance the views to the heritage building. The Locomotive Shop will be restored, rehabilitated and reused as a grocery store in the commercial complex. Proposed alterations of the heritage building include a new glass vestibule on the west side and a loading dock on the east.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council approve the alterations to the heritage building at 85 Laird Drive substantially in accordance with the Heritage Impact Assessment for the Canadian Northern Railway Eastern Lines Locomotive Shop Laird Drive, revised January 12, 2011, prepared by Goldsmith Borgal and Company Ltd. Architects, and Plans A1, A2.4, and A2.8 dated December 21, 2010 prepared by Scoler Lee & Assoc. Architects, and Plans L-100, L-101, L-102, L-201 and L-202 dated January 11, 2011, prepared by Terraplan Landscape Architects Inc., on file with the Manager of Heritage Preservation Services, subject to the following conditions:

    a. Prior to the passing of Bills by Council the owner shall enter into a Heritage Easement Agreement with the City for the protection and long term maintenance of the heritage property including significant views to it, subject to the approved alterations, to the satisfaction of the Manager, Heritage Preservation Services;

    b. Prior to final site plan approval the owner shall provide the following to the satisfaction of the Manager, Heritage Preservation Services:

        (i) an as-found record of the existing building including photographs keyed to plans and elevations of all the visible exteriors and interiors;

        (ii) a comprehensive structural analysis by a qualified engineer with heritage conservation experience regarding bracing requirement(s), wind load, column loading, snow loading and primary structural member connection for the former Locomotive Shop;

        (iii) a detailed plan for structural reinforcement which considers appropriate mitigation strategies, considering the heritage features and forms and providing solutions that maintain rather than alter these features;

        (iv) a detailed Conservation Plan, for the conservation work described in the HIA prepared by a qualified heritage consultant, detailing recommended interventions and conservation work including but not restricted to: conservation of the original fabric of the monitor (clearstorey) windows and recommended removable cladding for the monitor windows that will allow the windows to be reopened in the future; phasing of the conservation work; a description of how the alterations will be reversible; a schedule of short and long term maintenance requirements; and estimated costs for all conservation and heritage interpretation work;

(v) a final landscape plan and an exterior landscape plan that enhances the heritage character and views of the south and west façades of the heritage building to the satisfaction of the Manager, Heritage Preservation Services;

(vi) a Letter of Credit, in a form and an amount satisfactory to the Chief Planner and Executive Director, City Planning Division, to secure all work included in the detailed Conservation Plan;

c. Prior to the issuance of any building permit for the heritage property located at 85 Laird Drive, including a permit for the demolition, excavation, and/or shoring of the subject property, the owner shall provide the following:

(i) building permit drawings, including specifications for heritage conservation work prepared by the Heritage Consultant to the satisfaction of the Manager, Heritage Preservation Services;

d. Prior to the release of the Letter of Credit, the owner shall:

(i) complete the heritage conservation and heritage interpretation work to the satisfaction of the Manager, Heritage Preservation Services;

(ii) provide a Letter of Substantial Completion for the heritage conservation work signed by the project architect and Heritage Consultant to the satisfaction of the Manager, Heritage Preservation Services;

(iii) submit final as-built photographs of the exterior of the heritage building at 85 Laird Drive satisfactory to the Manager, Heritage Preservation Services.

2. City Council grant authority for the execution of a Heritage Easement Agreement under Section 37 of the Ontario Heritage Act with the owners of 85 Laird Drive for the property at 85 Laird Drive.

3. The City Solicitor be authorized to introduce the necessary Bill in Council authorizing the entering into of the Heritage Easement Agreement.

Financial Impact

There are no financial implications resulting from the adoption of this report.

DECISION HISTORY

The property was the subject of an application in 2006 for zoning by-law amendment and site plan approval for development as car dealerships. In July 2006 the property was approved by City Council for inclusion on the City of Toronto Inventory of Heritage Properties (July 25, 26 and 27, 2006). At that time Council directed that the designation

of 85 Laird Drive, under the Ontario Heritage Act, be processed in conjunction with the anticipated planning application to develop the property.

Demolition of non-heritage buildings on the property west of the heritage building were approved by Heritage Preservation Services (HPS) in July 2006. By-law #855-2008 to designate the property at 85 Laird Drive was enacted on July 17, 2008.

This new application was submitted for the property on September 9, 2009 for approximately 180,000 sq. feet of retail/office space including the heritage building.

The applicant revised the proposal following a public meeting, and comments received from the Design Review Panel and City staff, and resubmitted on October 26, 2010. The current proposal is for a total of 117,650 square feet of retail/personal service/office space and includes 4,296.6 sq. feet in the existing heritage building to be used as a grocery store on the main floor and mezzanine level. New construction accounts for an additional 113,353.4 sq. feet.

ISSUE BACKGROUND

HPS staff has been working with the applicant since September 2009 to ensure that the heritage building will be conserved and enhanced by the proposed development.

COMMENTS

Reasons for Designation

The property at 85 Laird Drive is designated under Part IV of the Ontario Heritage Act for its cultural heritage value. Located on the east side of Laird Drive and overlooking Esandar Drive, the Canadian Northern Railway constructed the Locomotive Shop (1919) as part of an expansive repair facility and marshalling yard in Leaside. The Locomotive Shop is a rare surviving example of a railway building in Leaside associated with the transportation history and industrial development of the community. According to historical sources, as early as 1906 the Canadian Northern Railway had developed a standard engine house design that focused on symmetry and Classical lines (Forbes, Engine Houses and Turntables on Canadian Railways, 1850-1950, 1990, 71). The Locomotive Shop was designed to face east away from present-day Laird Drive, where large doors provided access to the service bays inside.

A location map (Attachment No. 1), photographs (Attachment No. 2) and Reasons for Designation (Attachment No. 3) are attached. The Reasons for Designation include a statement of the cultural heritage value of the property with a description of its heritage attributes.

Proposal

The applicant is proposing to build eight retail/office buildings, of similar massing, all smaller in scale than the Locomotive Shop. Only Unit 5 at the corner of Laird and Esander Drives is two-storeys. Seven of the new buildings are located in the large open area in front of the Locomotive Works. Four of the buildings front on Laird Drive with three more sited directly behind them. The new Unit 8 building is directly north of the heritage building and has been designed to be complementary to the character of the Locomotive Shop. (Attachment No. 4). The applicant proposes to use a material palate for the new construction that will include a red brick consistent with the Locomotive Shop cladding. (Attachment No. 5).

Views to the heritage building from Laird Drive will be provided between the new buildings. The primary vista is along a central boulevard in line with Lea Avenue which provides an axial view into the heritage building. Another view from Laird is provided between Units 3 and 5. Significant views of the entire west and south façades will be maintained from Esander Drive.

The heritage building will be reused by a single tenant as a grocery store, and will be preserved, with some alterations to allow for the new use (Attachment No 6).

Proposed alterations of the heritage building include the following:

- construction of a new one-storey glass enclosed entrance vestibule over three bays on the west elevation constructed of glass that will be specially coated to enhance transparency and allow views to the existing west wall
- within the vestibule, conversion of two window openings to door openings by removing the brick and sills under the windows while retaining the sides and lintels
- attachment of new signage to the west wall above the glass vestibule and across the second floor façade, consisting of a metal sign frame attached to the masonry with individual letters mounted on the frame allowing the walls and windows behind the letters of the sign to remain visible
- on the east side (formerly the “front” facing the railway tracks) construction of a new loading dock enclosure requiring the removal of a single engine door for the loading entrance. The enclosure will be located between two existing pilasters and the door removed and retained on site
- construction of the new one-storey Unit 8 building that will cover the ground floor façade of the north elevation of the heritage building and will be located one meter from the north exterior façade of the heritage building to allow for access for maintenance. Unit 8 is designed to be in-keeping with the character of the heritage building and will use red and grey brick cladding.

The applicant proposes to undertake the following heritage conservation work on the heritage building:

- repair the exterior masonry walls and window surrounds
- repair and re-use the existing windows and doors
- restore original doorways as inoperable doors
- retain the existing monitor (clearstorey) windows and replace existing covers with new removable metal siding panels

Heritage Comments

The Locomotive Shop is higher and much larger than the new buildings. It will visually dominate the site despite being located furthest from Laird Drive.

The large scale of the Locomotive Shop makes adaptive re-use challenging, however, the grocery store use should be accomplished with minor interventions. Alteration of the existing exterior will be minimal and the alterations are reversible.

The Locomotive Shop will be preserved in its entirety. Temporary coverings on the existing windows and doors will be removed and the façade restored. Important heritage attributes of the building will be conserved and restored including the existing windows, doors and masonry. The east elevation, with the exception of one bay devoted to a loading dock, will be brought back to its former prominence with the restoration of eleven large engine doors where the locomotives were once brought into the building for repairs. The south elevation facing Esander Drive will be fully restored and fully visible.

The applicant has been encouraged to restore the east facing monitor (clearstorey) windows as part of the detailed design for the grocery store. This would add to the imposing nature of the former Locomotive Shop, enhance the overall appearance of the complex and add immeasurably to the quality of the indoor space.

The applicant is proposing to provide heritage interpretation on the site with the assistance of Heritage Toronto.

The landscape plan will enhance the views to the heritage building from Laird Drive by maintaining two view corridors to the west façade and by maintaining the industrial appearance directly in front of the building. Views from Esander Drive will not be affected.

Its future rehabilitation notwithstanding, HPS staff is concerned with the over-all condition of the building. Although initially well "mothballed", it has remained vacant for many years and has been subject to graffiti, vandalism and use as an unsanctioned indoor skateboard park. The foundations have been sitting in large ponds of water and withstood freeze-thaw cycles for several years. The HIA rates their condition as "fair to poor". The water should be removed from the site and drainage improved as soon as possible. The

masonry walls, roof, windows and doors should also be conserved as soon as possible to arrest further deterioration.

In 2006 an engineering report indicated a structural concern that the north and south walls have an extensive amount of fenestration and lack proper bracing. A comprehensive structural analysis should be undertaken as soon as possible.

CONTACT

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SIGNATURE

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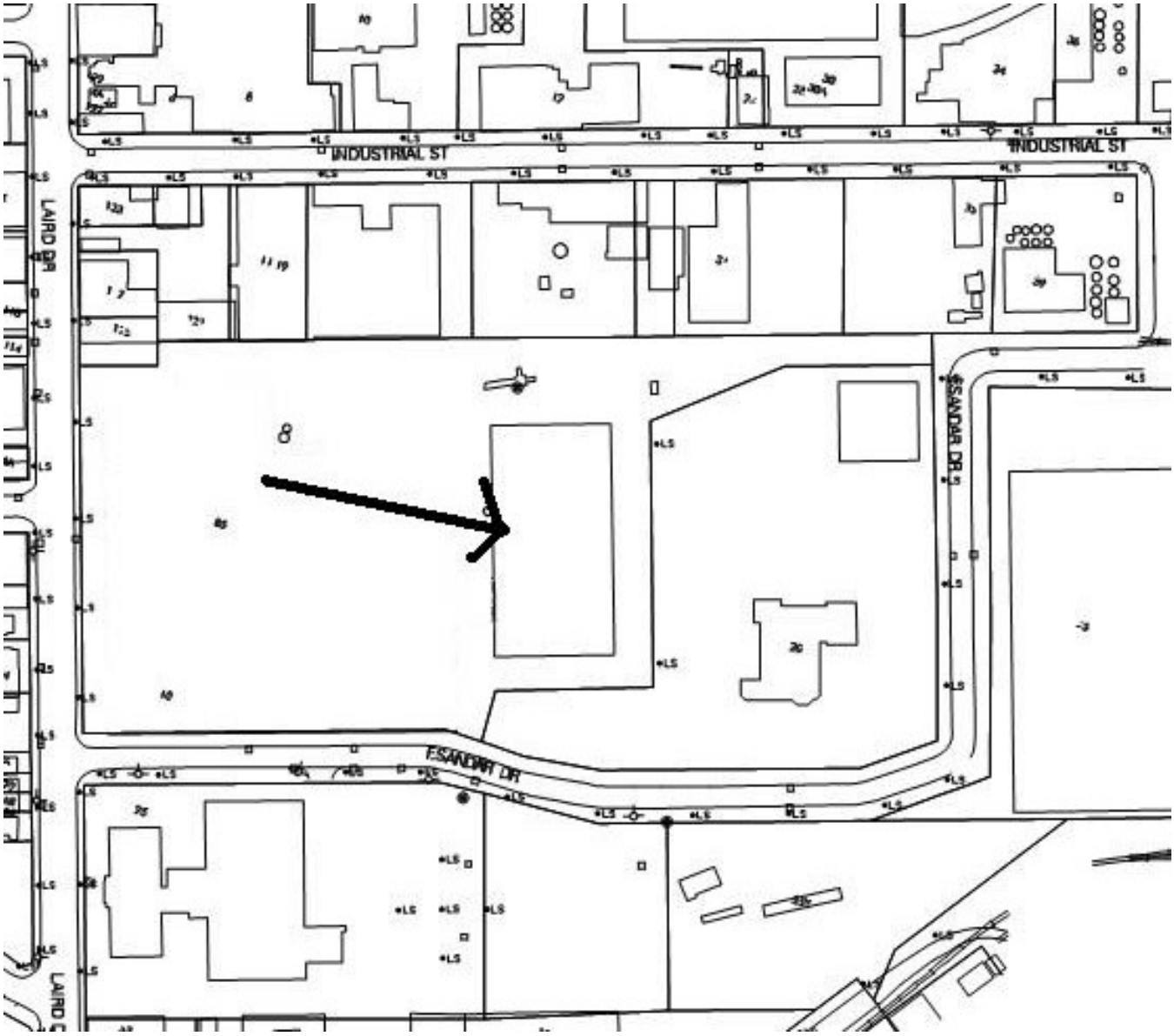
Kerri A. Voumvakis, Acting Director
Policy and Research
City Planning Division

ATTACHMENTS

Attachment No. 1 – Location Plan
Attachment No. 2 – Photographs
Attachment No. 3 – Reasons for Designation
Attachment No. 4 – Site Plan
Attachment No. 5 – Proposed Development
Attachment No. 6 – Conservation and Alteration Plans

LOCATION MAP: 85 LAIRD DRIVE ATTACHMENT NO. 1

Eglinton Avenue East is four streets to the north



This location map is for information purposes only; the exact boundaries of the property are not shown.



East façade of 85 Laird Drive



View of the south façade facing Esandar Drive



West façade of 85 Laird Drive



Historic photo of South and West Façades of 85 Laird Drive

Canadian Northern Railway Eastern Lines Locomotive Shop

Description

The property at 85 Laird Drive is worthy of designation under Part IV of the Ontario Heritage Act for its cultural heritage value, and meets the criteria for municipal designation prescribed by the Province of Ontario under the three categories of design, historical and contextual value. Located on the east side of Laird Drive and overlooking Esandar Drive, the Canadian Northern Railway constructed the Locomotive Shop (1919) as part of an expansive repair facility and marshalling yard in Leaside. The property at 85 Laird Drive was included on the City of Toronto Inventory of Heritage Properties in 2006.

Statement of Cultural Heritage Value

The Locomotive Shop has design value as a surviving example of a railway building in Leaside. According to historical sources, as early as 1906 the Canadian Northern Railway had developed a standard engine house design that focused on symmetry and Classical lines (Forbes, Engine Houses and Turntables on Canadian Railways, 1850-1950, 1990, 71). The Locomotive Shop was designed to face east away from present-day Laird Drive, where large doors provided access to the service bays inside. Along with the Locomotive Shop, a building identified as the Canadian Northern Railway's former freight offices survives on the south side of Esandar Drive where it is recognized on the City's heritage inventory.

Historically, the Locomotive Shop is linked to the development of the Town of Leaside. The area southeast of present-day Eglinton Avenue East and Bayview Avenue was originally farmed by William Lea in the mid 19th century. The railway arrived in the late 1870s and, by 1894, a station was established at "Leaside Junction." After its incorporation in 1899, the Canadian Northern Railway acquired substantial holdings in Leaside as the location of the repair shop and marshalling yard for its eastern lines. In 1912, the company commissioned the notable landscape architect, Frederick Todd, to lay out a model town in Leaside. Monies from the sale of building lots were intended to finance its local facilities. Faced with stiff competition in eastern Canada, the Canadian Northern Railway concentrated on its western routes to open the country's second transcontinental railway before becoming a component of the publicly-owned Canadian National Railways in 1918. The Locomotive Shop was completed the following year.

While the community was incorporated as the Town of Leaside in 1912, its residential and industrial development began in earnest during the 1930s, with Laird Drive north of the railway line as the centre for manufacturers. Beginning in 1936, portions of the Canadian Northern Railway's former property in Leaside were acquired by E. S. & A.

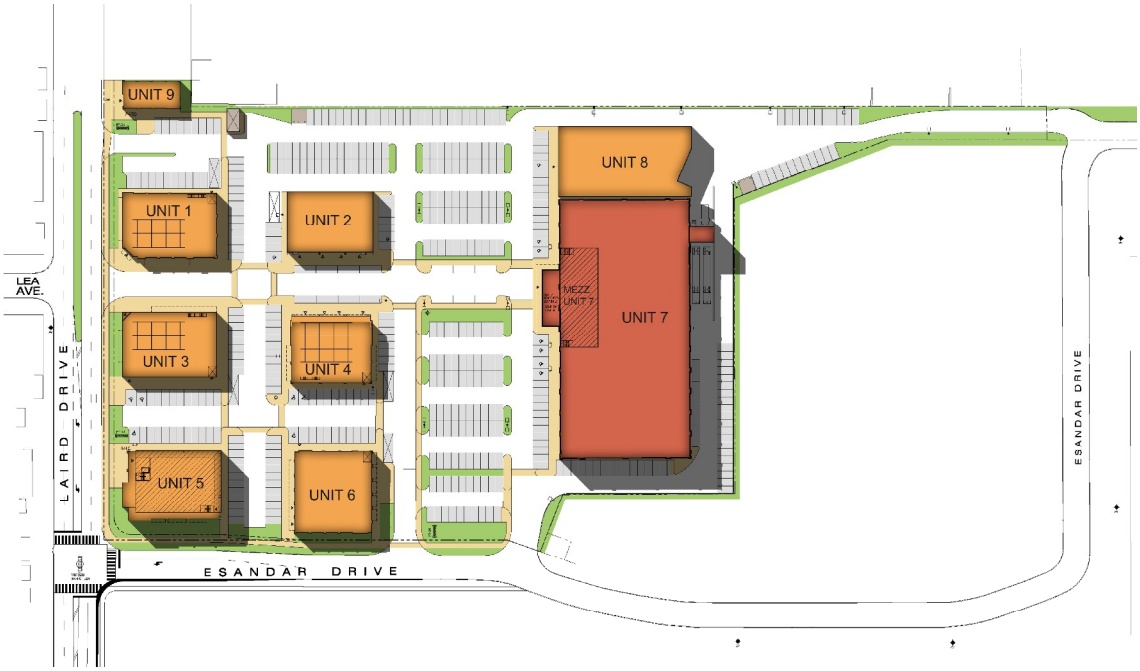
Robinson, a company based in Bristol, England that produced packaging materials and purportedly launched its Canadian operation in Toronto in 1932. The former locomotive shop became part of E. S. & A. Robinson's factory complex on Laird Drive that was first recorded in the city directories in 1941. The company retained the property until 1954. The Locomotive Shop is an important historical reminder of the industrial development of Leaside from its origins as a railway junction.

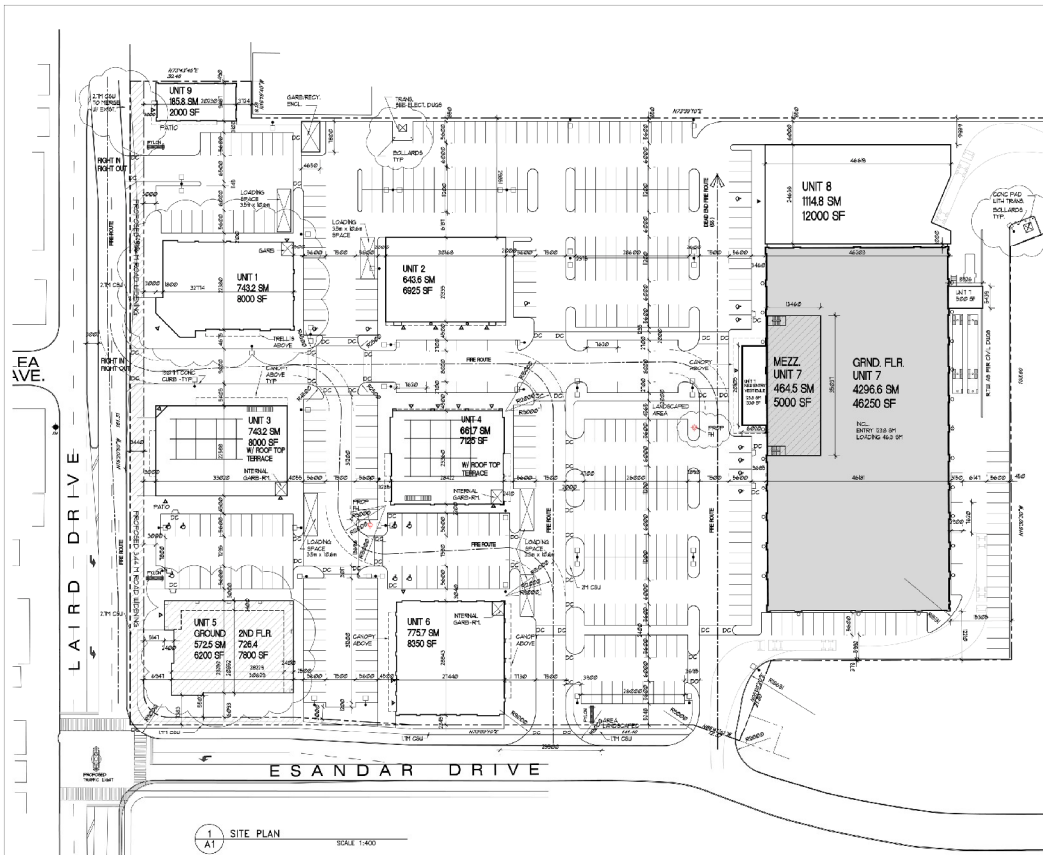
Contextually, the property at 85 Laird Drive contributes to the character of the industrial sector of Leaside where the former Durant Motors Office Building (1928) at #150 Laird and the Pease Foundry Company Building (1951) at #211 Laird have been identified for inclusion on the City's heritage inventory.

Heritage Attributes

The heritage attributes of the Locomotive Shop related to its design and contextual value as a surviving example of a building associated with both the transportation history and industrial development of Leaside are found on the exterior walls and roof, consisting of:

- The two-storey rectangular-shaped plan under a flat roof with coping and two glazed monitors
- The red brick cladding with brick and artificial stone trim
- The organization of the south façade facing Esandar Drive into 11 bays divided by brick piers, with a stepped parapet that conceals the roof monitors
- The detailing of the south façade, with segmental-arched window openings with brick and stone trim and an entrance beneath a lintel (this opening has been altered)
- The regularly placed openings along the east and west elevations


UNIT 9
UNIT 1
UNIT 2
UNIT 8
UNIT 7
MEZZ UNIT 7
UNIT 3
UNIT 4
UNIT 5
UNIT 6
LEA AVE.
LAIRD DRIVE
ESANDAR DRIVE
ESANDAR DRIVE

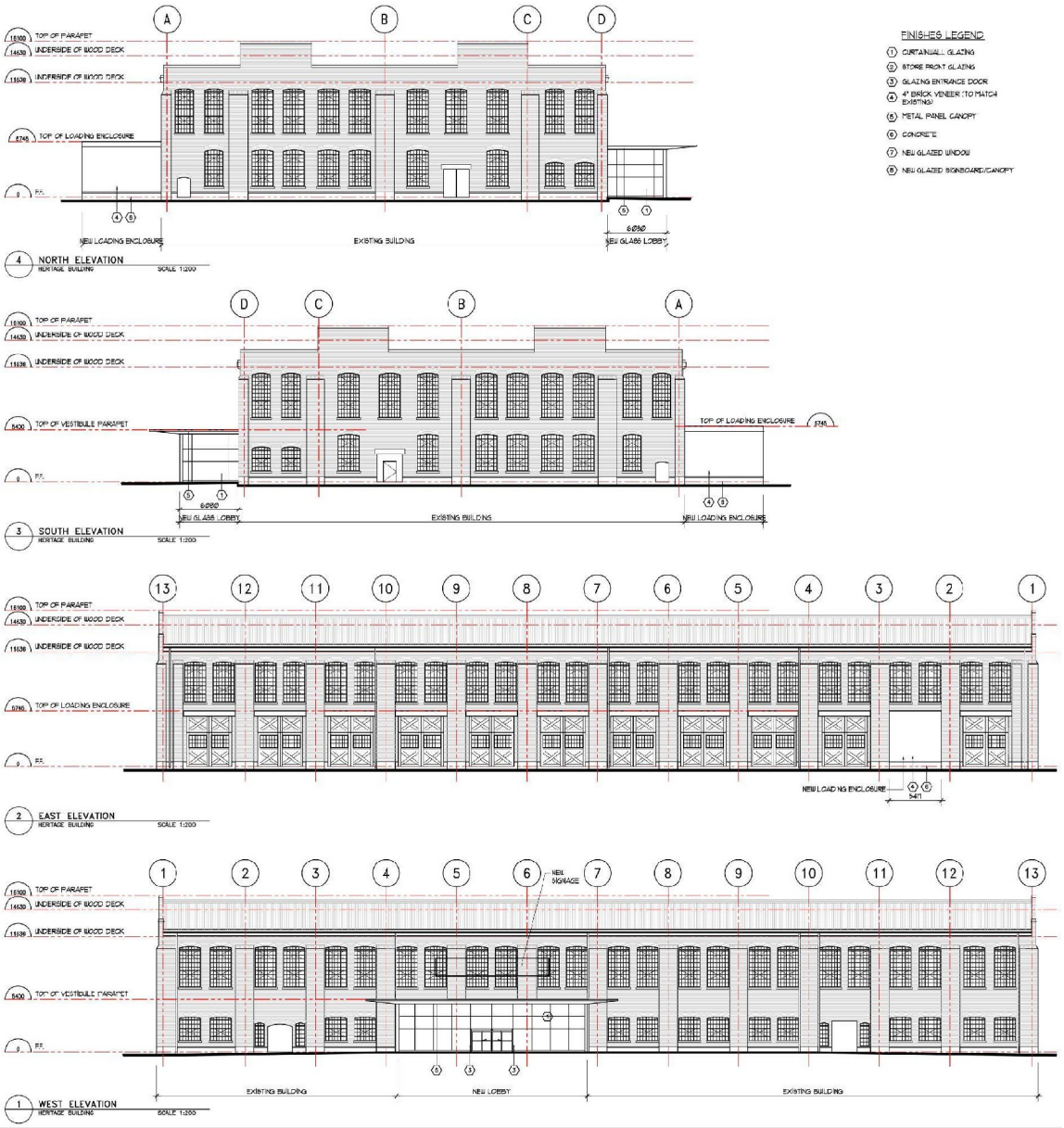

UNIT 9
1658 SM
2000 SF
UNIT 1
743.2 SM
8000 SF
UNIT 2
643.6 SM
6925 SF
UNIT 8
1114.8 SM
12000 SF
MEZZ. UNIT 7
464.5 SM
5000 SF
GRND. FLR. UNIT 7
4296.6 SM
46250 SF
UNIT 3
743.2 SM
8000 SF
W/ ROOF TOP TERRACE
UNIT 4
667 SM
7125 SF
W/ ROOF TOP TERRACE
UNIT 5
GROUND
572.5 SM
6200 SF
2ND FLR.
726.4
7800 SF
UNIT 6
775.7 SM
8350 SF
LAIRD DRIVE
ESANDAR DRIVE
SITE PLAN

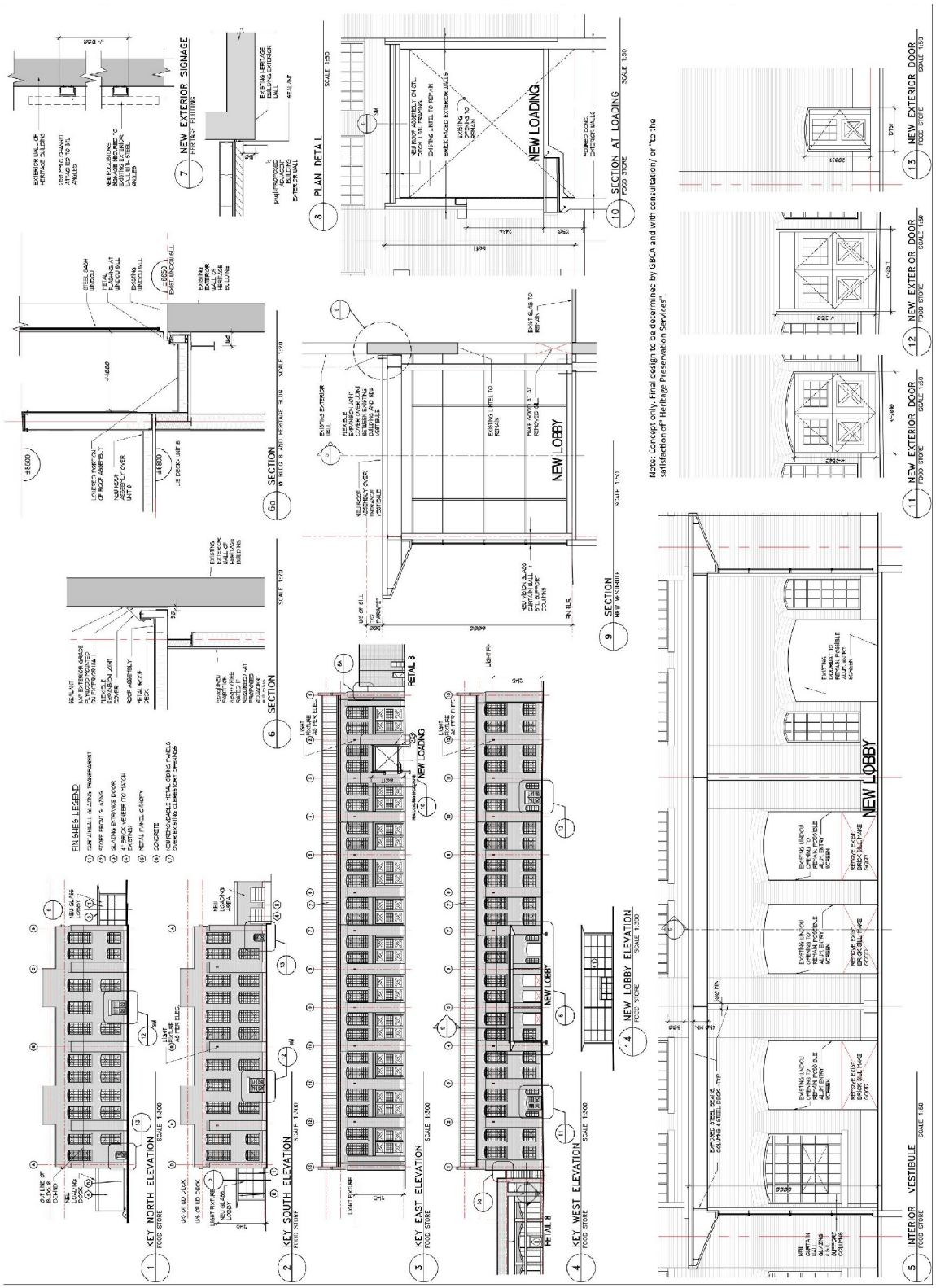
PROPOSED DEVELOPMENT: 85 LAIRD DRIVE ATTACHMENT NO. 5








FINISHES LEGEND
1 CURTAINWALL GLAZING
2 STORE FRONT GLAZING
3 GLAZING ENTRANCE DOOR
4 4" BRICK VENEER (TO MATCH EXISTING)
5 METAL PANEL CANOPY
6 CONCRETE
7 NEW GLAZED WINDOW
8 NEW GLAZED SIGNBOARD/CANOPY
TOP OF PARAPET
UNDERSIDE OF WOOD DECK
TOP OF LOADING ENCLOSURE
TOP OF VESTIBULE PARAPET
NEW LOADING ENCLOSURE
EXISTING BUILDING
NEW GLASS LOBBY
NEW SIGNAGE
NEW LOBBY
4 NORTH ELEVATION
HERITAGE BUILDING
SCALE 1:200
3 SOUTH ELEVATION
HERITAGE BUILDING
SCALE 1:200
2 EAST ELEVATION
HERITAGE BUILDING
SCALE 1:200
1 WEST ELEVATION
HERITAGE BUILDING
SCALE 1:200


KEY NORTH ELEVATION
KEY SOUTH ELEVATION
KEY EAST ELEVATION
KEY WEST ELEVATION
NEW LOBBY ELEVATION
INTERIOR VESTIBULE
NEW LOBBY
NEW LOADING
SECTION
PLAN DETAIL
SECTION AT LOADING
NEW EXTERIOR SIGNAGE
NEW EXTERIOR DOOR
FINISHES LEGEND
Note: Concept only. Final design to be determined by GBCA and with consultation/ or "to the satisfaction of" Heritage Preservation Services"