

2150 LAKE SHORE HERITAGE IMPACT ASSESSMENT

2150 - 2194 - LAKE SHORE
BOULEVARD WEST
23 PARK LAWN ROAD
TORONTO

CPPIB Park Lawn Canada Inc
FCR (Park Lawn) LP



1957 aerial photograph of the Site and surroundings (City of Toronto Archives, annotated by ERA).

Project # 17-290-03
Prepared by PE / SI / EA / RL

COVER PAGE: 2150 Lake Shore Boulevard
West (ERA 2019).

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EXECUTIVE SUMMARY

Background

This Heritage Impact Assessment (HIA) has been prepared as a component of an Official Plan Amendment (OPA) application for the properties at 2150 Lake Shore Boulevard West (also municipally known as 23 Park Lawn Road) and 2194 Lake Shore Boulevard West (“the Site”). The OPA supports the redevelopment of the Site as illustrated by the Master Plan, which has been filed to inform the City of Toronto’s development of a Secondary Plan for the area.

Cultural Heritage Value

This HIA finds that the Site carries the following elements of cultural heritage value:

- Design value associated with the existing commercial bank building at 2194 Lake Shore Boulevard West;
- Association with Christie, Brown & Co., a significant institution in the Humber Bay community;
- Association with broader themes of Toronto’s waterfront history: industrial production, and leisure, recreation and public use;
- A physical, visual, functional and historical relationship to the key transportation routes adjacent to the site: the Gardiner Expressway, the Canadian National Rail corridor, and Lake Shore Boulevard West; and,
- Landmark value via the Christie Water Tower.

While there are some remnant physical heritage attributes that convey this value, much of the historic built form has been lost. Other elements of value are intangible, and cannot be conveyed through building conservation strategies.

Proposed Development: The Master Plan

The proposed Master Plan for the Site and surroundings includes the establishment of new roadways, a plan for 15 new high-rise buildings, three new public squares, and a commemorative neighbourhood park, within which the Christie Water Tower is proposed to be conserved. The commercial bank building at 2194 Lake Shore Boulevard West is proposed to be replaced with a landmark gateway building at the northeast corner of Park Lawn and Lake Shore.

The Master Plan responds to planned components of the City’s upcoming Secondary Plan, which include a new GO transit station on Site, and a major new relief road for the Gardiner Expressway which would run along the Site’s north edge. The infrastructural work for the construction of the relief road will necessitate the temporary removal of the Christie Water Tower and the regrading of the Site.

Conservation Strategy

Because the Site’s cultural heritage value is largely intangible, ERA’s recommended conservation approach is the development of a robust interpretation program for the Master Plan Site. The interpretation program would be intended to communicate the Site’s intangible cultural heritage value, through the use of diverse media on and off the Site.

The Christie Water Tower is proposed to be retained, relocated and incorporated into a planned neighbourhood park as a key component of the Site’s interpretation program.

Impact mitigation strategies will ensure that the Christie Water Tower retains its visibility from the Gardiner Expressway and CN Rail corridor, and its prominence as a landmark industrial projection along Toronto’s waterside regional transportation routes.

Site-Wide Interpretation Program

The interpretation program would use various media (e.g. sculptural art pieces, sidewalk inlays, panels, murals, oral history projects, interpretive public realm design) to convey the stories of the Site’s four key historical themes:

- Natural systems and resources;
- Key transportation routes;
- Industrial production and employment on site; and,
- Leisure, recreation and public uses on the waterfront.

Ideas for interpretation program elements are explored in Section 8.1.2 of the HIA. Collaboration between the proponent, the City of Toronto and local community members will be necessary in order to implement the interpretation program.

Recommendations

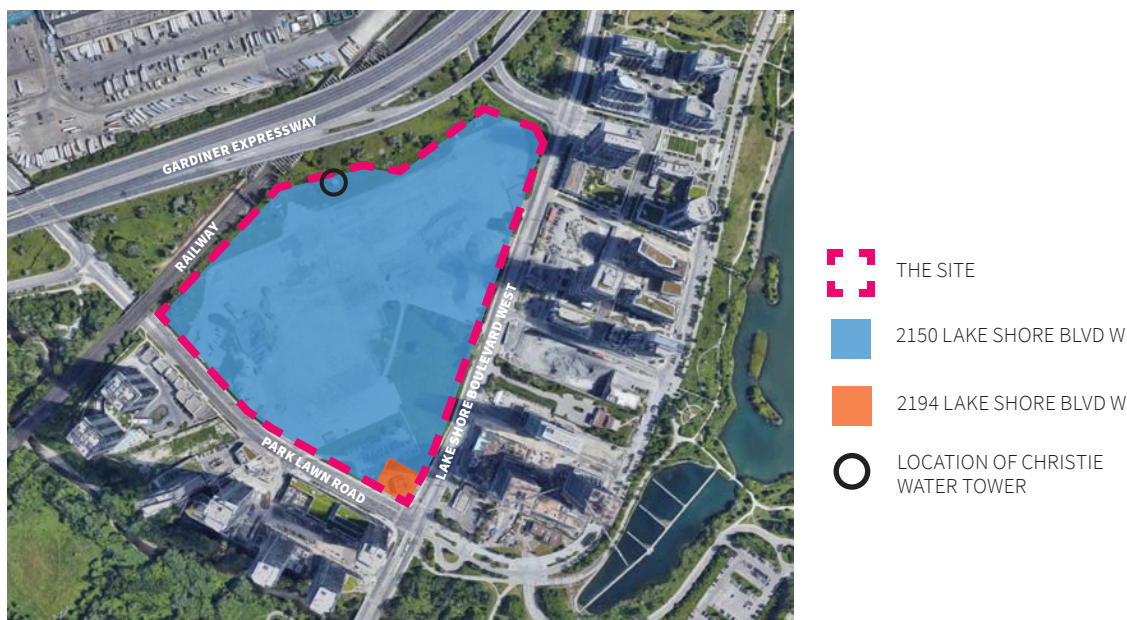
ERA recommends that this HIA be followed by four subsequent studies/plans:

- A view study to better understand the Christie Water Tower’s landmark quality and visibility along the Gardiner Expressway, to ensure that its proposed relocation will conserve its heritage attributes;
- A Conservation Plan specific to the Christie Water Tower; and,
- An Interpretation Plan outlining specific on- and off-site interpretation strategies, with reference to all four of the Site’s historic themes.

1 INTRODUCTION

1.1 Scope of the Report

ERA Architects Inc. (ERA) have been retained by the owner to act as a heritage consultant for the Master Plan being developed for the properties at 2150 Lake Shore Boulevard West and 2194 Lake Shore Boulevard West (“the Site”), and their surroundings.



The Site and properties within it, overlaid onto a contemporary aerial photograph (Google Maps, annotated by ERA).

The purpose of an HIA, according to the City of Toronto’s HIA Terms of Reference, is to evaluate the proposed development in relation to cultural heritage resources and recommend an approach to the conservation of the heritage value of these resources.

This HIA evaluates the Master Plan in relation to the Site’s cultural heritage value and any heritage attributes that convey that value.

This report was prepared with reference to the following:

- City of Toronto Terms of Reference for Heritage Impact Assessments (2010);
- Ontario Regulation 9/06 Criteria for Determining Cultural Heritage Value or Interest;
- Ontario Heritage Tool Kit;
- Parks Canada’s Standards and Guidelines for the Conservation of Historic Places in Canada (2010);
- Provincial Policy Statement (2014); and,
- City of Toronto Official Plan (2015).

1.2 Site Description and Context

The Site comprises the majority of the area bounded by Park Lawn Road (west), Lake Shore Boulevard West (south), the Canadian National Rail corridor (north), and by on-and-off ramps for the Gardiner Expressway (northeast). The Site is comprised of two properties: 2150 and 2194 Lake Shore Boulevard West.

There are currently two structures on Site:

- The Christie Water Tower, at 2150 Lake Shore's north edge, a remnant industrial artefact from the demolished Christie Lakeshore Bakery; and,
- A BMO Bank of Montreal branch in a single-storey commercial building located at 2194 Lake Shore Boulevard West, at the northeast corner of Lake Shore Boulevard West and Park Lawn Road.

The Site's immediate context consists of a range of uses, including:

- North: the Ontario Food Terminal and other low-rise commercial uses, with residential uses beyond;
- East: a highway exit route and mixed-use and residential towers;
- South: mixed-use residential towers and a waterfront trail and park;
- West: mixed-use towers.



BMO Bank of Montreal (ERA 2019).



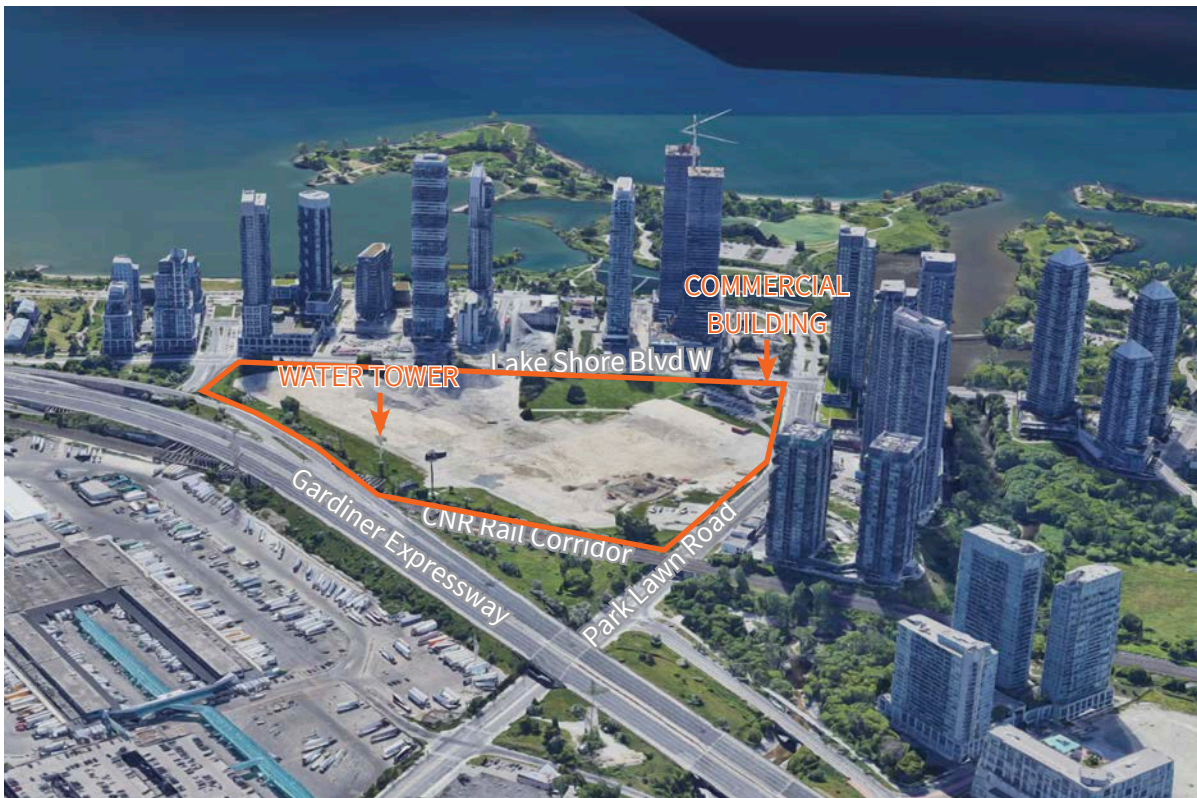
Property data map showing 2150 Lake Shore Boulevard West in blue and 2194 Lake Shore Boulevard West in orange (City of Toronto, 2014, annotated by ERA).



The Christie Water Tower (ERA 2019).



Aerial view, showing the Site in orange (Google Maps, annotated by ERA).



Axonometric view, showing the Site in orange (Google Maps, annotated by ERA).

1.3 Context Photos



Northbound view across the Site, with the Gardiner Expressway behind the Christie Water Tower (ERA, 2019).



View into the Site (right) while driving eastbound along the Gardiner Expressway (Google Streetview, 2019).



View to the Site (left) while driving westbound along the Gardiner Expressway (Google Streetview, 2019).



View of adjacent properties along Lake Shore Boulevard West, southeast of the Site (ERA, 2019).



Northward view from the corner of Park Lawn and Lake Shore of the bank building on Site at 2194 Lake Shore Boulevard West (ERA, 2019).



View of the eastern portion of 2150 Lake Shore Boulevard West and the highway exit bordering the Site, from the south side of Lake Shore Boulevard West (ERA, 2019).

1.4 Existing Heritage Status

The Site does not include any properties listed on the City of Toronto Heritage Register or designated under the *Ontario Heritage Act*.

On November 15, 2016, Etobicoke York Community Council adopted a request for City staff to evaluate the Christie Water Tower for potential inclusion on the City of Toronto's Heritage Register. No further action has been taken at this time.

1.5 Adjacent Heritage Resources

The Site is not adjacent to any properties designated under the *Ontario Heritage Act* or listed on the City of Toronto's Heritage Register.

1.6 Protected Views

Map 7A of the City of Toronto Official Plan (OP) illustrates the views from the public realm identified within Schedule 4 of the OP. Skyline views are identified in Schedule 4, and enumerated with blue arrows throughout Map 7A.

The viewpoint for 1b is adjacent to the Site. The view is described as follows:

Gardiner Expressway (eastbound) at Humber Bay Shores – Buildings, including the CN Tower, which compose the Downtown/Financial District skyline, can be viewed clearly from the eastbound lanes of the Gardiner Expressway at the bend just past Park Lawn. The view is across Jean Augustine Park and is framed by buildings in Humber Bay Shores.



Map 7A of the City of Toronto Official Plan with the Site annotated in orange (City of Toronto, annotated by ERA).

1.7 Archaeological Potential

According to the City of Toronto's archaeological mapping tool, portions of the Site have been identified to have potential for archaeological value. They are shaded in pink on the map below.



The Toronto Archaeological Potential Map with the Site outlined in orange (City of Toronto, annotated by ERA).

2 SITE HISTORY

2.1 Pre- and Early Contact History (to 1791)

Archaeological evidence suggests that Toronto has been home to indigenous peoples since at least the 15th century. An ancient indigenous trail ran south of the Site along what is now Lake Shore Boulevard West, connecting the area to a greater network of trails, including the Toronto Carrying Place on the east side of the Humber River.

To the west of the Site, the mouth of Mimico Creek was a favoured nesting ground for passenger pigeons, which may have provided an important food source for indigenous groups.

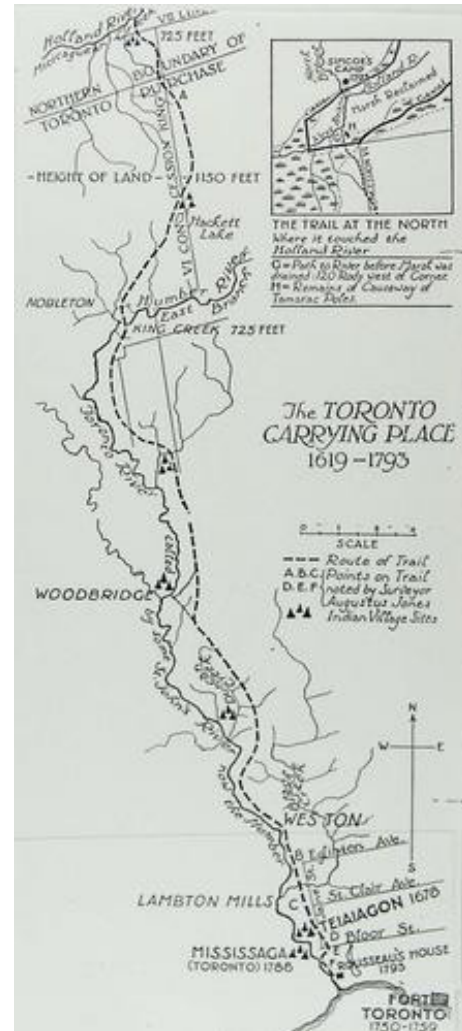
In 1787, Euro-Canadian colonial administrators signed the controversial Toronto Purchase with the Mississaugas of the Credit River, which they understood to permit permanent Euro-Canadian settlement of the area.

Shortly after the signing of the Toronto Purchase, Lieutenant-Governor John Graves Simcoe ordered the survey of the lands, dividing them into concession lots for settlers, institutions, and members of the Family Compact.

The lands north of the Site were forested with high quality timber and were reserved for the King's Mill along the Humber. In 1791, Simcoe ordered the survey of Lake Shore Boulevard West to provide a connection between lakefront settlements.



A westward view along the water's edge of the mouth of the Humber River and the waterfront beyond, circa 1870 (Toronto Public Library).



The Toronto Carrying Place Trail along the Humber River. The Site is located to the west (left) of the River, and trails passed adjacent to and through the Site to connect to the Toronto Carrying Place pictured here (C.W. Jeffreys, 1933).



An 1860s sketch of two passenger pigeons by William Pope (Toronto Public Library).

2.2 Early Subdivisions and Settlement (1791-1880s)

In 1795, Lieutenant-Governor John Graves Simcoe reserved over 4,000 acres of land in Etobicoke for settlement by members of the Queen's Rangers who had fought for the British in the recent American Revolution. The Governor hoped to secure an army proximate to York (now Toronto) in case of American invasion. Settlement was slow to develop in the area.

The Site and nearby lands were given to Dr. John Gamble, a surgeon with the Queen's Rangers. His son John William Gamble inherited the lands and in 1823 he settled on the west bank of Mimico Creek and constructed a sawmill near the present crossing of the railway bridge. The mill had limited success due to the unreliable water flow of the Mimico Creek, and Gamble relocated to Vaughan Township in 1843.

In 1855, the Toronto & Hamilton Railway was built, and served routes in southwestern Ontario. A station was constructed west of Mimico Creek. The Site was integrated into an 1850s subdivision, planned in response to the Mimico rail station, called Mimico Estates. Real estate developer J. Lukin Robinson appears to have owned the Site and surrounding lands, and began to advertise the subdivision as a commuter suburb for working class immigrants. The subdivision did not succeed as planned in the 1850s, and the Mimico Estate lots, including those on Site, were sold as larger rural parcels through the later part of the 19th century.

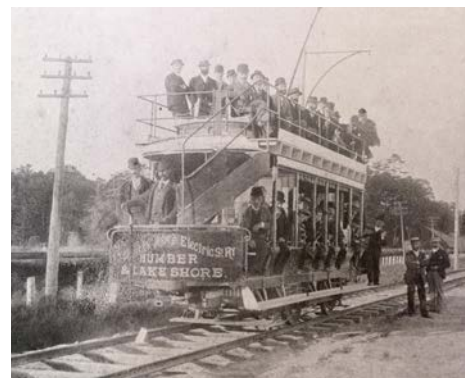
The expansion of light rail transit westward along Lake Shore Boulevard in the early 1890s fostered an awareness of the area as an accessible place, with residential, recreational and industrial potential on the Site and its surroundings.

In 1895, the Site and its area were subdivided again, creating four separate lots on Site that would remain as distinct parcels until their eventual assembly in 1946 by Christie, Brown & Co.

As locals and Toronto-based businessmen began to discover that the Site's soil composition would support brickmaking in the 1880s, rental accommodations were introduced throughout the Site. Two duplexes were established along Salisbury Avenue (today's Park Lawn Road) north of Lake Shore, and six wood-frame residences established near the Site's east end.



Plan of the Town of Mimico, 1890, by Charles Goad. Site highlighted in blue. The town lots pictured to the west would be occupied in earnest beginning in the early 1900s (City of Toronto Archives, annotated by ERA).



The Toronto & Mimico Electric Railway, later the Toronto & York Radial Railway, enabled easier access to the Site and surroundings from Toronto, and ultimately fostered its residential, recreational and industrial development (Toronto Public Library, c. 1891).

2.3 Industrial Development: Brickmaking on Site (1880s-1920)

The first known brickyard on the Site was operated by local entrepreneur George Armstrong and a Toronto-based partner, John Maloney. Operations began in the 1880s, and may have attracted the notice of brickmakers based elsewhere. Richard West, a Mimico brickmaker, purchased multiple lots in the area, and leased these lots and eventually sold them to Henry Butwell, a brickmaker based around today's Christie Pits Park. Butwell opened a Humber Bay expansion site, and sent his sons to manage and operate the yards.

The clay on the Site was mild and sandy, with the upper part burning to red brick while the lower gray coloured clay burned to white or gray brick. In a 1906 report released by the Bureau of Mines, the process of brick making on the Site was described in the following way:

“Both these clays are dug in separate heaps and allowed to slake. They are then wheeled to Martin machines, dried in an open hack yard, and are burned with wood in the ordinary way in open-shed scoved kilns.”

By 1906, the Butwell brickyard was producing 2,000,000 bricks per year and the Maloney & Armstrong brickyard was producing over 800,000. By 1913, Toronto's brickmaking Price family was attracted to the area, and purchased the lot immediately north of the railway and Site for the Price Cummings Brick Co. All three brickyards on and near the Site were partially or fully owned by Toronto residents, but operated by Humber Bay locals living on the Site's worker housing, or nearby.

The Butwell brickyard, the largest operation of the three, moved twice from its original location on Site at the intersection of Salisbury (now Park Lawn) and Lake Shore: first to a Lake Shore lot immediately east of the Site, and then to the end of Davidson Crescent, just north of the Site and rail corridor.



Butwell's Humber Bay brick yard circa 1908 (City of Toronto Archives).



Henry Butwell and employees at Butwell's brick yard circa 1908 (City of Toronto Archives).



Butwell brick kilns, likely at Davidson Crescent (n.d, Humber Bay the Way We Were: 1900-1950).

2.4 Leisure and Recreation: Motor Tourism on Site (1920s-1940s)

While tourist uses were well established east of the Site at the mouth of the Humber River as early as the 1850s, the Site itself is most closely associated with a later wave of motor tourism.

In the 1920s, a concerted effort to improve highway quality and promote automobile use ushered in a wave of motor tourism and campgrounds in southern Ontario. Lake Shore Boulevard West served as a connection between lakefront communities, and residents on the Site took notice of this new trend.

Between 1919-1921, the majority of the lands comprising the Site had been purchased by the Hydro-Electric Power Commission of Ontario (“HEPCO”). This may have been especially conducive to the establishment of camping grounds on this largely open space, the brickyards having closed between 1917-1920.

In the late 1920s, Frederick Groves was living with his family in the southernmost semi-detached unit on Site, on Salisbury Avenue (now Park Lawn Road). He established the Salisbury Camp as early as 1928, which featured cabins for motor tourists.

Early 1930s city directories also include the Homewood Tourist Camp and the Palace Cabins on the Site. In the mid-1930s, the Brown Derby Restaurant was operating on Site as a gambling joint, and local historians have recalled an underground tunnel that would allow patrons to evacuate when police visited the premises. These establishments cement the Site’s history as truly mixed-use, incorporating residential, recreational and industrial phases that often overlapped.



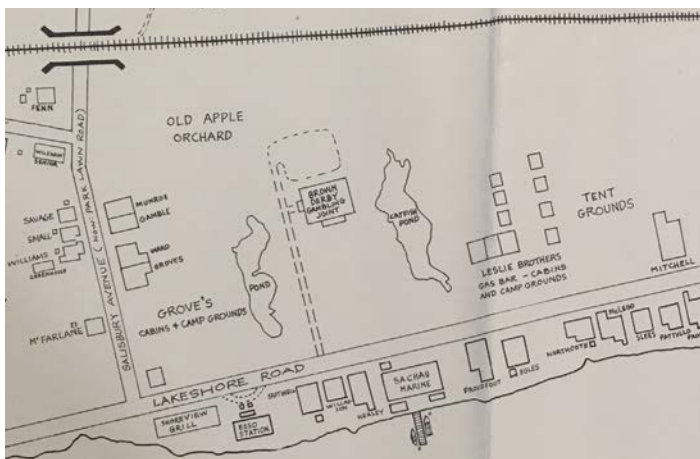
Visitors at Frederick Groves’ Salisbury Camp cabins on site in the 1920s (Courtesy of Montgomery’s Inn).



Salisbury Ave (Park Lawn Rd) entrance to Salisbury Camp off Lake Shore Road, 1928 (Toronto Archives).



In the interwar period, the waterside “motel strip” was concurrently emerging, as residents established cabins and later motor hotels on their waterfront lots (Chuckman’s Toronto Nostalgia Blog, c. 1940s).

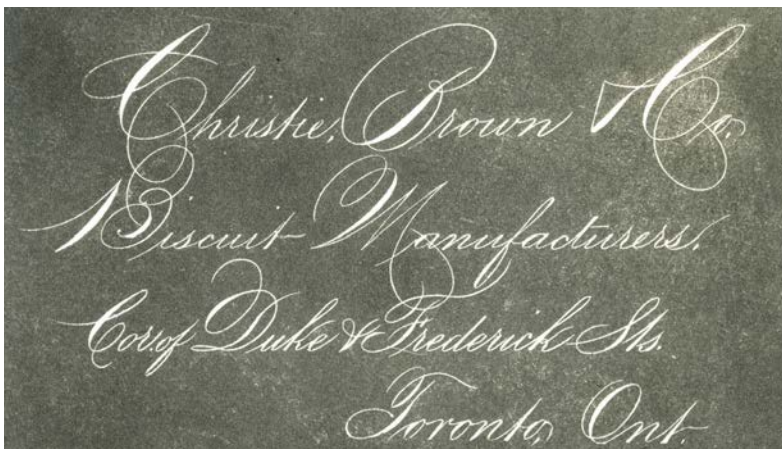


Left: A circa 1935 local history map that conveys the general use of the Site as a recreational camp ground in the interwar period (Humber Bay, the Way We Were).

2.5 Industrial Development: Christie Lakeshore Bakery (1949-2013)

In 1946, the Site was consolidated and sold to Christie, Brown & Co, an industrial confectionery with a national reputation for excellence. The company was established a century earlier when William Mellis Christie opened a bakery in downtown Toronto with his father-in-law. It expanded over the next two decades and in 1868, Christie partnered with Alexander Brown to establish Christie, Brown & Co.

In 1872-74, their operations expanded to a factory in downtown Toronto between Adelaide, Frederick, George and King Streets. By the 1880s, Christie, Brown & Co. became the largest cookie and cracker maker in Canada, with one-fifth of Toronto's bakery workers employed by the company. Christie died in 1900, and in the 1920s his family sold the company to Nabisco, which eventually merged with Kraft.



Trade card bearing the Christie Brown name (Toronto Public Library, circa 1880).



Postcard of Christie Factory at Adelaide and George Streets (Toronto Public Library, 1902).

By the 1940s, the company was looking to expand yet again. In 1946, they purchased the Site at 2150 Lake Shore Boulevard West (then 200 Lake Shore Road). The bakery would transform the Site, operating for over 60 years and employing generations of people from the area.

The new Lakeshore Bakery was built to accommodate a workforce that arrived by automobile. Designed by Toronto-based architecture firm Mathers & Haldenby, the factory was opened in 1950. It was low and expansive to easily move baked goods from production to packaging and storage. The water tower is contemporary to the factory and was painted between 1950-1982.

The factory evolved over its operative years. An addition to the southwest corner of the original factory was added by 1957 to extend production capacity. A second parking lot was also added at that time. By 1966, another addition was completed at the east of the original factory, likely to extend the storage and shipping capacity of the factory.

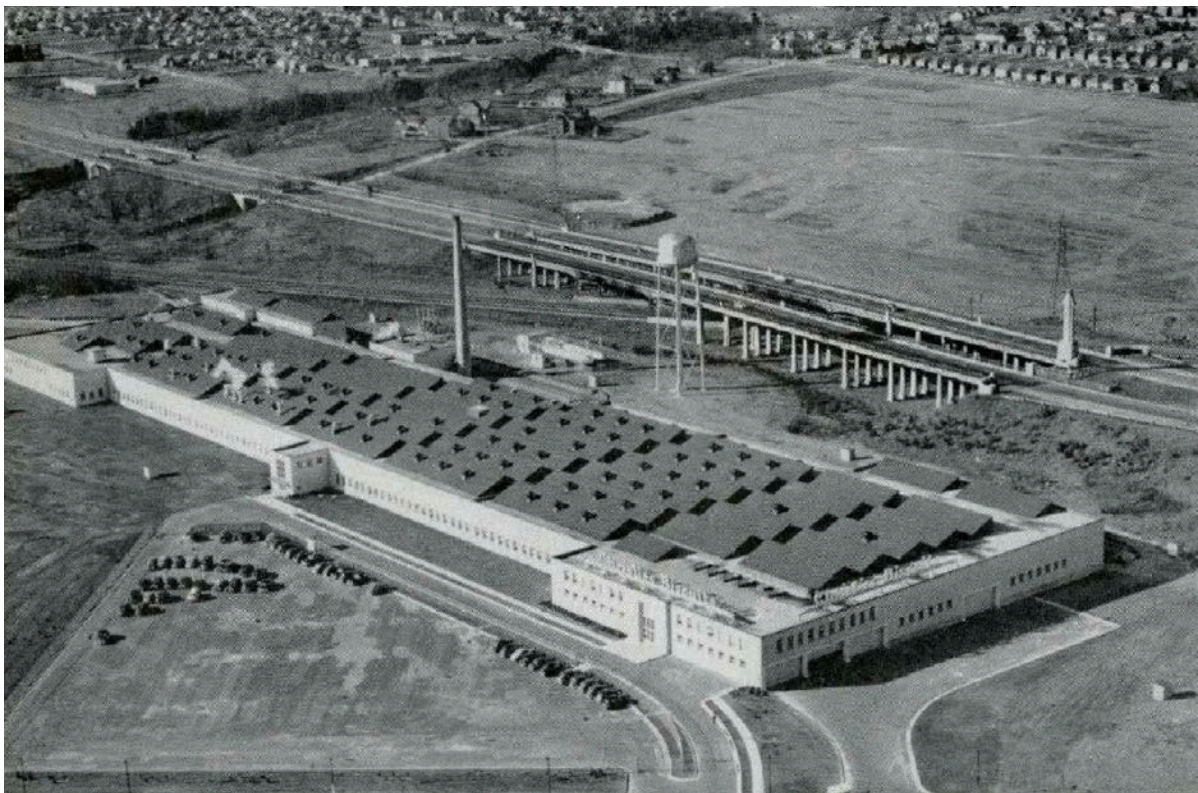
The factory remained an important source of employment for the Humber Bay community until its closure in 2012.



Photograph of the Lakeshore Bakery (Toronto Archives, c. 1950).



The production line inside the factory, where workers are making Christie Snowballs (n.d., Christie Yearbook, Toronto Archives).



Aerial photograph of the Lakeshore Bakery (RAIC Journal, Feb 1950).



CHRISTIE, BROWN AND COMPANY, LIMITED

PROUDLY ANNOUNCE THE

Official Opening

OF THEIR GREAT NEW

Lakeshore Bakery

LARGEST MOST MODERN AND
BEST EQUIPPED IN CANADA

AT 2:30 P.M. TODAY, Monday, October 2, 1950, with provincial, civic and municipal officials and other distinguished guests in attendance, the Honourable Leslie M. Frost, Premier of Ontario, will cut the ceremonial ribbon and formally declare the new bakery officially opened.

Constructed on a 25-acre site between the Queen Elizabeth Way and Lakeshore Drive, at the western entrance to Toronto, this new home of Christie's Biscuits will be the finest and most modernly equipped bakery in Canada. More than three years in the building, this huge bakery will incorporate the most scientifically perfect, most rigidly hygienic production methods known.

Freshened by constant lake breezes, the territory surrounding this great structure will be developed into a park of real beauty; a credit to the community and a fitting impression on Toronto visitors who use this western gateway by either of the main highways or by rail.

From its inception in 1853 and throughout its 97 years of service to Canadians, Christies has kept pace with Canada's steady growth and increasing prosperity. And we like to think of this, our latest and greatest investment, as a symbol of, or a living monument to, our absolute faith in Canada's future.



Guides will formally conduct groups from 'stem to stern' of our new Bakery. You will see the gleaming, spotless machines that blend, sift, chill and sear the flour . . . giant spindles and drums that mix the dough . . . rolling and cutting machines, electronically controlled travelling ovens, icing machines, miracle-like packaging machines and other precision equipment. Guides will explain each step in this amazing production line as your tour progresses.

RETAIL FOOD MERCHANTS — We realize it will not be possible for all of you to attend the open house for retailers on Tuesday, October 3rd, and we would like to issue a special invitation for you to visit us anytime. There's an old-fashioned welcome awaiting you at Christie's.

CHILDREN WILL BE INVITED LATER — We all love children; and as we expect thousands of guests on this occasion, we especially request that you should not bring small children because all machinery will be in operation and this measure is taken for their safety. Special arrangements for school organized group tours will be made later.

CHRISTIE'S BREAD LIMITED, makers of the delicious bread and cakes sold only in grocery stores, is an affiliate of Christie, Brown and Company Ltd., and shares its justifiable pride in this tremendous accomplishment.



There's a Christie biscuit for every taste

Advertisement printed in the Globe and Mail, October 2, 1950 (ProQuest Historical Newspapers Online, Toronto Public Library)

Bank of Montreal at 2194 Lake Shore Boulevard West

In 1952, a small square corner lot was severed from the Christie, Brown & Co. property, and conveyed for \$1.00 to the Bank of Montreal. The lot became 2194 Lake Shore Boulevard West, and the existing bank building was constructed that year. The building has been occupied by the Bank of Montreal since its construction.

Further research is required to confirm the building's architect. The building may have been designed by architects Mathers & Haldenby in conjunction with the Christie Lakeshore Bakery, as it bears a design relationship to the now-demolished cookie factory. The building has been occupied by the Bank of Montreal since its construction.



A contemporary northward view of the bank's south and east elevations (ERA 2019).



A 1954 view eastward along Lake Shore Boulevard West, with the bank visible in the background behind the car (Toronto Public Library).



A contemporary westward view of the bank's east elevation (ERA 2019).



A 1966 northward view from the corner of Lake Shore Boulevard West and Park Lawn Road (Chuckman's Toronto Nostalgia blog).

2.6 Waterside Residential Development: Humber Bay Shores (2000s-2010s)

The Humber Bay Shores tower neighbourhood has emerged in recent decades adjacent to the Site, to its south and east across Park Lawn Road and Lake Shore Boulevard West.

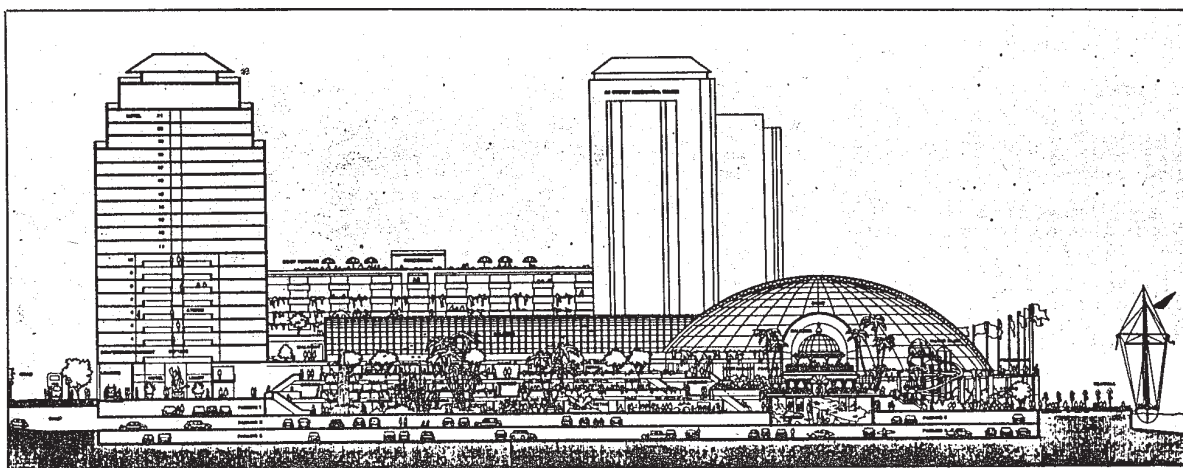
The towers comprising the neighbourhood have largely replaced what was known as the “motel strip”. It emerged in the 1940s and 1950s as waterside residents on Lake Shore Boulevard West’s south side converted their lots to accommodate cabins, and eventually upgraded their cabins sites to motor hotels. Very quickly, however, the “motel strip” fell into decline, likely as a result of the emerging industrial character in the surrounding area.

Redevelopment of the motel strip was contemplated through the 1980s. In 1991, a Secondary Plan was adopted for the area, and in the early 2000s, the Humber Bay Shores neighbourhood began to emerge. The project provided a number of mixed-use towers with retail or office uses in the podiums. Street names such as Shore Breeze Drive or Silver Moon Drive reflect the names of the previous motels south of the Site.

Today, although the towers’ architecture is not widely lauded, the neighbourhood is seen as a successful transition to higher-density residential development along Toronto’s waterfront. The neighbourhood integrates a mix of uses, and is complemented by the expansion and reconfiguration of the waterside lands south of the neighbourhood for public use as Humber Bay Park.



Photograph of Humber Bay Shores sign at Lake Shore Boulevard West, east of the Site (ERA, 2019).



ON THE WATERFRONT: Architect’s drawing shows development plan for Etobicoke’s Lakeshore Blvd. motel strip.

This architect’s drawing of a proposal for Humber Bay Shores appeared in the Toronto Star on July 26, 1988 (ProQuest Historical Newspapers Online, Toronto Public Library).

3 ASSESSMENT OF CULTURAL HERITAGE VALUE

3.1 Ontario Regulation 9/06 Evaluation

	Value (quoted from O. Reg. 9/06)	Assessment: 2150 Lake Shore Boulevard West
DESIGN/PHYSICAL VALUE	a rare, unique, representative or early example of a style, type, expression, material or construction method.	n/a
	displays a high degree of craftsmanship or artistic merit.	n/a
	demonstrates a high degree of technical or scientific achievement.	n/a
HISTORICAL/ASSOCIATIVE VALUE	direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community.	<p>The property carries historical value for its association with the institution of Christie, Brown & Co., a major employer in the Humber Bay community for over 60 years. The company opened its Christie Lakeshore Bakery on Site in 1950 and continued to operate until 2012. During that time, the bakery occupied a significant presence in the Humber Bay community</p> <p>The property also carries historical value for its association with the themes of industrial production, and leisure and recreation, along Toronto's waterfront throughout its history.</p>
	yields, or has the potential to yield, information that contributes to an understanding of a community or culture.	n/a
	demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.	n/a
CONTEXTUAL VALUE	important in defining, maintaining or supporting the character of an area.	n/a
	physically, functionally, visually or historically linked to its surroundings.	The property exhibits contextual value for its physical, visual, functional and historical connection to key regional transportation corridors along Toronto's waterfront (the Gardiner Expressway and Lake Shore Boulevard), which facilitated both industrial and leisure uses on Site over time.
	a landmark.	The property exhibits contextual value through the Christie Water Tower, which is considered a landmark.

	Value (quoted from O. Reg. 9/06)	Assessment: 2194 Lake Shore Boulevard West
DESIGN/PHYSICAL VALUE	a rare, unique, representative or early example of a style, type, expression, material or construction method.	The property exhibits design value as a high-style, representative example of a mid-century modern commercial bank building.
	displays a high degree of craftsmanship or artistic merit.	n/a
	demonstrates a high degree of technical or scientific achievement.	n/a
HISTORICAL/ASSOCIATIVE VALUE	direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community.	n/a
	yields, or has the potential to yield, information that contributes to an understanding of a community or culture.	n/a
	demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.	The building's architect has not been determined and may require further research.
CONTEXTUAL VALUE	important in defining, maintaining or supporting the character of an area.	n/a
	physically, functionally, visually or historically linked to its surroundings.	n/a. Although the bank building may have historically been linked to the adjacent Christie Lakeshore Bakery, the bank building no longer contributes contextual value as the bakery building has been removed.
	a landmark.	n/a

3.2 Draft Statements of Significance

The following draft Statements of Significance have been prepared according to Parks Canada's *Canadian Register of Historic Places: Writing Statements of Significance* (November 2006). This document is associated with the *Standards and Guidelines for the Conservation of Historic Places in Canada*, a framework which the City of Toronto has adopted.

The lists of heritage attributes are structured according to its guidance, which states that “each [heritage attribute] must directly relate to a heritage value” to “provide a clear link between the heritage value of the place and its existing features”.

3.2.1 2150 Lake Shore Boulevard West

Description of the Historic Place

2150 Lake Shore Boulevard West is a 27-acre property comprising the majority of the land between the Gardiner Expressway, the CNR Rail Corridor, Park Lawn Road and Lake Shore Boulevard West.

The property was most recently the site of the Christie, Brown & Co. Lakeshore Bakery, a large-scale industrial confectionery, from 1950 until its closure in 2013 and demolition in 2017. The Christie Lakeshore Bakery Water Tower, installed 1949-1950, is the sole remnant industrial artefact on the Site.

Statement of Cultural Heritage Value

Historical/Associative Value

The property carries historical value through its association with Christie, Brown & Co, a significant institution in the Humber Bay community between 1950 and 2013. The Christie Lakeshore Bakery was the western expansion site for Christie, Brown & Co, Canada's largest industrial confectionery, in operation in downtown Toronto since 1853. In the 1940s, the company purchased and expanded to two sites outside the downtown core, in response to the growing accessibility of suburban lands driven by the expansion of highway systems to facilitate freight commerce. The Christie Lakeshore Bakery became a major employer in the Humber Bay community, employing multiple generations of local families over six decades. It served not only as a workplace, but as a community institution for neighbourhood residents, hosting social events, fielding company sports teams, and engendering pride and loyalty through in-house promotion programs and recognition of employee contributions. There is intangible historical value associated with the Site for many residents of Humber Bay and the neighbourhoods adjacent.

The property carries additional historical value for its association with two significant themes of Toronto's waterfront history: industrial production, and recreation and leisure. Industrial production began along Toronto's waterfront in response to the key locations of freight commerce routes, beginning with shipping wharves, followed by the introduction of railway systems in the 1850s, built along the waterfront to provide access to existing wharves. The proliferation of the automobile led to highway networks a century later, built along the waterfront as part of a system of highways that would surround

the city of Toronto. All three eras engendered industrial typologies designed to facilitate production and export along these routes. On this property, several brickyards were established at the turn of the 20th century, and designed to export bricks along the adjacent rail corridor. In the mid-20th century, the Christie Lakeshore Bakery was designed as a low, sprawling industrial facility, with vehicle access points onto the newly-built Queen Elizabeth Way, soon to be the Gardiner Expressway.

Throughout Toronto's history, leisure, recreation and public uses have competed with industrial uses for space along Toronto's waterfront, with varying success depending on the priorities of the day. On this property, the 1920s to 1940s saw the advent of campsites, including tourist cabins and tent grounds, as well as tourism-driven businesses like lakeside BBQ joints and gas bars. The proliferation of the automobile led to an interest in recreational motor vehicle travel, and Lake Shore Road (now Lake Shore Boulevard West) served as a major route for tourist excursions. Municipalities were encouraged to improve their highway systems and establish spaces for camping to facilitate such travel. While this Site did not feature lake frontage, its marshy open space provided ample open land for tourist cabins and tent sites, to complement the lakeside cabin sites (which would soon evolve into the motel strip) across the street on Lake Shore Road.

Contextual Value

The property carries contextual value for its physical, visual, functional and historical links to the key regional transportation corridors along Toronto's waterfront: the Gardiner Expressway, the Canadian National Railway corridor and Lake Shore Boulevard. Its uses over time have been shaped by the property's adjacency to these corridors, and several industrial artefacts over time, including the square brick brickyard chimneys, the round concrete Christie Lakeshore Bakery chimney, and the Christie Water Tower, have contributed to Toronto's landscape of industrial projections alongside its rail corridors and the Gardiner Expressway.

The property exhibits additional contextual value with the presence of the Christie Water Tower on the Site. The Christie Water Tower is a recognizable, valued feature for both former Christie Lakeshore Bakery employees, who have frequently referenced the water tower in reminiscences of the Bakery, and is an iconic projection along the Gardiner Expressway commuter route. Its landmark quality is conveyed through its unique structure, its familiar red and white

Christie branding, and its visibility both on the Site and from the Gardiner Expressway. The Christie Water Tower's context and setting, which inform its landmark quality, have evolved over its history, and will continue to evolve into the future.

Heritage Attributes

Attributes that convey the property's association with Christie, Brown & Co. include:

- The Christie Water Tower, with Christie company signage displayed on its tank.*

Attributes that convey the property's association with significant themes of Toronto's waterfront include:

- The property's adjacency to key transportation corridors: Lake Shore Boulevard West, the Gardiner Expressway, and the Canadian National Rail corridor.

Attributes that convey the property's physical, visual, functional and historical connection to key regional transportation corridors include:

- The property's adjacency to key transportation corridors: Lake Shore Boulevard West, the Gardiner Expressway, and the Canadian National Rail corridor.

Attributes that convey the property's contextual value for the presence of a landmark** (the Christie Water Tower) include:

- The Christie Water Tower's visibility from the Canadian National Railway corridor and the Gardiner Expressway;
- The Christie Water Tower's prominence as a tall industrial projection visible along Toronto's waterfront corridors.

*Retention of Christie branding on water tower tank may be subject to legal trademark and copyright permissions for the use of the company's logo.

**While the City of Toronto has not described a definition of the term "landmark", ERA finds that landmark qualities are often conveyed through combinations of a feature's views, context, and in certain cases, its silhouette.

3.2.2 2194 Lake Shore Boulevard West

Description of the Historic Place

2194 Lake Shore Boulevard West is a half-acre rectangular lot located at the northeast corner of Lake Shore Boulevard West and Park Lawn Road. The site consists of a double-height single-storey commercial bank building constructed in buff brick, with stone accenting, circa 1952.

Statement of Cultural Heritage Value

The bank building exhibits design value as a representative example of high-style mid-century modern commercial bank building architecture. Its style is conveyed through sleek linearity and unadorned surfaces, a flat roof, and asymmetrical facades. A single element of ornamentation is articulated in a rectangular blank stone facade feature, which projects above the roofline on the east elevation.

The building appears to have been constructed following the Christie Lakeshore Bakery to its north. It bears a design relationship to the now demolished Christie Lakeshore Bakery through its architectural style, fenestration, and use of buff brick cladding and stone accents.

Heritage Attributes

- Architectural features that convey the building's mid-century modern style, including:
 - Its form, scale and irregular massing;
 - Its multi-level flat roof;
 - Its rectilinear window openings;
 - Its buff brick cladding;
 - The stone accenting on all building elevations, including along its base and at its openings;
 - Its double-height entrance broken into three bays, and accented with stone surrounds; and,
 - The projecting stone element on its east elevation.

4 ASSESSMENT OF EXISTING CONDITION

The Site's built character currently consists of two structures: the Christie Water Tower at the north edge of 2150 Lake Shore Boulevard West, and the single-storey bank building at 2194 Lake Shore Boulevard West. Both structures are considered to be in good condition.

The fenestration on the bank building at 2194 Lake Shore Boulevard West has been altered since its construction, with the original windows and double-height entrance glazing replaced. It is assumed that the contemporary BMO signage and blue cladding covers original fabric, but no investigations have been undertaken to determine what exists beneath the BMO signage band.

A condition assessment of the Christie Water Tower was prepared by Carvajal Structural Engineers Inc. in May 2017. The report finds that there are no major structural concerns with the tower, and is attached as Appendix B.



Christie Water Tower (ERA 2019).



Principal (south) elevation of the building at 2194 Lake Shore Boulevard West (ERA 2019).



East elevation of the building at 2194 Lake Shore Boulevard West (ERA 2019).

5 POLICY REVIEW

The following documents comprise the policy framework relevant to the heritage resource on Site:

- Ontario's Provincial Policy Statement, 2014 (the "PPS");
- City of Toronto Official Plan, 2015 (the "Official Plan"); and,
- City of Toronto Official Plan, Site and Area Specific Policy 15.

Note: The Provincial Policy Statement is currently under review by the Province of Ontario. The consultation period for this review ends on October 21, 2019. The policy outlined below may be subject to change following this review period.

Changes to the Ontario Heritage Act have also been proposed, but are not yet in effect.

Provincial Policy Statement, 2014

The PPS is intended to guide planning policy across Ontario's municipalities. It provides the following framework for the conservation of heritage resources:

- 2.6.1 Significant built heritage resources and significant cultural heritage landscapes shall be conserved.
- 2.6.3 Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.

The PPS additionally provides the following definition for conservation:

Conserved: means the identification, protection, management and use of built heritage resources, cultural heritage landscapes and archaeological resources in a manner that ensures their cultural heritage value or interest is retained under the *Ontario Heritage Act*. This may be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment and/or heritage impact assessment. Mitigative measures and/or alternative development approaches can be included in these plans and assessments.

The PPS consistently emphasizes the need to conserve heritage resources that are subject or adjacent to development by ensuring that their heritage value is retained, which is achieved through the conservation of the heritage attributes that convey that value.

Official Plan

The City of Toronto Official Plan Section 3.1.5: Heritage Conservation provides policies that direct the conservation of heritage resources.

Despite the fact that no properties on or adjacent to the Site are included in the Toronto Heritage Register, the following policies in Section 3.1.5 may still be considered relevant to the Site, given its cultural heritage value:

3.1.5.2

Properties and Heritage Conservation Districts of potential cultural heritage value or interest will be identified and evaluated to determine their cultural heritage value or interest consistent with provincial regulations, where applicable, and will include the consideration of cultural heritage values including design or physical value, historical or associative value and contextual value. The evaluation of cultural heritage value of a Heritage Conservation District may also consider social or community value and natural or scientific value. The contributions of Toronto's diverse cultures will be considered in determining the cultural heritage value of properties on the Heritage Register.

3.1.5.14

Potential and existing properties of cultural heritage value or interest, including cultural heritage landscapes and Heritage Conservation Districts, will be identified and included in area planning studies and plans with recommendations for further study, evaluation and conservation.

3.1.5.17

Commemoration of lost historical sites will be encouraged whenever a new private development or public work is undertaken in the vicinity of historic sites, such as those where major historical events occurred, important buildings or landscape features have disappeared or where important cultural activities have taken place. Interpretation of existing properties on the Heritage Register will also be encouraged.

Adjacent: means those lands adjoining a property on the Heritage Register or lands that are directly across from and near to a property on the Heritage Register and separated by land used as a private or public road, highway, street, lane, trail, right-of-way, walkway, green space, park and/or easement, or an intersection of any of these; whose location has the potential to have an impact on a property on the heritage register; or as otherwise defined in a Heritage Conservation District Plan adopted by by-law

Toronto Official Plan, 2015.

3.1.5.22

Heritage Impact Assessment will address all applicable heritage conservation policies of the Official Plan and the assessment will demonstrate conservation options and mitigation measures consistent with those policies. A Heritage Impact Assessment shall be considered when determining how a heritage property is to be conserved.

3.1.5.38

Upon receiving information that lands proposed for development may include archaeological resources or constitute an area of archaeological potential, the owner of such land will undertake studies by a licensed archaeologist to:

- a) assess the property in compliance with Provincial Standards and Guidelines for Consulting Archaeologists, and to the satisfaction of the City;
- b) assess the impact of the proposed development on any archaeological resources;
- c) identify methods to mitigate any negative impact that the proposed development may have on any archaeological resources, including methods of protection on-site or interpretation and curating; and
- d) provide to the City a Provincial concurrence letter recognizing the completion of the Archaeological Assessment where one is issued by the Province.

Site and Area Specific Policy 15

The Site is subject to Site and Area Specific Policy 15: East of Park Lawn Road and North of Lake Shore Boulevard West.

- a) Only light industrial uses and offices ancillary to the Christie Brown, Kraft Canada Inc. and/or related businesses are permitted.
- b) The maximum gross density is 1.0 times the lot area.
- c) Development proposals for the Christie Brown and Co. site will be considered through a comprehensive redevelopment application that responds to Employment Areas policies of the [Official] Plan.
- d) Access to new development and redevelopment along Park Lawn Road will maintain the integrity of the existing access points into the Christie Brown industrial lands.

6 DESCRIPTION OF THE PROPOSED DEVELOPMENT

The proposed development consists of a Master Plan intended to inform the redevelopment of the Site. The Master Plan will also help to inform, and will respond to, the Secondary Plan that the City is preparing in relation to the re-designation of the property as a Regeneration Area.

The Master Plan proposes:

- Excavation of the Site to provide underground parking garages, site servicing, storage, amenity and loading space;
- 15 high-rise buildings incorporating a mix of uses, one of which would replace the existing commercial bank building at 2194 Lake Shore Boulevard West to establish a landmark gateway corner;
- Construction of new roadways, in alignment with those adjacent to the Master Plan area;
- Public open squares in three locations (Station Square, Boulevard Square and Entertainment Square);
- A public park at the Site's northeast end, into which the industrial artefact Christie Water Tower is proposed to be retained, relocated and incorporated as an interpretive piece. There may be future exploration of opportunities for the adaptive reuse of the artefact as an interactive feature (e.g. water feature, play structure).

The Master Plan responds to planned components of the City's upcoming Secondary Plan for the Site and surrounding area, which is proposed to include:

- A new GO transit station connected to the existing rail corridor on Site;
- Replacement of the existing Park Lawn Road entrance/exit to the Gardiner Expressway with a relief road at the Site's north edge. The infrastructural work required to construct the relief road will necessitate the regrading of the Site and the temporary removal of the Christie Water Tower, which is located immediately adjacent to its planned location.

A plan view of the Master Plan area, by Allies and Morrison LLP, is included on the following page to illustrate the proposed Master Plan design.



Roof plan (Allies and Morrison LLP, 2019; Annotated by ERA)

7 IMPACT ASSESSMENT

7.1 Impact Summary

The following table identifies the impact of the proposal on the Site’s cultural heritage value, as identified by ERA in the assessment in Section 3.

Possible Effect	Assessment
Destruction of any, or part of any, significant heritage attributes or features	<p>The proposal involves the retention of the Christie Water Tower, with Christie company signage displayed on its tank. It proposes to retain the Water Tower’s visibility from the Canadian National Rail corridor and the Gardiner Expressway. This is recommended to be confirmed through a view study, which should model the views of a relocated Water Tower in its proposed new position.</p> <p>The Christie Water Tower’s proposed relocation may affect the heritage attribute relating to its prominence as a tall industrial projection along these corridors. The relocation strategy is designed in part to maintain the Water Tower’s prominence, providing it with buffer space, away from a planned tall building. While it will no longer be located immediately adjacent to the highway, it will be retained as a prominent industrial projection that is visible along these corridors.</p> <p>The proposal involves the replacement of the commercial bank building at 2194 Lake Shore Boulevard West. The bank building is proposed to be replaced in order to achieve various urban design goals for the new neighbourhood:</p> <ul style="list-style-type: none">• providing a mixed-use, transit-supportive gateway to the new development• providing active frontages by limiting surface parking• providing a new exterior facade and massing that fits into the planned context for the Site and the existing context nearby
Alteration that is not sympathetic, or is incompatible, with the historic fabric and appearance	n/a
Shadows created that alter the appearance of a heritage attribute or change the viability of an associated natural feature or plantings, such as a garden	n/a

Possible Effect	Assessment
Isolation of a heritage attribute from its surrounding environment, context or a significant relationship	The proposal involves the relocation of the Christie Water Tower on Site, which will alter its relationship to the Canadian National Rail corridor and the Gardiner Expressway, but will not isolate it from these key transportation corridors.
Direct or indirect obstruction of significant views or vistas within, from, or of built and natural features	The proposed new location of the Christie Water Tower has been chosen to retain views of the Water Tower from the Canadian National Railway corridor and the Gardiner Expressway, and to establish new views of the Water Tower from within the new neighbourhood and Lake Shore Boulevard 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	<p>The proposed change in land use is appropriate for the Site's location at the intersection of two transit corridors, and is reflective of the community's growth in response to transit access.</p> <p>The industrial use of the Site from the 1880s-1910s was historically mixed with residential use, and briefly replaced by tourist and residential uses.</p> <p>The proposal seeks to contribute to the conservation of the Site's valued industrial heritage through commemoration and interpretation. The remaining industrial artefact associated with the Christie Lakeshore Bakery (the Christie Water Tower) will be celebrated, with a proposed public park to allow for interaction with the Site.</p> <p>The reintroduction of residential housing and commercial uses on the balance of the Site is consistent with the historic condition and in keeping with the evolving context of the surrounding area.</p>
Land disturbances such as a change in grade that alters soils, and drainage patterns	Grade changes at the northern portion of the Site will provide access to the railway corridor for commuter traffic through the Site.
Impact on adjacent heritage property	There are no heritage properties adjacent to the Site.

(Sourced from the City of Toronto's Heritage Impact Assessment Terms of Reference, 2014.)

8 CONSERVATION STRATEGY

8.1 Conservation Approach

The cultural heritage value carried by the Site is largely intangible; it is based predominantly in historical associations with the Christie Lakeshore Bakery as a community institution, and in broader associations with significant themes of Toronto's waterfront history. Furthermore, there is little remaining built heritage on Site, as the Christie Lakeshore Bakery building was demolished in 2017.

Because of this, ERA's recommended conservation approach is the development of a robust interpretation program for the Site. The interpretation program would be intended to communicate the Site's intangible cultural heritage value, through the use of diverse media on and off the Site.

The Christie Water Tower is proposed to be retained, relocated, and incorporated into the planned neighbourhood park as a key component of the Site's interpretation program. ERA recommends that a Conservation Plan be developed for the water tower specifically, in parallel with an Interpretation Plan describing the interpretation program for the full Site.

The interpretation program would prioritize two key objectives: the conservation of the Site's heritage attributes, and the interpretation of the Site's historic themes.

8.1.1 Conservation of Heritage Attributes

The interpretation program developed for the Site would ensure that the Site's heritage attributes were conserved, and where possible, enhanced and celebrated.

The Christie Water Tower is proposed to be retained and adapted as one interpretive medium within a greater interpretation program, as an attribute that conveys the Site's association with Christie, Brown & Co., its landmark status and its value as part of a landscape of industrial artefacts projecting along Toronto's waterfront corridor. Its conservation is explored further on the following page.

Other heritage attributes are proposed to be enhanced and celebrated. The Site's adjacency to key transportation corridors, which helps to convey the history of transportation route-based industrial and leisure uses on Site, will be enhanced through the development of a GO transit station on Site, effectively integrating the rail corridor into the Site once again.

Conserving Heritage Attributes: The Christie Water Tower

As a landmark feature, and a heritage attribute of the Site, the Christie Water Tower's conservation treatment should be evaluated with consideration to its views, silhouette and context within the proposed redevelopment. In this case, all three have changed throughout the Water Tower's history. It sits amidst a landscape in evolution, moving over the last two decades from lower-scale uses to tall residential neighbourhoods. The Christie Water Tower's landmark qualities are expected to continue to evolve through its future.

Proposed Conservation Treatment: Relocate South

The Christie Water Tower is proposed to be relocated southward to a prominent position within the commemorative neighbourhood park.

This will follow its temporary removal while the area is regraded and the planned relief road undergoes major construction adjacent to the Water Tower's current location.

The proposed relocation aims to provide the Water Tower with buffer space from taller buildings, allowing it to retain its prominence within its context, and its iconic silhouette.

The proposed relocation establishes new views to the Water Tower from within the new neighbourhood and from Lake Shore Boulevard West, and retains view moments from the Gardiner Expressway and the CNR corridor.



Considered Alternative (A): Relocate Slightly West

A previous proposal considered the relocation of the Christie Water Tower slightly westward, following its temporary removal for regrading and the construction of the planned relief road.

The design team determined that this location, while maintaining the Water Tower's proximity to the Gardiner Expressway and the rail corridor, would limit its visibility within the new neighbourhood, and would diminish its iconic stature by constructing a tall building immediately adjacent (the building being an important part of the new development for its role in sheltering the park and neighbourhood from the Gardiner Expressway).

The team's objective was to find ways to celebrate the Christie Water Tower as an iconic landmark and commemorative feature, and believed it would be more effectively spotlighted with a prominent position within the neighbourhood park.



Considered Alternative (B): No Relocation

A second alternative would temporarily remove the Christie Water Tower during regrading and construction of the relief road, and would return it to its original location following these infrastructural works.

At this time, an office building is planned for the current site of the water tower, and it offers significant benefit in the shelter it is designed to provide for the new neighbourhood's public realm. As there are no heritage attributes related to the exact location of the Water Tower, it is not considered necessary to replace the Water Tower in situ from a heritage conservation perspective.

8.1.2 Interpretation of Historic Themes

The interpretation program developed for the Site would be designed to convey stories associated with four key historic themes:

1. Throughout its history, the Site's uses have been shaped in part by human interaction with the natural resources and systems present on Site.
2. The Site's character and uses have been shaped by its position alongside a series of key regional transportation routes over the course of its history.
3. In its role as a large-scale industrial expansion site on the outskirts of Toronto, the Site supported the workforces in Humber Bay and Mimico, and fostered the economic growth of these communities.
4. The Site forms part of a greater story of Toronto's waterfront as a site for leisure, recreation and public uses over its history.

The interpretation program would incorporate diverse media to convey these stories. This could include:

- Sculptural public art pieces;
- Ground-based inlays which might include writing, art and/or mapping;
- Interpretive panels and/or murals in the neighbourhood's planned public squares;
- An oral history project with former Christie Lakeshore Bakery employees to document and recognize this cultural heritage value;
- Interpretative design of the functional public-realm components of the new neighbourhood, including playgrounds structures and gathering places.

In the following pages, we explore ideas and precedents for interpretation that could convey each of the four themes that have emerged throughout the Site's history.

Ideas like these are recommended to be incorporated into an upcoming Interpretation Plan for the Site's redevelopment. Collaboration between the proponent, the City of Toronto and local community members will be necessary in order to develop a successful Interpretation Plan and implement the proposed program.

We recommend that each of the four themes be represented in the interpretation program outlined in the Interpretation Plan.

Interpretive media ideas for Theme #1: *Natural Systems & Resources*

- Incorporation of alder trees into the site's landscaping strategy / apple tree plantings at the neighbourhood park, the historic site of an apple orchard;
- An art piece interpreting the grounds abundant with passenger pigeons at Mimico Creek, possibly with an historic quote about their nature or their settlement there, e.g.:

At other times I have seen them move in one unbroken column for hours across the sky, like some great river, ever varying in hue - Potawatomi Chief Simon Pokagon, 1895;

- An art piece, at the Park Lawn edge of the site, interpreting the evolution of the watercourse along Mimico Creek, demonstrating its pre- and post-channelization routes, e.g. standing columns in the shapes of the evolved watercourse;
- Interpretive piece showing a cross-section of soil, demonstrating the clay deposits that made brick production possible on site.

Interpretation ideas demonstrated on the following page, clockwise from top left:

1. Standing column interpretation piece. Here, a standing column interpretation of a timeline of Calgary public parks (ERA 2018).
2. A sculptural piece could be used to interpret the passenger pigeon history around the Site (Birds, by artist Jeff Morse, Brea CA. Sourced from Public Art in Public Places).
3. Apple tree interpretation (West Virginia University).
4. A soil cross section could demonstrate clay deposits on Site (by artist Carl Cheng, Museum of Space Information, Redondo Beach CA. Sourced from Public Art in Public Places).



Interpretive media ideas for Theme #2: *Key Transportation Routes*

- A series of panels in Station Square on the rail and light rail heritage of the Humber Bay area, and particularly the way the arrival of the Toronto & Mimico Electric Railway (later the Toronto & York Radial Railway) brought growth and change in Humber Bay. There is particular relevance to light rail connectivity to and from downtown Toronto on site;
- Reinstate the Somerville, Loring & Wyle “lion monument” as a gateway marker into the site. The lion monument has been moved more than once from its position marker the entrance to the QEW adjacent to the site (first to Sunnyside Park, and now to Casimir Gzowski Park), and currently sits adjacent to a pedestrian trail, with limited public exposure. There is a prime opportunity to reintroduce the monument, near to its original context, as a gateway marker as it was originally intended;
- An interpretive piece along Lakeshore Boulevard West (possibly in Boulevard Square) marking the chronological moments of Lakeshore Road’s evolution: ancient trail, 1791 survey, 1894 introduction of light rail, 1916 paving, 1929 widening, 1962 incorporation into Lakeshore Boulevard - e.g. a timeline inlaid into the ground;
- A standing, eye-catching interpretive art piece along either Lakeshore Boulevard West or as a public contribution along the waterside Humber Bay Park Trail, commemorating the ancient waterside trail used by indigenous peoples pre-dating the 1790s Lakeshore Road - e.g. a standing directional signpost, pointing ‘travellers’ to the Humber River Carrying Place, the village of Teiaiagon, and pre-Contact sites/trails to the west;
- A playground structure interpreting the historic light rail streetcar vehicle. (A playground could be designed to interpret any theme.)

Interpretation ideas demonstrated on the following page, clockwise from top left:

1. An historic light rail car presents an interesting opportunity to be interpreted as a playground structure (Toronto Public Library, 1890s).
2. Consider opportunities for eye-catching contributions to the waterside public trail, to engage travellers at varying speeds (Cleveland Warehouse District, LANDstudio).
3. An example of a timeline inlaid into paving in Tokyo (EARTHSCAPE).
4. The City of Toronto might consider whether there are opportunities to relocate the Somerville, Loring & Wyle lion monument more relevantly to a gateway moment within the Site’s planned public realm (e.g. at the relief road), in close proximity to the original location for which it was designed (Toronto Public Library, 1970s restoration at Sunnyside Park).



Interpretive media ideas for Theme #3: *Industrial Production & Employment*

- Use of brick throughout the development, notably within the ground paving. There may be interesting opportunities for brick street paving on the sites of the historic brickyards, if their specific locations can each be determined;
- Retention of the Christie Water Tower within a neighbourhood park, visible from the Gardiner Expressway. Recommended to be retained as a standing industrial artefact and/or interpreted as an art piece;
- Construction of a tall square brickyard “ghost chimney”, in metal or iron, visible along the rail corridor and the Gardiner Expressway as an interpreted industrial relic, projecting along these corridors;
- Recognize and acknowledge community value by: (1) undertaking an oral history project with former employees of the Christie Lakeshore Bakery to document and recognize this valued history, to be published in a document or on a website; and (2) integrating quotes by former employees/stakeholders as inlays in the ground on sidewalks leading to the neighbourhood park - e.g.

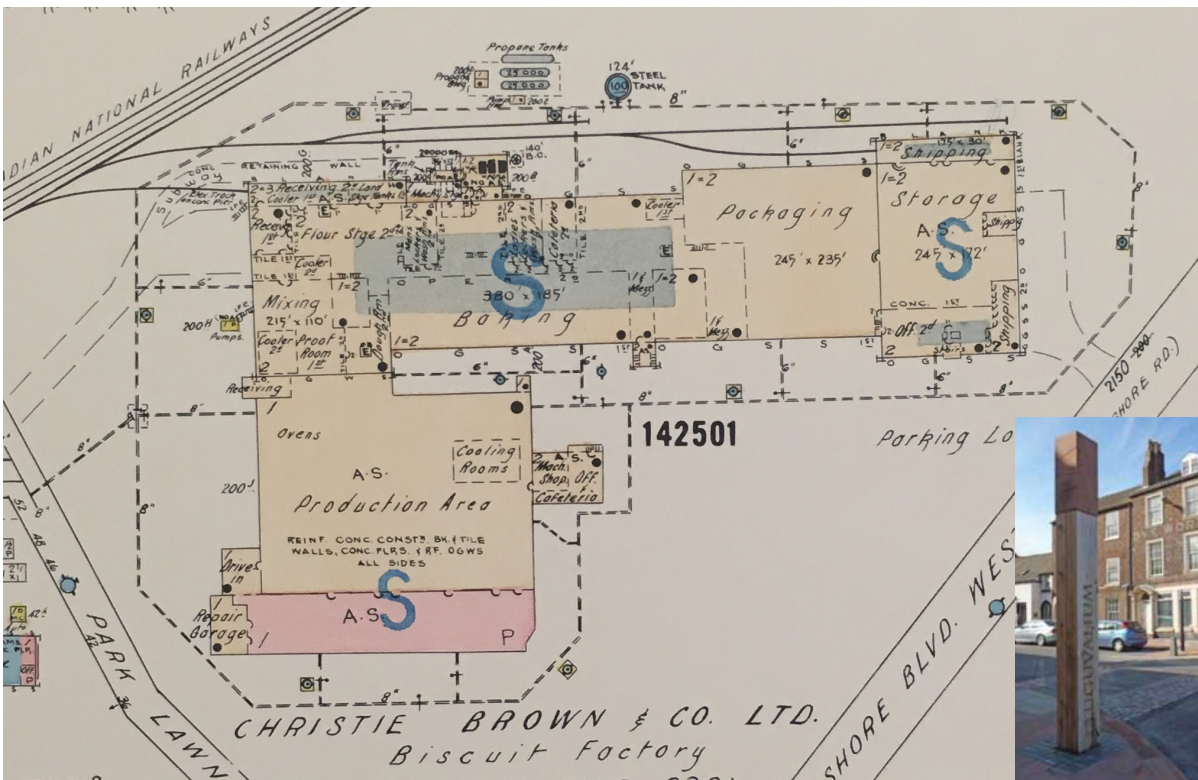
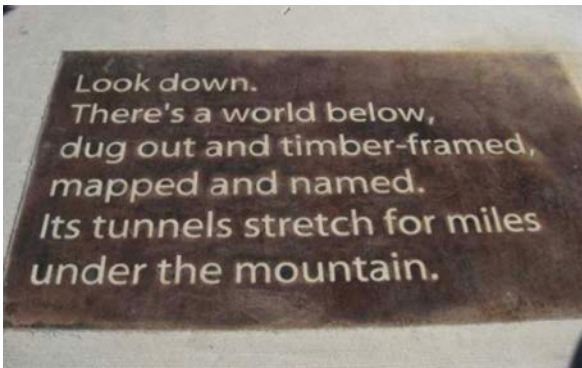
I remember arriving at the plant and looking at the Christie name on the water tower and thinking how proud I was to be working in a place that made great products by such great people - Peter DiPonio, Lakeshore Bakery employee, 2013

The Christie Lakeshore Bakery history is the central story that is valued by people within living memory, and there is an opportunity to recognize the history of workers in this community, where generations of residents and families were employed on this site, even as the industrial context is changing;

- Interpretation of the floorplan of the Christie Lakeshore Bakery, providing an opportunity to understand how the modernist factory operated - e.g. a floorplan inlaid into the ground at the neighbourhood park, or “doorways” throughout the public realm marking the real locations of entrances into sections of the factory, with some interpretation at each “doorway” explaining what occurred within that area of the factory.
- Printing of historic brick company signage on wall surfaces along the rail corridor.

Interpretation ideas demonstrated on the following page, clockwise from top left:

1. Interpretation should speak to historic industrial projections along the Gardiner and railway (RAIC Journal Feb 1950).
2. A “ghost chimney” could be interpreted with an approach similar to this planned interpretation for a “ghost spire” in St. Thomas, Ontario (ERA 2018)
3. H. Butwell Brick Yards signage/branding seen on a cart, c. 1900 (Toronto Archives).
4. Brick kiln landscape design inspiration, Taiwan (landezine.com)
5. Consider the interior circulation/floorplan within the Lakeshore Bakery as an opportunity for interpretive moments within the new neighbourhood’s public realm (Large photo: 1962 Fire Insurance Plan of factory, Toronto Public Library. Small photo at bottom right: Sidewalk marker in Carlisle, UK).



Interpretive media ideas for Theme #4: *Leisure & Recreation*

- Street location and orientation to physically and visually connect the Site to the waterfront, wherever possible;
- Mural reproductions along Lakeshore Boulevard West of nostalgic postcards of either the campgrounds on Site or the motel strip across the street, possibly at Boulevard Square;
- Small inlays of tent or cabin icons along Lakeshore Boulevard at each of the locations of campgrounds and cabin sites, with the name of each site noted in the ground;
- At Boulevard Square and/or Entertainment Square, gathering spots (e.g. benches) that are designed to interpret tent shelters or campsite-style gatherings.

Interpretation ideas demonstrated on the following page, clockwise from top left:

1. Consider ways to interpret the tent sites and/or camp sites on the north side of Lake Shore Road, on site, as gathering places in Boulevard Square and Entertainment Square. (City of Toronto Archives)
2. Consider how tent sites might be interpreted in contemporary fashion, as seen here (landezine.com).
3. Postcards of motor hotels along Lake Shore Road, immediately south of the site, circa 1940s - 1950s. Consider opportunities to interpret the motel strip in mural form. (Source: Chuckman's Toronto Nostalgia Blog)
4. The Christie Lakeshore Bakery's interior floorplan, circulation and operation areas interpreted with inlays or markers in the public realm, e.g. to mark the doorway between the Mixing room and the Production Area. (Source: 1962 Fire Insurance Plan, Toronto Public Library. Bottom right corner: Sidewalk marker in Carlisle, UK.)
5. Poignant quotes from Christie employee interviews integrated into the sidewalk on the streets leading toward the neighbourhood park. (Source: Poetry in the sidewalk interpreting coal mining heritage in Canmore, AB, TripAdvisor).



8.2 Impact Mitigation Strategies

The following mitigation strategies are proposed to address any impact on the Site's tangible cultural heritage value and heritage attributes.

Proposal: Construction of tall buildings adjacent to the Christie Water Tower

A tall office building is proposed to be constructed on the current location of the Christie Water Tower. The building is intended to function as a sound and visual barrier to shelter the new neighbourhood and the planned commemorative neighbourhood park from the impact of the adjacent Gardiner Expressway.

In order to ensure that the Christie Water Tower maintains the context and buffer space that contributes to its value as an iconic structure, the Christie Water Tower is proposed to be relocated southward into the planned neighbourhood park. An alternative that was considered, the relocation of the tower slightly westward, would have resulted in the overshadowing of the Water Tower by the planned tall building.

Proposal: Relocation of the Christie Water Tower further from the Gardiner Expressway and Canadian National Rail corridor

On balance, the retention of the Christie Water Tower in situ is not considered to be necessary from a heritage conservation perspective, as the Site's heritage attributes do not relate to the Water Tower's exact location, but rather to its relationship to the Gardiner Expressway and Canadian National Rail corridor.

Furthermore, it is acknowledged that the factors that inform the Water Tower's landmark quality -in this case, its context and setting- have evolved over the Water Tower's history, and will continue to evolve in the future.

The loss of the Christie Water Tower's immediate adjacency to the Gardiner Expressway and its prominence as a tall industrial projection along the Gardiner Expressway and the CN rail corridor is proposed to be mitigated by ensuring that view moments from these corridors to the Water Tower are retained in its new location.

ERA recommends that a comprehensive view study be undertaken to develop a better understanding of what it means to be visible and prominent from the Gardiner Expressway and CN Rail corridor, and to ensure that the proposed mitigation strategy would be successful in conserving these attributes.

Proposal: Replacement of 2194 Lake Shore Boulevard West Bank of Montreal building

The proposal includes the demolition of the bank building at 2194 Lake Shore Boulevard West, and the replacement of that building with a mixed-use and transit-supportive building that animates the corner of Lake Shore Boulevard West and Park Lawn Road.

The existing building is an example of high-style mid-century modern commercial bank building architecture. At the time of its construction, the building bore a design relationship to the Christie Lakeshore Bakery. The area is evolving and since the demolition of the Bakery in 2017, the bank building has been isolated from its previous context.

In recognition of the site's evolution, the replacement of this building with a suitably designed building to reinforce the corner would mitigate the loss of this resource.

9 CONCLUSION

The proposed Master Plan for the Site and its surrounding area involves the construction of mixed-use towers, new roadways, interface with a planned GO transit station, three public squares, and one large public park that would incorporate the retained and relocated Christie Water Tower.

The Master Plan proposes to conserve the tangible and intangible historic fabric of the Site through the development and implementation of a comprehensive, multi-media, Site-wide interpretation program.

As a key component, the interpretation program would involve the adaptation of the existing Christie Water Tower as an interpretive medium, given that as an industrial artefact it is uniquely well positioned to help communicate the stories of the Christie Lakeshore Bakery on Site, as well as the greater theme of historic industrial activity along Toronto's waterfront transportation corridors.

As the City of Toronto enters the upcoming Secondary Plan process for this Site and surroundings, the proponent anticipates a collaborative process to determine how the Site's diversity of histories and cultural heritage value can most effectively be shared.

Recommended Next Steps

ERA recommends that four studies/plans be undertaken as the proposed development moves forward on Site:

- A view study to better understand the Christie Water Tower's landmark quality and visibility along the Gardiner Expressway and CN Rail corridor, and to ensure that its proposed relocation will conserve its heritage attributes;
- A Conservation Plan specific to the Christie Water Tower; and,
- An Interpretation Plan outlining specific on- and off-Site interpretation strategies, with reference to all four of the Site's historic themes.

10 PROJECT PERSONNEL

Philip Evans

Philip Evans is a principal of ERA Architects and the founder of small. In the course of his fourteen-year career, he has led a range of conservation, adaptive reuse, design, and feasibility planning projects. Philip is a professional member of CAHP and a licensed Architect (OAA).

Samantha Irvine

Samantha Irvine is an associate with the heritage planning team at ERA Architects. She holds a BA in History and Sociology from McGill University, an MA in Historic and Sustainable Architecture from NYU, an MA in Sustainable Urbanism (University of Wales), and a JD from Queen's University.

Emma Abramowicz

Emma Abramowicz is a heritage planner at ERA Architects. She holds a Master of Planning in Urban Development from Ryerson University, as well as a Bachelor of Arts (Honours) from Queen's University.

Ray Lister

Ray Lister is a planner with ERA Architects. Ray received his Master of Planning in Urban Development at Ryerson University after completing a Bachelor of Arts (Honours) in History at the University of Victoria.

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12 APPENDICES

Appendix A: Roof Plan by Allies and Morrison LLP



DISCLAIMER		
1	DATE	DESCRIPTION
1	01/01/2011	BASE FOR INFORMATION

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2150 LAKE SHORE BOULEVARD
LEVEL 72
SASP - ROOF PLAN
17219_SASP_ROOF PLAN
SCALE 1:1250 BA1 1:2500 BA3

P1
Revision

Appendix B:

Visual Assessment of the Christie Water Tower by Carvajal Structural Engineers Inc.



CSE STRUCTURAL FORENSIC & REHABILITATION SERVICES

VISUAL ASSESSMENT

MR. CHRISTIE WATER TOWER
2150 LAKESHORE BLVD. W
ETOBICOKE, ON
M8V 1A3

PREPARED FOR
FIRST CAPITAL
BY
CARVAJAL STRUCTURAL ENGINEERS INC.


Professional Engineers
Alberta-British Columbia-New Brunswick
Ontario - Nova Scotia - Saskatchewan

MAY, 2017

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3.0 DESCRIPTION OF STRUCTURE REVIEWED	2
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5.0 SUMMARY OF FINDINGS & RECOMMENDATIONS	3

APPENDICES

APPENDIX A – DRAWINGS

APPENDIX B – PHOTOGRAPHS

Attention: Mr. Chad Ropchan
First Capital Asset Management ULC
Project Manager
85 Hanna Avenue, Suite 400
Toronto, Ontario, M6K 3S3

File: 1863.17 – Visual Assessment
Mr. Christie Water Tower – 2150 Lakeshore Blvd. W, Etobicoke, ON M8V 1A3

As requested, Carvajal Structural Engineers Inc. (CSE) has completed a visual review on the condition of the existing Water Tower (Tower) located at the above captioned site. The following report provides a factual summary of our understanding of work, observations, findings and associated recommendations.

1.0 UNDERSTANDING OF WORK

The main objective of our review is to provide First Capital (Client) with a visual review report on the existing condition of the Tower and to recommend remedial measures to be undertaken by the Client.

Our scope of work included the following tasks:

1. Visit the site and perform a Visual Review of the Tower to identify any areas of structural distress and/or concerns.
2. Review the condition of the legs, horizontal braces, diagonal braces, guard rails, platform, tank etc., as accessible, for corrosion or other visible structural concerns and/or performance issues.
3. Review the condition of the welds, as accessible.
4. Review the condition of the suspended concrete slab at grade for cracking, delaminations, spalls etc.
5. Formulate an engineering opinion on the existing condition of the Tower.
6. Prepare a factual report summarizing the observations and conditions found and our associated recommendations.

2.0 DESIGN REVIEW LIMITATIONS

Please be advised that any information contained in this report is derived from our field measures and our own field observations. At this time, no existing drawings and/or other information on the existing Tower are available for review by CSE. Any third-party use of this information is restricted since our report incorporates a measure of experience with similar structure. This report is solely provided to First Capital. CSE takes no responsibilities or liabilities for any third-party use of this information. Please note that CSE reserves the right to update our observations, analysis and recommendations should additional relevant information become available.

3.0 DESCRIPTION OF STRUCTURE REVIEW

The existing Water Tower is composed of a 20 foot diameter steel tank supported by four (4) equally spaced circular HSS legs. The thickness of the steel tank is approximately 3/8" and the steel columns have 23' diameters. In the middle of the four legs is a 4' diameter water pipe

which extends the full height of the tower. As well, at the centre of the legs at grade level is a suspended concrete slab which houses the pump house below.

Along the height of the tower there are two (2) levels of intermediate horizontal HSS braces between the tower legs, and three (3) levels of diagonal bracing. The diagonal braces are 1 ½" diameter steel rods. There are also three (3) levels of horizontal ties which connect the four column legs to the centre water pipe. The circular HSS legs are anchored to concrete footings with four (4) concrete anchors per leg. No information on the depth of the footings is available.

There is one (1) vertical ladder which extends from grade level to the catwalk, and a second movable ladder attached to the tank which can be moved to rotate around the circumference of the tank.

Attached please find Appendix A which contains drawings of the existing Tower based on our best estimate since access to the water tower above grade was very limited. The following images were obtained from a drone survey of the structure, and provide an elevation view and top view of the Water Tower.



Water Tower Elevation & Birds Eye Image

4.0 VISUAL OBSERVATIONS

A visual review of the Tower was performed by CSE on April 13, 2017 to document any significant concerns with the condition of the Tower. The following paragraphs provide a summary of the significant field observations made. This information should be read in conjunction with the Appendices.

Legs – In general the four (4) circular HSS legs were found to be in good condition, with the exception of the bottom of the columns, where some surface level corrosion was observed. Corrosion was documented on the four (4) concrete anchors at each leg as well as the base plates. See Photograph No. 1.

Diagonal Braces – Our review revealed that surface corrosion was present on the diagonal braces, at the turnbuckles, gusset plates, bolted connections and closer to the ends of the steel rods. Some localized spots of corrosion were also noted along the length of the rods. See Photographs No.'s 2-3.

Horizontal Braces & Ties – The HSS braces appeared to be in good condition with only mild, localized spots of corrosion. However, the horizontal ties between the Tower legs and the water pipe were typically observed to be in relatively poor condition, with medium to high levels of surface corrosion. Corrosion was specifically predominant on the top row of horizontal ties. See Photographs No.'s 4-5.

Vertical Ladder – Although it is not a structural component it should be noted that medium levels of surface corrosion were observed on the vertical ladder along its full height, specifically closer to the bottom of the ladder on the ladder rungs. See Photograph No. 6.

Catwalk & Guards – The catwalk was found to be in relatively poor condition. Large localized spots of corrosion were documented on the top surface of the steel deck and some areas of peeling paint were noted. As well, the guard rail had a significant amount of corrosion. See Photographs No.'s 7-9.

Tank – In general the tank appeared to be in fair condition, and appears to be performing well for its design life. However, it is our understanding that at some point throughout its service life a hole formed in the tank resulting in water leakage. Our observations revealed that the red paint has become discoloured at the top of the tank and the paint is peeling at the underside of the tank. Our review also revealed that the welds appear to be in fair condition, with the exception of some localized corrosion along the second (middle) horizontal line of welds. See Photographs No.'s 10-12.

Concrete Slab – The suspended concrete slab a grade level over the pump house was observed to be in poor condition. Concrete spalling was observed as well as significant cracking. At some locations where the concrete had spalled there was also exposed rebar. See Photographs No.'s 13-14.

5.0 SUMMARY OF FINDINGS & RECOMMENDATIONS

In summary, no major structural concerns were identified with the Water Tower taking into consideration that the Water Tower will remain out of service (no water storage). Typical surface corrosion was observed on the structural members, to include the column legs, horizontal and diagonal braces, tank, catwalk and guards. Corrosion of the tank welds was also observed.

As well, the concrete slab above the underground pump house was noted to be in poor condition, with significant cracking, concrete spalling and exposed rebar.

At this time, we are recommending two (2) repair options for the Water Tower, as follows.

Repair Option No. 1:

Install scaffolding to completely enclose the Tower. Sandblast clean the entire Tower and repaint to match existing. This option will be the most expensive option but will allow for the complete cleaning (sandblasting of the tanks) and proper re-painting.

Repair Option No. 2:

Construct temporary access road so that a boom lift can access the full height of the Tower. Locally clean and repaint corroded areas. This option is less expensive but since the water tower is not enclosed, the cleaning of the steel surface will be limited we will basically only be able to apply a surface coat over many areas showing corrosion.

We are also recommending complete removal and replacement of the suspended concrete slab over the underground pump house. This slab is showing signs of structural damage and will need to be replaced.

We are requesting a meeting with First Capital to further discuss our findings so that the selected repairs option finalized so that repair drawings and specifications can be prepared.

Should you have any questions concerning our findings and recommendations, please do not hesitate to contact the undersigned.

Yours truly,

Claire Miller, E.I.T
Structural Designer
Structural Rehabilitation Engineer
CSE Structural Forensic & Rehabilitation Services
Carvajal Structural Engineers Inc.



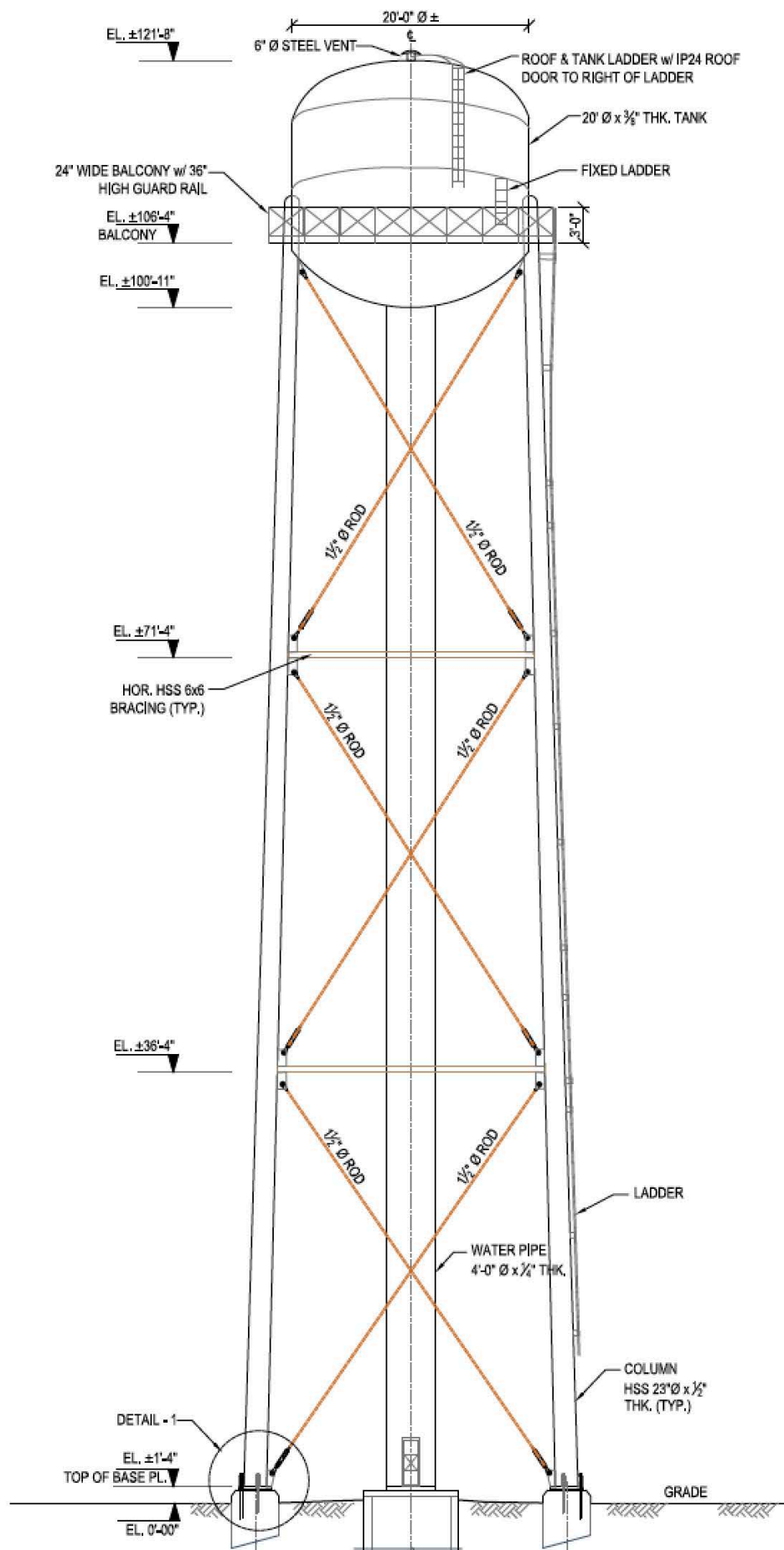
George Carvajal, P. Eng.
Senior Structural Engineer & Principal
Structural Rehabilitation Specialist

CSE Structural Forensic & Rehabilitation Services
Carvajal Structural Engineers Inc.
BCIN 31226

File: 1863.17
CC: Chad Ropchan (First Capital), Claire Miller (CSE)

APPENDIX A

DRAWINGS



WATER TOWER ELEVATION

REVISION	00	CLIENT	FIRST CAPITAL REALTY	CSE PROJECT NO. & DATE	1863,17 - 05/03/2017	CWG. NO.:	SK-1
CSE Structural Forensic & Rehabilitation Services Barrie - 36 Macmillan Crescent, Barrie, (ON) L4N-7H1 Toronto - 805-3500 Dufferin St., Toronto (ON) M3K 1N2 Phone: 416-876-4357 Fax: 705-725-8949		CLIENT PROJECT	MR. CHRISTIE WATER TOWER, ETOBICOKE (ON)	DRAWN / CHECKED BY:	SW/JC/GC	CARVAJAL STRUCTURAL ENGINEERS INC.	
		DWG. TITLE	TOWER ELEVATION				

APPENDIX B

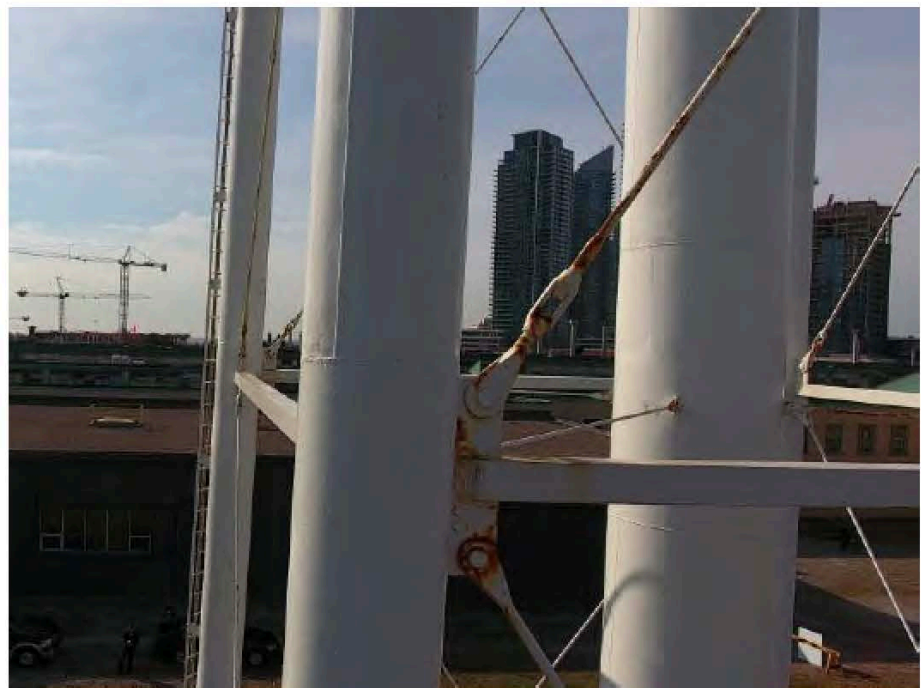
PHOTOGRAPHS

- ▶ Photo ID: CSE001
- ▶ Tower Leg
- ▶ April 13, 2017
- ▶ Problem: Corrosion at Base



PHOTOGRAPH NO. 1

- ▶ Photo ID: CSE002
- ▶ Diagonal Brace
- ▶ April 13, 2017
- ▶ Problem: Corrosion on Turnbuckle and Gusset Plate



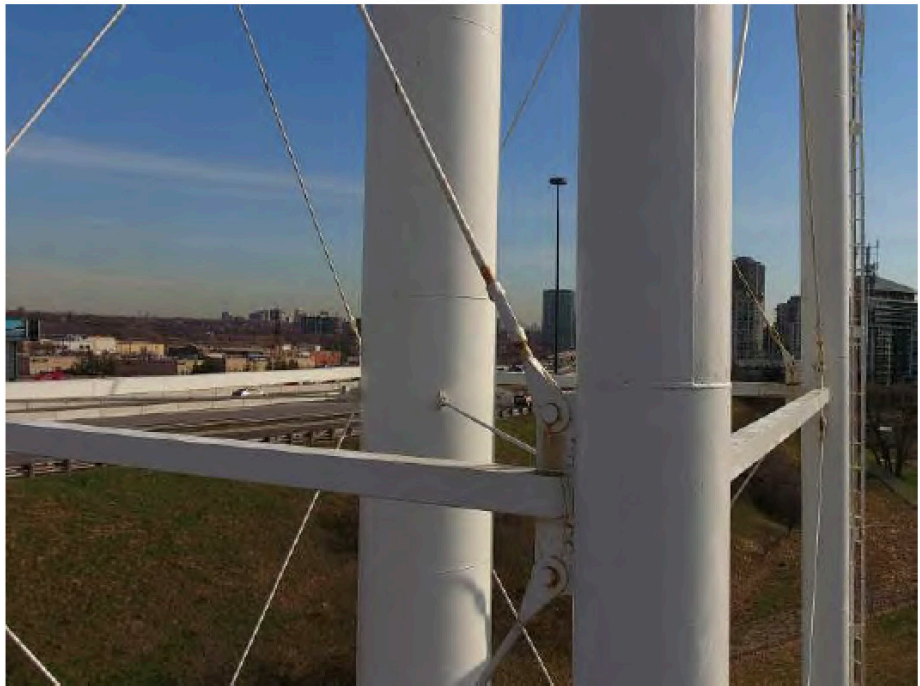
PHOTOGRAPH NO. 2

- ▶ **Photo ID: CSE003**
- ▶ **Diagonal Brace**
- ▶ **April 13, 2017**
- ▶ **Problem: Corrosion on Steel Rod (See Bottom of Photograph)**



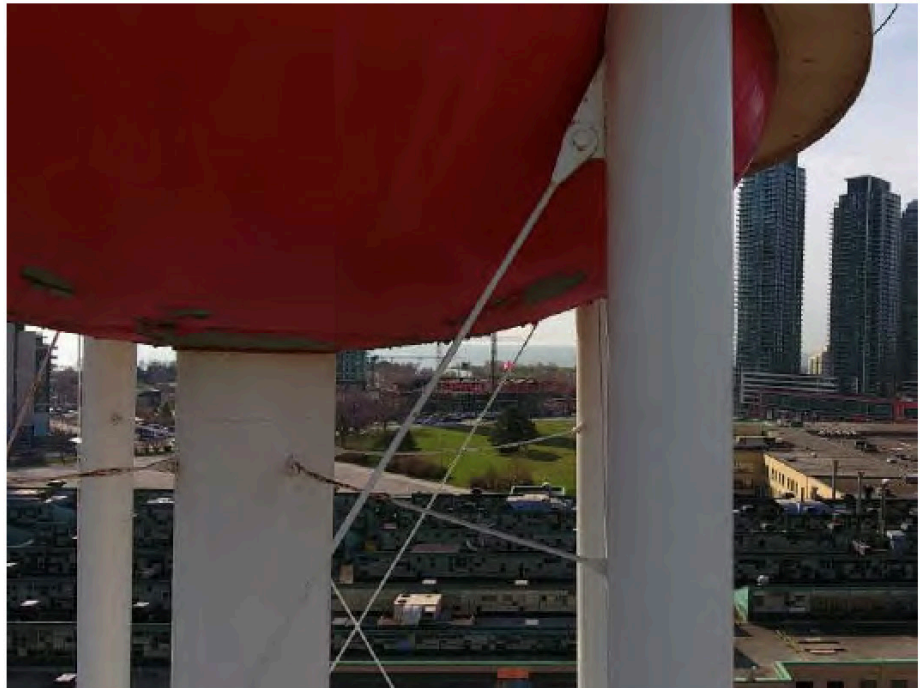
PHOTOGRAPH NO. 3

- ▶ **Photo ID: CSE004**
- ▶ **Horizontal Brace**
- ▶ **April 13, 2017**
- ▶ **Problem: HSS Typically in Good Condition. No Concerns Expressed.**



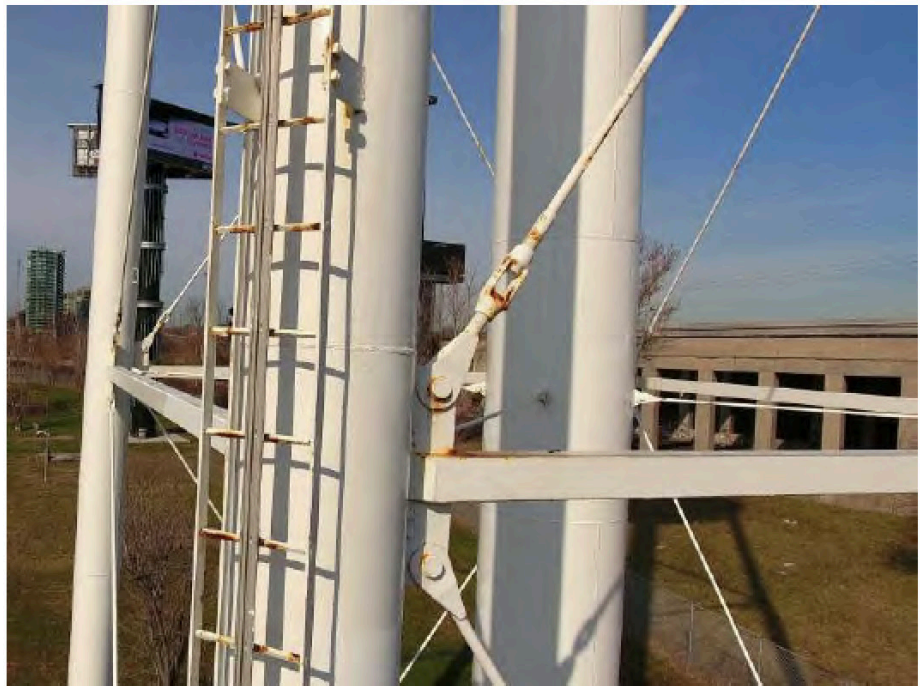
PHOTOGRAPH NO. 4

- ▶ Photo ID: CSE005
- ▶ Horizontal Tie
- ▶ April 13, 2017
- ▶ Problem: Corrosion on Horizontal Ties



PHOTOGRAPH NO. 5

- ▶ Photo ID: CSE006
- ▶ Vertical Ladder
- ▶ April 13, 2017
- ▶ Problem: Corrosion on Ladder Rungs (Typical for Full Height)



PHOTOGRAPH NO. 6

- ▶ Photo ID: CSE007
- ▶ Catwalk
- ▶ April 13, 2017
- ▶ Problem: Corrosion on Steel Deck



PHOTOGRAPH NO. 7

- ▶ Photo ID: CSE008
- ▶ Catwalk
- ▶ April 13, 2017
- ▶ Problem: Corrosion on Steel Deck & Peeling Paint



PHOTOGRAPH NO. 8

- ▶ Photo ID: CSE009
- ▶ Guards
- ▶ April 13, 2017
- ▶ Problem: Corrosion on Handrail and other Components of Guard



PHOTOGRAPH NO. 9

- ▶ Photo ID: CSE010
- ▶ Tank
- ▶ April 13, 2017
- ▶ Problem: Paint Discolouration



PHOTOGRAPH NO. 10

- ▶ Photo ID: CSE011
- ▶ Tank
- ▶ April 13, 2017
- ▶ Problem: Peeling Paint on Underside of Tank



PHOTOGRAPH NO. 11

- ▶ Photo ID: CSE012
- ▶ Tank
- ▶ April 13, 2017
- ▶ Problem: Corrosion Along Second Line of Welds



PHOTOGRAPH NO. 12

- ▶ Photo ID: CSE013
- ▶ Concrete Slab
- ▶ April 13, 2017
- ▶ Problem: Concrete Spalling and Exposed Rebar



PHOTOGRAPH NO. 13

- ▶ Photo ID: CSE014
- ▶ Concrete Slab
- ▶ April 13, 2017
- ▶ Problem: Concrete Spalling & Cracking



PHOTOGRAPH NO. 14

