



# BURNSIDE

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---

## Appendix F

### Cultural Heritage Report

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**CULTURAL HERITAGE REPORT**

**EXISTING CONDITIONS AND PRELIMINARY IMPACT ASSESSMENT**

**REGIONAL ROAD 43 (BRIDGE STREET) AND ADJACENT MUNICIPAL ROADWAYS  
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT**

**CITY OF NIAGARA FALLS  
REGIONAL MUNICIPALITY OF NIAGARA, ONTARIO**

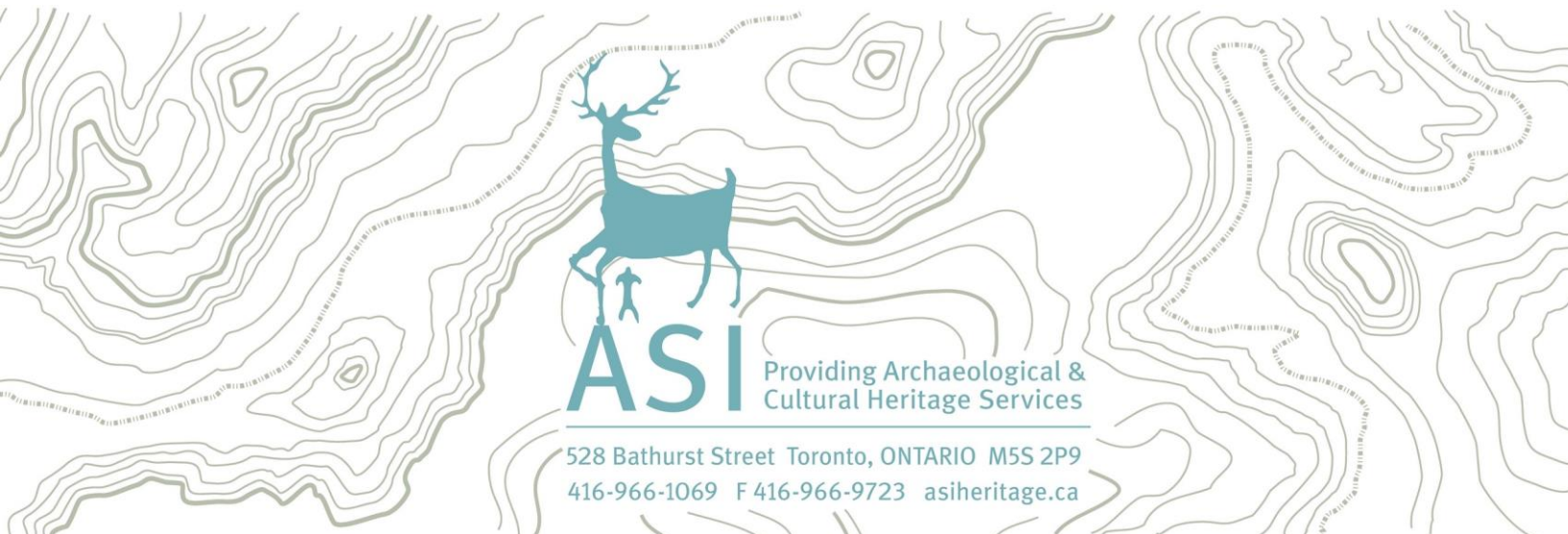
**DRAFT REPORT**

Prepared for:

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ASI File: 20CH-041

October 2020 (revised January 2021 and March 2022)



## CULTURAL HERITAGE REPORT

### EXISTING CONDITIONS AND PRELIMINARY IMPACT ASSESSMENT

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CITY OF NIAGARA FALLS  
REGIONAL MUNICIPALITY OF NIAGARA, ONTARIO

### EXECUTIVE SUMMARY

ASI was contracted by R. J. Burnside & Associates Ltd., on behalf of Niagara Region, to conduct a Cultural Heritage Report as part of the Regional Road 43 (Bridge Street) and Adjacent Municipal Roadways Municipal Class Environmental Assessment. The objectives of this project are to identify alternative solutions and design concepts and to obtain the necessary approvals to undertake detailed design and construction of suitable transportation infrastructure to service the Niagara Falls GO Transit Station previously approved with the *2011 Niagara Rail Service Expansions – Environmental Study Review*. The Bridge Street study area is generally bound by Bridge Street to the north, River Road to the east, Queen Street to the south, and Victoria Avenue to the west. A desktop assessment was conducted for the overall study area and field review was undertaken for the Old Rail Trail Corridor (between Bridge Street and Park Street) as well as the following road segments (hereinafter referred to as the focused study area):

- Bridge Street (between Victoria Avenue and River Road)
- Park Street (between Victoria Avenue and River Road)
- Erie Avenue (between Bridge Street and Queen Street)
- Zimmerman Avenue (between Bridge Street and Queen Street)

The Regional Road 43 (Bridge Street) and Adjacent Municipal Roadways Municipal Class Environmental Assessment have planned design solutions that can meet the changing transportation needs for the Bridge Street corridor and surrounding area, in both interim and ultimate time horizons. The interim solution involves improvements within the existing Bridge Street right-of-way (ROW) and to select adjacent City of Niagara Falls roads, while the ultimate solution involves the expansion of the existing Bridge Street ROW by 2.5 m on both sides of the roadway and will require property acquisition. The interim solution is considered and assessed in this report, and no further discussion of the ultimate solution is provided here.

The results of the background historical research and a review of secondary source material, including historical mapping, indicate a study area with an urban character and combined residential and commercial land use and transportation history dating back to the early nineteenth century. A review of federal, provincial, and municipal registers, inventories, and databases as part of the Desktop Cultural Heritage Report (submitted October 2020) revealed that there are 19 previously identified features of



cultural heritage value within the Bridge Street study area. Based on the type of resources, their physical location, architectural style and/or function, some of these individual resources were combined into a larger cultural heritage landscape. The Desktop Cultural Heritage Report identified a total of 12 built heritage resources (BHRs) and two cultural heritage landscapes (CHLs). A further seven BHRs and three CHLs were identified during the process of conducting fieldwork, for a total of 19 BHRs and five CHLs.

Based on the results of the assessment, the following recommendations have been developed:

1. Construction activities and staging should be suitably planned and undertaken to avoid unintended negative impacts to identified BHRs and CHLs. Avoidance measures may include, but are not limited to: erecting temporary fencing, establishing buffer zones, issuing instructions to construction crews to avoid identified BHRs and CHLs, et.
2. All of the identified BHRs and CHLs will potentially be effected by short-term disruption resulting from construction activities (i.e. introduction of construction related physical, visual, noise-related, and atmospheric elements). To mitigate short-term disruption to identified BHRs and CHLs resulting from construction activities, the following measures are recommended:
  - a. Staging areas should be selected so that they are non-invasive and avoid heritage attributes; and
  - b. Post-construction landscape treatments should be carried out to restore pre-construction conditions.
3. As there are direct impacts anticipated to BHR 1 (GO Transit Train Station at 4267 Bridge Street) which is a designated property under Part IV of the OHA, a resource-specific HIA should be completed as per the *City of Niagara Falls Official Plan* clauses 4.19 and 4.19.2. This HIA should be undertaken by a qualified person as early as possible in the detailed design phase and will be developed in consultation with, and submitted for review to, MHSTCI and the municipal heritage planner and/or municipal heritage committee and Indigenous communities, as appropriate.
4. As there are indirect adverse impacts to 4454, 4450, and 4462 Bridge Street (within CHL 1) through the removal of non-heritage features located within the existing ROW adjacent to the properties, post-construction landscape treatments and grading should be completed to ensure continued access to the properties. As there are potential adverse indirect impacts to the properties within this potential CHL, a HIA may be required as per the *City of Niagara Falls Official Plan* clauses 4.19 and 4.19.2 (City of Niagara Falls 2019). As the parking pad and front steps are not contemporaneous to the nineteenth-century construction of the houses and no direct adverse impacts to the residences or heritage attributes are anticipated, it is recommended that the City of Niagara Falls consider waiving the requirement for a HIA in this





case in favour of post-construction landscaping and grading that includes commitments to retain access to the properties without impacting their viability as residences.

5. The preferred alternative is anticipated to result in construction-related activities and improvements adjacent to six known BHRs protected under the *Ontario Heritage Act* including: 4238-4240 Bridge Street West (BHR 3); 4190 Bridge Street (BHR 5); 4177 Park Street (BHR 6); 4600—4610 Erie Avenue (BHR 7); 4624 Erie Avenue (BHR 8); and 4299 Queen Street (within CHL 2). While no direct impacts are anticipated to any of these properties, a HIA may be required as per the City of Niagara Falls *Official Plan* 4.19 and 4.19.2 (City of Niagara Falls 2019). As the proposed undertaking is anticipated to be low in magnitude and duration and confined to the adjacent Bridge Street, Erie Avenue, Zimmerman Avenue, and Park Street ROWs, no adverse impacts to any of these properties are anticipated. It is recommended that the City of Niagara Falls consider waiving the requirement for a HIAs in this case in favour of suitable avoidance and mitigation measures.
6. The proponent should consult with heritage planning staff at the City of Niagara Falls to determine if HIAs are required for: 4238-4240 Bridge Street West (BHR 3); 4190 Bridge Street (BHR 5); 4177 Park Street (BHR 6); 4600—4610 Erie Avenue (BHR 7); 4624 Erie Avenue (BHR 8); 4454, 4450, and 4462 Bridge Street (within CHL 1) and 4299 Queen Street (within CHL 2). If determined to be required by City staff, these HIAs should be undertaken by a qualified person as early as possible in the detailed design phase and be developed in consultation with, and submitted for review to, MHSTCI and the municipal heritage planner and/or municipal heritage committee and Indigenous communities, as appropriate.
7. Indirect impacts to identified BHRs and CHLs within 50 m of the proposed limits of impact are possible due to construction activities which may result in limited and temporary adverse vibration impacts to 15 known and potential BHRs and CHLs: 4267 Bridge Street (BHR 1), 4274 Bridge Street (BHR 2), 4238-4240 Bridge Street (BHR 3), 4551 Zimmerman Avenue (BHR 4), 4190 Bridge Street (BHR 5), 4177 Park Street (BHR 6), 4600—4610 Erie Avenue (BHR 7), 4624 Erie Avenue (BHR 8), 4662 Bridge Street (BHR 13) 4215 Park Street (BHR 14), 4239/4241/4243/4235 Park Street (BHR 15), 4257 Park Street (BHR 16), 4544-4552 Zimmerman Avenue (BHR 17), CHL 1 (containing 4450, 4454, 4462, 4470, 4480, and 4488-4496 Bridge Street) and CHL 2 (containing 4299 Queen Street (Old Bank of Hamilton/CIBC), 4303-4307 Queen Street (Olsen-Sottile Insurance), 4311-4313 Queen Street (Logan Block), 4321-4337 Queen Street, 4343-4349 Queen Street, 4351-4357 Queen Street, and 4365 Queen Street). To ensure that identified BHRs and CHLs are not adversely impacted during construction, baseline vibration monitoring should be undertaken in advance of construction. Should this advance monitoring assessment conclude that any features on these properties be subject to vibration impacts: (1) construction activities should be planned to avoid adverse vibration impacts; and where potential adverse vibration impacts cannot be avoided (2) a qualified engineer should include these properties in the condition assessment of structures



within the vibration zone of influence for this project. Further, the Contractor must make a commitment to repair any damages caused by vibrations.

8. Should future work require an expansion of the study area then a qualified heritage consultant should be contacted in order to confirm the impacts of the proposed work on potential heritage resources. Prior to detailed design for the Ultimate Solution, a Cultural Heritage Report should be completed by a qualified heritage professional to assess potential impacts to identified features of cultural heritage value or interest and to recommend appropriate mitigation measures.
9. This report should be submitted to the City of Niagara Falls, Niagara Region, and the MHSTCI for review and comment, and any other local heritage stakeholders that may have an interest in this project. The final report should be submitted to the City of Niagara Falls for their records.



## PROJECT PERSONNEL

<i>Senior Project Manager:</i>	Annie Veilleux, MA, CAHP Senior Cultural Heritage Specialist   Manager - Cultural Heritage Division
<i>Project Coordinator:</i>	Katrina Thatch, Hon. BA Archaeologist   Project Coordinator - Environmental Assessment Division
<i>Project Manager:</i>	Johanna Kelly, MSc (2020-2021) Bioarchaeologist and Cultural Heritage Analyst   Project Manager - Cultural Heritage Division
	John Sleath, MA (2022) Cultural Heritage Specialist   Project Manager - Cultural Heritage Division
<i>Report Production:</i>	John Sleath (2022)
	Michael Wilcox, PhD (2020-2021) Cultural Heritage Technician   Technical Writer and Researcher - Cultural Heritage Division
	Johanna Kelly
<i>Graphics Production:</i>	Peter Bikoulis, PhD Archaeologist   GIS Technician - Operations Division
<i>Report Reviewer(s):</i>	Johanna Kelly
	Annie Veilleux



## QUALIFIED PERSONS INVOLVED IN THE PROJECT

*Annie Veilleux, MA, CAHP*

*Senior Cultural Heritage Specialist | Manager - Cultural Heritage Division*

The Senior Project Manager for this Cultural Heritage Report is **Annie Veilleux** (MA, CAHP), who is a Senior Cultural Heritage Specialist and Manager of the Cultural Heritage Division with ASI. She was responsible for: overall project scoping and approach; development and confirmation of technical findings and study recommendations; application of relevant standards, guidelines and regulations; and implementation of quality control procedures. Annie is academically trained in the fields of cultural landscape theory, history, archaeology, and collections management and has over 15 years of experience in the field of cultural heritage resource management. This work has focused on the identification and evaluation of cultural heritage resources, both above and below ground. Annie has managed and conducted numerous built heritage and cultural heritage landscape assessments, heritage recordings and evaluations, and heritage impact assessments as required for Environmental Assessments and Planning projects throughout the Province of Ontario. Annie has extensive experience leading and conducting research for large-scale heritage planning studies, heritage interpretation programs, and projects requiring comprehensive public and Indigenous engagement programs. She is fully bilingual in English and French and has served as a French language liaison on behalf of ASI. Annie is a member of the Ontario Archaeological Society, the National Trust for Canada, I.C.O.M.O.S. Canada, and I.A.P.2 Canada. She is also a professional member in good standing of the Canadian Association of Heritage Professionals.

*Johanna Kelly, M.S.c.,*

*Cultural Heritage Analyst, Project Manager - Cultural Heritage Division*

The Project Manager (2020-2021) for this Cultural Heritage Report is **Johanna Kelly** (M.S.c.), who is a Cultural Heritage Analyst and Project Manager within the Cultural Heritage Division. She was responsible for the day-to-day management activities, including scoping of research activities and drafting of study findings and recommendations. With over ten years of experience in the field, Johanna has focused on the identification and evaluation of cultural heritage resources both above and below ground. With a background in archaeology, her current focus is the assessment, evaluation, and protection of above ground cultural heritage resources. Johanna has been involved in numerous large scale and high profile projects in various capacities, including built heritage and cultural heritage landscape assessments under the *Ontario Environmental Assessment Act* for Class Environmental Assessments and Individual Environmental Assessments, and as required for various planning studies throughout the Province of Ontario.

*John Sleath, M.A.*

*Cultural Heritage Specialist, Project Manager - Cultural Heritage Division*

The Project Manager (2022) for this Cultural Heritage Report is **John Sleath** (MA), who is a Cultural Heritage Specialist and Project Manager within the Cultural Heritage Division with ASI. He was responsible for the day-to-day management activities, including scoping of research activities and site surveys and drafting of study findings and recommendations. John has worked in a variety of contexts within the field of cultural heritage resource management for the past 13 years, as an archaeologist and as a cultural heritage professional. In 2015 John began working in the Cultural Heritage Division



researching and preparing a multitude of cultural heritage assessment reports and for which he was responsible for a variety of tasks including: completing archival research, investigating built heritage and cultural heritage landscapes, report preparation, historical map regression, and municipal consultation. Since 2018 John has been a project manager responsible for a variety of tasks required for successful project completion. This work has allowed John to engage with stakeholders from the public and private sector, as well as representatives from local municipal planning departments and museums. John has conducted heritage assessments across Ontario, with a focus on transit and rail corridor infrastructure including bridges and culverts.



## GLOSSARY

Term	Definition
Adjacent Properties	“contiguous properties as well as properties that are separated from a heritage property by narrow strip of land used as a public or private road, highway, street, lane, trail, right-of-way, walkway, green space, park, and/or easement or as otherwise defined in the municipal official plan” (Ministry of Tourism, Culture and Sport 2010).
Built Heritage Resource (BHR)	“...a building, structure, monument, installation or any manufactured remnant that contributes to a property’s cultural heritage value or interest as identified by a community, including an Indigenous community. Built heritage resources are located on property that may be designated under Parts IV or V of the <i>Ontario Heritage Act</i> , or that may be included on local, provincial, federal and/or international registers” (Government of Ontario 2020:41).
Cultural Heritage Landscape (CHL)	“...a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Indigenous community. The area may include features such as buildings, structures, spaces, views, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association. Cultural heritage landscapes may be properties that have been determined to have cultural heritage value or interest under the <i>Ontario Heritage Act</i> , or have been included on federal and/or international registers, and/or protected through official plan, zoning by-law, or other land use planning mechanisms” (Government of Ontario 2020:42).
Cultural Heritage Resource	Includes above-ground resources such as built heritage resources and cultural heritage landscapes, and built or natural features below-ground including archaeological resources (Government of Ontario 2020).
Known Cultural Heritage Resource	A known cultural heritage resource is a property that has recognized cultural heritage value or interest. This can include a property listed on a Municipal Heritage Register, designated under Part IV or V of the <i>Ontario Heritage Act</i> , or protected by a heritage agreement, covenant or easement, protected by the <i>Heritage Railway Stations Protection Act</i> or the <i>Heritage Lighthouse Protection Act</i> , identified as a Federal Heritage Building, or located within a UNESCO World Heritage Site (Ministry of Tourism, Culture and Sport 2016).
Impact	Includes negative and positive, direct and indirect effects to an identified cultural heritage resource. Direct impacts include destruction of any, or part of any, significant heritage attributes or features and/or unsympathetic or incompatible alterations to an identified resource. Indirect impacts include, but are not limited to, creation of shadows, isolation of heritage attributes, direct or indirect obstruction of significant views, change in land use, land disturbances (Ministry of Tourism and Culture 2006). Indirect impacts also include potential vibration impacts



	(See Section 2.5 for complete definition and discussion of potential impacts).
Mitigation	Mitigation is the process of lessening or negating anticipated adverse impacts to cultural heritage resources and may include, but are not limited to, such actions as avoidance, monitoring, protection, relocation, remedial landscaping, and documentation of the cultural heritage landscape and/or built heritage resource if to be demolished or relocated.
Potential Cultural Heritage Resource	A potential cultural heritage resource is a property that has the potential for cultural heritage value or interest. This can include properties/project area that contain a parcel of land that is the subject of a commemorative or interpretive plaque, is adjacent to a known burial site and/or cemetery, is in a Canadian Heritage River Watershed, or contains buildings or structures that are 40 or more years old (Ministry of Tourism, Culture and Sport 2016).
Significant	With regard to cultural heritage and archaeology resources, significant means “resources that have been determined to have cultural heritage value or interest. Processes and criteria for determining cultural heritage value or interest are established by the Province under the authority of the <i>Ontario Heritage Act</i> . While some significant resources may already be identified and inventoried by official sources, the significance of others can only be determined after evaluation” (Government of Ontario 2020:51).
Vibration Zone of Influence	Area within a 50 m buffer of construction-related activities in which there is potential to affect an identified cultural heritage resource. A 50 m buffer is applied in the absence of a project-specific defined vibration zone of influence based on existing secondary source literature and direction provided from the MHSTCI (Wiss 1981; Rainer 1982; Ellis 1987; Crispino and D’Apuzzo 2001; Carman et al. 2012). This buffer accommodates the additional threat from collisions with heavy machinery or subsidence (Randl 2001).





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## 1.0 INTRODUCTION

### 1.1 Report Purpose

ASI was contracted by R. J. Burnside & Associates Ltd., on behalf of Niagara Region, to conduct a Cultural Heritage Report as part of the Regional Road 43 (Bridge Street) and Adjacent Municipal Roadways Municipal Class Environmental Assessment. The purpose of this report is to present an inventory of known and potential built heritage resources (BHRs) and cultural heritage landscapes (CHLs), identify existing conditions of the project study area, provide a preliminary impact assessment, and propose appropriate mitigation measures.

### 1.2 Project Overview

The objectives of the Regional Road 43 (Bridge Street) and Adjacent Municipal Roadways Municipal Class Environmental Assessment are to identify alternative solutions and designs and to obtain the necessary approvals to undertake detailed design and construction of suitable transportation infrastructure to service the Niagara Falls GO Transit Station previously approved with the *2011 Niagara Rail Service Expansions – Environmental Study Review*. The Bridge Street study area is generally bound by Bridge Street to the north, River Road to the east, Queen Street to the south, and Victoria Avenue to the west (Figure 1). A desktop assessment was conducted for the overall study area and field review was undertaken for the Old Rail Trail Corridor (between Bridge Street and Park Street) as well as the following road segments (hereinafter referred to as the focused study area):

- Bridge Street (between Victoria Avenue and River Road)
- Park Street (between Victoria Avenue and River Road)
- Erie Avenue (between Bridge Street and Queen Street)
- Zimmerman Avenue (between Bridge Street and Queen Street)

The Regional Road 43 (Bridge Street) and Adjacent Municipal Roadways Municipal Class Environmental Assessment have planned design solutions that can meet the changing transportation needs for the Bridge Street corridor and surrounding area, in both interim and ultimate time horizons. The interim solution involves improvements within the existing Bridge Street right-of-way (ROW) and to select adjacent City of Niagara Falls roads, and is intended to address immediate transportation needs given the long-term and unknown horizon for the ultimate solution (R.J. Burnside and Associates Ltd. email communication 25 February 2022). The ultimate solution involves the expansion of the existing Bridge Street ROW by 2.5 m on both sides of the roadway and will require property acquisition. The interim solution is considered and assessed in this report, and no further discussion of the ultimate solution is provided here. Prior to detailed design for the ultimate solution, a Cultural Heritage Report should be completed by a qualified heritage professional to assess potential impacts to identified features of cultural heritage value or interest and to recommend appropriate mitigation measures.

### 1.3 Description of Study Area

This Cultural Heritage Report will focus on the focused study area within the overall desktop study area (Figure 1). The desktop study area has been defined as inclusive of those lands that may contain BHRs or



CHLs that may be subject to direct or indirect impacts as a result of the proposed undertaking. Properties within the study area are located in the City of Niagara Falls, Regional Municipality of Niagara.

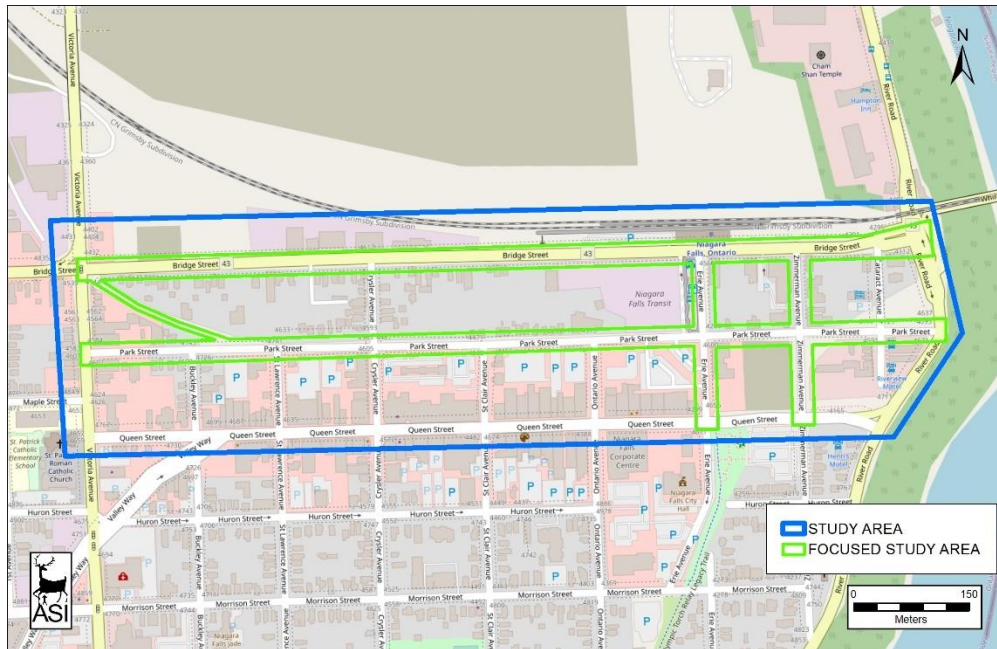


Figure 1: Location of the study area

Base Map: ©OpenStreetMap and contributors,  
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## 2.0 METHODOLOGY

### 2.1 Regulatory Requirements

The *Ontario Heritage Act* (OHA) (Ministry of Culture 1990) is the primary piece of legislation that determines policies, priorities and programs for the conservation of Ontario’s heritage. There are many other provincial acts, regulations and policies governing land use planning and resource development support heritage conservation including:

- The *Planning Act* (Ministry of Municipal Affairs and Housing 1990), which states that “conservation of features of significant architectural, cultural, historical, archaeological or scientific interest” (cultural heritage resources) is a “matter of provincial interest”. The Provincial Policy Statement (Government of Ontario 2020), issued under the Planning Act, links heritage conservation to long-term economic prosperity and requires municipalities and the Crown to conserve significant cultural heritage resources.
- The *Environmental Assessment Act* (Ministry of the Environment 1990), which defines “environment” to include cultural conditions that influence the life of humans or a community. Cultural heritage resources, which includes archaeological resources, built heritage resources and cultural heritage landscapes, are important components of those cultural conditions.



The Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) is charged under Section 2.0 of the OHA with the responsibility to determine policies, priorities, and programs for the conservation, protection, and preservation of the heritage of Ontario. The Ministry of Tourism, Culture and Sport (now administered by MHSTCI) published *Standards and Guidelines for Conservation of Provincial Heritage Properties* (Ministry of Tourism, Culture and Sport 2010) (hereinafter “Standards and Guidelines”). These Standards and Guidelines apply to properties the Government of Ontario owns or controls that have cultural heritage value or interest (CHVI). The Standards and Guidelines provide a series of guidelines that apply to provincial heritage properties in the areas of identification and evaluation; protection; maintenance; use; and disposal. For the purpose of this report, the Standards and Guidelines provide points of reference to aid in determining potential heritage significance in identification of BHRs and CHLs. While not directly applicable for use in properties not under provincial ownership, the Standards and Guidelines are regarded as best practice for guiding heritage assessments and ensure that additional identification and mitigation measures are considered.

Similarly, the *Ontario Heritage Tool Kit* (Ministry of Culture 2006) provides a guide to evaluate heritage properties. To conserve a BHR or CHL, the *Ontario Heritage Tool Kit* states that a municipality or approval authority may require a heritage impact assessment and/or a conservation plan to guide the approval, modification, or denial of a proposed development.

## 2.2 Municipal/Regional Heritage Policies

The study area is located within the City of Niagara Falls, in the Regional Municipality of Niagara. Policies relating to cultural heritage resources were reviewed from the following sources:

- The Official Plan for the City of Niagara Falls (Consolidated 2019)
- Niagara Region Official Plan (Consolidated 2014)
- Niagara Escarpment Plan (Niagara Escarpment Commission 2020)

## 2.3 Identification of Built Heritage Resources and Cultural Heritage Landscapes

This Cultural Heritage Report follows guidelines presented in the *Ontario Heritage Tool Kit* (Ministry of Culture 2006) and *Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes* (Ministry of Tourism, Culture and Sport 2016). The objective of this report is to present an inventory of known and potential BHRs and CHLs, and to provide a preliminary understanding of known and potential BHRs and CHLs located within areas anticipated to be directly or indirectly impacted by the proposed project.

In the course of the cultural heritage assessment process, all potentially affected BHRs and CHLs are subject to identification and inventory. Generally, when conducting an identification of BHRs and CHLs within a study area, three stages of research and data collection are undertaken to appropriately establish the potential for and existence of BHRs and CHLs in a geographic area: background research and desktop data collection; field review; and identification.



Background historical research, which includes consultation of primary and secondary source research and historical mapping, is undertaken to identify early settlement patterns and broad agents or themes of change in a study area. This stage in the data collection process enables the researcher to determine the presence of sensitive heritage areas that correspond to nineteenth- and twentieth-century settlement and development patterns. To augment data collected during this stage of the research process, federal, provincial, and municipal databases and/or agencies are consulted to obtain information about specific properties that have been previously identified and/or designated as having cultural heritage value. Typically, resources identified during these stages of the research process are reflective of particular architectural styles or construction methods, associated with an important person, place, or event, and contribute to the contextual facets of a particular place, neighbourhood, or intersection.

A field review is then undertaken to confirm the location and condition of previously identified BHRs and CHLs. The field review is also used to identify potential BHRs or CHLs that have not been previously identified on federal, provincial, or municipal databases or through other appropriate agency data sources.

During the cultural heritage assessment process, a property is identified as a potential BHR or CHL based on research, the MHSTCI screening tool, and professional expertise. In addition, use of a 40-year-old benchmark is a guiding principle when conducting a preliminary identification of BHRs and CHLs. While identification of a resource that is 40 years old or older does not confer outright heritage significance, this benchmark provides a means to collect information about resources that may retain heritage value. Similarly, if a resource is slightly younger than 40 years old, this does not preclude the resource from having cultural heritage value or interest.

## **2.4 Background Information Review**

To make an identification of previously identified known or potential BHRs and CHLs within the study area, the following resources were consulted as part of this Cultural Heritage Report.

### **2.4.1 Review of Existing Heritage Inventories**

A number of resources were consulted in order to identify previously identified BHRs and CHLs within the study area. These resources, reviewed on 5 October 2020, include:

- The City of Niagara Falls Heritage Properties (City of Niagara Falls n.d.);
- Niagara Region's interactive map (n.d.);
- The *Ontario Heritage Act Register* (Ontario Heritage Trust n.d.);
- The inventory of Ontario Heritage Trust easements (Ontario Heritage Trust n.d.);
- The *Places of Worship Inventory* (Ontario Heritage Trust n.d.);
- *Ontario Heritage Plaque Database* (Ontario Heritage Trust n.d.);
- *Ontario's Historical Plaques* website (Brown 2019);
- Database of known cemeteries/burial sites curated by the Ontario Genealogical Society (Ontario Genealogical Society n.d.);
- *Canada's Historic Places* website (Parks Canada n.d.);





- *Directory of Federal Heritage Designations* (Parks Canada n.d.);
- Canadian Heritage River System (Canadian Heritage Rivers Board and Technical Planning Committee n.d.); and,
- United Nations Educational, Scientific and Cultural Organization (UNESCO) World Heritage Sites (UNESCO World Heritage Centre n.d.).

#### **2.4.2 Review of Previous Heritage Reporting**

Previous Cultural Heritage Studies undertaken within the study area were also reviewed for potential cultural heritage resources. These include:

- Cultural Heritage Resource Assessment undertaken for the GO Service Extension to the Niagara Peninsula Environmental Assessment (ASI 2010)

Cultural Heritage Studies undertaken as part of the Thorold Stone Road Extension and/or Thorold Stone Road, Victoria Avenue, and Bridge Street Roundabout are in review with the Region and so were unavailable for review.

#### **2.4.3 Stakeholder Data Collection**

The following individuals, groups, and/or organizations were contacted to gather information on known and potential BHRs and CHLs, active and inactive cemeteries, and areas of identified Indigenous interest within the study area:

- Margaret Boyle, Assistant Heritage Planner, City of Niagara Falls (email communication 5, 8, 19, and 20 October 2020). Email correspondence confirmed the status of properties on the heritage register. Information regarding the location of the original downtown business hub was provided and the church at 4673 Victoria Avenue (St. Patrick's Church) was noted as being of interest as a landmark, though not officially recognized on the heritage register.
- Niagara Region's Development Planning Department (online form submitted 13 October 2020). A response from Britney Fricke, Senior Development Planner, indicated that there are no cultural heritage concerns from the Region.
- The MHSTCI (email communication 5 and 19 October 2020).<sup>1</sup> Email correspondence from Karla Barboza, Team Lead Heritage, confirmed that there are no additional previously identified heritage resources or concerns regarding the study area.
- The Ontario Heritage Trust (email communications 5 and 8 October 2020). A response from Kevin DeMille, Natural Heritage Coordinator, confirmed that there are no conservation easements or Trust-owned properties within or adjacent to the study area.

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<sup>1</sup> Contacted at [registrar@ontario.ca](mailto:registrar@ontario.ca).



## 2.5 Preliminary Impact Assessment Methodology

To assess the potential impacts of the undertaking, identified BHRs and CHLs are considered against a range of possible negative impacts, based on the *Ontario Heritage Tool Kit InfoSheet #5: Heritage Impact Assessments and Conservation Plans* (Ministry of Tourism and Culture 2006). These include:

- Direct impacts:
  - Destruction of any, or part of any, significant heritage attributes or features; and
  - Alteration that is not sympathetic, or is incompatible, with the historic fabric and appearance.
- Indirect impacts
  - Shadows created that alter the appearance of a heritage attribute or change the viability of a natural feature or plantings, such as a garden;
  - Isolation of a heritage attribute from its surrounding environment, context or a significant relationship;
  - Direct or indirect obstruction of significant views or vistas within, from, or of built and natural features;
  - A change in land use such as rezoning a battlefield from open space to residential use, allowing new development or site alteration to fill in the formerly open spaces; and
  - Land disturbances such as a change in grade that alters soils, and drainage patterns that adversely affect an archaeological resource.

Indirect impacts from construction-related vibration have the potential to negatively affect BHRs or CHLs depending on the type of construction methods and machinery selected for the project and proximity and composition of the identified resources. Potential vibration impacts are defined as having potential to affect an identified BHRs and CHLs where work is taking place within 50 m of features on the property. A 50 m buffer is applied in the absence of a project-specific defined vibration zone of influence based on existing secondary source literature and direction provided from the MHSTCI (Wiss 1981; Rainer 1982; Ellis 1987; Crispino and D'Apuzzo 2001; Carman et al. 2012). This buffer accommodates any additional or potential threat from collisions with heavy machinery or subsidence (Randl 2001).

Several additional factors are also considered when evaluating potential impacts on identified BHRs and CHLs. These are outlined in a document set out by the Ministry of Culture and Communications (now MHSTCI) and the Ministry of the Environment entitled *Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments* (1992) and include:

- Magnitude: the amount of physical alteration or destruction which can be expected;
- Severity: the irreversibility or reversibility of an impact;
- Duration: the length of time an adverse impact persists;
- Frequency: the number of times an impact can be expected;
- Range: the spatial distribution, widespread or site specific, of an adverse impact; and
- Diversity: the number of different kinds of activities to affect a heritage resource.

The proposed undertaking should endeavor to avoid adversely affecting known and potential BHRs and CHLs and interventions should be managed in such a way that identified significant cultural heritage resources are conserved. When the nature of the undertaking is such that adverse impacts are



unavoidable, it may be necessary to implement alternative approaches or mitigation strategies that alleviate the negative effects on identified BHRs and CHLs. Mitigation is the process of lessening or negating anticipated adverse impacts to cultural heritage resources and may include, but are not limited to, such actions as avoidance, monitoring, protection, relocation, remedial landscaping, and documentation of the BHR or CHL if to be demolished or relocated.

Various works associated with infrastructure improvements have the potential to affect BHRs and CHLs in a variety of ways, and as such, appropriate mitigation measures for the undertaking need to be considered.

### **3.0 SUMMARY OF HISTORICAL DEVELOPMENT WITHIN THE STUDY AREA**

This section provides a summary of historical research carried out for this assessment. A review of available primary and secondary source material was undertaken to produce a contextual overview of the study area, including a general description of physiography, Indigenous land use, and Euro-Canadian settlement.

#### **3.1 Physiography**

The study area is situated within the Haldimand Clay Plain physiographic region of southern Ontario (Chapman and Putnam 1984), which is among the largest of the 53 defined physiographic regions in southern Ontario, comprising approximately 3,500 square km (MacDonald 1980). Generally, this region is flat and poorly drained, although it includes several distinctive landforms including dunes, cobble, clay, and sand beaches, limestone pavements, and back-shore wetland basins. Within this part of the Niagara peninsula, a number of environmental sub-regions have been described, including the Niagara Slough Clay Plain, the Fort Erie Clay Plain, the Calcareous Rock Plain (Onondaga Escarpment), the Buried Moraines, the Lake Erie Coast, and the Niagara River Valley (MacDonald 1980). The distribution and nature of these sub-regions, and the specific environmental features they contain, have influenced land use in the region throughout history and pre-history.

The study area is situated atop the west bank of the Niagara River Valley, a sub-region well known for the broad and fast flowing Niagara River, bordered by shelved dolostone and limestone pavements and low clay-plain bluffs. The falls of Niagara are situated 31 km downstream from the mouth of the Niagara River at Fort Erie. As the river flows northward, it divides into two channels encircling Goat Island where it plunges 58 metres. The position of Niagara Falls is constantly changing as the power of the flowing water erodes the soft sedimentary bedrock at a rate of about one metre per year. During the seventeenth century, when Niagara Falls was first viewed by Europeans, the Horseshoe Falls was bow-shaped, and located approximately 300 metres downstream from its present location (Tovell 1979). Both falls are located approximately 3 km downstream from the study area.



### 3.2 Indigenous Land Use and Settlement

Southern Ontario has been occupied by human populations since the retreat of the Laurentide glacier approximately 13,000 years ago, or 11,000 Before the Common Era (B.C.E.) (Ferris 2013).<sup>2</sup> During the Paleo period (c. 11,000 B.C.E. to 9,000 B.C.E), groups tended to be small, nomadic, and non-stratified. The population relied on hunting, fishing, and gathering for sustenance, though their lives went far beyond subsistence strategies to include cultural practices including but not limited to art and astronomy. Fluted points, beaked scrapers, and gravers are among the most important artifacts to have been found at various sites throughout southern Ontario, and particularly along the shorelines of former glacial lakes. Given the low regional population levels at this time, evidence concerning Paleo-Indian period groups is very limited (Ellis and Deller 1990).

Moving into the Archaic period (c. 9,000 B.C.E. to 1,000 B.C.E.), many of the same roles and responsibilities continued as they had for millennia, with groups generally remaining small, nomadic, and non-hierarchical. The seasons dictated the size of groups (with a general tendency to congregate in the spring/summer and disperse in the fall/winter), as well as their various sustenance activities, including fishing, foraging, trapping, and food storage and preparation. There were extensive trade networks which involved the exchange of both raw materials and finished objects such as polished or ground stone tools, beads, and notched or stemmed projectile points. Furthermore, mortuary ceremonialism was evident, meaning that there were burial practices and traditions associated with a group member's death (Ellis and Deller 1990; Ellis et al. 2009).

The Woodland period (c. 1,000 B.C.E. to 1650 C.E.) saw several trends and aspects of life remain consistent with previous generations. Among the more notable changes, however, was the introduction of pottery, the establishment of larger occupations and territorial settlements, incipient horticulture, more stratified societies, and more elaborate burials. Later in this period, settlement patterns, foods, and the socio-political system continued to change. A major shift to agriculture occurred in some regions, and the ability to grow vegetables and legumes such as corn, beans, and squash ensured long-term settlement occupation and less dependence upon hunting and fishing. This development contributed to population growth as well as the emergence of permanent villages and special purpose sites supporting those villages. Furthermore, the socio-political system shifted from one which was strongly kinship based to one that involved tribal differentiation as well as political alliances across and between regions (Ellis and Deller 1990; Williamson 1990; Dodd et al. 1990; Birch and Williamson 2013).

The arrival of European trade goods in the sixteenth century, Europeans themselves in the seventeenth century, and increasing settlement efforts in the eighteenth century all significantly impacted traditional ways of life in Southern Ontario. Over time, war and disease contributed to death, dispersion, and displacement of many Indigenous peoples across the region. The Euro-Canadian population grew in both numbers and power through the eighteenth and nineteenth centuries and treaties between colonial administrators and First Nations representatives began to be negotiated.

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<sup>2</sup> While many types of information can inform the precontact settlement of Ontario, such as oral traditions and histories, this summary provides information drawn from archaeological research conducted in southern Ontario over the last century.



The first formal treaty negotiated after the Royal Proclamation was for a narrow strip of land on either side of the Niagara River in order to allow for the secure movement of supplies and troops along the river.

After the British capture of Fort Niagara in July 1759, the contract for transporting goods along the portage on the east bank of the Niagara River was awarded to John Stedman. This caused conflict with the local Seneca community who had historically been employed by the French government for transporting goods between the lakes along the Niagara River. On September 14, 1763, John Stedman and convoy were attacked by an estimated 500 Seneca as retaliation to British control in the area. As a result of this affair, a peace treaty was negotiated with the Seneca and several other Indigenous communities by Sir William Johnson in April 1764. Under the terms of this treaty, a six-mile-wide strip of land was ceded to the British. This strip measured two miles in width on the west bank of the Niagara River and four miles in width along the east bank, and fourteen miles in depth (e.g., to a point just above the “Great Cataract”) and included the islands within the river. In August 1764, a similar sized tract of land was ceded to the Crown which extended from the Falls to the mouth of the Niagara River at Lake Erie (Brodhead 1856:562, 621, 647–649, 652–653). The Treaty of Niagara was signed by Sir William Johnson and Seneca representatives. The Treaty was concluded on August 1, 1764.

This treaty was renegotiated in 1781 for the areas to the west of the Niagara River. The original document stipulated that this land was only to be used by the Crown for the movement of goods and troops and was not to be set aside for settlement. Furthermore, the Mississaugas of the Credit First Nation claimed that the area west of the Niagara River was within their Traditional Territory but were not included in the original 1764 treaty. The Niagara Purchase, registered as Crown Treaty #381, was signed on May 9, 1781, between representatives of the Crown and representatives of Mississauga and Chippewa peoples. The land under negotiation consisted of a four-mile strip on the west side of the Niagara River from Lake Ontario to Lake Erie. This area included the current communities of Niagara Falls, Niagara-on-the-Lake, and Fort Erie. In payment for these lands, the Crown provided 300 “suits of clothing” to the Mississauga. The signees of the treaty on the side of the British included Colonel Guy Johnson, Superintendent General of Indian Affairs, Captain Andrew Parke, Captain William Potts, and John Dease and Alexander McKee, Deputy Agents of Indian Affairs. The signees of the treaty on the side of the Chippewa and Mississauga included Nanibizure, Paghquan, Wabicanine, and Minaghquat (Surtees 1984; Crown-Indigenous Relations and Northern Affairs 2016).

This renegotiated treaty allowed for the settlement of these lands for agricultural purposes, which was necessary in order to provide food for the growing military in the area. This treaty also recognized Mississauga sovereignty in the region and became the basis for future negotiations between the Crown and the Mississauga (Surtees 1984; Crown-Indigenous Relations and Northern Affairs 2016).

### **3.3 Historical Euro-Canadian Township Survey and Settlement**

The first Europeans to arrive in the area were transient merchants and traders from France and England, who followed Indigenous pathways and set up trading posts at strategic locations along the well-traveled river routes. All of these occupations occurred at sites that afforded both natural landfalls and convenient access, by means of the various waterways and overland trails, into the hinterlands. Early transportation routes followed existing Indigenous trails, both along the lakeshore and adjacent to various creeks and rivers (ASI 2006). Early European settlements occupied similar locations as



Indigenous settlements as they were generally accessible by trail or water routes and would have been in locations with good soil and suitable topography to ensure adequate drainage.

Historically, the study area is located in the Former Township of Stamford, County of Welland in part of Lots 91-94.

### **3.3.1 Former Township of Stamford**

The area long known as Stamford Township was, during the 1780s, initially referred to as “Township No. 2,” and also as the “Mountain Township.” In the late 1780s and early 1790s, it was also known as “Mount Dorchester.” The name “Stamford” officially came into common use after John Graves Simcoe renamed the townships in the Niagara Region in 1792. This name was selected in honour of a very old town by the same name located in Lincolnshire in England (Gardiner 1899).

Stamford comprised part of Lincoln County in the Home District from 1792 until 1800. At that time, the Home District (York) was separated and raised to independent status, and the remainder of the older administrative unit on the south side of Lake Ontario was renamed as the Niagara District. Following the abolition of the Districts in 1849, the Niagara District was succeeded for judicial purposes by the United Counties of Lincoln, Welland and Haldimand. Haldimand was separated from this union in 1850-1851, and the provisional County of Welland was fully separated from the union in 1856. Both Lincoln and Welland counties were abolished in 1969-1970, and replaced by the Regional Municipality of Niagara (Proclamation 24 July 1788; Proclamation 16 July 1792; 32 Geo. III c. 8; 38 Geo. III c. 5; 12 Vic. c. 78; Armstrong 1985).

The first township survey was undertaken shortly after the Treaty of 1784, and the first permanent settlers took up their land holdings around that same time (Armstrong 1985:147). Stamford was initially settled by disbanded soldiers, mainly Butler’s Rangers, following the end of the American Revolutionary War. Stamford was the location of the Battle of Lundy’s Lane in 1814. By 1846, the population stood at 2,636, which was a mixture of “Canadians, English, Irish, Scotch and Americans” (Smith 1846:176). During the late eighteenth and the nineteenth centuries a number of notable settlements were established within Stamford Township. Many of these, including Chippawa, which was first settled in the early 1790s and had a post office by 1801, still exist as communities or neighbourhoods within the City of Niagara Falls. Other early settlements in Stamford Townships include Clifton (1832), Elgin (1840s) and Drummondville (1831) (Armstrong 1985; Boulton 1805; Crosby 1873; Mika and Mika 1983; Rayburn 1997; Scott 1997; Smith 1975; Winearls 1991)

The study area is located in the former Town of Clifton, the largest settlement in the township by the late nineteenth century. In 1881 Clifton changed its name to the Town of Niagara Falls. Soon after, the nearby community of Drummondville became the Village of Niagara Falls. In 1904 the two communities amalgamated to become the City of Niagara Falls. Hydroelectric generating plants operating in the early twentieth century combined with the accessibility of rail transportation and the close proximity of the United States of America’s market helped the nascent city prosper and grow. Tourism would become increasingly important over the twentieth century as well (Zavitz n.d.).

Stamford Township was amalgamated with the City of Niagara Falls in 1962, effectively doubling the population of the City. The creation of the Regional Municipality of Niagara in 1970 meant that the





Village of Chippawa, Willoughby Township, and part of Crowland Township amalgamated with the City, creating the present-day municipal boundaries (Niagara Falls Museum 2020).

### **3.3.2 Town of Clifton**

The Town of Clifton owes its name to Captain Ogden Creighton, British Officer who served in various parts of the world, including the Far East. Around 1830, Captain Creighton came to Niagara Falls and acquired a sizeable tract of land (present day Clifton Hill and Falls Avenue). The land was surveyed and laid out for a town site, which he named Clifton, presumably after Clifton on the gorge of the River Avon in Bristol, England. However, the town of Clifton did not develop as Captain Creighton had hoped, with only a few people buying his building lots.

The development of railways by various Canadian and American companies after the 1830s resulted in the creation of new settlements and the expansion of others. Niagara was on the route between the growing regions of southern Ontario and the northeastern United States and by the end of the nineteenth century five major east-west lines and two north-south lines crossed the region (Gayler 1994).

### **3.3.3 Railway Corridor History**

Two historical rail corridors extend through the study area. One corridor extends in a roughly east-west direction along the north border of the study area, crossing the Niagara River into the United States of America to the northeast of the study area. This rail line was operated by the Great Western Railway (GWR), which later became the Grand Trunk Railway in 1882 and was taken over by Canadian National Railways (CNR) in 1923. The second corridor winds predominantly east-west through the study area but is part of a larger corridor that crosses the study area between the southeast and northwest corners. This rail line was originally known as the Erie and Ontario Railroad when it formed in 1835. The name changed several times but was principally known as the Canadian Southern Railway (CSR) from 1869-1882 and the Michigan Central Railway from 1882-1929.

The GWR was originally incorporated in 1834 as the London and Gore Railroad Co. and changed its name to the GWR in 1853. It received considerable promotion by Allan Napier MacNab, Isaac and Peter Buchanan, R.W. Harris and John Young. Aided by government guarantees and supported by foreign American and British investment, the GWR opened its mainline (Windsor-London-Hamilton-Niagara Falls) in 1854. By 1882, it was operating throughout southwestern Ontario and even into Michigan. That same year, the GWR amalgamated with the Grand Trunk Railway (GTR) in an attempt to successfully compete with rival American railroads for American through-traffic between Michigan and New York states (Baskerville 2015). The GTR was incorporated by the CNR in 1923 (Cooper 2014; St. Thomas Public Library 2018).

The Erie and Ontario Railroad (EOR) Company was formed in 1831 with plans to build a railway from Chippawa to Queenston and construction began in 1835. The route was altered in the early 1850s to pass through the communities closer to the Niagara River, including Clifton, spurred on in part by financier Samuel Zimmerman who lived in the community. By the mid-1850s, the line ended at the intersection of Bridge Street and Victoria Avenue, and from there joined the GWR line. In 1854, the EOR was extended north from Queenston to Niagara on the Lake. Following Zimmerman's death in 1857, the





name was changed to the Fort Erie Railroad Company but then changed again to the Erie and Niagara Railroad in 1862. By 1864, the line extended south to Fort Erie. In 1869, this railway became the Canadian Southern Railroad's Niagara division and was operating three trains per day only four years later. A station was erected at what is now the location of the Downtown Park/Rosberg Park in 1884 but was demolished in 1941. In 1882, the Michigan Central Railroad (MCR) took over the Canadian Southern Railroad's assets. They built a double track between Welland and Niagara Falls, and it was there that it joined with the GTR's in order to cross the bridge at the end of Bridge Street. However, a dispute soon arose, and the MCR was forced to build their own railway bridge crossing the Niagara River, immediately south of the GTR bridge, which was completed in 1883. The railway continued to provide passenger service until 1926 when it switched to freight only. The New York Central Railroad overtook operations in 1930 and closed operations between Niagara Falls and Niagara on the Lake in 1959. The remaining parts of the line were purchased by the Penn Central Railroad in 1968 and then Conrail Railroad in 1976 before being taken over by the Canadian Pacific Railway (CPR) in 1983. The line was ultimately sold to the City of Niagara Falls, the Province of Ontario, and Casino Niagara in 2001 (Berketa 2018).

### 3.4 Review of Historical Mapping

Historically, the study area is located in part of Lots 91-94 in the Former Township of Stamford, County of Welland. The 1862 *Map of the County of Lincoln and Welland* (Tremaine and Tremaine 1862) and the 1876 *Illustrated Historical Atlas of the County of Lincoln and Welland* (Page 1876), were examined to determine the presence of historical features within the study area during the nineteenth century (Figure 2 and Figure 3).

It should be noted, however, that not all features of interest were mapped systematically in the Ontario series of historical atlases. For instance, they were often financed by subscription limiting the level of detail provided on the maps. Moreover, not every feature of interest would have been within the scope of the atlases. The use of historical map sources to reconstruct or predict the location of former features within the modern landscape generally begins by using common reference points between the various sources. The historical maps are geo-referenced to provide the most accurate determination of the location of any property on a modern map. The results of this exercise can often be imprecise or even contradictory, as there are numerous potential sources of error inherent in such a process, including differences of scale and resolution, and distortions introduced by reproduction of the sources.

Historical mapping indicates that the land within the study area had already developed into an urban centre by 1862. Mapping from 1862 illustrates the study area at the core of the Village of Clifton, with a grid-like pattern of streets already in place and dense areas of development indicated by dark shading (Figure 2). One rail corridor is illustrated snaking through the study area in a roughly north-south orientation, unlabeled as to ownership. A second rail corridor extends roughly east-west along the north border of the study area, crossing the Niagara River into the United States of America to the northeast of the study area, operated by the GWR, who is labelled as the property owner of Lot 92 as well. A creek labelled "Muddy Run" extends through the northwest corner of the study area from the Niagara River. The urban core of Clifton continues to develop rapidly during the late nineteenth century. Mapping from 1876 shows further spread of the urban grid road network to the south and west of the study area (Figure 3). GWR continues to own the land to the north of the study area and operate the rail corridor extending east-west along the northern border of the study area through their property. The second corridor, weaving through the study area is labelled as the "Canada Southern" railroad.



In addition to nineteenth-century mapping, historical topographic mapping and aerial photographs from the twentieth century were examined. This report presents maps and aerial photographs from 1920, 1954, 1973 and 2018 (Figure 4 to Figure 7). These do not represent the full range of maps consulted for the purpose of this study but were judged to cover the full range of land uses that occurred in the area during this period.

Early twentieth century mapping shows the study area functioned as an urban core into the twentieth century. More detail than earlier mapping is shown on the 1920 topographic map (Figure 4). Amongst the dense urban development, a number of wood structures are illustrated and at least two stone or brick structures are illustrated: one at the southeast corner of Bridge Street West and Chrysler Avenue and one along the north side of Queen Street between Chrysler Avenue and St. Clair Avenue. The rail corridor extending in an east-west orientation along the north boundary of the study area is again labelled as being owned by 'G.W.Ry' (GWR). A train station is illustrated on this corridor, on the north side of Bridge Street, at the intersection of Bridge Street and Erie Avenue. Bridge Street and Victoria Avenue are depicted as 'metalled' (i.e. paved) roads.

Aerial photography taken in 1954 show the dense settlement of the study area (Figure 5). Commercial buildings are seen lining Queen Street and are visible in the eastern portion of the study area. Residential properties can be seen along the south side of Bridge Street. The railways are seen in the same alignment as indicated on previous mapping. The train station is visible as a prominent structure at the intersection of Bridge Street and Erie Avenue. Despite being constructed in the 1860s, St. Patrick's Roman Catholic Church is clearly visible at the corner of Victoria Avenue and Maple Street for the first time in this map series. Decades later, 1973 topographic mapping shows dense settlement both within and surrounding the study area (Figure 6). Few properties are individually labelled. City Hall is indicated in its present location, at 4310 Queen Street. The individual buildings that make up St. Patrick's Church are visible on the property at 4673 Victoria Avenue, including a school.

Recent aerial photography, taken in 2018, shows the study area as it appears at present (Figure 7). Queen Street and the eastern portion of the study area continue to operate as mostly commercial or mixed use properties. Residential properties continue to dominate the west half of the south side of Bridge Street. The train station and St. Patrick's Church are visible in their present locations. One notable change is that it is apparent that the Michigan Central Railway line that previously snaked through the study area is no longer in operation by this time. The CNR line extending in a roughly east-west orientation and servicing the train station at Bridge Street and Erie Avenue, continues to operate.



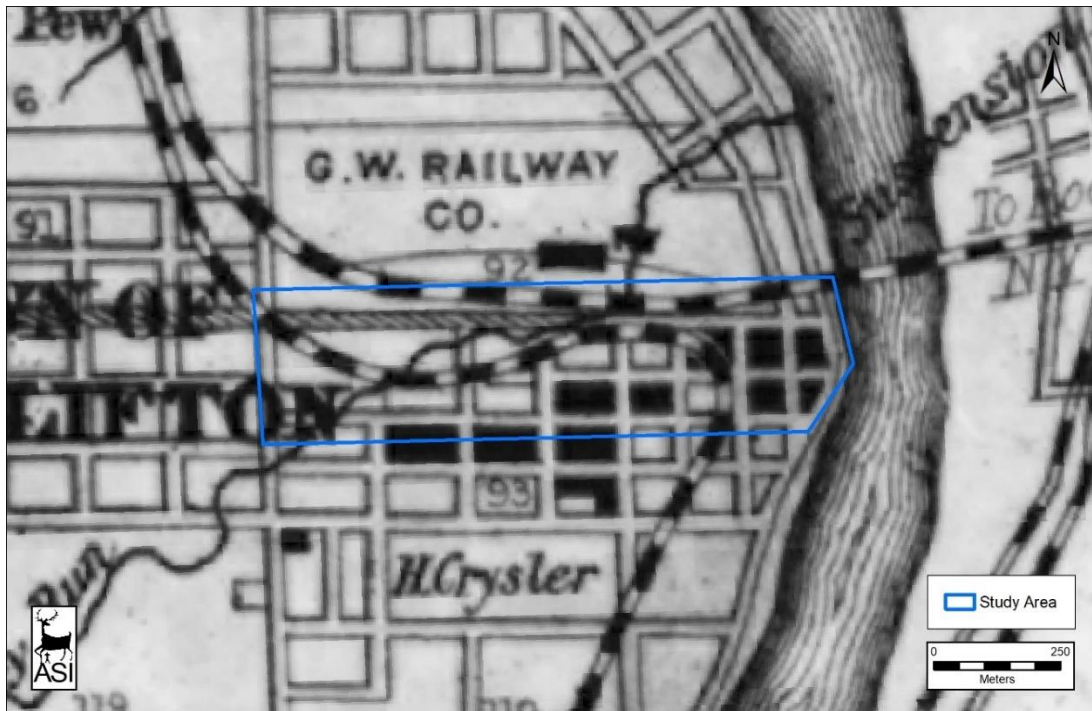


Figure 2: The study area overlaid on the 1862 Tremaine's Map of the County of Lincoln and Welland  
Base Map: Tremaine and Tremaine 1862



Figure 3: The study area overlaid on the 1876 Historical Atlas of the County of Lincoln and Welland  
Base Map: Page 1876



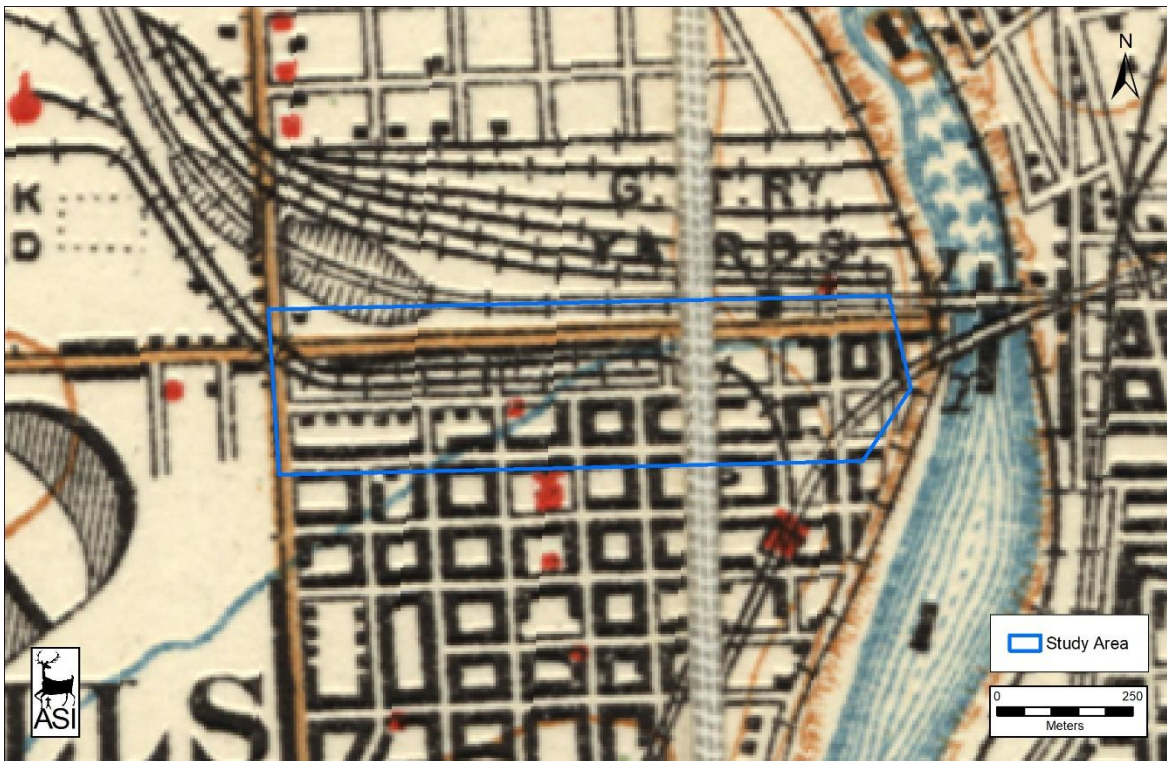


Figure 4: The study area overlaid on the 1920 topographic map of the City of Niagara Falls  
Base Map: Department of Militia and Defence 1920



Figure 5: The study area overlaid on the 1954 aerial photograph of the City of Niagara Falls  
Base Map: Hunting Survey Corporation Limited 1954



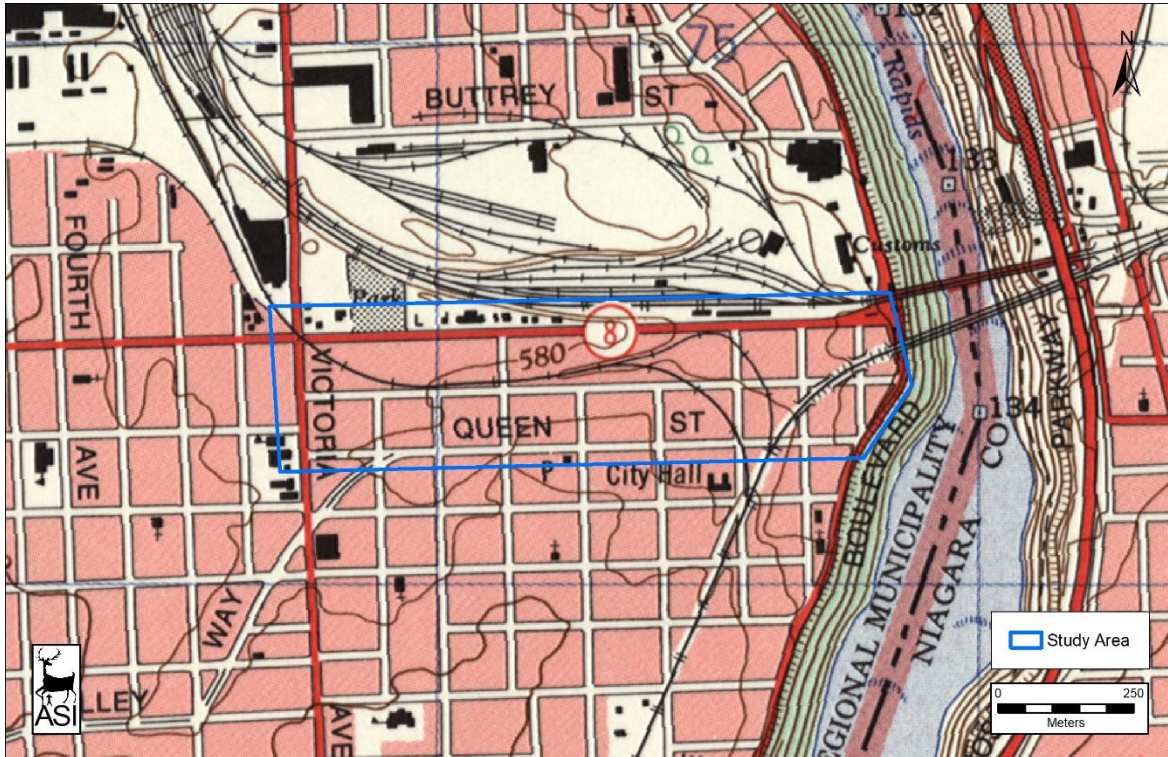


Figure 6: The study area overlaid on the 1973 topographic map of the City of Niagara Falls  
Base Map: Department of Energy, Mines and Resources 1973



Figure 7: The study area overlaid on the 2018 aerial photograph of the City of Niagara Falls

Base Map provided by R.J. Burnside & Associates Ltd.

## 4.0 EXISTING CONDITIONS

### 4.1 Description of Field Review

A field review of the focused study area was undertaken on 9 December 2020, by Michael Wilcox of ASI, to document the existing conditions from existing rights-of-way and to identify any potential cultural heritage resources not previously identified. The existing conditions are described below and captured in Plate 1 to Plate 12. Identified cultural heritage resources are discussed in Section 4.2 and are mapped in Figure 8 to Figure 11 of this report.

Running in an east-west direction through the study area, Bridge Street is a two-lane road set in a mixed residential, commercial, and industrial environment. At the west end of the study area, Bridge Street has residences along the south side and a large open space – including a parking lot and fields – to the north (Plate 1). At the intersection of Bridge Street and Victoria Avenue, a recreational path is extant along the former railway line (Plate 2). Industrial buildings are clustered on the north side of the street at the foot of Chrysler Avenue (Plate 3). Large parking lots are found on both sides of Bridge Street west of Erie Avenue. A stretch of late nineteenth century brick and stone buildings are found between Erie and Zimmerman Avenues, followed by a slight slope down to River Road (Plate 4).

Running in a north-south direction through the study area, Zimmerman Avenue is a two-lane road that includes a mix of occupied and vacant buildings as well as open spaces. Between Bridge and Park Streets is the Niagara Falls Ryerson Innovation Hub on the west side and mostly unoccupied commercial and public buildings on the east side (Plate 5). South of Park Street, Zimmerman Avenue dips below a railway bridge and includes a mix of trees and deserted open spaces on the west side and a tree-lined buffer between the road and the Edgecliff Inn and adjacent parking lot on the east side (Plate 6).

Running in a north-south direction through the study area, Erie Avenue is a two-lane road that includes a mix of occupied and vacant buildings as well as open spaces. Between Bridge and Park Streets, Erie Avenue is dominated on the west side by the Transit Terminal and associated parking lot and transitways and on the east side by the vacant former Europa Hotel (Plate 7). Between Park and Queen Streets, an abandoned railway line and a municipal parking lot are found on the west side while a former strip of commercial buildings and an open field line the east side (Plate 8).

On the southeast corner of Queen and Erie Streets is the Rosberg Family Park and Downtown Park. These parks include small trees and flower beds, benches, walkways, sculptures, and a playground. Running through the parks is the Olympic Torch Run Legacy Trail, formerly part of the Michigan Central Railway line.

Running in an east-west direction through the study area, Park Street is a two-lane road set in a mixed residential and commercial environment. At the west end of the study area, Park Street has several large garages and/or buildings of an unknown nature. The trail along the former railway line runs mostly along a parallel line north of the street, with the only visible section being found between Buckley and St. Lawrence Avenues where it runs on a northwest-southeast axis toward the intersection of Bridge Street and Victoria Avenue (Plate 9). Moving east, between St. Lawrence and Erie Avenues, the south side of the street is a series of parking lots, dotted by a few houses and commercial shops and the north side of the street is primarily residential (Plate 10 and Plate 11). Further east, between Erie and Zimmerman





Avenues, the south side is a mix of trees and an abandoned lot while the north side has three buildings spaced apart. At the eastern end of Park Street, between Zimmerman Avenue and River Road, the north side is largely wooded while the south side is a mix of trees, residences, and the parking lot of the Parkway Motel (Plate 12).



Plate 1: Residences along south side of Bridge Street, looking east from Victoria Avenue (ASI 2020)



Plate 2: Recreational path along former railway line, looking southeast from Victoria Avenue and Bridge Street (ASI 2020)



Plate 3: Commercial and industrial buildings along north side of Bridge Street, looking west (ASI 2020)



Plate 4: Bridge Street, looking west from River Road (ASI 2020)





Plate 5: Zimmerman Avenue, looking south from Bridge Street (ASI 2020)



Plate 6: Zimmerman Avenue, looking north from Queen Street (ASI 2020)



Plate 7: Erie Avenue, looking south from Bridge Street (ASI 2020)



Plate 8: Former commercial strip along Erie Avenue, looking southeast (ASI 2020)



Plate 9: Recreational path along former railway line, looking northwest from Park Street (ASI 2020)



Plate 10: One of many parking lots along the south side of Park Street, looking south (ASI 2020)



Plate 11: Residences along Park Street, looking east (ASI 2020)



Plate 12: Park Street, looking west from Cataract Avenue (ASI 2020)

#### 4.2 Identification of Known and Potential Built Heritage Resources and Cultural Heritage Landscapes



Based on the results of the background research and field review, 29 features of known or potential cultural heritage value or interest were identified within the overall study area. Based on the type of resources, their physical location, architectural style and/or function, some of these individual resources were combined into a larger CHL, resulting in a total of 24 known and potential BHRs and CHLs. These resources include nine known BHRs, 10 potential BHRs, and five potential CHLs. A unique identifier has been assigned to each resource (either as a CHL or BHR #), which includes the following:



- one train station (BHR 1)
- eleven commercial and/or public buildings (BHRs 2, 5, 6, 7, 8, 9, 10, 11, 14, 15, and 17)
- one educational building (BHR 4)
- one religious building (BHR 12)
- four residential buildings (BHRs 3, 13, 18, and 19)
- one building of an unknown use (BHR 16)
- three residential streetscapes (CHLs 1, 4, and 5)
- one commercial streetscape (CHL 2)
- one recreational trail (CHL 3)

See Table 1 below for a detailed description of these identified resources. Location mapping for these resources is provided in Figure 8 to Figure 11.







Table 1: Summary of built heritage resources and cultural heritage landscapes within and/or adjacent to the study area

Feature ID	Type of Property	Address or Location	Heritage Recognition	Property Description and Potential/Known Cultural Heritage Value or Interest and Associated Heritage Attributes	Photographs/ Digital Image
BHR 1	Train Station	4267 Bridge Street	<p>Known BHR – Designated under Part IV of the Ontario Heritage Act (By-law 2014-83)</p> <p>Designated under the <i>Heritage Railway Stations Protection Act</i></p>	<p>The original station was built for the Great Western Railway in 1853 but was destroyed in an April 1879 fire. The extant Via Rail Train Station was completed in November 1879, originally servicing the GWR, but then owned by Grand Trunk Railways from 1882 to 1923 when it was purchased by Canadian National Railways.</p> <p>It is a red brick Gothic Revival style railway station, with a large central section bordered by one-storey wings on either side. Part of the eastern wing was destroyed in 1967, so the building is not perfectly symmetrical.</p> <p>The train station has important contextual value for its contribution to Niagara Falls’ transportation history and status as a tourist destination.</p> <p>The property is designated under Part IV of the Ontario Heritage Act. See Schedule B to By-law No. 2014-83 in Appendix A for details.</p>	 <p>Plate 13: Via Rail Train Station (ASI 2020)</p>
BHR 2	Commercial	4274 Bridge Street	<p>Potential BHR – Identified during a previous assessment (ASI 2010)</p>	<p>The three-storey commercial structure was built in 1910 and was called the Trennick Hotel, replacing the Columbia Hotel which had been built on the same spot in the nineteenth century. It was later changed to the Metropole, the Mohawk Hotel, and the Lord Nelson Hotel in 1967 before changing its name to Hotel Europa.</p> <p>This building with buff brick veneer and decorative cornice features a mix of modern windows and original 1/1 sash windows, concrete lintels, and concrete a concrete foundation.</p> <p>The structure is located directly across the street from the Via Rail Train Station and figures prominently on the streetscape.</p>	 <p>Plate 14: Former Hotel Europa (ASI 2020)</p>



Feature ID	Type of Property	Address or Location	Heritage Recognition	Property Description and Potential/Known Cultural Heritage Value or Interest and Associated Heritage Attributes	Photographs/ Digital Image
BHR 3	Residential	4238-4240 Bridge Street West	Known BHR – Listed on Municipal Heritage Register	<p>Known as the Woodruff Block, this structure was likely a hotel when first constructed in the late nineteenth century.</p> <p>This three-storey brick commercial structure features a painted brick exterior façade and a one storey addition to the west.</p> <p>The building has contextual associations with the train station.</p>	 <p>Plate 15: Woodruff Block (ASI 2020)</p>
BHR 4	Educational	4551 Zimmerman Avenue	Potential BHR – Identified during a previous assessment (ASI 2010)	<p>Likely built in the 1940s, this structure was formerly owned by the government of Canada and was home to the Canadian Border Authority. It is now the Niagara Falls Ryerson Innovation Hub. It is built on the former location of the Savoy Hotel.</p> <p>This building is one storey throughout and made of solid brick. It features concrete detailing and entrances which are found on both Bridge Street and Zimmerman Avenue.</p>	 <p>Plate 16: Niagara Falls Ryerson Innovation Hub (ASI 2020)</p>





Feature ID	Type of Property	Address or Location	Heritage Recognition	Property Description and Potential/Known Cultural Heritage Value or Interest and Associated Heritage Attributes	Photographs/ Digital Image
BHR 5	Commercial	4190 Bridge Street	Known BHR – Designated under Part IV of the Ontario Heritage Act (By-law 2014-82)	<p>Originally built for the Imperial Bank of Canada (CIBC after 1961), this building was constructed in 1906 by Toronto architectural firm Darling and Pearson and it closed in 1967. The first bank was located across Zimmerman Avenue and operated out of the lower level of a building that was known as the Savoy Hotel.</p> <p>This two-and-a-half storey rectangular limestone building features both Romanesque Revival and French Renaissance styles. Details include carved door lintels, block window surrounds with semi-circular arches, stepped parapets, and six clapboard sided dormers.</p> <p>The former bank is a prominent landmark on the southeast corner of Bridge Street and Zimmerman Avenue and played a significant role in Niagara Falls' economic development.</p> <p>The property is designated under Part IV of the Ontario Heritage Act. See Schedule B to By-law No. 2014-82 in Appendix A for details.</p>	 <p>Plate 17: Former Imperial Bank (ASI 2020)</p>
BHR 6	Commercial	4177 Park Street (Formerly 4582 Zimmerman Avenue)	Known BHR – Designated under Part IV of the Ontario Heritage Act (By-law 2014-115)	<p>Built in 1883, this limestone building is an example of late nineteenth century public architecture. Originally known as the Dominion Public building, it was designed by government architect Thomas Fuller who also designed the first Parliament buildings in Ottawa. A furnace explosion in 1927 caused significant damage, and the building was remodelled and enlarged thereafter. The building served as the Post Office and Customs House until 1930 when it began operating solely as a Customs House. In 1953, it stopped serving as the Customs House and became a police station. It is now known as the Old Police Building.</p> <p>The building is two storeys, though includes a prominent attic. It is built of limestone blocks and designed in the Romanesque Revival style. Details include its decorative stonework, window surrounds, hip roof, and arches over doors and windows.</p> <p>The building has connections to the development of Clifton and Niagara Falls. It is found at a prominent location, and is associated with the history of communication, government operations, and municipal services.</p> <p>The property is designated under Part IV of the Ontario Heritage Act. See Schedule B to By-law No. 2014-115 in Appendix A for details.</p>	 <p>Plate 18: Former Post Office and Customs House (ASI 2020)</p>



Feature ID	Type of Property	Address or Location	Heritage Recognition	Property Description and Potential/Known Cultural Heritage Value or Interest and Associated Heritage Attributes	Photographs/ Digital Image
BHR 7	Commercial	4600—4610 Erie Avenue	Known BHR – Listed on Municipal Heritage Register	<p>This commercial building, known as the Empire Block, was built prior to 1914. It has been home to a wide variety of businesses, including the Royal Bank of Canada.</p> <p>This a two-storey painted brick rectangular structure is vacant and has been largely boarded up.</p> <p>The building is located at a prominent corner in the former business area of Niagara Falls and likely contributed to the commercial development of the downtown.</p>	 <p>Plate 19: Former Empire Building (ASI 2020)</p>
BHR 8	Commercial	4624 Erie Avenue	Known BHR – Listed on Municipal Heritage Register	<p>This building was erected in 1882 by J. R. Lundy. It housed a hardware store operated by the Clark-Patterson family from 1885 until 1976.</p> <p>This two-storey building is made of red brick and features decorative brick work in the arches over the windows.</p> <p>It is one of the few remaining commercial buildings on Erie Avenue from the late nineteenth century.</p>	 <p>Plate 20: Clark's Hardware Store (ASI 2020)</p>





Feature ID	Type of Property	Address or Location	Heritage Recognition	Property Description and Potential/Known Cultural Heritage Value or Interest and Associated Heritage Attributes	Photographs/ Digital Image
BHR 9	Commercial	4431-4455 Queen Street	Known BHR – Listed on Municipal Heritage Register	<p>This building was erected in 1916 by F.W. Woolworth. In 1932, S.S. Kresge Company opened on the east side of the same building.</p> <p>The large building is two storeys and is made of brick. Eighteen vertical brick pillars with concrete caps are found on the second floor and are separated by windows. A large concrete frame/border surrounds the main floor of the former Woolworth's Building.</p> <p>This structure contributed to the commercial development of Queen Street in downtown Niagara Falls.</p>	 <p>Plate 21: Former Woolworth's and S.S. Kresge Company building (Google Maps)</p>
BHR 10	Commercial	4500 Queen Street	Known BHR – Listed on Municipal Heritage Register	<p>This building originally housed the Niagara Falls Post Office and was built in 1930. The architects were Findlay and Foulis and the builders were Piggott Construction Company. The post office officially opened in January 1931 and was expanded to its present dimensions in 1961.</p> <p>The two-storey building features an Art Deco façade. It has a cornice and windows separated by vertical pilasters. The interior features terrazzo marble floors with mahogany trim.</p> <p>The building is associated with government operations and the development of the historic Queen Street in downtown Niagara Falls.</p>	 <p>Plate 22: Niagara Falls Post Office (Google Maps)</p>



Feature ID	Type of Property	Address or Location	Heritage Recognition	Property Description and Potential/Known Cultural Heritage Value or Interest and Associated Heritage Attributes	Photographs/ Digital Image
BHR 11	Commercial	4624 Queen Street	Known BHR – Listed on Municipal Heritage Register	<p>This building, formerly known as the Seneca Theatre, was constructed in 1940. It was designed by Jay I. English and the original owner was Famous Players Theatres.</p> <p>The building is an art deco style theatre built of brick. Inside is one of the last murals painted by the Montreal-based theatrical decorator and artist Emmanuel Briffa. The theatre is graded and includes 918 seats.</p> <p>The theatre contributed to the social and economic development of Queen Street in Niagara Falls.</p>	 <p>Plate 23: Seneca Theatre (Google Maps)</p>
BHR 12	Religious	4673 Victoria Avenue	Potential BHR – Identified by the Assistant Heritage Planner as being of interest	<p>The original St. Patrick Catholic Church was built in the early 1860s though it was enlarged in the early 1870s. The Order of Carmelites assumed control of the church and associated parish in 1875. The extant church was erected in 1895. The rectory was added in 1897 and the hall in 1927.</p> <p>The church is built in the gothic revival style.</p> <p>The church is a prominent feature at the intersection of Victoria Avenue and Maple Street and lies at the foot of Queen Street. Communications from the Assistant Heritage Planner indicate that the church is considered to be a landmark.</p>	 <p>Plate 24: St. Patrick Church (Google Maps)</p>

Feature ID	Type of Property	Address or Location	Heritage Recognition	Property Description and Potential/Known Cultural Heritage Value or Interest and Associated Heritage Attributes	Photographs/ Digital Image
BHR 13	Residential	4662 Bridge Street	Potential BHR – Identified during field review/background research	<p>The two-and-a-half storey red brick house is built in the Queen Anne style. Based on the architectural style and detailing, this house likely dates to the late nineteenth or early twentieth century.</p> <p>The house is a prominent one, located on Bridge Street, an important early transportation route with connections to the railway and international travel.</p>	 <p>Plate 25: 4662 Bridge Street (ASI 2020)</p>
BHR 14	Commercial	4215 Park Street	Potential BHR – Identified during field review/background research	<p>Based on the architectural style and detailing, this house likely dates to the late nineteenth or early twentieth century.</p> <p>The two-and-a-half storey structure is built in the Tudor Revival style.</p>	 <p>Plate 26: 4215 Park Street (ASI 2020)</p>



Feature ID	Type of Property	Address or Location	Heritage Recognition	Property Description and Potential/Known Cultural Heritage Value or Interest and Associated Heritage Attributes	Photographs/ Digital Image
BHR 15	Commercial/ residential	4239/4241/4243/4235 Park Street	Potential BHR – Identified during field review/background research	<p>Based on the architectural style and detailing, this house likely dates to the late nineteenth or early twentieth century.</p> <p>The two-storey painted brick structure has commercial operations on the main floor and may be residential on the upper floor.</p>	 <p>Plate 27: 4239/4241/4243/4235 Park Street (ASI 2020)</p>
BHR 16	Unknown	4257 Park Street	Potential BHR – Identified during field review/background research	<p>Based on the architectural style and detailing, this house likely dates to the late nineteenth or early twentieth century.</p> <p>The two-storey structure is made of brick. It may have had commercial operations on the main floor and may have been residential on the upper floor. Its triangular shape is a result of the railway line which ran diagonally beside it.</p>	 <p>Plate 28: 4257 Park Street (ASI 2020)</p>










Feature ID	Type of Property	Address or Location	Heritage Recognition	Property Description and Potential/Known Cultural Heritage Value or Interest and Associated Heritage Attributes	Photographs/ Digital Image
BHR 17	Commercial/residential	4544-4552 Zimmerman Avenue	Potential BHR – Identified during field review/background research	<p>Based on the architectural style and detailing, this house likely dates to the late nineteenth or early twentieth century.</p> <p>This two-storey unit is made of brick and features a commercial building on the north with an attached residential building on the south. The residence is set further back from the roadway than the commercial portion, and features a raised entry, side hall plan, and a lower roofline than the adjacent commercial building.</p>	
BHR 18	Residential	4456 Park Street (Southeast corner of St. Clair and Park Streets)	Potential BHR – Identified during field review/background research	<p>Based on the architectural style and detailing, this house likely dates to the late nineteenth or early twentieth century.</p> <p>The house is two-and-a-half storeys features a front gable, 1/1 sash windows, and large porch with a cupola.</p>	

Plate 29: 4548 Zimmerman Avenue (ASI 2020)



Plate 30: 4456 Park Street (ASI 2020)



Feature ID	Type of Property	Address or Location	Heritage Recognition	Property Description and Potential/Known Cultural Heritage Value or Interest and Associated Heritage Attributes	Photographs/ Digital Image
BHR 19	Residential	4634 Park Street	Potential BHR – Identified during field review/background research	<p>Based on the architectural style and detailing, this house likely dates to the late nineteenth or early twentieth century.</p> <p>This two-storey Edwardian Classical home appears to be the only brick residence (later covered with stucco) in the entire study area on the 1906 topographic map.</p> <p>The house is among the earliest residences to the north and west of the commercial area of downtown Elgin/Clifton/Niagara Falls.</p>	 <p>Plate 31: 4634 Park Street (ASI 2020)</p>
CHL 1	Residential	South Side of Bridge Street  Includes 4450, 4454, 4462, 4470, 4480, and 4488-4496 Bridge Street	Potential CHL – Identified during a previous assessment (ASI 2010)	<p>This residential stretch features a collection of houses that generally date to the late nineteenth and early twentieth centuries.</p> <p>These residences consist of one-and-a-half to two-and-a-half storey brick and frame dwellings that share similar set-backs, gabled and hipped roofs, and proximity to the train station and tracks.</p> <p>These residences are representative of residential development in this area of Niagara Falls.</p>	 <p>Plate 32: Residences along Bridge Street (ASI 2020)</p>

Feature ID	Type of Property	Address or Location	Heritage Recognition	Property Description and Potential/Known Cultural Heritage Value or Interest and Associated Heritage Attributes	Photographs/ Digital Image
CHL 2	Commercial	Queen Street	Potential CHL – Identified during field review/background research  Note: CHL is comprised of seven properties that have been Listed on Municipal Heritage Register	This block of Queen Street is located opposite City Hall and would have likely been some of the original buildings in the downtown core. Included in this CHL are seven properties which are listed on the City’s Heritage Register: <ul style="list-style-type: none"> <li>- 4299 Queen Street (Old Bank of Hamilton/CIBC)</li> <li>- 4303-4307 Queen Street (Olsen-Sottile Insurance)</li> <li>- 4311-4313 Queen Street (Logan Block)</li> <li>- 4321-4337 Queen Street</li> <li>- 4343-4349 Queen Street</li> <li>- 4351-4357 Queen Street</li> <li>- 4365 Queen Street</li> </ul>	 <p>Plate 33: Queen Street (Google Maps)</p>
CHL 3	Recreational	Downtown Park/Rosberg Family Park/Olympic Torch Run Legacy Trail	Potential CHL – Trail and Commemorative Feature identified during field review/background research	This recreational trail runs along the former route of the Michigan Central Railway. It is officially called the Olympic Torch Run Legacy Trail. As such, it has contextual ties with Niagara Falls’ transportation history.  The trail includes two former railway bridges, one crossing Park Street between Zimmerman Avenue and Cataract Avenue and the other crossing Zimmerman Avenue between Park Street and Queen Street. Both bridges predate 1930.  The Downtown Park includes a sculpture known as “The Water Molecule.” It was designed by City of Niagara Falls draughtsman Derek Costello in honour of Canada’s Centennial Celebration in 1967.	 <p>Plate 34: Olympic Torch Run Legacy Trail (ASI 2020)</p>  <p>Plate 35: Bridge over Park Street (ASI 2020)</p>  <p>Plate 36: Bridge over Zimmerman Avenue (ASI 2020)</p>  <p>Plate 37: Sculpture of “The Water Molecule” (ASI 2020)</p>



Feature ID	Type of Property	Address or Location	Heritage Recognition	Property Description and Potential/Known Cultural Heritage Value or Interest and Associated Heritage Attributes	Photographs/ Digital Image
CHL 4	Residential	North side of Park Street (4403 to 4425 Park Street)	Potential CHL – Identified during field review/background research	<p>This residential stretch features four houses that generally date to the late nineteenth or early twentieth century.</p> <p>These residences consist of two-and-a-half storey frame dwellings with similar setbacks, horizontal siding, and front gabled roofs.</p> <p>These residences are representative of residential development in this area of Niagara Falls.</p>	 <p>Plate 38: Residences along north side of Park Street (ASI 2020)</p>
CHL 5	Residential	South side of Park Street (4728, 4736, 4744, and 4750 Park Street)	Potential CHL – Identified during field review/background research	<p>This residential stretch features four houses that generally date to the late nineteenth or early twentieth century and appear on the 1906 topographic map.</p> <p>These residences consist of one-and-a-half and two-and-a-half storey frame dwellings with similar setbacks, horizontal siding, and front gabled roofs.</p> <p>These residences are representative of residential development in this area of Niagara Falls.</p>	 <p>Plate 39: Residences along south side of Park Street (ASI 2020)</p>



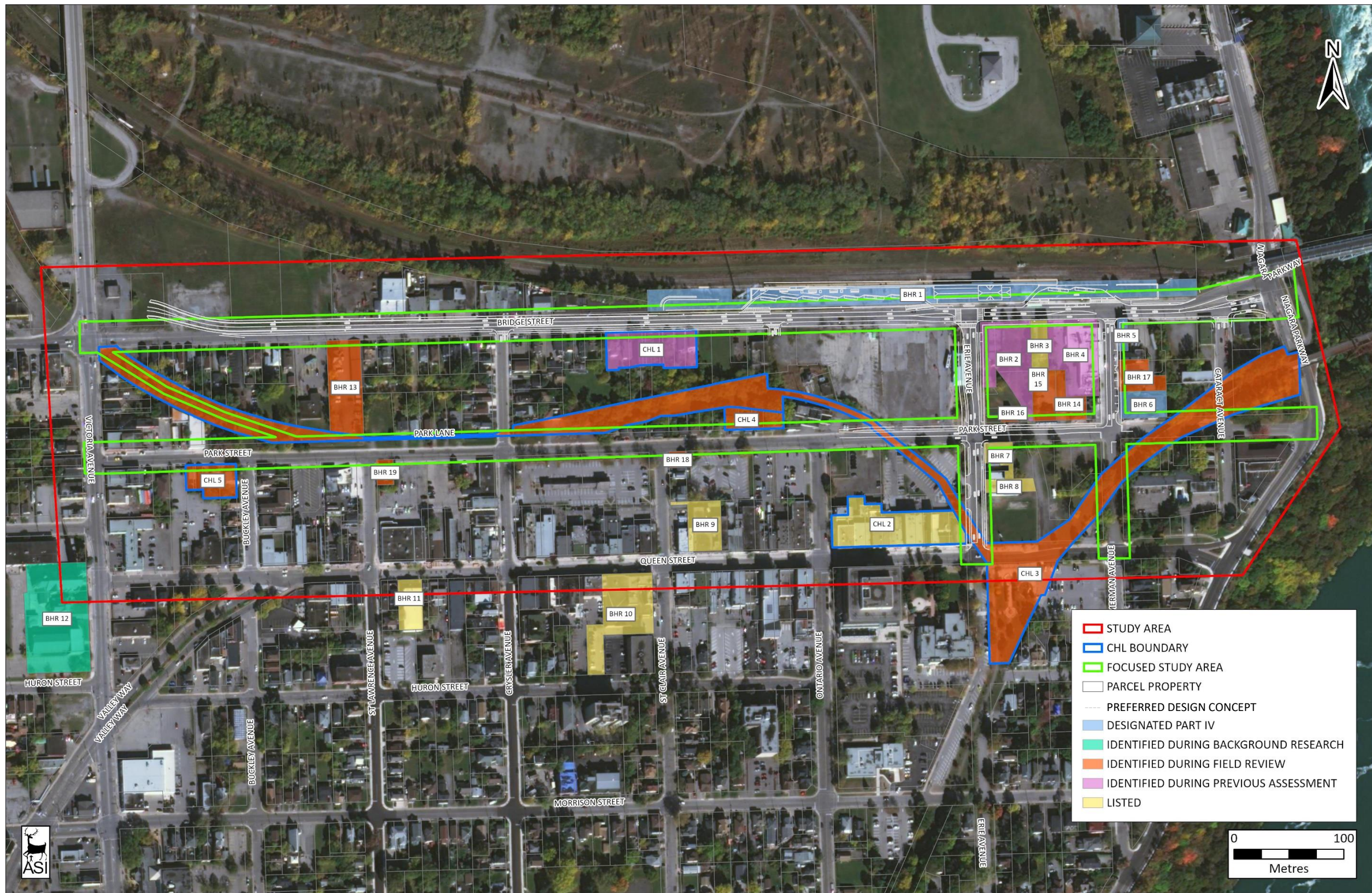


Figure 8: Location of BHRs and CHLs and the Preferred Design Concept for the Proposed Undertaking within the Study Area (Overview)



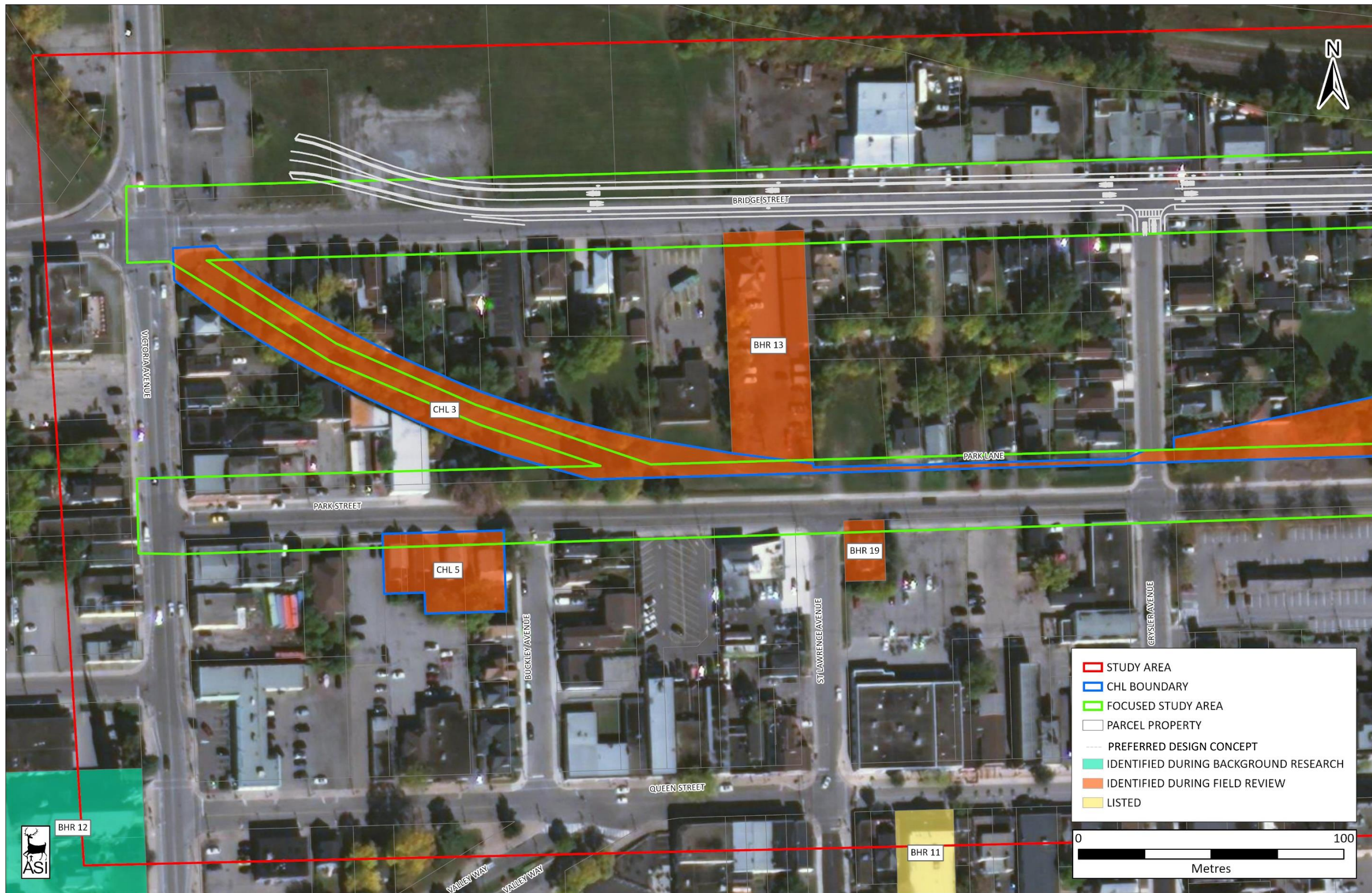


Figure 9: Location of BHRs and CHLs and the Preferred Design Concept for the Proposed Undertaking within the Study Area (Sheet 1)



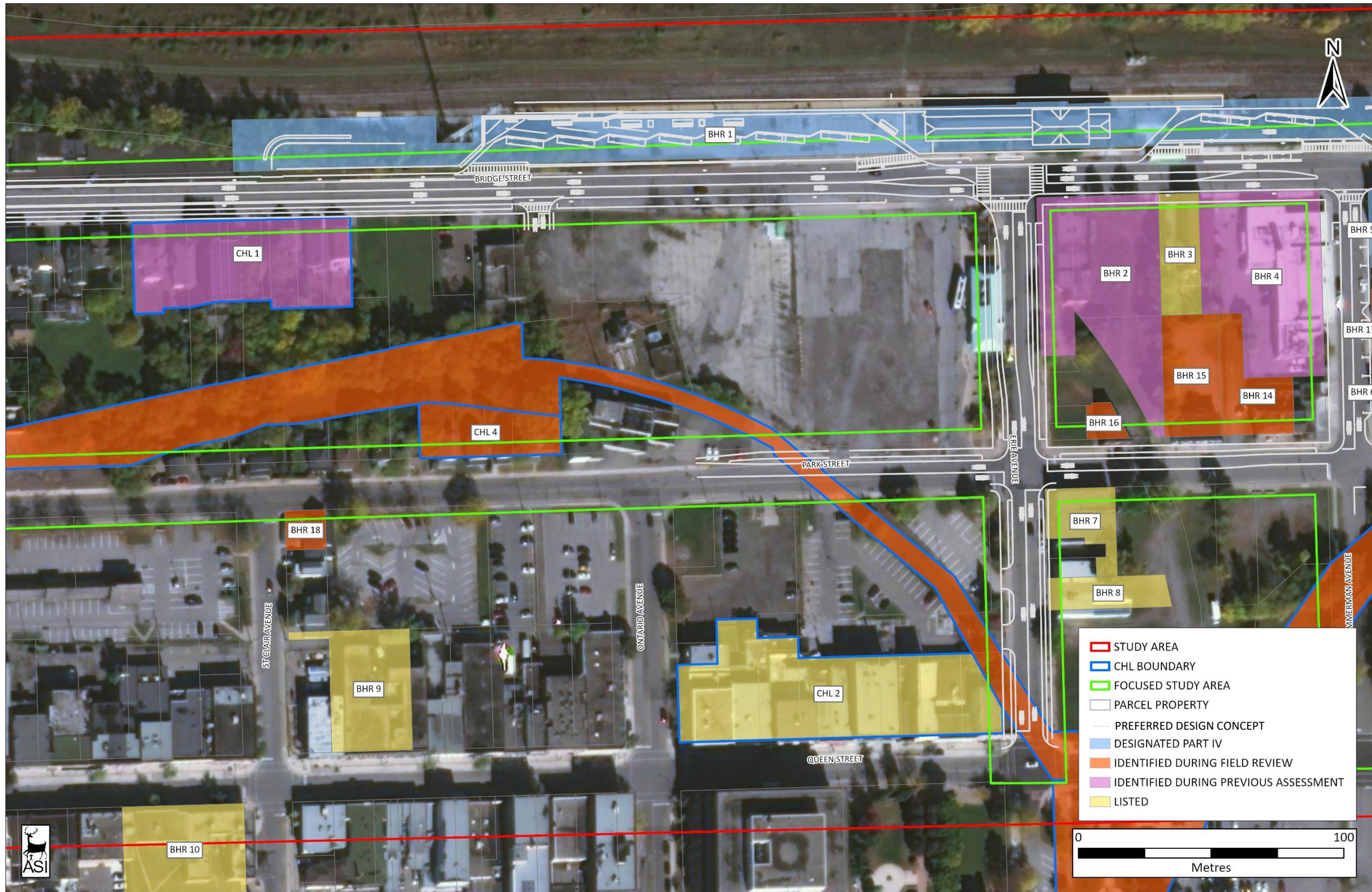


Figure 10: Location of BHRs and CHLs and the Preferred Design Concept for the Proposed Undertaking within the Study Area (Sheet 2)



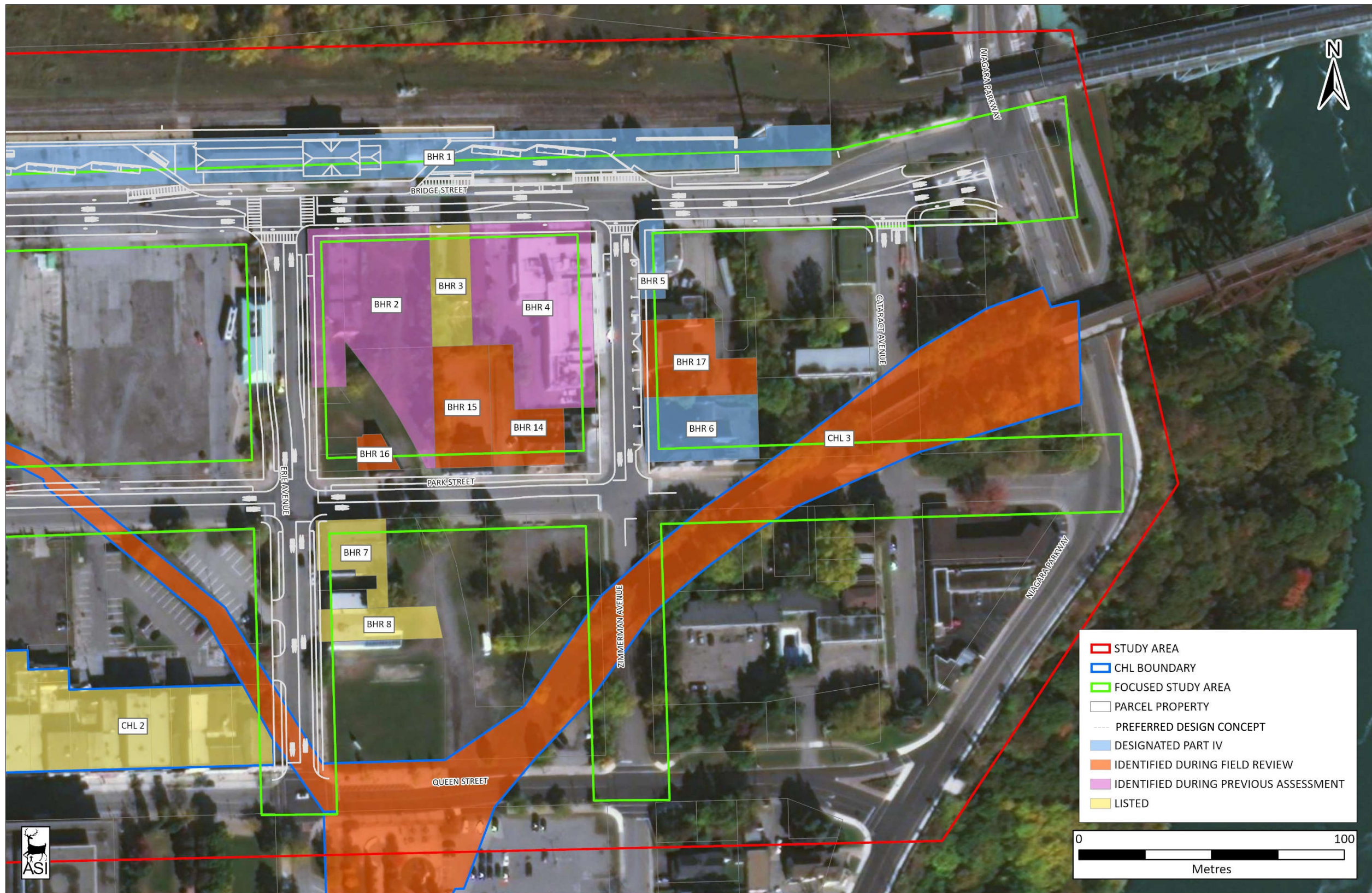


Figure 11: Location of BHRs and CHLs and the Preferred Design Concept for the Proposed Undertaking within the Study Area (Sheet 3)



## 5.0 PRELIMINARY IMPACT ASSESSMENT

### 5.1 Description of Proposed Undertaking

The proposed undertaking for the Regional Road 43 (Bridge Street) and Adjacent Municipal Roadways Municipal Class Environmental Assessment consists of construction of suitable transportation infrastructure to service the Niagara Falls GO Transit Station previously approved with the *2011 Niagara Rail Service Expansions – Environmental Study Review*. The preferred design concept for the proposed transportation infrastructure improvements includes lane modifications to Bridge Street (Regional Road 43), Erie Avenue, Zimmerman Avenue, and Park Street ROWs to improve connectivity to the existing Niagara Falls GO Transit Station and surrounding area.

Based on a review of preferred design concept drawings, the proposed undertaking will be primarily confined to the existing Bridge Street ROW between Victoria Avenue in the west and River Road in the east. Property encroachment is anticipated in the west of the study area where Bridge Street will be realigned to the north to integrate with a future planned roundabout at the intersection with Victoria Avenue, however this will not result in any impacts to known or potential BHRs or CHLs as none were identified in this area as part of this assessment.

Improvements to Bridge Street are anticipated to include creating east and westbound bike lanes adjacent to the corresponding east and westbound vehicular lanes and creating a landscape zone adjacent to the bike lanes. A concrete sidewalk will be installed on the south of Bridge Street and will be separated from the roadway by a 1.8 m wide landscape zone. All roadway improvements are anticipated to be confined to the existing Bridge Street ROW. Improvements to Bridge Street in front of the Niagara Falls GO Transit Station (BHR 1) are anticipated to include pedestrian sidewalks and bike lanes with marked crossings across driveways to enhance accessibility and improve pedestrian and cyclist safety.

Proposed improvements to the Niagara Falls GO Transit Station (BHR 1 at 4267 Bridge Street) are anticipated to include changes to the wooded areas and parking areas on the property and within the Bridge Street ROW adjacent to the train station structure, however no impacts to the structure are anticipated. An access road is anticipated in the west portion of the property in an area that was undeveloped at the time of field review. This access road would permit access to the west portion of the existing train platform. East of this proposed access road a bus terminal is proposed, with seven lay-by areas for private buses, GO buses, and City of Niagara Falls buses in an area that is presently a parking lot. This bus lay-by area would be directly south of the existing train platform, and would allow bus commuters to easily access the railway. An additional bus lay-by area would also be located to the east of the train station, with provisions for two buses. A small parking area would be located at the east of this bus lay-by area.

Roadway lane changes are anticipated on Bridge Street south of the train station, with the addition of a westbound left turn lane onto Erie Avenue, however Bridge Street is generally proposed to feature two traffic lanes with bike lanes and concrete sidewalks on the north and south sides of the roadway. A concrete sidewalk is proposed adjacent to the train station building in the approximate location of the existing sidewalk, with no significant encroachment anticipated.

Additional streetscape improvements are anticipated on Erie Avenue between Bridge Street and Queen Street, on Zimmerman Avenue between Bridge Street and Park Street, and on Park Street between





Zimmerman Avenue and 120 m west of Erie Avenue. These streetscape improvements are anticipated to be confined to the existing ROWs and will generally feature the construction of landscape zones adjacent to the roadways and replacement of existing sidewalk. A 4 m wide multi-use pathway is anticipated to be constructed to the west of the existing Erie Avenue ROW within the bus terminal property at 4555 Erie Avenue to integrate with sidewalks and bike lanes on Bridge Street to the north. The bus terminal property is not identified as a known or potential BHR or CHL. A 2.5 m wide marketing zone is anticipated to be constructed on the east side of Erie Avenue adjacent to 4274 Bridge Street (BHR 2), however this is anticipated to be confined to the existing Erie Avenue ROW.

## 5.2 Analysis of Potential Impacts

Table 2 outlines the potential impacts on all identified BHRs and CHLs within the study area.



Table 2: Analysis of Potential Impacts

Feature ID	Location/Name	Heritage Status and Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
BHR 1	4267 Bridge Street	<p>Known BHR – Designated under Part IV of the Ontario Heritage Act (By-law 2014-83)</p> <p>Designated under the <i>Heritage Railway Stations Protection Act</i></p>	<p>Proposed limits of impact along the north side of Bridge Street will result in encroachment on to the property due to proposed construction of bus lay-by areas and an access road. This encroachment will directly impact a wooded area and result in changes to an existing parking lot to the west of the station building and a will directly impact a wooded and lawn area to the east of the structure. The preferred alternative will avoid the mature trees located in the front of the station building. The scale of the proposed bus entrance and lay-by areas east and west of the station building are not expected to visually impact views to or from this BHR or adversely impact the setting. The impacts will not result in direct adverse impacts to the known heritage attributes or to the setting given that there is a parking lot the west of the extant train station and this property is historically associated with train and bus transportation. Accordingly, the resulting visual and functional conditions will be similar to existing conditions.</p> <p>Direct impacts to the property are anticipated due to encroachment. However, no direct adverse impacts to the CHVI of the property or heritage attributes are anticipated due to encroachment.</p> <p>Indirect impacts to this property are possible due to construction activities in proximity to the train station building which may result in limited and temporary adverse vibration impacts.</p>	<p>Direct Impacts:                      To ensure this property is not adversely impacted due to short-term encroachment resulting from construction activities (i.e. introduction of construction related physical, visual, noise-related, and atmospheric elements), the following measures are recommended:</p> <p>Staging areas should be selected so that they are non-invasive and avoid heritage attributes; and Post-construction landscape treatments carried out to restore pre-construction conditions</p> <p>As there are direct impacts anticipated to BHR 1 (GO Transit Train Station at 4267 Bridge Street) which is a designated property under Part IV of the OHA, a resource-specific HIA should be completed as per the <i>City of Niagara Falls Official Plan</i> clauses 4.19 and 4.19.2.</p> <p>Indirect impacts:                      To ensure this property is not adversely impacted during construction, baseline vibration monitoring should be undertaken in advance of construction. Should this advance monitoring assessment conclude that the structure(s) on this property will be subject to vibration impacts: (1) plan construction activities to avoid adverse vibration impacts; and where potential adverse vibration impacts cannot be avoided (2) a qualified engineer should include this property in the condition assessment of structures within the vibration zone of influence for this project.</p>

Feature ID	Location/Name	Heritage Status and Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
BHR 2	4274 Bridge Street	Potential BHR – Identified during a previous assessment (ASI 2010)	<p>Proposed limits of impact will not result in encroachment on to this property as they are anticipated to be within the existing Bridge Street and Erie Avenue ROWs.</p> <p>No direct impacts to this property are anticipated.</p> <p>Indirect impacts to this property are possible due to construction activities in proximity to property which may result in limited and temporary adverse vibration impacts.</p>	<p>Indirect impacts:                      To ensure this property is not adversely impacted during construction, baseline vibration monitoring should be undertaken in advance of construction. Should this advance monitoring assessment conclude that the structure(s) on this property will be subject to vibration impacts: (1) plan construction activities to avoid adverse vibration impacts; and where potential adverse vibration impacts cannot be avoided (2) a qualified engineer should include this property in the condition assessment of structures within the vibration zone of influence for this project.</p>
BHR 3	4238-4240 Bridge Street West	Known BHR – Listed on Municipal Heritage Register	<p>Proposed limits of impact will not result in encroachment on to this property as they are anticipated to be within the existing Bridge Street ROW.</p> <p>No direct impacts to this property are anticipated.</p> <p>Indirect impacts to this property are possible due to construction activities in proximity to property which may result in limited and temporary adverse vibration impacts.</p>	<p>Indirect impacts:                      Where feasible, excavation, grading, and staging areas should be selected so that they are non-invasive and avoid heritage attributes.</p> <p>As there are anticipated to be impacts directly adjacent to this known BHR, a Heritage Impact Assessment (HIA) may be required as per the City of Niagara Falls Official Plan 4.19 and 4.19.2 (City of Niagara Falls 2019). As the proposed undertaking is anticipated to be low in magnitude and duration and confined to the adjacent Bridge Street ROW, no adverse impacts to the property are anticipated. It is recommended that the City of Niagara Falls consider waiving the requirement for a HIA in this case in favour of suitable avoidance and mitigation measures.</p>

Feature ID	Location/Name	Heritage Status and Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
				To ensure this property is not adversely impacted during construction, baseline vibration monitoring should be undertaken in advance of construction. Should this advance monitoring assessment conclude that the structure(s) on this property will be subject to vibration impacts: (1) plan construction activities to avoid adverse vibration impacts; and where potential adverse vibration impacts cannot be avoided (2) a qualified engineer should include this property in the condition assessment of structures within the vibration zone of influence for this project.
BHR 4	4551 Zimmerman Avenue	Potential BHR – Identified during a previous assessment (ASI 2010)	<p>Proposed limits of impact will not result in encroachment on to this property as they are anticipated to be within the existing Bridge Street and Zimmerman Avenue ROWs.</p> <p>No direct impacts to this property are anticipated.</p> <p>Indirect impacts to this property are possible due to construction activities in proximity to property which may result in limited and temporary adverse vibration impacts.</p>	<p>Indirect impacts:</p> <p>To ensure this property is not adversely impacted during construction, baseline vibration monitoring should be undertaken in advance of construction. Should this advance monitoring assessment conclude that the structure(s) on this property will be subject to vibration impacts: (1) plan construction activities to avoid adverse vibration impacts; and where potential adverse vibration impacts cannot be avoided (2) a qualified engineer should include this property in the condition assessment of structures within the vibration zone of influence for this project.</p>
BHR 5	4190 Bridge Street	Known BHR – Designated under Part IV of the Ontario Heritage Act (By-law 2014-82)	<p>Proposed limits of impact will not result in encroachment on to this property as they are anticipated to be within the existing Bridge Street and Zimmerman Avenue ROWs.</p> <p>No direct impacts to this property are anticipated.</p>	<p>Indirect impacts:</p> <p>Where feasible, excavation, grading, and staging areas should be selected so that they are non-invasive and avoid heritage attributes.</p> <p>As there are anticipated to be impacts directly adjacent to this known BHR, a HIA may be required</p>

Feature ID	Location/Name	Heritage Status and Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
			Indirect impacts to this property are possible due to construction activities in proximity to property which may result in limited and temporary adverse vibration impacts.	<p>as per the City of Niagara Falls Official Plan 4.19 and 4.19.2 (City of Niagara Falls 2019). As the proposed undertaking is anticipated to be low in magnitude and duration and confined to the adjacent Bridge Street ROW, no adverse impacts to the property are anticipated. It is recommended that the City of Niagara Falls consider waiving the requirement for a HIA in this case in favour of suitable avoidance and mitigation measures.</p> <p>To ensure this property is not adversely impacted during construction, baseline vibration monitoring should be undertaken in advance of construction. Should this advance monitoring assessment conclude that the structure(s) on this property will be subject to vibration impacts: (1) plan construction activities to avoid adverse vibration impacts; and where potential adverse vibration impacts cannot be avoided (2) a qualified engineer should include this property in the condition assessment of structures within the vibration zone of influence for this project.</p>
BHR 6	4177 Park Street (Formerly 4582 Zimmerman Avenue)	Known BHR – Designated under Part IV of the Ontario Heritage Act (By-law 2014-115)	<p>Proposed limits of impact will not result in encroachment on to this property as they are anticipated to be within the existing Zimmerman Avenue ROW.</p> <p>No direct impacts to this property are anticipated.</p> <p>Indirect impacts to this property are possible due to construction activities in proximity to property which may result in limited and temporary adverse vibration impacts.</p>	<p>Indirect impacts: Where feasible, excavation, grading, and staging areas should be selected so that they are non-invasive and avoid heritage attributes.</p> <p>As there are anticipated to be impacts directly adjacent to this known BHR, a HIA may be required as per the City of Niagara Falls Official Plan 4.19 and 4.19.2 (City of Niagara Falls 2019). As the proposed undertaking is anticipated to be low in magnitude and duration and confined to the</p>



Feature ID	Location/Name	Heritage Status and Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
BHR 7	4600—4610 Erie Avenue	Known BHR – Listed on Municipal Heritage Register	Proposed limits of impact will not result in encroachment on to this property as they are anticipated to be within the existing Erie Avenue and Park Street ROWs.  No direct impacts to this property are anticipated.  Indirect impacts to this property are possible due to construction activities in proximity to property which may result in limited and temporary adverse vibration impacts.	<p data-bbox="1346 302 1906 456">adjacent Bridge Street ROW, no adverse impacts to the property are anticipated. It is recommended that the City of Niagara Falls consider waiving the requirement for a HIA in this case in favour of suitable avoidance and mitigation measures.</p> <p data-bbox="1346 496 1906 878">To ensure this property is not adversely impacted during construction, baseline vibration monitoring should be undertaken in advance of construction. Should this advance monitoring assessment conclude that the structure(s) on this property will be subject to vibration impacts: (1) plan construction activities to avoid adverse vibration impacts; and where potential adverse vibration impacts cannot be avoided (2) a qualified engineer should include this property in the condition assessment of structures within the vibration zone of influence for this project.</p> <p data-bbox="1346 919 1906 1040">Indirect impacts: Where feasible, excavation, grading, and staging areas should be selected so that they are non-invasive and avoid heritage attributes.</p> <p data-bbox="1346 1081 1906 1365">As there are anticipated to be impacts directly adjacent to this known BHR, a HIA may be required as per the City of Niagara Falls Official Plan 4.19 and 4.19.2 (City of Niagara Falls 2019). As the proposed undertaking is anticipated to be low in magnitude and duration and confined to the adjacent Bridge Street ROW, no adverse impacts to the property are anticipated. It is recommended that the City of Niagara Falls consider waiving the</p>

Feature ID	Location/Name	Heritage Status and Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
BHR 8	4624 Erie Avenue	Known BHR – Listed on Municipal Heritage Register	<p>Proposed limits of impact will not result in encroachment on to this property as they are anticipated to be within the existing Erie Avenue ROW.</p> <p>No direct impacts to this property are anticipated.</p> <p>Indirect impacts to this property are possible due to construction activities in proximity to property which may result in limited and temporary adverse vibration impacts.</p>	<p>requirement for a HIA in this case in favour of suitable avoidance and mitigation measures.</p> <p>To ensure this property is not adversely impacted during construction, baseline vibration monitoring should be undertaken in advance of construction. Should this advance monitoring assessment conclude that the structure(s) on this property will be subject to vibration impacts: (1) plan construction activities to avoid adverse vibration impacts; and where potential adverse vibration impacts cannot be avoided (2) a qualified engineer should include this property in the condition assessment of structures within the vibration zone of influence for this project.</p> <p>Indirect impacts:                      Where feasible, excavation, grading, and staging areas should be selected so that they are non-invasive and avoid heritage attributes.</p> <p>As there are anticipated to be impacts directly adjacent to this known BHR, a HIA may be required as per the City of Niagara Falls Official Plan 4.19 and 4.19.2 (City of Niagara Falls 2019). As the proposed undertaking is anticipated to be low in magnitude and duration and confined to the adjacent Bridge Street ROW, no adverse impacts to the property are anticipated. It is recommended that the City of Niagara Falls consider waiving the requirement for a HIA in this case in favour of suitable avoidance and mitigation measures.</p>

Feature ID	Location/Name	Heritage Status and Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
				To ensure this property is not adversely impacted during construction, baseline vibration monitoring should be undertaken in advance of construction. Should this advance monitoring assessment conclude that the structure(s) on this property will be subject to vibration impacts: (1) plan construction activities to avoid adverse vibration impacts; and where potential adverse vibration impacts cannot be avoided (2) a qualified engineer should include this property in the condition assessment of structures within the vibration zone of influence for this project.
BHR 9	4431-4455 Queen Street	Known BHR – Listed on Municipal Heritage Register	The preferred design concept for the proposed undertaking is not adjacent to this BHR.  No direct or indirect impacts to this property are anticipated.	No further Cultural Heritage work required.
BHR 10	4500 Queen Street	Known BHR – Listed on Municipal Heritage Register	The preferred design concept for the proposed undertaking is not adjacent to this BHR.  No direct or indirect impacts to this property are anticipated.	No further Cultural Heritage work required.
BHR 11	4624 Queen Street	Known BHR – Listed on Municipal Heritage Register	The preferred design concept for the proposed undertaking is not adjacent to this BHR.  No direct or indirect impacts to this property are anticipated.	No further Cultural Heritage work required.
BHR 12	4673 Victoria Avenue	Potential BHR – Identified by the Assistant Heritage Planner as being of interest	The preferred design concept for the proposed undertaking is not adjacent to this BHR.  No direct or indirect impacts to this property are anticipated.	No further Cultural Heritage work required.

Feature ID	Location/Name	Heritage Status and Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
BHR 13	4662 Bridge Street	Potential BHR – Identified during field review/background research	<p>Proposed limits of impact will not result in encroachment on to this property as they are anticipated to be within the existing Bridge Street ROW.</p> <p>No direct impacts to this property are anticipated.</p> <p>Indirect impacts to this property are possible due to construction activities in proximity to property which may result in limited and temporary adverse vibration impacts.</p>	<p>Indirect impacts:                      To ensure this property is not adversely impacted during construction, baseline vibration monitoring should be undertaken in advance of construction. Should this advance monitoring assessment conclude that the structure(s) on this property will be subject to vibration impacts: (1) plan construction activities to avoid adverse vibration impacts; and where potential adverse vibration impacts cannot be avoided (2) a qualified engineer should include this property in the condition assessment of structures within the vibration zone of influence for this project.</p>
BHR 14	4215 Park Street	Potential BHR – Identified during field review/background research	<p>Proposed limits of impact will not result in encroachment on to this property as they are anticipated to be within the existing Park Street ROW.</p> <p>No direct impacts to this property are anticipated.</p> <p>Indirect impacts to this property are possible due to construction activities in proximity to property which may result in limited and temporary adverse vibration impacts.</p>	<p>Indirect impacts:                      To ensure this property is not adversely impacted during construction, baseline vibration monitoring should be undertaken in advance of construction. Should this advance monitoring assessment conclude that the structure(s) on this property will be subject to vibration impacts: (1) plan construction activities to avoid adverse vibration impacts; and where potential adverse vibration impacts cannot be avoided (2) a qualified engineer should include this property in the condition assessment of structures within the vibration zone of influence for this project.</p>
BHR 15	4239/4241/4243/4235 Park Street	Potential BHR – Identified during field review/background research	<p>Proposed limits of impact will not result in encroachment on to this property as they are anticipated to be within the existing Park Street ROW.</p> <p>No direct impacts to this property are anticipated.</p>	<p>Indirect impacts:                      To ensure this property is not adversely impacted during construction, baseline vibration monitoring should be undertaken in advance of construction. Should this advance monitoring assessment conclude that the structure(s) on this property will</p>



Feature ID	Location/Name	Heritage Status and Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
			Indirect impacts to this property are possible due to construction activities in proximity to property which may result in limited and temporary adverse vibration impacts.	be subject to vibration impacts: (1) plan construction activities to avoid adverse vibration impacts; and where potential adverse vibration impacts cannot be avoided (2) a qualified engineer should include this property in the condition assessment of structures within the vibration zone of influence for this project.
BHR 16	4257 Park Street	Potential BHR – Identified during field review/background research	Proposed limits of impact will not result in encroachment on to this property as they are anticipated to be within the existing Park Street ROW.  No direct impacts to this property are anticipated.  Indirect impacts to this property are possible due to construction activities in proximity to property which may result in limited and temporary adverse vibration impacts.	Indirect impacts: To ensure this property is not adversely impacted during construction, baseline vibration monitoring should be undertaken in advance of construction. Should this advance monitoring assessment conclude that the structure(s) on this property will be subject to vibration impacts: (1) plan construction activities to avoid adverse vibration impacts; and where potential adverse vibration impacts cannot be avoided (2) a qualified engineer should include this property in the condition assessment of structures within the vibration zone of influence for this project.
BHR 17	4544-4552 Zimmerman Avenue	Potential BHR – Identified during field review/background research	Proposed limits of impact will not result in encroachment on to this property as they are anticipated to be within the existing Zimmerman Avenue ROW.  No direct impacts to this property are anticipated.  Indirect impacts to this property are possible due to construction activities in proximity to property which may result in limited and temporary adverse vibration impacts.	Indirect impacts: To ensure this property is not adversely impacted during construction, baseline vibration monitoring should be undertaken in advance of construction. Should this advance monitoring assessment conclude that the structure(s) on this property will be subject to vibration impacts: (1) plan construction activities to avoid adverse vibration impacts; and where potential adverse vibration impacts cannot be avoided (2) a qualified engineer should include this property in the condition

Feature ID	Location/Name	Heritage Status and Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
				assessment of structures within the vibration zone of influence for this project.
BHR 18	4456 Park Street (Southeast corner of St. Clair and Park Streets)	Potential BHR – Identified during field review/background research	The preferred design concept for the proposed undertaking is not adjacent to this BHR.  No direct or indirect impacts to this property are anticipated.	No further Cultural Heritage work required.
BHR 19	4634 Park Street	Potential BHR – Identified during field review/background research	The preferred design concept for the proposed undertaking is not adjacent to this BHR.  No direct or indirect impacts to this property are anticipated.	No further Cultural Heritage work required.
CHL 1	South Side of Bridge Street (Includes 4450, 4454, 4462, 4470, 4480, and 4488-4496 Bridge Street)	Potential CHL – Identified during a previous assessment (ASI 2010)	Proposed limits of impact will not result in encroachment on to these properties as they are anticipated to be within the existing Bridge Street ROW. However, based on a review of property parcel boundary mapping on Niagara Navigator (Niagara Region n.d.), a parking pad at 4454 Bridge Street and front steps leading to 4450 and 4462 Bridge Street that are located within the existing ROW will be directly impacted in the preferred alternative. According to preliminary design drawings, these features are anticipated to be removed in the preferred alternative. As the parking pad and wooden front steps within the Bridge Street ROW are not identified as heritage attributes of these properties, and they are not contemporaneous to the late nineteenth century construction of the residences, the removal of these features within the ROW is considered to be a minor indirect adverse impact to this potential CHL.	Indirect impacts: Where feasible, excavation, grading, and staging areas should be selected so that they are non-invasive and avoid heritage attributes.  Retention of the parking pad at 4454 Bridge Street and front steps leading to 4450 and 4462 Bridge Street that are located within the existing ROW cannot be retained in the proposed undertaking due to public safety concerns (R.J. Burnside and Associates Ltd. Email communication 25 February 2022). Post-construction landscape treatments and grading within the ROW will be carried out to ensure continued access to these properties, and direct communications with the landowners has been undertaken (R.J. Burnside and Associates Ltd. Email communication 25 February 2022).  As there are potential adverse indirect impacts to the properties within this potential CHL, a Heritage

Feature ID	Location/Name	Heritage Status and Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
			<p>No direct impacts to this CHL are anticipated.</p> <p>Indirect impacts to these properties are also possible due to construction activities in proximity to property which may result in limited and temporary adverse vibration impacts.</p>	<p>Impact Assessment (HIA) may be required as per the City of Niagara Falls Official Plan 4.19 and 4.19.2 (City of Niagara Falls 2019). As the parking pad and front steps are not contemporaneous to the nineteenth century construction of the houses and no direct adverse impacts to the residences are anticipated, it is recommended that the City of Niagara Falls consider waiving the requirement for a HIA in this case in favour of post-construction rehabilitation including suitable grading within the ROW to ensure continued access to the residences.</p> <p>To ensure these properties are not adversely impacted during construction, baseline vibration monitoring should be undertaken in advance of construction. Should this advance monitoring assessment conclude that the structure(s) on this properties will be subject to vibration impacts: (1) plan construction activities to avoid adverse vibration impacts; and where potential adverse vibration impacts cannot be avoided (2) a qualified engineer should include these properties in the condition assessment of structures within the vibration zone of influence for this project.</p>
CHL 2	Queen Street (Includes 4299 Queen Street (Old Bank of Hamilton/CIBC), 4303-4307 Queen Street (Olsen-Sottile Insurance), 4311-4313 Queen Street (Logan Block), 4321-4337	Potential CHL – Identified during field review/background research  Note: CHL is comprised of seven properties that	<p>Proposed limits of impact will not result in encroachment on to this CHL as they are anticipated to be within the existing Erie Avenue ROW.</p> <p>No direct impacts to this CHL or to the property at 4299 Queen Street are anticipated.</p> <p>Indirect impacts to this property are possible due to construction activities in proximity to property</p>	<p>Indirect impacts: Where feasible, excavation, grading, and staging areas should be selected so that they are non-invasive and avoid heritage attributes.</p> <p>As there are anticipated to be impacts directly adjacent to 4299 Queen Street, a known BHR within this CHL, a HIA may be required as per the City of Niagara Falls Official Plan 4.19 and 4.19.2</p>



Feature ID	Location/Name	Heritage Status and Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
	Queen Street, 4343-4349 Queen Street, 4351-4357 Queen Street, and 4365 Queen Street)	have been Listed on Municipal Heritage Register	which may result in limited and temporary adverse vibration impacts.	<p>(City of Niagara Falls 2019). As the proposed undertaking is anticipated to be low in magnitude and duration and confined to the adjacent Bridge Street ROW, no adverse impacts to the property are anticipated. It is recommended that the City of Niagara Falls consider waiving the requirement for a HIA in this case in favour of suitable avoidance and mitigation measures.</p> <p>To ensure this property is not adversely impacted during construction, baseline vibration monitoring should be undertaken in advance of construction. Should this advance monitoring assessment conclude that the structure(s) on this property will be subject to vibration impacts: (1) plan construction activities to avoid adverse vibration impacts; and where potential adverse vibration impacts cannot be avoided (2) a qualified engineer should include this property in the condition assessment of structures within the vibration zone of influence for this project.</p>
CHL 3	Downtown Park/Rosberg Family Park/Olympic Torch Run Legacy Trail	Potential CHL – Trail and Commemorative Feature identified during field review/background research	<p>Proposed limits of impact will not result in encroachment on to this CHL as they are anticipated to be within the existing Erie Avenue ROW. No impacts to the function of the CHL as a trail are anticipated.</p> <p>No direct impacts to this CHL are anticipated.</p>	No further Cultural Heritage work required.
CHL 4	North side of Park Street (4403 to 4425 Park Street)	Potential CHL – Identified during field	The preferred design concept for the proposed undertaking is not adjacent to this CHL.	No further Cultural Heritage work required.

Feature ID	Location/Name	Heritage Status and Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
		review/background research	No direct or indirect impacts to these properties are anticipated.	
CHL 5	South side of Park Street (4728, 4736, 4744, and 4750 Park Street)	Potential CHL – Identified during field review/background research	The preferred design concept for the proposed undertaking is not adjacent to this CHL.  No direct or indirect impacts to these properties are anticipated.	No further Cultural Heritage work required.

Direct impacts to one known BHR are anticipated as a result of the proposed undertaking. BHR 1 (GO Transit Train Station at 4267 Bridge Street) is anticipated to be directly impacted by the proposed alignment. Indirect adverse impacts are anticipated for one potential CHL (CHL 1) through the removal of non-heritage features associated with the properties located within the Bridge Street ROW. Impacts within the existing ROW directly adjacent to known BHRs and CHLs is anticipated for six properties (BHRs 3, 5, 6, 7, and 8 and CHL 2), vibrations during construction have the potential to impact 15 resources (BHRs 1-8 and 13-17 and CHLs 1 and 2), and no further cultural heritage work is recommended for nine resources (BHRs 9-12, 18 and 19 and CHLs 3-5).

Direct impacts to BHR 1 (GO Transit Train Station at 4267 Bridge Street) are anticipated to involve encroachment on to the property due to proposed construction of bus lay-by areas and an access road. This encroachment will directly impact a wooded area and result in changes to an existing parking lot to the west of the station building and a will directly impact a wooded and lawn area to the east of the structure. The preferred alternative will avoid the mature trees located in the front of the station building. The scale of the proposed bus entrance and lay-by areas east and west of the station building are not expected to visually impact views to or from this BHR or adversely impact the setting. The impacts will not result in direct adverse impacts to the known heritage attributes or to the setting given that there is a parking lot the west of the extant train station and this property is historically associated with train and bus transportation. Accordingly, the resulting visual and functional conditions will be similar to existing conditions. Direct impacts to the property are anticipated due to encroachment. However, no direct adverse impacts to the CHVI of the property or heritage attributes are anticipated due to encroachment.

As there are direct impacts anticipated to BHR 1 (GO Transit Train Station at 4267 Bridge Street) which is a designated property under Part IV of the OHA, a resource-specific HIA is required as per the *City of Niagara Falls Official Plan* clauses 4.19 and 4.19.2.

Where feasible, the proposed alignment should be designed to avoid unintended impacts to BHR 1. To ensure the structures on this property is not adversely impacted, construction and staging of the proposed bus lay-by areas and access road on the property and the Bridge Street improvements in the ROW should be suitably planned to avoid all impacts to this structure. Suitable mitigation measures could include the establishment of no-go zones with fencing and issuing instructions to construction crews to avoid the BHR.

Indirect adverse impacts are anticipated for CHL 1 through the removal of non-heritage features associated with the properties including a parking pad at 4454 Bridge Street and front steps leading to 4450 and 4462 Bridge Street within the Bridge Street ROW. As the parking pad and wooden front steps within the Bridge Street ROW are not identified as heritage attributes of these properties, and they are not contemporaneous to the late nineteenth century construction of the residences, the removal of these features within the ROW is considered to be an indirect adverse impact to this potential CHL.

Retention of these non-heritage features in the preferred design concept is not feasible due to public safety concerns, and post-construction landscape treatments and grading will be completed to ensure continued access to the properties (R.J. Burnside and Associates Ltd. Email communication 25 February 2022). As there are potential adverse indirect impacts to the properties within this potential CHL, a HIA may be required as per the *City of Niagara Falls Official Plan* clauses 4.19 and 4.19.2 (City of Niagara Falls 2019). As the parking pad and front steps are not contemporaneous to the nineteenth-century





construction of the houses and no direct adverse impacts to the residences are anticipated, it is recommended that the City of Niagara Falls consider waiving the requirement for a HIA in this case in favour of post-construction landscaping and grading that includes commitments to retain access to the properties without impacting their viability as residences.

The preferred design concept is anticipated to result in construction-related activities and improvements adjacent to six known BHRs protected under the *Ontario Heritage Act* including: 4238-4240 Bridge Street West (BHR 3); 4190 Bridge Street (BHR 5); 4177 Park Street (BHR 6); 4600—4610 Erie Avenue (BHR 7); 4624 Erie Avenue (BHR 8); and 4299 Queen Street (within CHL 2). While no direct impacts are anticipated to any of these properties, a HIA may be required as per the City of Niagara Falls *Official Plan* 4.19 and 4.19.2 (City of Niagara Falls 2019). As the proposed undertaking is anticipated to be low in magnitude and duration and confined to the adjacent Bridge Street, Erie Avenue, Zimmerman Avenue, and Park Street ROWs, no adverse impacts to any of these properties are anticipated. It is recommended that the City of Niagara Falls consider waiving the requirement for a HIAs in this case in favour of suitable avoidance and mitigation measures.

Vibration impacts during construction activities may affect BHRs 1-8 and 13-17 and CHLs 1 and 2 as a result of their location in close proximity to the proposed alignment. To ensure the structures on the properties at 4267 Bridge Street (BHR 1), 4274 Bridge Street (BHR 2), 4238-4240 Bridge Street (BHR 3), 4551 Zimmerman Avenue (BHR 4), 4190 Bridge Street (BHR 5), 4177 Park Street (BHR 6), 4600—4610 Erie Avenue (BHR 7), 4624 Erie Avenue (BHR 8), 4662 Bridge Street (BHR 13) 4215 Park Street (BHR 14), 4239/4241/4243/4235 Park Street (BHR 15), 4257 Park Street (BHR 16), 4544-4552 Zimmerman Avenue (BHR 17), CHL 1 (containing 4450, 4454, 4462, 4470, 4480, and 4488-4496 Bridge Street) and CHL 2 (containing 4299 Queen Street (Old Bank of Hamilton/CIBC), 4303-4307 Queen Street (Olsen-Sottile Insurance), 4311-4313 Queen Street (Logan Block), 4321-4337 Queen Street, 4343-4349 Queen Street, 4351-4357 Queen Street, and 4365 Queen Street), are not adversely impacted during construction, baseline vibration monitoring should be undertaken in advance of construction. Should this advance monitoring assessment conclude that the structures on these properties will be subject to vibration impacts: (1) plan construction activities to avoid adverse vibration impacts; and where potential adverse vibration impacts cannot be avoided (2) a qualified engineer should include these properties in the condition assessment of structures within the vibration zone of influence for this project.

## 6.0 RESULTS AND MITIGATION RECOMMENDATIONS

The results of background historical research and a review of secondary source material, including historical mapping, indicate a study area with an urban character and combined residential and commercial land use and transportation history dating back to the early nineteenth century. A review of federal, provincial, and municipal registers, inventories, and databases as part of the Desktop Cultural Heritage Report (submitted October 2020) revealed that there are 19 previously identified features of cultural heritage value within the Bridge Street study area. Based on the type of resources, their physical location, architectural style and/or function, some of these individual resources were combined into a larger cultural heritage landscape. The Desktop Cultural Heritage Report identified 12 BHRs and two CHLs in the overall study area. Ten additional features (7 BHRs and 3 CHLs) were identified during the fieldwork for the focused study area.



## 6.1 Key Findings

- A total of 24 features of known or potential cultural heritage value or interest were identified within the overall study area, including 19 BHRs and 5 CHLs.
- Among the BHRs and CHLs identified within the overall study area are the following:
  - Three BHRs designated under Part IV of the *Ontario Heritage Act* (BHRs 1, 5, and 6);
  - Six BHRs Listed by the City of Niagara Falls (BHRs 3, 7, 8, 9, 10 and 11);
  - Fifteen potential BHRs and CHLs (BHRs 2, 4, 13, 14, 15, 16, 17, 18, and 19 and CHLs 1, 2, 3, 4, and 5), including one BHR identified by the Assistant Heritage Planner as being of interest (BHR 12).
- Identified BHRs and CHLs are historically, architecturally, and contextually associated with the urban and transportation development of Niagara Falls. They are also representative of the development of significant roadways and railways in the nineteenth century.

### *Results of Preliminary Impact Assessment*

- Direct impacts to one known BHR (BHR 1) are anticipated as a result of the preferred alternative, however, no direct adverse impacts to the CHVI of the property or heritage attributes of the train station are anticipated due to encroachment and the construction of bus lay-by areas.
- The preferred alternative is anticipated to result in indirect impacts to one potential CHL through the removal of non-heritage elements (CHL 1), potential vibration impacts to 15 known and potential BHRs and CHLs (BHRs 1-8 and 13-17 and CHLs 1 and 2) and no impacts to nine known and potential cultural BHRs and CHLs (BHRs 9-12, BHRs 18-19, and CHLs 3-5).

## 6.2 Recommendations

Based on the results of the assessment, the following recommendations have been developed:

1. Construction activities and staging should be suitably planned and undertaken to avoid unintended negative impacts to identified BHRs and CHLs. Avoidance measures may include, but are not limited to: erecting temporary fencing, establishing buffer zones, issuing instructions to construction crews to avoid identified BHRs and CHLs, et.
2. All of the identified BHRs and CHLs will potentially be effected by short-term disruption resulting from construction activities (i.e. introduction of construction related physical, visual, noise-related, and atmospheric elements). To mitigate short-term disruption to identified BHRs and CHLs resulting from construction activities, the following measures are recommended:
  - a. Staging areas should be selected so that they are non-invasive and avoid heritage attributes; and



- b. Post-construction landscape treatments should be carried out to restore pre-construction conditions.
3. As there are direct impacts anticipated to BHR 1 (GO Transit Train Station at 4267 Bridge Street) which is a designated property under Part IV of the OHA, a resource-specific HIA should be completed as per the *City of Niagara Falls Official Plan* clauses 4.19 and 4.19.2. This HIA should be undertaken by a qualified person as early as possible in the detailed design phase and will be developed in consultation with, and submitted for review to, MHSTCI and the municipal heritage planner and/or municipal heritage committee and Indigenous communities, as appropriate.
4. As there are indirect adverse impacts to 4454, 4450, and 4462 Bridge Street (within CHL 1) through the removal of non-heritage features located within the existing ROW adjacent to the properties, post-construction landscape treatments and grading should be completed to ensure continued access to the properties. As there are potential adverse indirect impacts to the properties within this potential CHL, a HIA may be required as per the *City of Niagara Falls Official Plan* clauses 4.19 and 4.19.2 (City of Niagara Falls 2019). As the parking pad and front steps are not contemporaneous to the nineteenth-century construction of the houses and no direct adverse impacts to the residences or heritage attributes are anticipated, it is recommended that the City of Niagara Falls consider waiving the requirement for a HIA in this case in favour of post-construction landscaping and grading that includes commitments to retain access to the properties without impacting their viability as residences.
5. The preferred alternative is anticipated to result in construction-related activities and improvements adjacent to six known BHRs protected under the *Ontario Heritage Act* including: 4238-4240 Bridge Street West (BHR 3); 4190 Bridge Street (BHR 5); 4177 Park Street (BHR 6); 4600—4610 Erie Avenue (BHR 7); 4624 Erie Avenue (BHR 8); and 4299 Queen Street (within CHL 2). While no direct impacts are anticipated to any of these properties, a HIA may be required as per the *City of Niagara Falls Official Plan* 4.19 and 4.19.2 (City of Niagara Falls 2019). As the proposed undertaking is anticipated to be low in magnitude and duration and confined to the adjacent Bridge Street, Erie Avenue, Zimmerman Avenue, and Park Street ROWs, no adverse impacts to any of these properties are anticipated. It is recommended that the City of Niagara Falls consider waiving the requirement for HIAs in this case in favour of suitable avoidance and mitigation measures.
6. The proponent should consult with heritage planning staff at the City of Niagara Falls to determine if HIAs are required for: 4238-4240 Bridge Street West (BHR 3); 4190 Bridge Street (BHR 5); 4177 Park Street (BHR 6); 4600—4610 Erie Avenue (BHR 7); 4624 Erie Avenue (BHR 8); 4454, 4450, and 4462 Bridge Street (within CHL 1) and 4299 Queen Street (within CHL 2). If determined to be required by City staff, these HIAs should be undertaken by a qualified person as early as possible in the detailed design phase and be developed in consultation with, and submitted for review to, MHSTCI and the municipal heritage planner and/or municipal heritage committee and Indigenous communities, as appropriate.
7. Indirect impacts to identified BHRs and CHLs within 50 m of the proposed limits of impact are possible due to construction activities which may result in limited and temporary adverse vibration impacts to 15 known and potential BHRs and CHLs: 4267 Bridge Street (BHR 1),





4274 Bridge Street (BHR 2), 4238-4240 Bridge Street (BHR 3), 4551 Zimmerman Avenue (BHR 4), 4190 Bridge Street (BHR 5), 4177 Park Street (BHR 6), 4600—4610 Erie Avenue (BHR 7), 4624 Erie Avenue (BHR 8), 4662 Bridge Street (BHR 13) 4215 Park Street (BHR 14), 4239/4241/4243/4235 Park Street (BHR 15), 4257 Park Street (BHR 16), 4544-4552 Zimmerman Avenue (BHR 17), CHL 1 (containing 4450, 4454, 4462, 4470, 4480, and 4488-4496 Bridge Street) and CHL 2 (containing 4299 Queen Street (Old Bank of Hamilton/CIBC), 4303-4307 Queen Street (Olsen-Sottile Insurance), 4311-4313 Queen Street (Logan Block), 4321-4337 Queen Street, 4343-4349 Queen Street, 4351-4357 Queen Street, and 4365 Queen Street). To ensure that identified BHRs and CHLs are not adversely impacted during construction, baseline vibration monitoring should be undertaken in advance of construction. Should this advance monitoring assessment conclude that any features on these properties be subject to vibration impacts: (1) construction activities should be planned to avoid adverse vibration impacts; and where potential adverse vibration impacts cannot be avoided (2) a qualified engineer should include these properties in the condition assessment of structures within the vibration zone of influence for this project. Further, the Contractor must make a commitment to repair any damages caused by vibrations.

8. Should future work require an expansion of the study area then a qualified heritage consultant should be contacted in order to confirm the impacts of the proposed work on potential heritage resources. Prior to detailed design for the Ultimate Solution, a Cultural Heritage Report should be completed by a qualified heritage professional to assess potential impacts to identified features of cultural heritage value or interest and to recommend appropriate mitigation measures.
9. This report should be submitted to the City of Niagara Falls, Niagara Region, and the MHSTCI for review and comment, and any other local heritage stakeholders that may have an interest in this project. The final report should be submitted to the City of Niagara Falls for their records.



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**APPENDIX A: HERITAGE DESIGNATION BY-LAWS**





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April 21, 2015

Canadian National Railway  
1 Administration Road  
Concord, ON L4K 1B9

Dear Sir/Madam:

**Re: VIA Rail Station  
4267 Bridge Street**

Please find attached a copy of the updated Designating By-law that was registered on title to the above noted property.

The updated By-law replaces the original designating by-law and will continue to act as a guide for any future restoration work as it sets out the important features of the property in the Heritage Attributes section of the by-law.

If you have any questions, please let me know.

Yours truly,

A handwritten signature in cursive script that reads "Peggy Boyle".

Peggy Boyle  
Assistant Planner

PB:mb  
Attach.

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**NOTICE OF  
AMENDING BY-LAW NO. 2014-83**

**PURSUANT TO THE PROVISIONS OF  
THE ONTARIO HERITAGE ACT R.S.O. 1990, SECTION 30.1,**

**AND IN THE MATTER OF THE LANDS AND PREMISES KNOWN MUNICIPALLY AS**

**VIA Rail Station  
4267 Bridge Street**

**TAKE NOTICE that the Council of the Corporation of the City of Niagara Falls passed a by-law amending Designating By-law 2002-169 on the 8th day of July, 2014.**

**PURPOSE AND EFFECT OF THE AMENDMENT**

The amendment to the designating by-law has updated the legal description contained in Schedule A and the Reasons for Designation contained in Schedule B.

**EXPLANATION OF AMENDMENT**

The 2002 by-law described the heritage attributes of the property in general terms. Schedule B, Reasons for Designation has been revised to describe the associative and architectural value of the property including the setting and also updated to reflect a more detailed description of the property and the heritage attributes contained within.

Dated at the City of Niagara Falls this 11th day of November, 2014.

---

Alex Herlovitch  
Director of Planning, Building & Development  
City of Niagara Falls  
4310 Queen Street, P.O. Box 1023  
Niagara Falls, ON L2E 6X5



**CITY OF NIAGARA FALLS**

**By-law No. 2014 - 83**

A by-law to amend By-law No. 99-108, being a by-law to designate 4267 Bridge Street, known as the Grand Trunk (VIA) Railway Station, to be of cultural heritage value and significance.

**WHEREAS** By-law No. 99-108 designated the Grand Trunk (VIA) Station located at 4267 Bridge Street to be of cultural heritage value and interest;

**AND WHEREAS** By-law No. 2002-169 amended By-law No. 99-108 to include only lands described as Part 1 on 59R-11801

**AND WHEREAS** pursuant to Section 30.1 (2) (a) , the council of a municipality may by by-law amend a by-law designating property under Section 29 of the *Ontario Heritage Act* to clarify or correct the statement explaining the property's cultural heritage value or interest or the description of the property's heritage attributes; and

**AND WHEREAS** the requirement for Council to consult with its Municipal Heritage Committee pursuant to Section 30.1 (5) has been fulfilled; and,

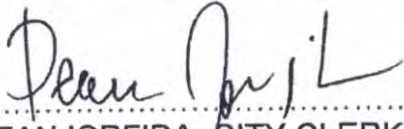
**AND WHEREAS** The Corporation of the City of Niagara Falls has caused to be served on the owner and the Ontario Heritage Trust, a Notice of the proposed Amendment;

**AND WHEREAS** no objections have been filed with the Clerk of the Municipality;

**NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE CITY OF NIAGARA FALLS ENACTS AS FOLLOWS:**

1. That By-law 99-108 be amended by deleting Schedule "B" thereto and substituting Schedule "B" attached hereto.
2. The City Solicitor is hereby authorized to cause a copy of this by-law to be registered against the property as described in By-law No. 2002-169 in the proper Land Registry Office.
3. The City Clerk is hereby authorized to cause a copy of this by-law to be served upon the owner of the property and upon the Ontario Heritage Trust.


Passed this eighth day of July, 2014.

  
.....  
DEAN IORFIDA, CITY CLERK

  
.....  
JAMES M. DIOPATI, MAYOR

First Reading: July 8, 2014  
Second Reading: July 8, 2014  
Third Reading: July 8, 2014

I, the undersigned, Clerk of the Corporation of the City of Niagara Falls, hereby certify the foregoing to be a true and correct copy of \_\_\_\_\_  
By-law 2014-83  
of the said City. Given under my hand and the seal of the said Corporation this \_\_\_\_\_  
9th day of

July, 2014  
  
Clerk

**SCHEDULE 'A' to By-law No. 2014- 83:**

Part of Stamford Township Lot 92, being Part 1 on Plan 59R-11801, in the City of Niagara Falls in the Regional Municipality of Niagara.



## **SCHEDULE 'B' to By-law No. 2014-83:**

### **Description of Property – VIA Railway Station, 4267 Bridge Street**

The VIA Railway Station is located on the north side of Bridge Street at the head of Erie Avenue. Built in 1879, the two storey structure is defined by its massive size, jerkin head roof style and Gothic revival elements. Appropriate to its period, the station was an active and popular social site and helped to foster growth and tourism in the City of Niagara Falls.

### **Statement of Cultural Heritage Value or Interest**

The VIA Railway Station was built in the former Village of Elgin, a small settlement that had established following the 1848 erection of the first Niagara River gorge suspension bridge. On December 16, 1852, the Great Western Railway purchased three lots on the north side of Bridge Street from Phillip Bender for the sum of 1,000 pounds. The construction of the railway yards and first station began immediately thereafter and the first trains arrived in Niagara Falls from Hamilton in November 1853. The railway brought a period of great prosperity to the town. In 1855 a second suspension bridge across the Niagara River connecting the quickly expanding Village of Elgin with Niagara Falls, New York was completed.

On April 1, 1879 the original train station was destroyed by fire. By November 1879, a new station opened to serve the town of 2,000 residents and the growing influx of visitors. From its completion in 1879 until the years of Second World War, the VIA Railway Station maintained an important role as a transportation and community hub in downtown Niagara Falls. The Great Western Railway was purchased by the Grand Trunk Railway in 1882 and was absorbed by the Canadian National Railway Company (CNR) in 1923. Today, the Railway Station maintains its passenger service function for VIA and Amtrak trains bound for Toronto and New York City. In 2002, the CNR had sold a portion of the land for the International Bridge Truck Corridor, resulting in an amendment to the designation by-law in that same year.

The VIA Railway Station is an excellent example of Gothic revival style popular in the third quarter of the 19<sup>th</sup> century. The building consists of a two storey central section flanked by one storey wings. It is constructed of red brick laid in Flemish bond, with a brick plinth forming a transition between the foundation and the upper walls. The eastern wing was partially demolished in 1967 so the current building is no longer perfectly symmetrical. At the first floor window sill level, three courses of brick are laid to form a decorative band; this detail is repeated on the south (front) and north (rear) façades between the first and second floor levels. Further decorative brickwork was laid at the upper portion of the window openings with three courses of corbelled brick. A corbelled brick frieze of projecting headers is evident where the wall meets the eaves. At the corners of the east wing the brick work projects outward. The central structure and west wing in contrast feature projected brick quoins. The brick is soft and had been painted during the 1960's but fortunately the paint was removed and the brick restored in the late 1980's.



The window and door openings have variations of a Gothic arch. All openings have two limestone spring blocks, keystones, and limestone sills. The 1 over 1 sash windows retain their original wood sash and glazing pattern. The central structure features six of these window openings on the bottom storey and eight window openings on the top storey. In the front central gable is a bull's eye opening surrounded by raised brick and 4 limestone blocks. A wood panel now fills the opening. The main entrance is a modern replacement and features two separate glass panelled doors. Above the doors is a transom. The wings retain several original wood two panel doors.

The roof is constructed in the form of a jerkin head where the gable ends have been clipped. A pointed gable is centrally placed on the south (front) and north (rear) façades of the central roof. Originally the gables were decorated with ornamental wood ginger bread trim. Under the eaves is a series of paired wooden brackets. The brackets have a heavy scrolled appearance with chamfered edges and applied trefoil pattern decoration. A heavy bead mould is situated under the eaves with a tongue and groove soffit.

With the construction of both the railway and station, Niagara Falls became a high-traffic rail town and a popular tourist destination. It is an important part of the social history in the City and was a precursor to its physical and economic growth.

### **Description of Heritage Attributes**

Key exterior features that embody the heritage value and are important to the preservation of 4267 Bridge Street includes the following heritage attributes:

- excellent example of Gothic revival style
- two storey central section flanked by one storey wings
- red brick laid in Flemish bond
- decorative band separating the first and second levels
- three courses of corbelled brick at the window openings
- a corbelled brick frieze where the wall meets the eaves
- projected brick quoins on each corner
- variations of a Gothic arch, with limestone spring blocks, keystone and sills
- original 1 over 1 wood sash and glazing pattern
- central gable bull's eye opening
- several wood two panel doors
- jerkin head roof with clipped gable ends
- gables were originally decorated with ginger bread trim
- paired wooden eave brackets with chamfered edges and trefoil pattern
- tongue and groove soffit.
- connected to the history of the Village of Elgin
- connected to the development of tourism, economic and population growth in the City





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April 21, 2015

2088937 Ontario Inc.  
[REDACTED]  
[REDACTED]  
[REDACTED]

**Re: Former CIBC Bank  
4190 Bridge Street**

Please find attached a copy of the updated Designating By-law that was registered on title to the above noted property.

The updated By-law replaces the original designating by-law and will continue to act as a guide for any future restoration work as it sets out the important features of the property in the Heritage Attributes section of the by-law.

If you have any questions, please let me know.

Yours truly,

A handwritten signature in cursive script that reads "Peggy Boyle".

Peggy Boyle  
Assistant Planner

PB:mb  
Attach.

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pboyle@niagarafalls.ca



**NOTICE OF  
AMENDING BY-LAW NO. 2014-82**

**PURSUANT TO THE PROVISIONS OF  
THE ONTARIO HERITAGE ACT R.S.O. 1990, SECTION 30.1,**

**AND IN THE MATTER OF THE LANDS AND PREMISES KNOWN MUNICIPALLY AS**

**Former CIBC Bank  
4190 Bridge Street**

**TAKE NOTICE that the Council of the Corporation of the City of Niagara Falls passed a by-law amending Designating By-law 78-67 on the 8th day of July, 2014.**

**PURPOSE AND EFFECT OF THE AMENDMENT**

The amendment to the designating by-law has updated the legal description contained in Schedule A and the Reasons for Designation contained in Schedule B.

**EXPLANATION OF AMENDMENT**

The 1978 by-law described the heritage attributes of the property in general terms. Schedule B, Reasons for Designation has been revised to describe the associative and architectural value of the property including the setting and also updated to reflect a more detailed description of the property and the heritage attributes contained within.

Dated at the City of Niagara Falls this 11th day of November, 2014.

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Alex Herlovitch  
Director of Planning, Building & Development  
City of Niagara Falls  
4310 Queen Street, P.O. Box 1023  
Niagara Falls, ON L2E 6X5



**CITY OF NIAGARA FALLS**

**By-law No. 2014 - 82**

A by-law to amend By-law No. 78-67, being a by-law to designate 4190 Bridge Street, known as the former Canadian Imperial Bank, to be of cultural heritage value and significance.

**WHEREAS** By-law No. 78-67 designated the former Canadian Imperial Bank located at 4190 Bridge Street to be of cultural heritage value and interest;

**AND WHEREAS** pursuant to Section 30.1 (2) (a) , the council of a municipality may by by-law amend a by-law designating property under Section 29 of the *Ontario Heritage Act* to clarify or correct the statement explaining the property's cultural heritage value or interest or the description of the property's heritage attributes; and

**AND WHEREAS** the requirement for Council to consult with its Municipal Heritage Committee pursuant to Section 30.1 (5) has been fulfilled; and,

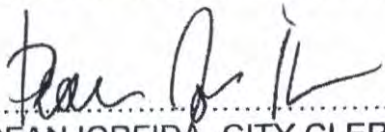
**AND WHEREAS** The Corporation of the City of Niagara Falls has caused to be served on the owner and the Ontario Heritage Trust, a Notice of the proposed Amendment;

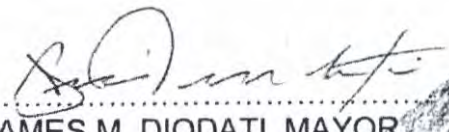
**AND WHEREAS** no objections have been filed with the Clerk of the Municipality;

**NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE CITY OF NIAGARA FALLS ENACTS AS FOLLOWS:**

1. That By-law 78-67 be amended by deleting Schedule "A" thereto and substituting Schedule "A" attached hereto.
2. That By-law 78-67 be amended by deleting Schedule "B" thereto and substituting Schedule "B" attached hereto.
3. The City Solicitor is hereby authorized to cause a copy of this by-law to be registered against the property described in Schedule "A" hereto in the proper Land Registry Office.
4. The City Clerk is hereby authorized to cause a copy of this by-law to be served upon the owner of the property and upon the Ontario Heritage Trust.

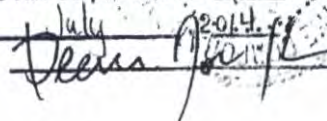
Passed this eighth day of July, 2014.

  
.....  
DEAN IORFIDA, CITY CLERK

  
.....  
JAMES M. DIODATI, MAYOR

First Reading: July 8, 2014  
Second Reading: July 8, 2014  
Third Reading: July 8, 2014

I, the undersigned, Clerk of the Corporation of the City of Niagara Falls, hereby certify the foregoing to be a true and correct copy of \_\_\_\_\_  
By-law: 2014-82 : a  
of the said City. Given under my hand and the seal of the said Corporation this 9<sup>th</sup> day of \_\_\_\_\_

July 2014  
  
..... Clerk



## **SCHEDULE "A" to By-law No. 2014-82:**

All and singular that certain parcel or tract of land and premises situate, lying and being in the City of Niagara Falls in the Regional Municipality of Niagara, formerly in the County of Welland, and being composed of Part of Lot 8, Block A, Plan 999-1000, Town of Niagara Falls, now City of Niagara Falls being identified as PIN No. 64445-0002 (LT).

## **SCHEDULE 'B' to By-law No. 2014-82:**

### **Description of Property – Old Imperial Bank, 4190 Bridge Street**

The Old Imperial Bank is located in Niagara Fall's historic downtown, at the southeast corner of Bridge Street and Zimmerman Avenue. Its limestone construction features a blend of Romanesque revival and French renaissance style architecture, which gives the building its impression of strength and security.

### **Statement of Cultural Heritage Value or Interest**

The Imperial Bank of Canada was founded in 1873 by the former vice-president to the Canadian Bank of Commerce, Henry Stark Howland. This Toronto based firm eventually became the Canadian Imperial Bank of Commerce (CIBC) after amalgamating with the Canadian Bank of Commerce in 1961. As the first chartered bank in Niagara Falls, the Imperial Bank had originally been located on the southwest corner of Bridge Street and Zimmerman Avenue. Occupying the lower level of what was later known as the Savoy Hotel, the Imperial Bank purchased the site in 1905 for the purpose of constructing a new permanent facility.

Designed in 1906 by the well-known Toronto firm of Darling and Pearson, the new building operated as a branch of the bank for over 60 years. The site became a national sensation in 1964 when a gang of Montreal thieves drilled through the three-foot-thick brick foundation and steel plating to reach the building's basement vault. There, the men stole over \$900,000 in cash, jewelry and securities. The robbers were caught three weeks later and jailed for ten years. Ironically, the building's stone construction was specifically designed to represent solidity, safety and security. Although closed as a commercial bank in 1967, the Old Imperial Bank building stands as solidly today as it did 100 years ago, and is a distinguished reminder of the downtown's earlier prosperity.

The Old Imperial Bank is a three storey rectangular structure with a symmetrical three bay façade. Constructed on an ashlar finished limestone foundation, the building's exterior is made of quarry faced limestone laid in a random course. The building features various Romanesque revival style elements, as seen in its heavy round headed openings, emphasized stone surrounds and overall stone structure. The west façade features two towers that are topped by a plain, stepped parapet that extends to the building's corners. The corners of the parapet then step out from the building and extend vertically beyond the eaves. Each corner contains a 6 light window on the first storey, 1 over 1 sash on the second storey, and an entrance at the base. The entrances are strikingly distinct, with detailed heavy quoin surrounds and stone dentils. This detailed stone work is made from the same finished limestone used for the foundation. Originally, both entrances featured a double door with a single 6 light panel; now, only the door on the southwest tower remains.



The roof has asphalt shingles and features six dormers. There are three gable dormers on the west façade, two on the north façade and one shed dormer on the south façade. All are clapboard sided with multi light sash with a plain moulded trim.

The most characteristic part of the building is its large first storey windows with detailed cut stone surround. The west façade consists of three plate glass windows, each containing a semi-circular arch with several spread limestone voussoirs. These windows also have a rectangular window head and keystone. The north façade features the same decorative surrounds on its two plate glass windows and doorway. The second storey openings are a series of 1 over 1 sash windows with a splayed stone arch. A limestone band extends around the west and south façades of the building underneath these second storey windows. The east façade, in contrast to the detailed limestone exterior of the rest of the building, is red brick laid in stretcher bond as it would have adjoined other commercial buildings on the street.

The Old Imperial Bank is one of the few old commercial structures remaining in Niagara Falls. The bank's central location in the downtown indicates the significant role it played in the economic development of the surrounding businesses and is a remarkable symbol of the once prosperous Village of Elgin. As one of the heritage properties in the area, the site is an integral part of the downtown landscape.

### **Description of Heritage Attributes**

Key exterior features that embody the heritage value and are important to the preservation of 4190 Bridge Street includes the following heritage attributes:

- Two & ½ storey rectangular structure with a symmetrical three bay façade
- connection to the architectural firm of Darling and Pearson
- quarry faced cut limestone exterior laid in a broken course with red ribbon pointing with ashlar finished limestone foundation
- features a blend of Romanesque revival and French renaissance style elements
- two corner towers topped by a plain, trimmed parapet
- distinct front entrance with detailed heavy quoin surrounds and stone dentils
- asphalt shingle roof with 5 gable dormers & 1 shed dormer
- all dormers are clapboard sided with multi light sash
- large first storey plate glass windows with detailed cut stone surround
- second storey window openings composed of 1 over 1 sash windows with splayed stone arches.
- limestone band extends around the west and north façades of the building underneath the second storey windows
- one of the few early 20<sup>th</sup> century commercial structures remaining
- played a significant role in the economic development of the Village of Elgin
- connection to the Imperial Bank of Commerce (CIBC)





An agency of the Government of Ontario



Un organisme du gouvernement de l'Ontario

This document was retrieved from the Ontario Heritage Act e-Register, which is accessible through the website of the Ontario Heritage Trust at **[www.heritagetrust.on.ca](http://www.heritagetrust.on.ca)**.

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Ce document est tiré du registre électronique, tenu aux fins de la *Loi sur le patrimoine de l'Ontario*, accessible à partir du site Web de la Fiducie du patrimoine ontarien sur **[www.heritagetrust.on.ca](http://www.heritagetrust.on.ca)**.



April 23, 2015

[REDACTED]  
1372744 Ontario Ltd.

[REDACTED]

Dear [REDACTED]:

**Re: Old Police Building  
4177 Park Street**

Please find attached a copy of the updated Designating By-law that was registered on title to the above noted property.

The updated By-law replaces the original designating by-law and will continue to act as a guide for any future restoration work as it sets out the important features of the property in the Heritage Attributes section of the by-law.

If you have any questions, please let me know.

Yours truly,

Peggy Boyle  
Assistant Planner

PB:mb  
Attach.

S:\HISTORY\INV\Park4177.dp (formerly 4582 Zimmerman)\Designating Bylaw Ltr.docx

*Working Together to Serve Our Community*

Planning, Building, &  
Development  
Ext 4334 Fax 905-356-2354  
pboyle@niagarafalls.ca



**NOTICE OF  
AMENDING BY-LAW NO. 2014-115**

**PURSUANT TO THE PROVISIONS OF  
THE ONTARIO HERITAGE ACT R.S.O. 1990, SECTION 30.1,**

**AND IN THE MATTER OF THE LANDS AND PREMISES KNOWN MUNICIPALLY AS**

**Old Police Building  
4177 Park Street (formerly 4582 Zimmerman Avenue)**

**TAKE NOTICE that the Council of the Corporation of the City of Niagara Falls passed a by-law amending Designating By-law 78-25 on the 9th day of September, 2014.**

**PURPOSE AND EFFECT OF THE AMENDMENT**

The amendment to the designating by-law has updated the legal description contained in Schedule A and the Reasons for Designation contained in Schedule B.

**EXPLANATION OF AMENDMENT**

The 1978 by-law described the heritage attributes of the property in general terms. Schedule B, Reasons for Designation has been revised to describe the associative and architectural value of the property including the setting and also updated to reflect a more detailed description of the property and the heritage attributes contained within.

Dated at the City of Niagara Falls this 9th day of September, 2014.

A handwritten signature in cursive script that reads "Alex Herlovitch".

---

Alex Herlovitch  
Director of Planning, Building & Development  
City of Niagara Falls  
4310 Queen Street, P.O. Box 1023  
Niagara Falls, ON L2E 6X5



I, the undersigned, Deputy Clerk of The Corporation of the City of Niagara Falls, hereby certify the foregoing to be a true and correct copy of By-law No. 2014-115. Given under my hand and the seal of the said Corporation this 18 day of September 2014.

**CITY OF NIAGARA FALLS**

**By-law No. 2014 - 115**

A by-law to amend By-law No. 78-25, being a by-law to designate 4582 Zimmerman Avenue now known as 4177 Park Street and known as the Old Police Building, to be of cultural heritage value and significance.

**WHEREAS** By-law No. 78-25 designated the Old Police Building located at 4582 Zimmerman Avenue, now known as 4177 Park Street, to be of cultural heritage value and interest;

**AND WHEREAS** on January 23, 2003, the owner of the property requested and was granted an address change to 4177 Park Street;

**AND WHEREAS** pursuant to Section 30.1 (2) (a) , the council of a municipality may by by-law amend a by-law designating property under Section 29 of the *Ontario Heritage Act* to clarify or correct the statement explaining the property's cultural heritage value or interest or the description of the property's heritage attributes or to correct the legal description;

**AND WHEREAS** the requirement for Council to consult with its Municipal Heritage Committee pursuant to Section 30.1 (5) has been fulfilled;

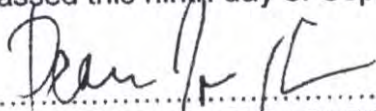
**AND WHEREAS** The Corporation of the City of Niagara Falls has caused to be served on the owner a Notice of the proposed Amendment;

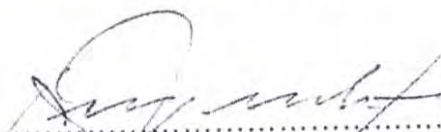
**AND WHEREAS** no objections have been filed with the Clerk of the Municipality.

**THE COUNCIL OF THE CORPORATION OF THE CITY OF NIAGARA FALLS ENACTS AS FOLLOWS:**

1. That By-law 78-25 be amended by deleting Schedule "A" thereto and substituting Schedule "A" attached hereto.
2. That By-law 78-25 be amended by deleting Schedule "B" thereto and substituting Schedule "B" attached hereto.
3. The City Solicitor is hereby authorized to cause a copy of this by-law to be registered against the property described in Schedule "A" hereto in the proper Land Registry Office.
4. The City Clerk is hereby authorized to cause a copy of this by-law to be served upon the owner of the property and upon the Ontario Heritage Trust.

Passed this ninth day of September, 2014.

  
.....  
DEAN IORFIDA, CITY CLERK

  
.....  
JAMES M. DIODATI, MAYOR

First Reading	September 9, 2014
Second Reading	September 9, 2014
Third Reading	September 9, 2014

## **SCHEDULE "A" TO BY-LAW No. 2014-115**

All and singular that certain parcel or tract of land and premises situate, lying and being in the City of Niagara Falls, in the Regional Municipality of Niagara, formerly in the County of Welland, and being composed of Lot 1 and Part Lots 2 & 3, Block A, Plan 999-1000, Town of Niagara Falls and Part 1 on 59R-12254, City of Niagara Falls as identified in PIN 64445-0216 (LT).



## SCHEDULE "B" TO BY-LAW No. 2014- 115

### **Description of Property – Post Office/Customs House, 4177 Park Street**

The Post Office and Customs House is located on the northeast corner of Zimmerman Avenue and Park Street. As a part of the core business area of the former Town of Clifton, this massive three storey structure is one of the City's only Romanesque Revival style buildings.

### **Statement of Cultural Heritage Value or Interest**

The Niagara Falls suspension bridge was opened in 1848, allowing for international traffic between the Canadian village of Elgin (later Clifton, then Niagara Falls) with the American Village of Bellvue (now Niagara Falls New York). It was eventually deemed Port Stamford located at the terminus of the G.N.R. railway station in Upper Canada. A collection of workmen's shanties and houses developed around the new bridgehead, and in 1853, became the incorporated Village of Elgin. The village's success can be attributed to the efforts of Samuel Zimmerman, whose infrastructure and economic investments lead to Elgin's prosperity. In May, 1855, the Zimmerman Bank was constructed, and served as the community's first bank and post office, as well as what was known as "Port" Stamford's customs house.

The building was constructed in 1883, as the new post office and customs house. The designer was Thomas Fuller, a renowned government architect, predominantly recognized for his work on the first Parliament buildings in Ottawa. The building remained relatively intact until a furnace explosion in 1927 nearly destroyed the structure. After temporarily relocating its services, the building was enlarged and remodelled. From 1930 until 1953, the building contained only the customs house, as the post office had moved to Queen Street and St. Clair Avenue. After it ceased its use as a customs building, the building was used as police station until 1978. It was during this time that the post office and customs house was briefly featured in Marilyn Monroe's classic movie "Niagara".

The post office and customs house is an impressive two-storey with attic structure. Built in the Romanesque revival style, the building features massive stone elements and detailed decorative stonework. At the time of writing, the building has deteriorated, the roof has lost much of its covering, the window sash remain behind the plywood covering, but no glazing exists, and much of the stone structure is in ruins. The exterior of the building consists of quarry faced limestone blocks laid in a random course. Cut finished limestone is used for decorative elements, such as the quoins and window opening surrounds.

The truncated hip roof with gable ends retains some of the original slate shingles. A diamond patterned tympanum and a central rosette ornament decorate the gable ends. Directly beneath the gables are three deeply recessed window openings that are now boarded up. The three panels below them feature rosette decoration. On the south façade of the building, the middle panel contains a date stone. Several truncated hip dormers are placed along the roof, two on both the north and south façades and one on the rear (east). Each dormer is supported by three heavy limestone brackets and topped with a finial. Underneath the eaves are a series of wooden brackets.



The west elevation features an asymmetrical three bay façade. On the left of the façade is an elaborate entryway containing a large round headed arch, limestone surround, a detailed ornamental tympanum, and a wooden six panel door. Within the arch is an oval ornament carved with the letters "VR". This refers to "Victoria Regina" after the reigning British monarch of the time. In the centre of the façade is a paired set of 1 over 1 sash with square transoms. These windows feature a decorated limestone sill and lintel, with a matching limestone divide. Like the segmental opening found above it, this window contains a limestone surround. Beneath the windows is a finished limestone band that separates the foundation of the building. On the southwest corner of the building are two round headed arches supported by a limestone Corinthian pillar. A double stairway within the arches leads to the building's main entrance. The entrance had once contained double leaf wood doors with glass panes on the upper half. The second storey of the west façade contains two recessed rectangular windows openings with limestone surrounds. These openings flank the central segmental window opening that has a splayed limestone arch.

The south façade exhibits a similar arrangement as the west elevation. The second storey features two rectangular recessed windows on either side of a centered segmental window opening. Underneath the second storey window sills are two projecting stringcourse bands separated by four courses of limestone. Between the bands are 10 stone panels, placed directly below the rectangular windows. On the first storey of the façade are several round headed arches, decorated with finished limestone. Above each arch is a projecting band, terminating in a small circular bead. In the centre of the façade is a paired set of 1 over 1 sash windows with square transoms. Like those found on the west façade, these windows feature a decorated limestone sill and lintel, with a matching limestone divide. Unlike the north and west (front) façades, a projecting stringcourse band is placed above the foundation of the building.

On the east façade is an attached structure that is stepped back from the south elevation, also made of the same quarry faced limestone. The structure features a stringcourse bands, round headed arches, and a stepped central parapet with a shell ornament. According to early photographs of the site, this structure is believed to be a later addition to the property.

At the back of the building is a smaller, separate structure, built in the same style as the main building. The structure features a large segmental window opening with splayed voussoirs, a stepped central pediment, a carved panel with acanthus ornamentation, and two outset stone chimneys with dentils. Along its side facing the north façade are rows of rectangular window openings with limestone quoin surrounds.

The Post Office and Customs House is valuable to the landscape of the downtown area, as one of many heritage properties deemed significant to the development of the downtown core and the wider community. It is a significant location both for its ties to government operations, and its long standing service to the City and the community.

### **Description of Heritage Attributes**

Key exterior features that embody the heritage value and are important to the preservation of 4177 Park Street includes the following heritage attributes:

- Romanesque revival style
- exterior made of quarry faced limestone blocks laid in a random course
- finished limestone is used for the building's decorative elements
- separate similar smaller structure on the west elevation
- truncated hip roof originally clad with slate shingles



- cross gables with heavy stringcourse bands, diamond patterned tympanums, and central floral ornaments
- dormers placed along the roof
- finials placed on the gable and dormers
- block modillions beneath the eaves
- asymmetrical three bay façade
- main entry on the west façade contains a large round headed arch and a wood six panel door.
- southwest corner features two magnificent round-headed arches supported by limestone pillars with Corinthian details.
- central segmental window opening that has a splayed limestone arch on the west and south façades
- connection to the development and core areas of the Town of Clifton
- connection to renowned government architect Thomas Fuller
- significant location both for its ties to communication and government operations, and due to its service to the City and the community.