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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.

S:\HISTORY\INV\Bridge4267.dp\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. 2014-83**

**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,

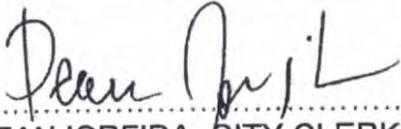
AND WHEREAS The Corporation of the City of Niagara Falls has caused to be served on the owner and the Ontario Heritage Trust, a Notice of the proposed Amendment;

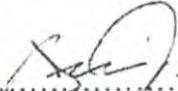
AND WHEREAS no objections have been filed with the Clerk of the Municipality;

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 19th 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