

PART TWO - HERITAGE PERMIT APPLICATION:**HERITAGE PERMIT APPLICATION FORM**

In accordance with the Ontario Heritage Act a heritage permit must be issued by City Council for all proposals to erect, remove or alter the exterior of buildings, structures or other features described as heritage attributes within the scope of a heritage designation by-law.

City staff and the Brampton Heritage Board review all applications and then submit them to City Council for approval.

City Council has the authority under the Ontario Heritage Act to approve any heritage application either with or without conditions or to refuse the permit application entirely.

Please provide the following information (type or print)

A. REGISTERED OWNER

NAME OF REGISTERED OWNER(S) Richard Aubry, Preston Homes/Redwood Properties

TELEPHONE NO. HOME () **BUSINESS: (905)856-7751** **FAX: ()**

E-MAIL ADDRESS: raubry@redwoodproperties.ca

MAILING ADDRESS: 330 New Huntington Road

Vaughan, ON L4H 4C9

B. AGENT

(Note: Full name & address of agent acting on behalf of applicant; e.g. architect, consultant, contractor, etc)

NAME OF AGENT(S) Jordan Molnar

TELEPHONE NO. HOME () **BUSINESS: (416)963-4497x305** **FAX: ()**

E-MAIL ADDRESS: jordanm@eraarch.ca

MAILING ADDRESS: 625 Church Street - Suite 600

Toronto, ON M4Y 2 G1

Note: Unless otherwise requested, all communications will be sent to the registered owner of the property.

E. DESCRIPTION OF WORKS

(Please briefly describe the proposed works as they fit within one or more of the categories below; note the specific features that would be affected. Use separate sheets as required; attach appropriate supporting documentation; point form is acceptable):

Rehabilitation and/or Preventative Conservation Measures (e.g. repointing masonry; note which heritage attributes and features would be impacted and where, materials to be used, specifications and techniques):

The attached Conservation Drawings by ERA Architects shows the extent of rehabilitation measures, including masonry rebuilding with salvaged bricks, masonry repointing as required with lime-based mortar, and new window units. General cleaning of the masonry will include a low-pressure hot water wash, and a steam cleaning. In areas of concentrated soiling, a wash with detergent will be completed. At the existing wood cornice, repair and selective replacement will occur.

Major Alterations, Additions and/or New Construction (note which attributes to be impacted, location of work, materials to be used, specifications and techniques):

A tower will be constructed on site and the heritage building will be adaptively reused as a podium element for the new construction. Heritage attributes to be affected include, the front elevation along Mill and Railroad Streets, that include new openings to facilitate accessible ingress/egress from the new building.

Restoration (i.e. replicating or revealing lost elements and features; note which attributes to be impacted and where, materials to be used, specifications and techniques):

The exterior masonry will be restored, along with selective areas of cornice. Refer to drawings for more information.

F. SCOPE OF WORK IMPACTING HERITAGE PROPERTY

(Check all that apply)

NEW CONSTRUCTION IS PROPOSED

DEMOLISH ALTER EXPAND RELOCATE

G. SITE STATISTICS (For addition and construction of new structures)

LOT DIMENSIONS FRONTAGE 101.9 DEPTH 37.9

LOT AREA 6,970 m2

EXISTING BUILDING COVERAGE +/-8.4 %

BUILDING HEIGHT EXISTING +/-12 m

PROPOSED 94 m

BUILDING WIDTH EXISTING N/A m

PROPOSED N/A m

ZONING DESIGNATION DC-3472-Commercial/Residential

OTHER APPROVALS REQUIRED: (Check off only if required)

MINOR VARIANCE (COA) _____

SITE PLAN APPROVAL ✓

BUILDING PERMIT ✓

CONSERVATION AUTHORITY _____

SIGN BYLAW APPROVAL _____

(Note: IF YES, other approvals should be scheduled after the Heritage Permit has been approved by City Council)

H. CHECKLIST OF REQUIRED INFORMATION SUBMITTED

(Check all that apply)

- REGISTERED SURVEY
- SITE PLAN (showing all buildings and vegetation on the property)
- EXISTING PLANS & ELEVATIONS - AS BUILT
- PROPOSED PLANS & ELEVATIONS
- PHOTOGRAPHS
- MATERIAL SAMPLES, BROCHURES, ETC
- CONSTRUCTION SPECIFICATION DETAILS

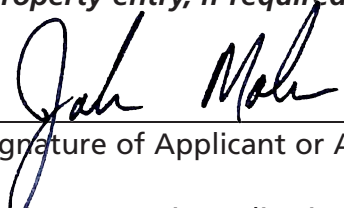
I. AUTHORIZATION / DECLARATION

I HEREBY DECLARE THAT THE STATEMENTS MADE HEREIN ARE, TO THE BEST OF MY BELIEF AND KNOWLEDGE, A TRUE AND COMPLETE PRESENTATION OF THE PROPOSED APPLICATION.

I UNDERSTAND THAT THIS HERITAGE PERMIT DOES NOT CONSTITUTE A BUILDING PERMIT PURSUANT TO THE ONTARIO BUILDING CODE.

I ALSO HEREBY AGREE TO ALLOW THE APPROPRIATE STAFF OF THE CITY OF BRAMPTON TO ENTER THE SUBJECT PROPERTY IN ORDER TO FULLY ASSESS THE SCOPE AND MERITS OF THE APPLICATION.

(Property entry, if required, will be organized with the applicant or agent prior to entry)



Signature of Applicant or Authorized Agent

(Jordan Molnar)

November 9, 2020

Date of Submission

Heritage Permit applications are submitted to the Planning, Design and Development Department, 3rd Floor Counter, Brampton City Hall,

The personal information on this form is collected under the authority of the *Ontario Heritage Act*, RSO 1990. The information will be used to process the Heritage Permit Application. Questions about the collection of personal information should be directed to the Heritage Coordinator, 2 Wellington Street West, Brampton, Ontario L6Y 4R2, 905-874-3825.

45 RAILROAD STREET BRAMPTON

CONSERVATION PLAN

ISSUED: 21 SEPTEMBER 2012

REVISED: JUNE 5, 2015

REVISED: SEPTEMBER 30, 2015

REVISED: JUNE 6, 2016

REVISED: NOVEMBER 4, 2020

ERA

Project # 06-057-02
Prepared by PE/JM/SH/JF/RL2

PREPARED BY:
ERA Architects Inc.
#600-625 Church Street
Toronto, Ontario M4Y 2G1
416-963-4497

PREPARED FOR:
PrestonHomes/Redwood Properties
330 New Huntington Road
Vaughan, Ontario L4H 4C9
905-856-7751

Cover Image: The northwest corner of the site (ERA, 2019).

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	Appendix III: City of Brampton Heritage Staff Comments, dated June 8, 2015	

Refer to Conservation Plan Drawings by ERA Architects, dated November 4, 2020

EXECUTIVE SUMMARY

This Conservation Plan provides a detailed schedule of conservation work for 45 Railroad Street that had been divided into two phases. This document reviews and confirms the work completed in the first phase as well as outlines the proposed scope of conservation work for the second phase.

The **first phase** of pre-conservation work, which included the selective removal of the rear of the factory component, the long-term protection of the factory façade with a steel retention structure, and the retention and protection of the office component, was completed in 2012-2013.

This **second phase** of proposed conservation work involves the rehabilitation and upgrade of the heritage structure in preparation for integration with the proposed new construction, including lowering the front entrance door at the **north elevation of the office component**.

The scope of conservation work includes:

- Repairing the masonry;
- **Rebuilding portions of the building;**
- Restoring the upper cornice;
- **Replacing the existing windows with new windows; and,**
- Installing new roofing.

The conservation work described in this Plan will be executed by specialist sub-contractors with a minimum of 5 years experience in working with heritage masonry structures. The work will be reviewed on site by the architect, heritage consultant and the City of Brampton's heritage staff for general conformance with heritage guidelines and conservation notes described in this Conservation Plan.

This Conservation Plan also provides cost estimates of proposed conservation work to establish a letter of credit amount in the order of \$500K to secure the scope of conservation. Upon adequate review and completion of the pre-conservation work by the Heritage Consultant, the letter of credit will be released back to the client.

1 INTRODUCTION

ERA Architects Inc. (“ERA”) has prepared this Conservation Plan as Heritage Consultant to Preston Group. The subject property, 45 Railroad Street consists of an industrial building with a one-storey façade along Mill Street North and two-storey office building component. The building acts as a landmark, located at a significant corner, Railroad Street and Mill Street North, and forms part of an industrial heritage precinct including the Hewetson Shoe Factory, the CNR Station and Railway. This property has been designated under the Ontario Heritage Act by City By-law 150-2015 (appended).

ERA has developed the Conservation Plan with respect to the Parks Canada Standards and Guidelines for the Conservation of Historic Places, the Ministry of Culture’s Ontario Heritage Tool Kit procedures, and the Burra Charter for the Protection and Enhancement of the Built Environment. The conservation work described in this Plan will be executed by specialist sub-contractors with a minimum of 5 years experience in working with heritage structures. The work will be reviewed on site by the architect, heritage consultant and the City of Brampton’s heritage staff for general conformance with heritage guidelines and conservation notes described in this Conservation Plan. The Letter of Credit is intended to cover any deficiencies.



Site location and context (source: maps.brampton.ca/maps).

1.1 Project Background

This Conservation Plan is being submitted as part of an application for Site Plan Approval and a Heritage Permit. The proposed development is a mixed-use residential tower that is integrated with the heritage resources on site. A building permit was previously issued for this site, however, the design has been modified, requiring resubmission. A revised Heritage Impact Assessment is included as part of the resubmission.

This Conservation Plan provides details on the proposed conservation work, including repairs and upgrades, and integration of the heritage fabric with the new development. **The Plan is to be read with the November 4, 2020 drawings prepared by ERA.**

1.2 Present Owner Contact

Preston Group
c/o Richard Aubrey
Preston Homes/Redwood Properties
330 New Huntington Road
Vaughan, Ontario L4H 4C9
t: 905.856.7751
f: 905.856.7764
e: raubry@redwoodproperties.ca

2 CONSERVATION PLAN

2.1 Conservation Strategy Objectives

This Conservation Plan seeks to ensure the responsible treatment of the **heritage attributes** of the heritage resources at 45 Railroad Street throughout redevelopment. The **heritage attributes** are described in the Designation By-law 150-2015 (appended). **The attributes concerning Design/Physical Value are listed here:**

Property Overall:

- rectangular plan and massing with partial second storey addition;
- flat roof profile (parapet walls and rooflines);
- Chicago School and Neo-Gothic style influences;
- unpainted red masonry walls;
- brick buttresses;
- foundation wall denoted by coursed cut stone blocks;
- original fenestration;
- corbelled brick water table.

Mill Street facade:

- large industrial-scale sash windows (6-over-6 basement windows, 12-over-12 first floor windows);
- window openings along Mill Street facade (recessed slightly into wall and framed by brick corbels);
- stone lintels over above-grade wood case-ment basement windows;
- graffiti carved into a brick by a penknife with inscription reading: "1949 AD. Dec ___ CNR Survey"; located on the Railroad and Mill Streets corner before the first Mill Street window openings;
- shallow setback of building facade along Mill Street South.

Railroad Street facade:

- original ground floor office windows with segmental arche [sic] brick voussoirs;
- second storey addition windows with brick voussoirs;
- fixed single-pane transoms;
- brick parapet wall with ribbed coping tiles;
- brick corbelling;
- heavy pediment over main entrance with radiating brick voussoir and corbelling;
- fixed, single-page transom over main entrance;
- pre-cast decorative blocks laid in diamond patterns forming second storey spandrel panels; each spandrel panel sits within a rectangular frame made of brick laid in soldier course;
- rectangular second storey windows with pre-cast sills and horizontal soldier coursed voussoirs;
- single pre-cast blocks accentuating the upper outer corners of each second storey window;
- brick buttresses and their pre-cast caps.

2.2 Phase I Conservation Work Scope

The following table summarizes the Phase I conservation work completed on the heritage resources located at 45 Railroad Street.

Phase I Work	Assessment
<i>I. Investigation and Protection</i>	
Investigate parapet condition and determine necessary repair. Coordinate parapet repair with roof replacement.	Terracotta coping is missing on parts of the parapet.
Investigate cracking along retained portions of facades. Structural Engineer to determine severity of cracking and coordinate with Heritage Architect for repairs.	An investigation has been undertaken. The cracks along the masonry will be repaired.
Investigate and repair west façade above and below grade. Investigations to include but are not limited to delamination and core testing. Repairs to be determined after completion of review. Reviews to be conducted by Heritage Contractor, Heritage Architect and Structural Engineer.	Completed.
Record and document full extent of existing building.	Completed - materials were submitted to the City of Brampton on June 26, 2013.
Salvage and store all original doors, sliding fire doors and boilerplate door. Store on-site in a weather protected facility.	The wood window frames have been stored on site. The boilerplate door was not salvageable after it was removed.
Provide weatherproofing to window openings including sill flashing and sealant around the top and side seams. Replace any existing damaged or deteriorated plywood with new plywood.	Completed with modification - seams were not sealed due to concerns over proper ventilation.
Repair any areas of critical deterioration along retained facades necessary for structural stability over the period of retention.	Completed.
Provide monitoring systems, including a gauge to measure settlement, for the retained North portion of building and East façade. Details of monitoring program and scheduled reviews to be provided by Belanger Engineering and reviewed by ERA Architects.	Completed.
<i>II. Dismantle + Salvage</i>	
Install helical ties as per drawings provided by Belanger Engineering. Ensure helical tie machinery is set an appropriate distance away from retained facades as to not damage any projections such as the cornice, sills, lintels and foundations (see page 8 for profile of proposed façade retention system).	Completed.

Install retention structure as per drawings provided by Belanger Engineering.	Completed.
Install south demising wall at north retained building. Provide additional structure where needed and consult with Structural Engineer and Heritage Architect during the process.	Completed.
Salvage all original red face brick on elevations to be removed. Stack on wood palettes and store in weather protected facility for later use.	Completed with modification - salvaged bricks are being stored on site.
Dismantle portions of building not being retained. Provide temporary structure as needed during demolition. Dispose of waste material off site. Salvage all wood beams and columns and store in weather-protected facility.	Completed with modification - salvaged wood beams and columns are being stored on site.
<i>III. Long Term Protection of Retained Façade</i>	
Install waterproofing along foundation of retained portion of east façade where backfill will be in contact with heritage wall.	Completed.
Infill basement with gravel and compact.	Completed.
Install water-shedding protection over retention structure and east retained façade. Protection to include plywood complete with waterproofing and flashing. Provide tarpaulin along interior elevation of retained east façade and tie into water shedding roofing and secure to facade. Ensure a 300mm air-space is provided between tarpaulin and brick façade.	Completed with modification - a plywood wall with tyvek covering were installed.
Ongoing seasonal review (in late spring/May and late summer/August) of retained façade and monitoring systems, including a gauge to measure settlement.	Completed. See Appendix I.

2.3 Phase II Conservation Work Scope

A list of proposed conservation notes has been prepared to describe the second phase of conservation work involving the repair and upgrade of the heritage resources at 45 Railroad Street. The scope was developed as a result of a visual exterior and interior evaluation on April 16, 2015, and subsequent site visits on May 11, 2016 and October 11, 2016. Results of this preliminary condition assessment are provided in Section 5 of the 45 Railroad Heritage Impact Assessment, issued May 28, 2015 and revised May 10, 2016. These notes are illustrated in detail in the appended drawings by ERA.

Where replacement of original fabric/features will be undertaken, the replacement will be done in-kind, using the same materials, dimensions, and profile and details as much as is feasible. A final list of what has been replaced will be provided to City Heritage staff as documentation to be included in the records for the property.

The main repair work consists of:

- Repairing the masonry;
- Rebuilding portions of the building;
- Restoring the upper cornice;
- Replacing the existing windows with new windows; and,
- Installing new roofing.

The conservation notes are as follows:

C01 Allow for investigation and repair of the west facade above and below grade. Investigations to include but are not limited to delaminating and core testing. Repairs to be determined after completion of review. Reviews to be conducted by Heritage Contractor, Heritage Architect and Structural Engineer. Specific tests and investigations to be determined by Structural Engineer.

C02 Provide new stone sill to match existing.

C03 Rebuild parapet with existing masonry. Damaged units to be replaced with salvaged brick units. Mortar to be lime based to match existing. Provide metal flashing on interior of parapet as detailed.

C04 Fully document windows with photos and drawings of the jamb, sills and lintels of each window type. Salvage existing window hardware and 15 existing sashes on the manufacturing floor and store in weather protected facility. Remove all remaining frames and sashes and dispose off-site. Provide new windows to replicate existing. Refer to window schedule.

C05 Remove brick infill and rebuild masonry within opening. Use salvaged masonry and lime based mortar. Inset rebuilt masonry 25mm from existing masonry

C06 Remove wood lintel. Install new steel lintel within cavity and encase with salvaged masonry and lime based mortar. Inset rebuilt masonry 25mm from existing masonry

C07 Deleted

C08 Deleted

C09 Return brick and stone. Make good along edge of demolition. Use salvaged brick as needed to complete return and use lime based mortar to match adjacent. Refer to detail 5/HA401.

C10 Provide foundation waterproofing. Provide new parging, waterproofing, dimple board drainage sheet with filter fabric, and insulation on exterior foundation wall below grade. Refer to details.

C11 Repoint 100% of stone foundation above and below grade, on the exterior. Repair parging in basement on interior.

C12 Clean 100% of stone foundation on interior and exterior.

C13 Clean tar/paint from brick, sills and lintels as required.

C14 Clean upper and lower window sills on the east and south facades.

C15 Provide general hot water clean of entire facade (typical).

C16 Remove all obsolete wood trim, metal fasteners, fittings and brackets from building facade and point openings (typical).

C17 Remove metal plate. Replace, repair, rebuild masonry as required to match existing window above.

C18 Provide new drip edge in existing stone sills (typical).

C19 At location of previous entry stair and ramp, repoint 100% of concealed area behind ramp with lime based mortar and replace damaged masonry with salvaged masonry as needed. Consult heritage architect after removals to confirm extent of work.

C20 Restore cornice. Provide new LCC flashing on cornice and new gutters along extent of cornice. All replaced detailing to replicate existing detailing. Consult with Heritage Architect for extent of repair/rebuild before starting work. Refer to details.

C21 Replace damaged or deteriorating terra cotta coping.

C22 Concrete block and steel frame to be retained. Refer to structural and architectural drawings.

C23 Remove concrete pads and retention structure.

C24 Remove existing window frame. Replace to match new window to be installed.

C25 Salvage stone caps, bricks and foundation stones.

C26 Deleted

C27 Deleted

C28 Deleted

C29 Provide wood framing to anchor to new building and LCC cap flashing over cornice.

C30 Provide new steel channels to wrap around masonry opening. Refer to details.

C31 Deleted

C32 Build masonry within opening. Use salvaged masonry and lime based mortar. Inset rebuilt masonry 25mm from existing masonry. Refer to details.

C33 Repoint brick as needed; clean all efflorescence; replace any deteriorated masonry units. Confirm extent of repair with Heritage Architect before commencing work.

C34 Infill existing scuppers with salvaged brick. Stitch rebuilt masonry into existing masonry.

C35 Remove and salvage masonry for new opening. Make good ends of masonry openings. Provide new lintels.

C36 Provide new door in existing masonry opening.

C37 Deleted

C38 On interior masonry foundation wall, allow for 20% repointing, 20% parging repair and 100% clean to remove all dirt, dust, concentrated soiling, efflorescence and staining.

2.4 Salvage Plan

Work Completed (Phase I)

Approximately 10 skids of brick, wood beams, and columns were salvaged from the removal of the rear of the factory component. These materials have been wrapped in tyvek and have been stored on site.

Proposed Conservation Work (Phase II)

We recommend relocating the salvaged materials to a weather controlled, off site facility, especially for the duration of the construction phase.

The bricks will be reused to infill select window openings, rebuild the parapet, and replace spalled masonry. The wood beams and columns may be used as part of the interpretation of the site.

2.5 Measures to Protect Heritage Resources During Construction (Phase II)

General

ERA will conduct regular field reviews. During construction these will occur every 2-3 weeks. Field review reports will be directly issued to staff.

Factory Component

Throughout the construction the east facade of the factory component will be monitored for movement by a vibration monitor. The interior face will be tarped. The structure will remain attached to the retention structure. The plywood - already implemented - will be retained in order to protect the openings.

Office component

The demising wall (the south elevation) will be maintained for protection until an appropriate time during the construction. At that time, the concrete blocks will be removed and replaced while the existing steel will be retained.

Salvaged Materials

These materials are wrapped in tarps on skids, protected from the elements, and obscured from public visibility in the rear south west corner of the property.

3 CONSERVATION COST ESTIMATE

The following cost estimate is provided to establish a reasonable letter of credit amount required by the City of Brampton. The letter of credit will secure the conservation of the heritage elements outlined in this Conservation Plan.

As indicated in the City of Brampton's terms of reference for Heritage Impact Assessments:

Cost estimates for the various components of the plan to be used to determine sufficient monetary amounts for letters of credits or other financial securities as may be required to secure all work included in the Conservation Plan.

3.1 Letter of Credit

The following provides cost estimates for the scope of conservation work identified in this plan for the phase two, rehabilitation and upgrade of the heritage resources in preparation for integration with the proposed building at 45 Railroad Street.

Phase 2: Rehabilitation and Upgrade

Demolition and Salvage:	\$24K
Masonry Restoration:	\$170K
Structural Alterations:	\$10K
Windows and Doors Restoration:	\$240K
Roof Repair:	\$26K
Wood Restoration:	\$30K

ERA recommends a letter of credit amount in the order of \$500K in order to secure the conservation costs associated with Phase II conservation work.

Upon adequate review and completion of the conservation work by the Heritage Consultant, the letter of credit will be released back to the client.

4 CONCLUSION

This report finds that the heritage resources at 45 Railroad Street will be appropriately rehabilitated by the conservation work detailed in this document.

The proposed work includes:

- Repairing the masonry;
- Rebuilding portions of the building;
- Restoring the upper cornice;
- Replacing the existing windows with new windows; and,
- Installing new roofing.

A letter of credit amount in the order of \$500K is recommended to secure the second phase of conservation work described in this Conservation Plan.

5 APPENDICES

Appendix I: Monitoring Survey at 45 Railroad Street

The results of the monitoring survey indicate that the building has retained its structure and is stable.



Monitoring Survey at 45 Railroad Street

Pillar No.	June 23, 2013			October 4, 2013			January 9, 2014			April 10, 2014		
	Horizontal	Vertical	Vert. Diff**	Horizontal	Vertical	Vert. Diff**	Horizontal	Vertical	Vert. Diff**	Horizontal	Vertical	Vert. Diff**
1	0.997	223.153	0.000	0.997	223.154	0.001	0.997	223.155	0.000	0.996	223.153	-0.001
2	1.002	224.011	0.003	1.005	224.012	0.001	1.011	224.012	0.009	1.012	224.015	0.010
3	1.011	224.100	0.004	1.015	224.100	0.000	1.024	224.101	0.013	1.025	224.107	0.014
4	0.995	224.157	0.004	0.999	224.158	0.001	1.008	224.158	0.013	0.998	224.172	0.003
5	0.996	224.020	0.003	0.999	224.021	0.001	1.009	224.020	0.013	0.992	224.038	-0.004
6	0.989	224.000	0.003	0.992	223.999	-0.001	1.005	223.998	0.016	0.981	224.015	-0.008
7	0.990	223.995	0.002	0.992	223.995	0.000	1.003	223.994	0.013	0.982	224.011	-0.008
8	0.988	223.989	0.000	0.988	223.988	-0.001	0.994	223.988	0.006	0.992	224.000	0.004
9	1.008	224.003	0.000	1.008	224.002	-0.001	1.014	224.002	0.006	1.023	224.008	0.015
10	1.010	224.006	0.003	1.013	224.006	0.000	1.021	224.005	0.011	1.047	224.008	0.037
11	0.992	224.017	0.000	0.992	224.016	-0.001	0.997	224.015	0.005	1.018	224.018	0.026
12	0.992	224.023	0.004	0.996	224.022	-0.001	1.005	224.021	0.013	1.013	224.022	0.021
13	0.994	222.596	0.002	0.996	222.595	-0.001	0.997	222.595	0.003	0.997	222.595	0.003
14	0.991	222.456	0.000	0.991	222.456	0.000	0.994	222.454	0.003	0.992	222.455	0.001
15	1.004	224.018	0.000	1.004	224.017	-0.001	1.008	224.016	0.004	1.006	224.017	0.002
16	0.991	224.085	-0.001	0.990	224.085	0.000	0.991	224.084	0.000	0.989	224.085	-0.002
17	1.002	222.941	0.004	1.006	222.942	0.001	1.003	222.943	0.001	DESTROYED		
18	1.003	222.947	DESTROYED			DESTROYED			DESTROYED			

Diff* = Difference from June 23, 2013 reading
 Oct4/13 - Horizontal difference - movement towards property; Vertical difference - upward movement

M:\KJ\07-221\07-221 Monitoring Sheet.xls



Monitoring Survey at 45 Railroad Street

Pillar No.	June 23, 2013			July 12, 2014			October 19, 2014			January 9, 2015						
	Horizontal	Vertical	Vert. Diff*	Horizontal	Vertical	Horiz. Diff**	Horizontal	Vertical	Horiz. Diff**	Horizontal	Vertical	Horiz. Diff**	Vertical	Horiz. Diff**	Vertical	Horiz. Diff**
1	0.997	223.153	-0.003	0.994	223.153	-0.003	0.995	223.154	-0.002	0.995	223.154	-0.002	0.995	223.154	-0.002	0.001
2	1.002	224.011	0.004	1.006	224.014	0.004	1.006	224.014	0.004	1.006	224.014	0.004	1.006	224.013	0.004	0.002
3	1.011	224.100	0.004	1.015	224.103	0.004	1.015	224.102	0.004	1.016	224.103	0.004	1.016	224.103	0.005	0.003
4	0.995	224.157	0.000	0.995	224.162	0.000	0.994	224.160	-0.001	0.994	224.161	-0.001	0.994	224.161	-0.001	0.004
5	0.996	224.020	-0.004	0.992	224.023	-0.004	0.991	224.021	-0.005	0.990	224.022	-0.006	0.990	224.022	-0.006	0.002
6	0.989	224.000	-0.005	0.984	224.001	-0.005	0.984	224.000	-0.005	0.985	224.000	-0.004	0.985	224.000	-0.004	0.000
7	0.990	223.995	-0.008	0.982	223.998	-0.008	0.982	223.997	-0.008	0.983	223.997	-0.007	0.983	223.997	-0.007	0.002
8	0.988	223.989	-0.007	0.981	223.991	-0.007	0.980	223.990	-0.008	0.981	223.989	-0.007	0.981	223.989	-0.007	0.000
9	1.008	224.003	0.003	1.011	224.004	0.003	1.009	224.003	0.001	1.010	224.002	0.002	1.010	224.002	0.002	-0.001
10	1.010	224.006	0.017	1.027	224.007	0.017	1.022	224.006	0.012	1.024	224.006	0.014	1.024	224.006	0.014	0.000
11	0.992	224.017	0.010	1.002	224.017	0.010	1.001	224.016	0.009	1.002	224.015	0.010	1.002	224.015	0.010	-0.002
12	0.992	224.023	0.014	1.006	224.022	0.014	1.006	224.021	0.014	1.007	224.021	0.015	1.007	224.021	0.015	-0.002
13	0.994	222.596	0.003	0.997	222.596	0.003	0.997	222.595	0.003	1.000	222.596	0.006	1.000	222.596	0.006	0.000
14	0.991	222.456	0.001	0.992	222.456	0.001	0.993	222.456	0.002	0.993	222.455	0.002	0.993	222.455	0.002	-0.001
15	1.004	224.018	0.002	1.006	224.018	0.002	1.004	224.017	0.000	1.006	224.016	0.002	1.006	224.016	0.002	-0.002
16	0.991	224.085	-0.002	0.989	224.086	-0.002	0.988	224.085	-0.003	0.989	224.084	-0.002	0.989	224.084	-0.002	-0.001
17	1.002	222.941	0.003	1.005	222.942	0.003	1.003	222.942	0.001	1.003	222.941	0.001	1.003	222.941	0.001	0.000
18	1.003	222.947														

Diff* = Difference from June 23, 2013 reading

Horizontal difference - movement towards property; Vertical difference - upward movement

M:\KJ07-221\07-221 Monitoring Sheet.xls



Monitoring Survey at 45 Railroad Street

Krcmar Surveyors Ltd
1137 Centre Street Thornhill Ontario, L4J 3M6
905.738.0053 F 905.738.9221 www.krcmar.ca

Pillar No.	June 23, 2013			April 10, 2015			July 7, 2015			October 9, 2015		
	Horizontal	Vertical	Diff*	Horizontal	Vertical	Diff*	Horizontal	Vertical	Diff*	Horizontal	Vertical	Diff*
1	0.997	223.153	-0.001	0.995	223.152	-0.002	0.994	223.152	-0.003	0.996	223.153	-0.001
2	1.002	224.011	0.002	1.014	224.013	0.012	1.008	224.013	0.006	1.008	224.012	0.006
3	1.011	224.100	0.004	1.031	224.104	0.020	1.015	224.101	0.004	1.016	224.102	0.005
4	0.995	224.157	0.006	1.014	224.163	0.019	0.997	224.160	0.002	0.998	224.160	0.003
5	0.996	224.020	0.004	1.012	224.024	0.016	0.994	224.021	-0.002	0.995	224.021	-0.001
6	0.989	224.000	0.002	1.006	224.002	0.017	0.988	224.000	-0.001	0.988	224.000	-0.001
7	0.990	223.995	0.003	1.004	223.998	0.014	0.985	223.998	-0.005	0.986	223.998	-0.004
8	0.988	223.989	0.002	0.995	223.991	0.007	0.981	223.990	-0.007	0.983	223.991	-0.005
9	1.008	224.003	0.001	1.032	224.004	0.024	1.013	224.003	0.005	1.014	224.004	0.006
10	1.010	224.006	0.001	1.054	224.007	0.044	1.026	224.006	0.016	1.027	224.008	0.017
11	0.992	224.017	0.000	1.022	224.017	0.030	1.006	224.017	0.014	1.005	224.018	0.013
12	0.992	224.023	-0.001	1.020	224.022	0.028	1.007	224.022	0.015	1.008	224.022	0.016
13	0.994	222.596	-0.001	0.998	222.595	0.004	0.996	222.595	0.002	0.997	222.597	0.003
14	0.991	222.456	0.002	0.992	222.458	0.001	0.991	222.456	0.000	0.992	222.456	0.001
15	1.004	224.018	0.001	1.003	224.019	-0.001	1.001	224.018	-0.003	1.002	224.017	-0.002
16	0.991	224.085	0.002	0.984	224.087	-0.007	0.983	224.085	-0.008	0.985	224.086	-0.006
17	1.002	222.941	0.003	0.999	222.944	-0.003	0.998	222.942	-0.004	0.997	222.942	-0.005
18	1.003	222.947										

Diff* = Difference from June 23, 2013 reading
Horizontal difference - movement towards property; Vertical difference - upward movement

M:\KJ\07-221\07-221 Monitoring Sheet.xls



Monitoring Survey at 45 Railroad Street

Pillar No.	June 23, 2013		January 4, 2016		April 4, 2016		Horizontal	Vertical	Horiz. Diff*	Vert. Diff*	
	Horizontal	Vertical	Horizontal	Vertical	Horizontal	Vertical					
1	0.997	223.153	0.997	223.153	0.997	223.153	0.997	223.153	0.000	0.000	
2	1.002	224.011	1.009	224.013	1.010	224.012	1.010	224.012	0.008	0.001	
3	1.011	224.100	1.018	224.102	1.020	224.102	1.020	224.102	0.009	0.002	
4	0.995	224.157	0.999	224.159	1.001	224.159	1.001	224.159	0.006	0.002	
5	0.996	224.020	0.996	224.020	0.999	224.021	0.999	224.021	0.003	0.001	
6	0.989	224.000	0.990	224.000	0.992	224.000	0.992	224.000	0.003	0.000	
7	0.990	223.995	0.988	223.997	0.990	223.997	0.990	223.997	0.000	0.002	
8	0.988	223.989	0.984	223.990	0.986	223.990	0.986	223.990	-0.002	0.001	
9	1.008	224.003	1.016	224.002	1.017	224.003	1.017	224.003	0.009	0.000	
10	1.010	224.006	1.028	224.007	1.030	224.006	1.030	224.006	0.020	0.000	
11	0.992	224.017	1.007	224.018	1.009	224.018	1.009	224.018	0.017	0.001	
12	0.992	224.023	1.011	224.023	1.012	224.022	1.012	224.022	0.020	-0.001	
13	0.994	222.596	0.999	222.598	0.999	222.597	0.999	222.597	0.005	0.001	
14	0.991	222.456	0.994	222.459	0.994	222.457	0.994	222.457	0.003	0.001	
15	1.004	224.018	covered			covered					
16	0.991	224.085	0.988	224.089	0.987	224.086	0.987	224.086	-0.004	0.001	
17	1.002	222.941	1.002	222.945	1.002	222.943	1.002	222.943	0.000	0.002	
18	1.003	222.947	DESTROYED			DESTROYED			DESTROYED		

Diff* = Difference from June 23, 2013 reading
 Horizontal difference - movement towards property; Vertical difference - upward movement

CANADIAN NATIONAL RAILWAY COMPANY

UNNAMED STREET AS SHOWN ON PLAN BR-4
(LOCALLY KNOWN AS RAILROAD STREET)

LOT 14

LOT 1

REGISTERED PLAN BR--4
SOUTHWEST OF MILL STREET

LOT 2

BR-4
BR-35

WELLINGTON STREET
(BY REGISTERED PLAN BR-35)
(CLOSED BY BY-LAW 292, INST. BL370)

No. 45

BR-35
BR-4

LOT 3

REGISTERED PLAN BR--4
SOUTHWEST OF MILL STREET

EXISTING BRICK WALL

LOT 4

LOT 5

REGISTERED PLAN BR--4
SOUTHEAST OF DENISON STREET

EXISTING BRICK WALL

EXISTING BRICK WALL

MILL STREET NORTH
(DEDICATED BY REGISTERED PLAN BR-4)

SKETCH TO SHOW
**PILLARS LOCATIONS ON
45 MILL STREET NORTH**
CITY OF BRAMPTON
REGIONAL MUNICIPALITY OF PEEL
SCALE 1:400



KRCMAR SURVEYORS LTD. 2013

METRIC: DISTANCES SHOWN HEREON ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

NOTE

THIS IS NOT A PLAN OF SURVEY AND SHALL NOT BE USED FOR CONSTRUCTION DESIGN, TRANSACTION, OR MORTGAGE PURPOSES.

LEGEND

◆¹ DENOTES PILLAR

MUNICIPAL ADDRESS

No. 45 MILL STREET NORTH

THIS SKETCH WAS COMPLETED ON JUNE 23, 2013.

DATE: JUNE 27, 2013

[Signature]
TOM KRCMAR
ONTARIO LAND SURVEYOR

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FIELD:	W.G.	DRAWN:	N.L.	CHECKED:	T.K.	JOB NO:	07-221
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DWG NAME:	07-221SK05	PLOT INFO:	10:24 23/Dec/2011	WORK ORDER NO:	15016
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1137 Centre Street	Thornhill ON L4J 3M6	905.738.0053	F 905.738.9221	www.krcmar.ca
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KRCMAR

Appendix II: Designation By-law 150-2015



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

150-2015

**To designate the property at 45 Railroad Street
as being of cultural heritage value or interest.**

WHEREAS Section 29 of the *Ontario Heritage Act*, R.S.O. 1990, Chapter O. 18 (as amended) authorizes the Council of a municipality to enact by-laws to designate real property, including all the buildings and structures thereon, to be of cultural heritage value or interest;

WHEREAS the Brampton Heritage Board supports the designation of the properties described herein;

WHEREAS a Notice of Intention to Designate has been published and served in accordance with the Act, and there has been no Notice of Objection served on the Clerk;

NOW THEREFORE the Council of the Corporation of the City of Brampton HEREBY ENACTS as follows:

1. The property at **45 Railroad Street**, more particularly described in Schedule "A", is hereby designated as being of cultural heritage value or interest pursuant to Part IV of the *Ontario Heritage Act*.
2. City Council shall cause a copy of this by-law to be registered against the property described in Schedule "A" to this by-law in the proper Land Registry Office.
3. The City Clerk shall cause a copy of this by-law to be served upon the owners of the property at **45 Railroad Street** and upon the Ontario Heritage Trust, and cause notice of this by-law to be published on the City's website in accordance with Council's Procedure By-law.
4. The short statement of the reason for the designation of the property, including a description of the heritage attributes are set out in Schedule "B" to this by-law.

READ A FIRST, SECOND AND THIRD TIME AND PASSED IN OPEN COUNCIL THIS **8TH** DAY OF **July**, 2015.

Approved as
to form
KP
June 25 15


LINDA JEFEREY - MAYOR


PETER FAY - CLERK

EARL EVANS - DEPUTY CITY CLERK

Approved as to content:


Heather MacDonald, Director, Planning Policy and Growth Management

By-law 150-2015

SCHEDULE A

PROPERTY DESCRIPTION:

PART OF LOT 18 & PART OF WELLINGTON STREET (CLOSED BY BY-LAW 292, IN BL370), PLAN BR35, LOTS 1 & 2, SW OF MILL ST., PART OF LOTS 14 & 15, SOUTH OF RAILROAD ST., LOTS 3 & 4, SW OF MILL ST., LOTS 16 & 17, SE OF DENISON ST., PART OF LOT 5, SW OF MILL ST., PART OF LOT 15, SE OF DENISON ST., PLAN BR4, DESIGNATED AS PARTS 1 & 2 ON REFERENCE PLAN 43R-32198; BRAMPTON.

PIN: 14108-0534 (LT)

SCHEDULE "B" TO BY-LAW

SHORT STATEMENT OF THE REASON FOR THE DESIGNATION OF 45 RAILROAD STREET:

The property at 45 Railroad Street, known as the Copeland-Chatterson Company / Dominion Skate building, is worthy of designation under Part IV of the *Ontario Heritage Act* for its cultural heritage value. The property meets the criteria for designation prescribed by the Province of Ontario under the three categories of design or physical value, historical value and contextual value.

Design / Physical Value:

The cultural heritage value of 45 Railroad Street is related to its design or physical value, as it is a representative and good example of the Chicago commercial style or the "Chicago School" with Neo-Gothic design influences introduced in a later phase of construction. It is the first example of this style in Brampton.

The building, as it was originally constructed in 1905, consisted of a single one-storey building with a rather low street profile. The section facing Railroad Street served as the administration office, while the factory component faced Mill Street North. The factory section features large grouped industrial windows designed to let in sunlight and air circulation to the factory floor. These windows are integral to the overall character and cultural heritage value of the building and help identify the structure as a former factory.

The building was expanded in 1914 with the construction of a second storey over the Railroad Street office component. This addition features decorative elements such as spandrel panels on the façade between the top of the first storey windows and the sills of the second storey windows. Each spandrel features repeating patterns of pre-cast concrete blocks forming diamonds and squares. Each motif sits within a rectangular frame made of brick laid in soldier courses.

Coping tiles crown the brick parapet wall, and pre-cast blocks accentuate the outer upper corners of each second storey window. Other brick detailing includes buttresses capped with pre-cast concrete blocks, voussoirs over the office windows, a radiating voussoir over the main entrance, corbelling details under a strong main entrance pediment, along with corbelled water tables. Cut stone blocks highlight the foundation wall and stone lintels cap above-grade wood casement basement windows. Overall, the construction details demonstrate a high degree of craftsmanship, particularly with regard to the masonry.

More recently, the building has been altered to allow for its adaptive re-use to facilitate the development of an apartment building. This resulted in the selective removal of the factory building, retaining only the Mill Street (east side) façade, and the removal of the chimney.

Historical /Associative Value

The property has historic value as it is associated with the industrialization of Brampton at the turn of the 20th century, namely through Copeland-Chatterson Company, an influential office stationary company. Copeland-Chatterson was founded in 1893 by Canadians Robert J. Copeland and A.E. Chatterson on the basis of Copeland's patent of a binder that locked loose-leaf ledger sheets with a key on filing posts. The newer accounting system and first products of the company were designed to simplify accounting procedures and overcome the disadvantages of bound ledgers, and quickly became an international success.

While the company began manufacturing in Toronto, they quickly out grew their headquarters no less than three times before they began looking to build outside downtown Toronto. The brothers-in-law chose Brampton for its new facility because it was close to Toronto and they could develop a stable long-term workforce. They purpose built the factory for their needs beginning in late fall of 1905 and completing the plant in August 1906. This was the first time an outside company elected to locate their manufacturing plant in Brampton.

Upon their move to Brampton, the company created a local partnership with the Pease Foundry Co. Ltd to manufacture all the metal components for their stationary products, thus bringing more prosperity to another local industrial company. Copeland-Chatterson kept their own machine shop for manufacturing their tool and die components, as well as manufacturing larger items for their catalogue and keeping the factory's machines in good repair.

During World War II, Copeland-Chatterson contributed to the war effort by manufacturing war materials in their machine shops, as well as Victory Bonds and War Saving Stamps. Several long time employees also left the company to enroll in the armed forces.

Through the next five decades, the company continued to be a success, holding over 170 patents for office and recordkeeping products, and some 90 of these patents originated in Canada. A particularly successful product manufactured at the Brampton

facility was the Paramount Sorting System, which was introduced in 1930 and became a key information storage system to many scientific areas of study and information science until the widespread introduction of computers in the 1970s and 80s.

In 1961, Anthes Imperial Ltd. acquired Copeland-Chatterson. However, the Railroad Street factory continued to operate until Anthes Imperial relocated to a new facility.

In 1981, Dominion Skate Company took over 45 Railroad Street, and operated their skate business at the facility until 2008.

Contextual Value:

The property also holds contextual value as part of a significant industrial grouping that includes the former Hewetson Shoe factory, the former CNR railway station and associated railway lines and significantly defines and supports the character of the area. The former Copeland-Chatterson Company / Dominion Skate complex is a landmark because it wraps around a prominent corner lot along Mill and Railroad Streets. Collectively, these elements form an important cultural heritage landscape of a historic industrial precinct in Brampton.

DESCRIPTION OF THE HERITAGE ATTRIBUTES OF THE PROPERTY:

The heritage attributes comprise all façades including all entranceways and windows, together with construction materials of brick, stone, wood, metal, and associated building techniques. The detailed heritage attributes include, but are not limited to:

Design / Physical Value:

Property Overall:

- rectangular plan and massing with partial second storey addition;
- flat roof profile (parapet walls and rooflines);
- Chicago School and Neo-Gothic style influences;
- unpainted red masonry walls;
- brick buttresses;
- foundation wall denoted by coursed cut stone blocks;
- original fenestration;
- corbelled brick water table.

Mill Street façade:

- large industrial-scale sash windows (6-over-6 basement windows, 12-over-12 first floor windows)
- window openings along Mill Street façade (recessed slightly into wall and framed by brick corbels);
- stone lintels over above-grade wood casement basement windows;
- graffiti carved into a brick by a penknife with inscription reading: "1949 AD. Dec ___ CNR Survey"; located on the Railroad and Mill Streets corner before the first Mill Street window openings
- shallow setback of building facade along Mill Street South.

Railroad Street façade:

- original ground floor office windows with segmental arch brick voussoirs;
- second storey addition windows with brick voussoirs;
- fixed single-pane transoms;
- brick parapet wall with ribbed coping tiles;
- brick corbelling;
- heavy pediment over main entrance with radiating brick voussoir and corbelling;
- fixed, single pane transom over main entrance;
- pre-cast decorative blocks laid in diamond patterns forming second storey spandrel panels; each spandrel panel sits within a rectangular frame made of brick laid in soldier courses;
- rectangular second storey windows with pre-cast sills and horizontal soldier coursed voussoirs;
- single pre-cast blocks accentuating the upper outer corners of each second storey window;
- brick buttresses and their pre-cast caps.

Historical /Associative Value:

- association with prominent individuals, including R.J. Copeland and A.E. Chatterson, inventors of the innovative loose-leaf ledger systems, which were manufactured in the Brampton plant;
- association with Canadian branch of Copeland-Chatterson Company, who chose Brampton as their manufacturing headquarters, the first outside manufacturing company to do so in Brampton
- association with the Dominion Skate Factory for nearly 30 years;
- association with the early industrial history and development of Brampton.

Contextual Value:

- landmark status as the building fronts along Railroad and Mill Streets, uniting the industrial building to the residential neighborhood;
- contribution to the cultural heritage landscape formed collectively by the railway line, Hewetson Shoe factory and former CNR railway station;
- contribution to the heritage character of the adjacent late 19th and early 20th century neighbourhood.



**Planning and
Infrastructure Services**

DATE: July 30, 2015
TO: Paul Aldunate
CC: -
FROM: Stav Kassaris
SUBJECT: **45 Railroad St
Conservation Plan
June 8, 2015**

Heritage staff reviewed the Conservation Plan for 45 Railroad Street and provides the following comments:

General Comments

- Ensure that the drawings of both G+C Architects Inc. and ERA Architects Inc. are consistent. Currently, there are differences between details in the drawings by G+C included in the site plan application and HIA, and those prepared by ERA included in the Conservation Plan.
- Outline the measure that will be undertaken to ensure the protection of the heritage resource during construction.

Page 1, Section 1: Introduction

- Revise this section to state that the property is designated under Part IV of the Ontario Heritage Act pursuant to City of Brampton By-law 150-2015.
- Update the photograph in Figure 1 using BramptonMaps, which offers more recent aerial images. Go to <http://maps.brampton.ca/maps/default.aspx>, type in 45 Railroad St in the address search bar on the bottom left corner of the page, then turn on the most recent air photo available under the Base Maps category on the right hand menu.

Page 2, Subsection 1.1: Project Background

- Revise this subsection to explain that the HIA and Conservation Plan are being submitted as part of a Site Plan application and Heritage Permit application, prior to the application of a Building Permit.

Page 3, Subsection 2.1: Conservation Strategy Objectives

- Update this subsection to reflect the designation by-law

Pages 4, Subsection 2.2: Scope of Phase 1 Conservation Work

- Where salvaged materials have been stored on site, outline what security measures have been undertaken to protect the items from damage, vandalism and theft.
- Briefly explain why a modification was made to the water-shedding protection on the east façade.
- Indication the conservation measures have been undertaken regarding the missing parapet caps discussed in the previous September 2012. Missing caps can result in significant deterioration of the masonry.

Appendix 1: Monitoring Survey at 45 Railroad Street

Include a brief summary explaining what the measurements indicate.

Conservation Plan Drawings

- A window schedule is missing from the Conservation Plan. Clearly indicate which original window sashes and frames will be restored, which will be replaced, and the specifications for both.

HA300 – North and West Elevation

- The drawing states “restore existing windows, provide new window sashes with double glazes”. Please clarify which windows (including frame and sash) are being restored, and which windows (include frame and sash) are being replaced with new units.
- In the “Heritage Conservation Notes” please specify that the replacement of original fabric/features should be in-kind, using the same material, dimensions, profile, and details.
- Specify appropriate brick cleaning approaches and mortar composition.
- Refer to HIA comments regarding front entrance design.
- Clarify the approach being proposed for the west elevation, as the G+C drawings and ERA drawings do not correspond.

HA301 – East Elevation

- This drawing proposes two doors along the Mill Street South façade be filled in with masonry, while the G+C drawing for this illustration show the two doors being replaced with windows that match the adjacent windows. Please clarify which approach is being proposed and provide rationale.

HA200 – Ground Floor Plan

- Refer to comments above.

HA 200 – Second Floor Plan

- Refer to HIA comments regarding front entrance and egress stair.
- Clarify the approach being proposed for the west elevation, as the G+C drawings and ERA drawings do not correspond.

I look forward to receiving your revised Conservation Plan, and please feel free to contact me should you have any questions.

Regards,

Stav Kassaris
Heritage Coordinator
905-874-3825
stavroula.kassaris@brampton.ca

Project

45 RAILROAD STREET

Address

45 Railroad Street

Project no.

06-057-05

Issued for

**REISSUED FOR HERITAGE
APPROVAL**

Date

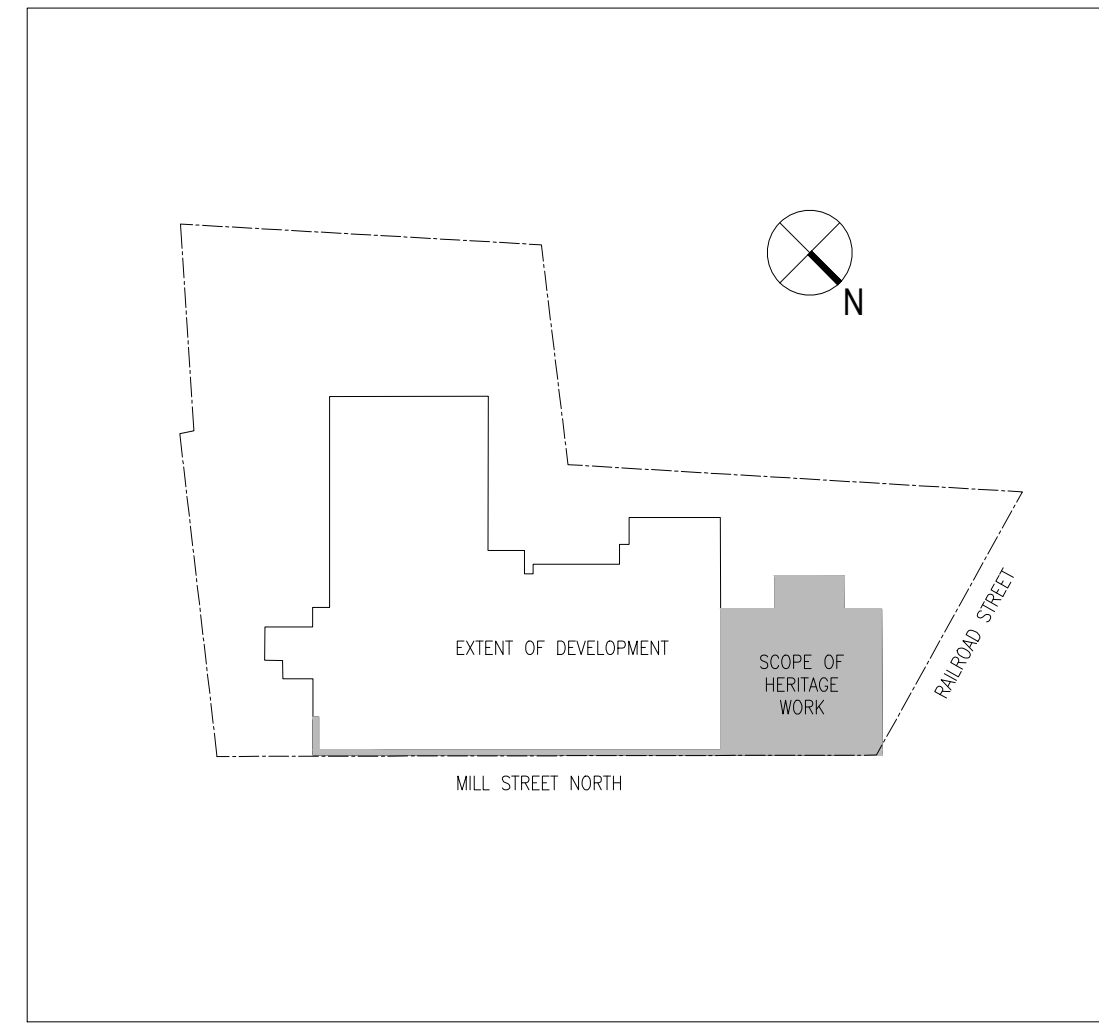
NOVEMBER 4, 2020

ERA Architects Inc.
625 Church Street, Suite 600, Toronto, ON, M4Y 2G1
Tel: (416) 963-4497

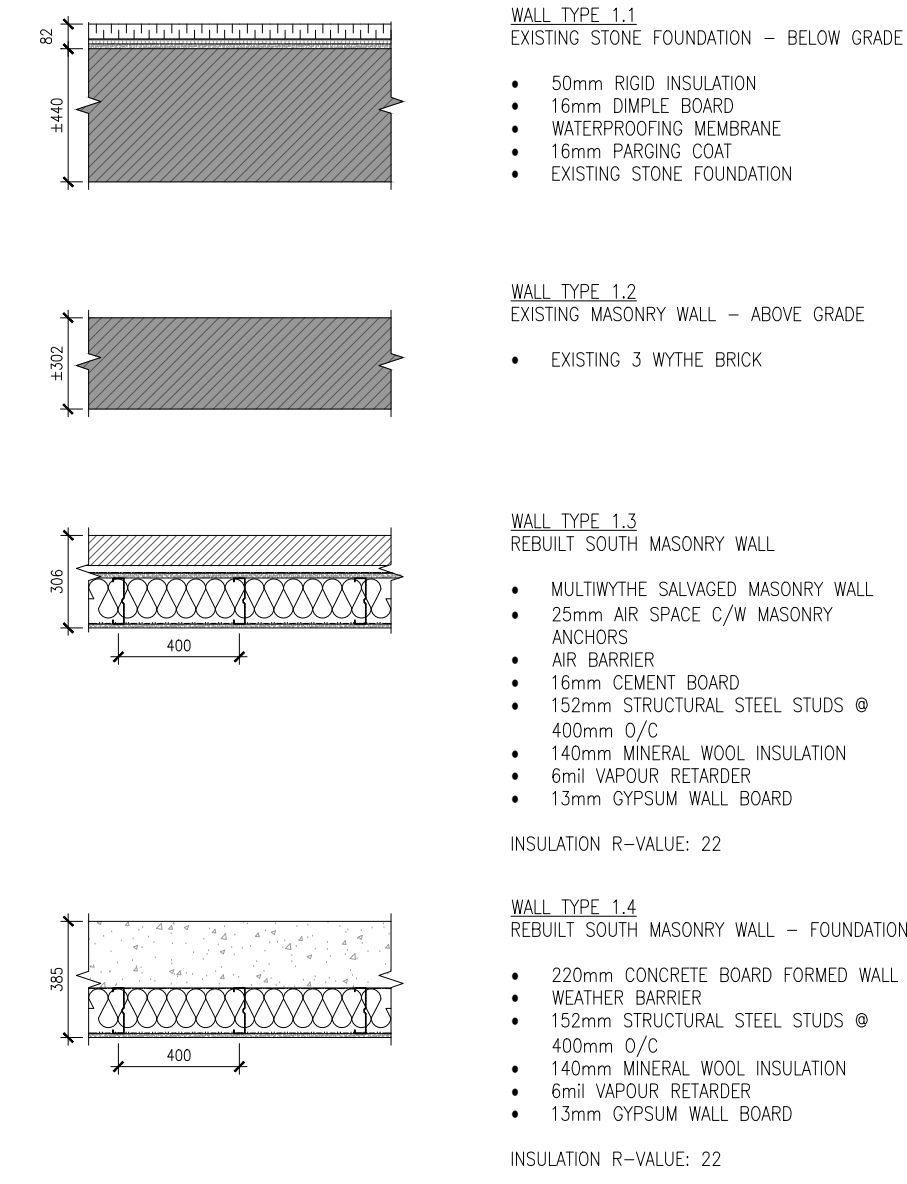
DRAWING LIST

HA001	PROJECT INFO, ASSEMBLIES & SURVEY
HA100	CONSERVATION GROUND & SECOND FLOOR PLANS
HA101	CONSERVATION THIRD FLOOR & ROOF PLANS
HA200	CONSERVATION NORTH & WEST ELEVATIONS
HA201	CONSERVATION EAST ELEVATIONS
HA202	CONSERVATION SOUTH ELEVATIONS

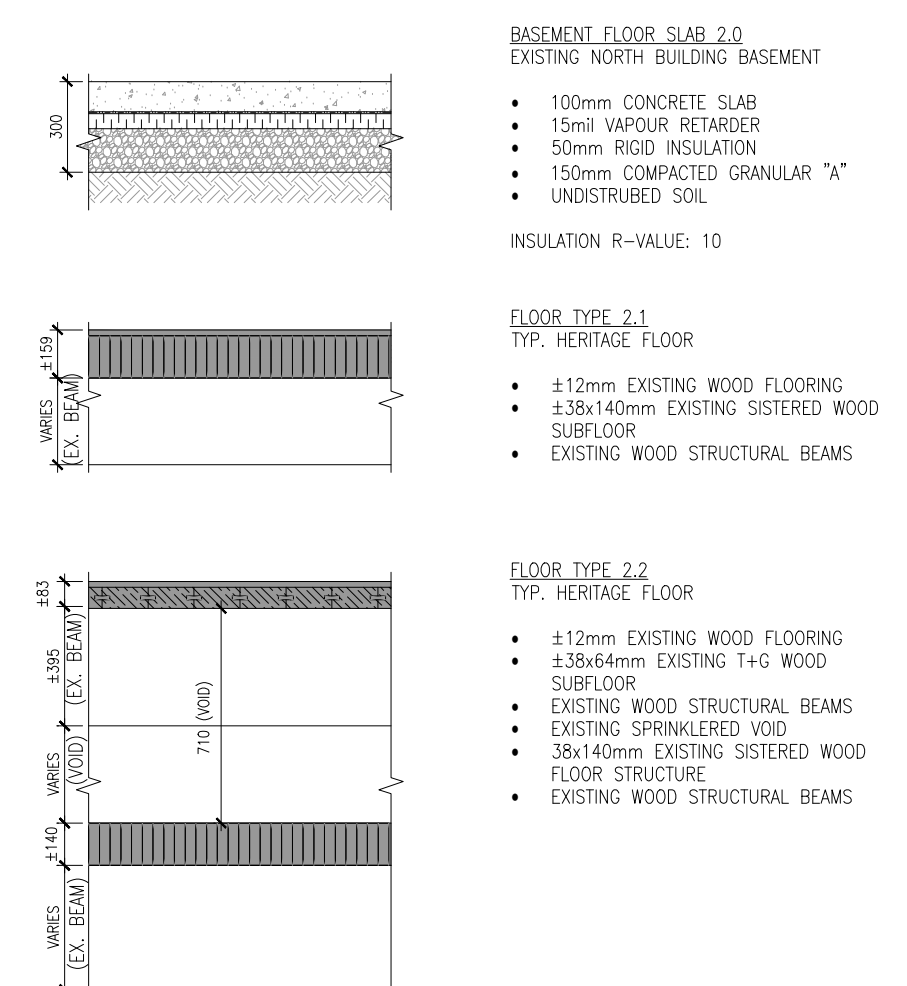
Key Plan



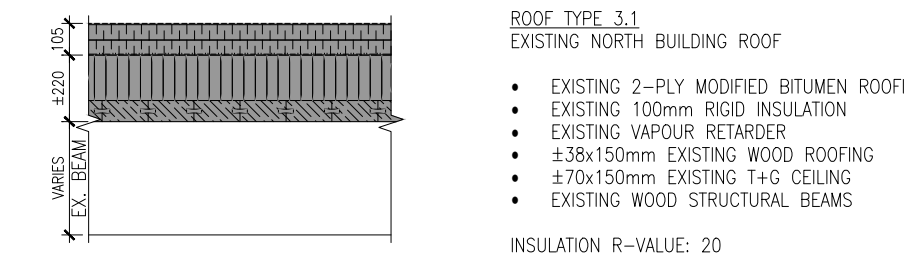
Wall Assemblies



Floor Assemblies



Roof Assemblies



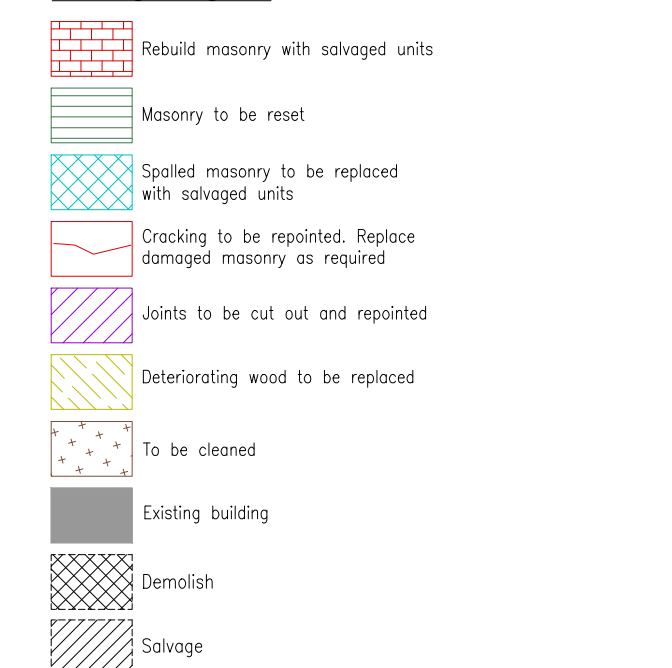
Heritage General Notes

- G01 Dimensions and areas are for guidance about extent. This does not relieve the bidder of responsibility to visit the site and make all the necessary measurements.
 - G02 All conservation work is to be carried out by a qualified Heritage Contractor. Should conflicts arise, contact the Owner's project manager and notify the Heritage Architect for the required action.
 - G03 All dimensions are to be verified on-site by the contractor. Should conflicts arise, contact the owner's project manager and notify the Heritage Architect for the required action.
 - G04 Refer to the heritage specifications for requirements regarding all mock-ups, shop drawings, samples etc.
 - G05 The Heritage Architect's (HA) drawings should be read in conjunction with the Architects and Structural Engineers drawings.
 - G06 Replacement/repair of original fabric/features should be in-kind, using the same materials, dimensions, profiles and details.
- Masonry Restoration**
- G06 Replace deteriorated bricks and stone as indicated on the drawings. All replacement brick to be of good, sound quality and not damaged.
 - G07 All mortar to be lime based with the following mixes:
 - Hydraulic lime mortar for resetting, rebedding and rebuilding brick and stone: 1 hydraulic lime NHL 3.5 : 2 sand
 - Hydraulic lime mortar for repointing brick and stone: 1 hydraulic lime NHL 2 : 2 sand
- Woodwork**
- G08 Confirm restoration extent of wood areas with the Heritage Architect before commencing. Areas to be rebuilt shall replicate the construction assembly and detailing exactly.
- Heritage Interiors**
- G09 Intent of repair on the interior is to repair only critical damage that affects the integrity of the wall. Cracking, spalling, repointing and masonry rebuilding will occur as outlined in the HA drawings.
 - Allow for 30% repointing on each interior elevation, beyond what is identified in the HA drawings.
 - Remove existing hardwood flooring including oil fasteners. Retain the existing subflooring.
 - Allow for 10m² of subfloor replacement on each floor. Subfloor replacement to occur in-kind with existing flooring.
 - Allow for 10m² of masonry replacement, beyond what is shown in the drawings.
 - Interior to be lightly washed and efflorescence removed
 - G10 Confirm extent of the above repairs with the Heritage Architect before any interior work starts.
- Heritage Windows**
- G11 All heritage window shop drawings to be reviewed and approved by heritage architect.

Heritage Conservation Notes

- C01 Allow for investigation and repair of the west facade above and below grade. Investigations to include but are not limited to delimiting and core testing. Repairs to be determined after completion of review. Reviews to be conducted by Heritage Contractor, Heritage Architect and Structural Engineer. Specific tests and investigations to be determined by Structural Engineer.
- C02 Provide new stone oil to match existing.
- C03 Rebuild parapet with existing masonry. Damaged units to be replaced with salvaged brick units. Mortar to be lime based to match existing. Provide metal flashing on interior of parapet as detailed.
- C04 Fully document windows with photos and drawings of the jamb, sills and lintels of each window type. Salvage existing window hardware and 15 existing sashes on the manufacturing floor and store in weather protected facility. Remove oil remaining frames and sashes and dispose off-site. Provide new wood windows to replicate existing. Refer to window schedule.
- C05 Remove brick lintel and rebuild masonry within opening. Use salvaged masonry and lime based mortar. Inset rebuilt masonry 25mm from existing masonry.
- C06 Remove wood lintel, install new steel lintel within cavity and encase with salvaged masonry and lime based mortar. Inset rebuilt masonry 25mm from existing masonry.
- C07 Deleted
- C08 Deleted
- C09 Return brick and stone. Make good along edge of demolition. Use salvaged brick as needed to complete return and use lime based mortar to match adjacent. Refer to detail S/H401.
- C10 Provide foundation waterproofing. Provide new pargeing, waterproofing, dimple board drainage sheet with filter fabric, and insulation on exterior foundation wall below grade. Refer to details.
- C11 Repoint 100% of stone foundation above and below grade, on the exterior. Repair pargeing in basement on interior.
- C12 Clean 100% of stone foundation on interior and exterior.
- C13 Clean tar/point from brick, sills and lintels as required.
- C14 Clean upper and lower window sills on the east and south facades.
- C15 Provide general hot water clean of entire facade (typical).
- C16 Remove all obsolete wood trim, metal fasteners, fittings and brackets from building facade and point openings (typical).
- C17 Remove metal plate. Replace, repair, rebuild masonry as required to match existing window above.
- C18 Provide new drip edge in existing stone sills (typical).
- C19 At location of previous entry stair and ramp, repoint 100% of concealed area behind ramp with lime based mortar and replace damaged masonry with salvaged masonry as needed. Consult heritage architect after removals to confirm extent of work.
- C20 Restore cornice. Provide new LCC flashing on cornice and new gutters along extent of cornice. All replaced detailing to replicate existing detailing. Consult with Heritage Architect for extent of repair/rebuild before starting work. Refer to details.
- C21 Replace damaged or deteriorating terra cotta coping.
- C22 Concrete block and steel frame to be retained. Refer to structural and architectural drawings.
- C23 Remove concrete pads and retention structure.
- C24 Remove existing window frame. Replace to match new window to be installed.
- C25 Salvage stone caps, bricks and foundation stones.
- C26 Deleted
- C27 Deleted
- C28 Deleted
- C29 Provide wood framing to anchor to new building and LCC cop flashing over cornice.
- C30 Provide new steel channels to wrap around masonry opening. Refer to details.
- C31 Deleted
- C32 Build masonry within opening. Use salvaged masonry and lime based mortar. Inset rebuilt masonry 25mm from existing masonry. Refer to details.
- C33 Repoint brick as needed; clean all efflorescence; replace any deteriorated masonry units. Confirm extent of repair with Heritage Architect before commencing work.
- C34 Infill existing scuppers with salvaged brick. Sitch rebuilt masonry into existing masonry.
- C35 Remove and salvage masonry for new opening. Make good ends of masonry openings. Provide new lintels.
- C36 Provide new door in existing masonry opening.
- C37 Deleted
- C38 On interior masonry foundation wall, allow for 20% repointing, 20% pargeing repair and 100% clean to remove oil dirt, dust, concentrated soiling, efflorescence and staining.

Heritage Legend

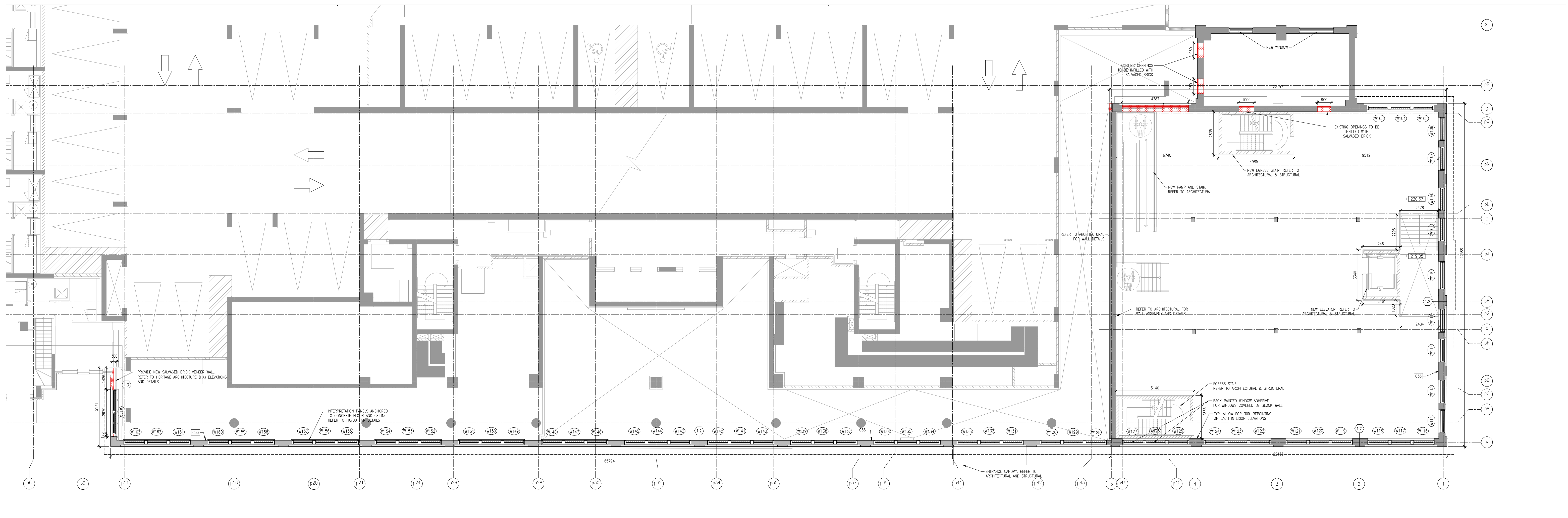


2020-11-04	REISSUED FOR HERITAGE APPROVAL
2016-06-06	REVISED FOR SRA
2016-05-27	REVISED FOR HERITAGE PERMIT
2015-09-30	REVISED FOR SRA
DATE	ISSUED FOR

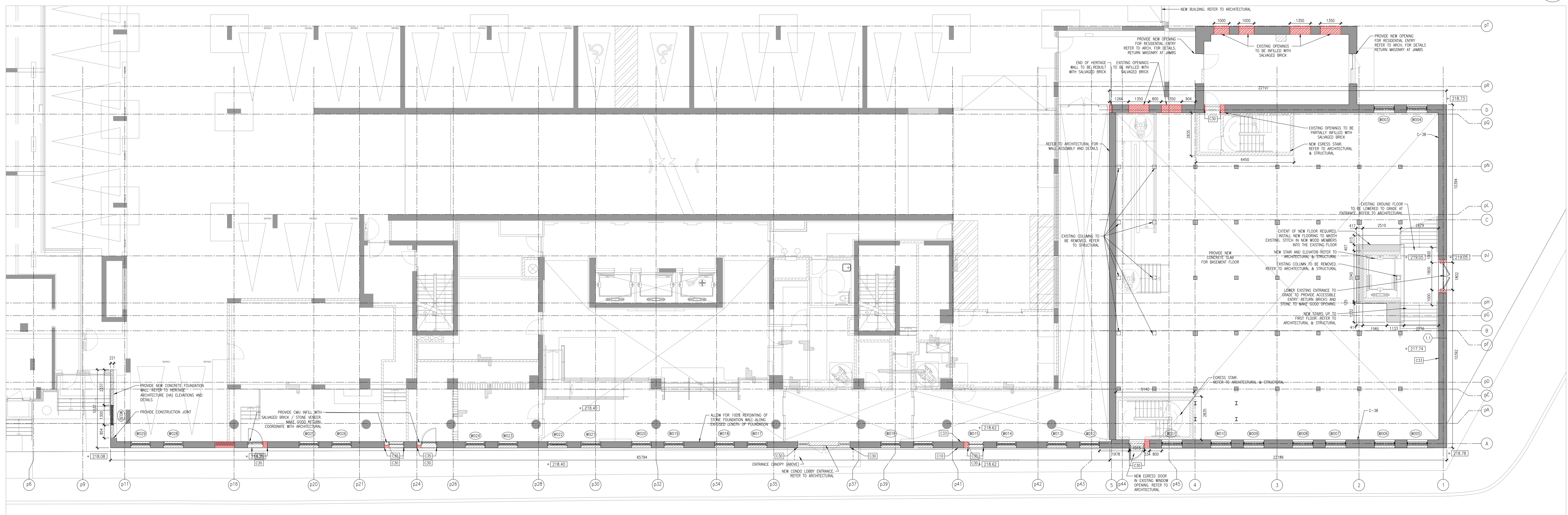


Project	
45 RAILROAD	
Address	45 Railroad Street
For	Preston Group
Project no.	06-057-04
Scale	AS NOTED
Drawn by	JMRB
Reviewed by	PE
Drawing title	PROJECT INFO, ASSEMBLIES & KEY PLAN
Sheet no.	HA001

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SECOND FLOOR PLAN 2
Scale 1 : 125 HA100



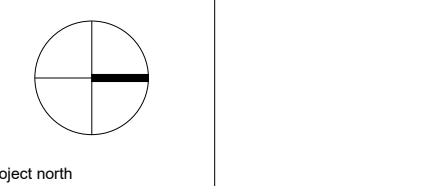
GROUND FLOOR PLAN 1
Scale 1 : 125 HA100

REPAIR LEGEND

	Rebuild masonry with salvaged units
	Masonry to be reset
	Spalled masonry to be replaced with salvaged units
	Cracking to be repaired. Replace damaged bricks as required
	Joints to be cut out and repointed
	Deteriorating wood to be replaced
	To be cleaned
	Demolish
	Salvage
	Existing building

- GENERAL NOTES:**
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DATE	ISSUED FOR
2020-11-04	REISSUED FOR HERITAGE APPROVAL
2016-06-06	REVISED FOR SPA
2016-05-27	REVISED FOR HERITAGE PERMIT
2015-09-30	REVISED FOR SPA
2015-06-08	REISSUED FOR SPA



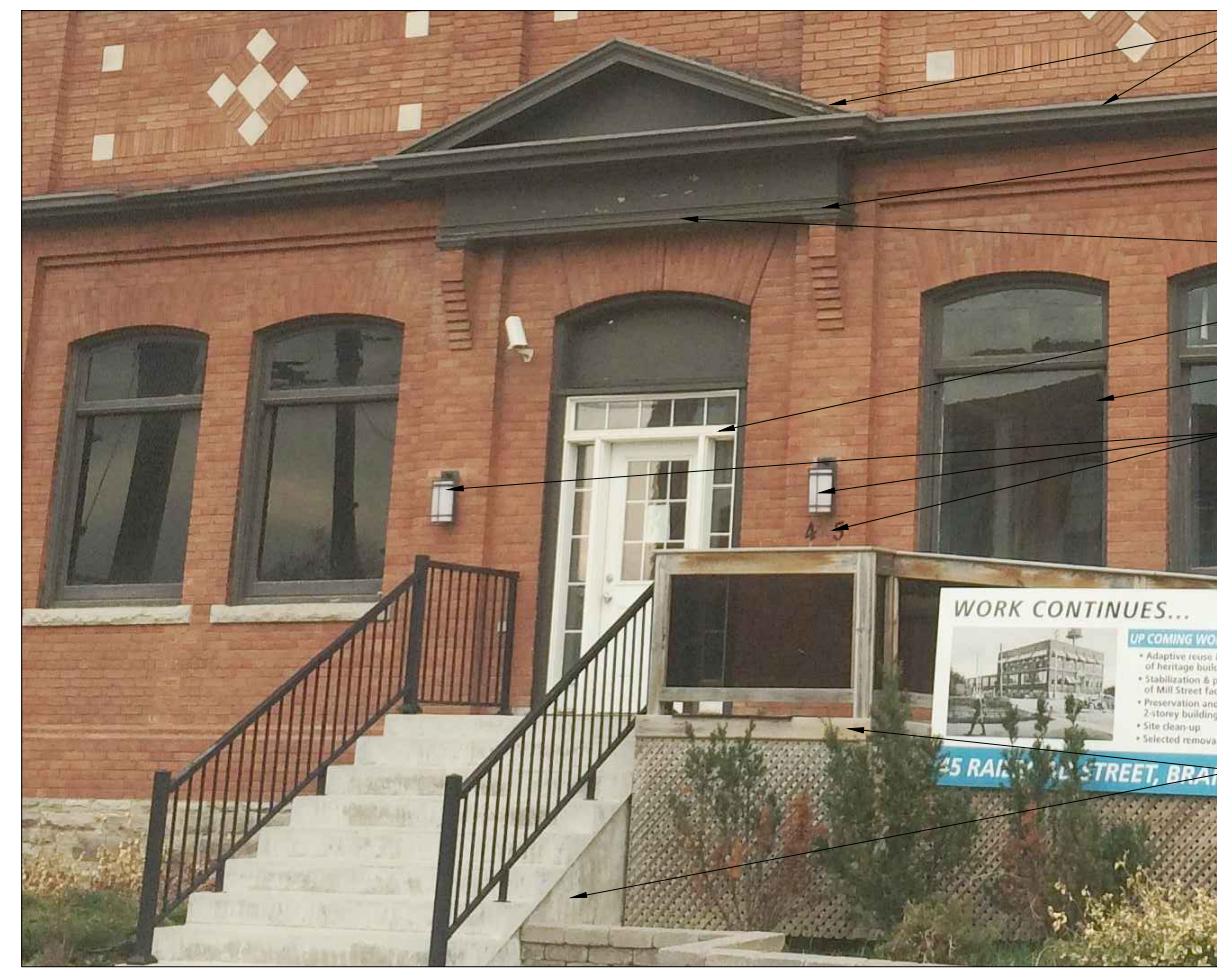
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Project
45 RAILROAD
Address 45 Railroad Street
For Preston Group
Project no. 06-057-04
Scale AS NOTED
Drawn by JMRB
Reviewed by PE
Drawing title

**CONSERVATION
GROUND & SECOND
FLOOR PLANS**

Sheet no.
HA100

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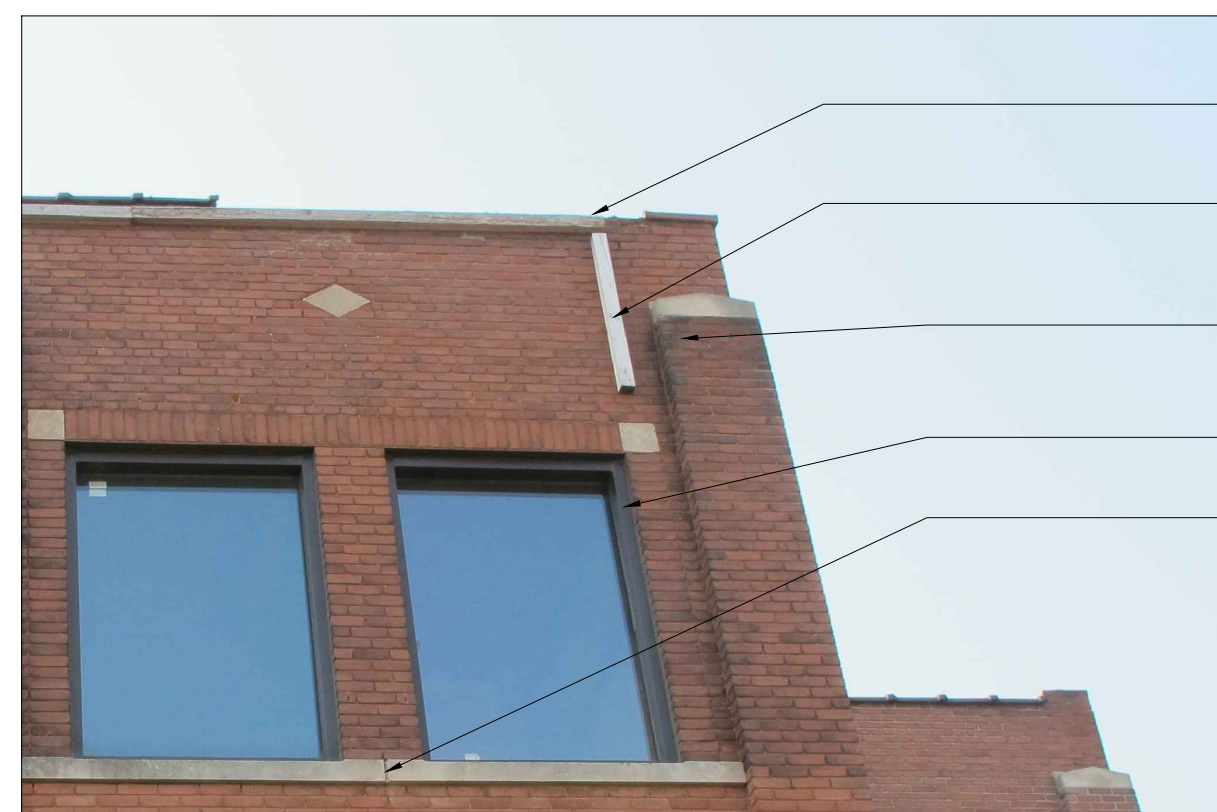
- PROVIDE NEW FLASHING AND LEAVES THROUGH NEW LEAVES THROUGH PROFILE TO MATCH EXISTING. REFER TO DETAILS AND SPECIFICATIONS.
- REFER TO CONSERVATION NOTE C20 FOR DESCRIPTION OF REPAIR WORK.
- SCRAPE, SAND, PRIME AND PAINT ENTIRE LENGTH OF PEDIMENT AND CORNICE.
- REMOVE EXISTING DOORS AND DISPOSE OFF SITE. REFER TO WINDOW SCHEDULE.
- (TYP.) REMOVE ALL OBSOLETE SIGNAGE, LIGHTING AND METAL FASTENERS. REPAIR MORTAR JOINTS WITH LIME BASED MORTAR AND MASONRY WITH SALVAGED UNITS.
- REMOVE EXISTING CONCRETE AND WOOD STAIR/RAMP AND DISPOSE OFF-SITE. CAREFULLY DISMANTLE AND SALVAGE MASONRY TO EXTEND MAIN ENTRY TO GRADE. RETURN MASONRY AT CORNERS AFTER REMOVALS. ALLOW FOR 100% REPOINTING OF FACADE BEHIND CONCEALED AREA OF RAMP.

NORTH PEDIMENT 5
Scale NTS HA200



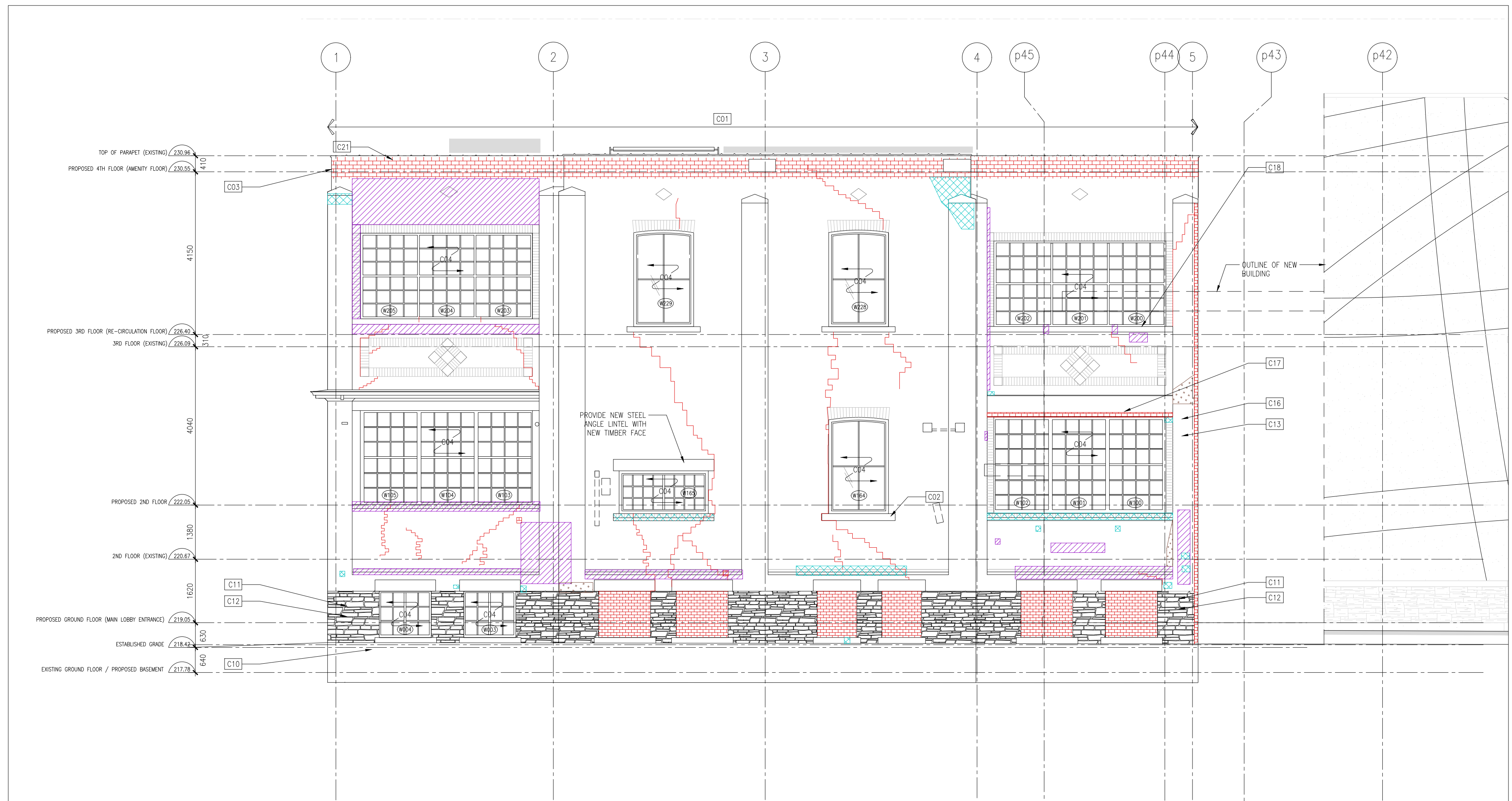
- CLEAN ALL TAR STAINS OFF FACADE.
- REFER TO WINDOW SCHEDULE AND CONSERVATION NOTE C04 FOR REPAIR SCOPE.
- (TYP.) ALL CRACKS TO BE REPOINTED AND DAMAGED MASONRY REPLACED.

WEST ELEVATION 4
Scale NTS HA200



- USE SALVAGED TERRA COTTA COPING TO REPAIR MISSING OR DETERIORATED PARAPET COPING.
- REMOVE EXISTING WOOD FRAMING AND REPAIR HOLES FROM FASTENERS.
- SELECTIVELY CLEAN AREAS OF CONCENTRATED SOILING.
- REFER TO WINDOW SCHEDULE FOR EXTENT OF REPAIR.
- REPOINT ALL JOINTS BETWEEN ALL STONE SILLS.

NORTH ELEVATION 3
Scale NTS HA200



WEST ELEVATION 2
Scale 1:75 HA200

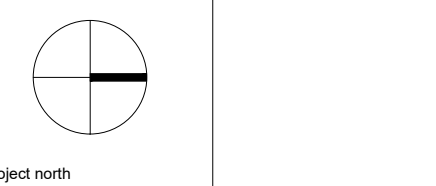


NORTH ELEVATION 1
Scale 1:75 HA200

REPAIR LEGEND	
	Rebuild masonry with salvaged units
	Masonry to be reset
	Spalled masonry to be replaced with salvaged units
	Cracking to be repointed. Replace damaged bricks as required
	Joints to be cut out and repointed
	Deteriorating wood to be replaced
	To be cleaned
	Demolish
	Salvage
	Existing building

- GENERAL NOTES:
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2020-11-04	ISSUED FOR HERITAGE APPROVAL
2016-06-06	REVISED FOR SPA
2016-05-27	REVISED FOR HERITAGE APPROVAL
2015-09-30	REVISED FOR SPA
2015-06-08	ISSUED FOR SPA
DATE	ISSUED FOR



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Project
45 RAILROAD
Address 45 Railroad Street
For Preston Group
Project no. 06-057-04
Scale AS NOTED
Drawn by JMRB
Reviewed by PE
Drawing title

CONSERVATION NORTH & WEST ELEVATIONS

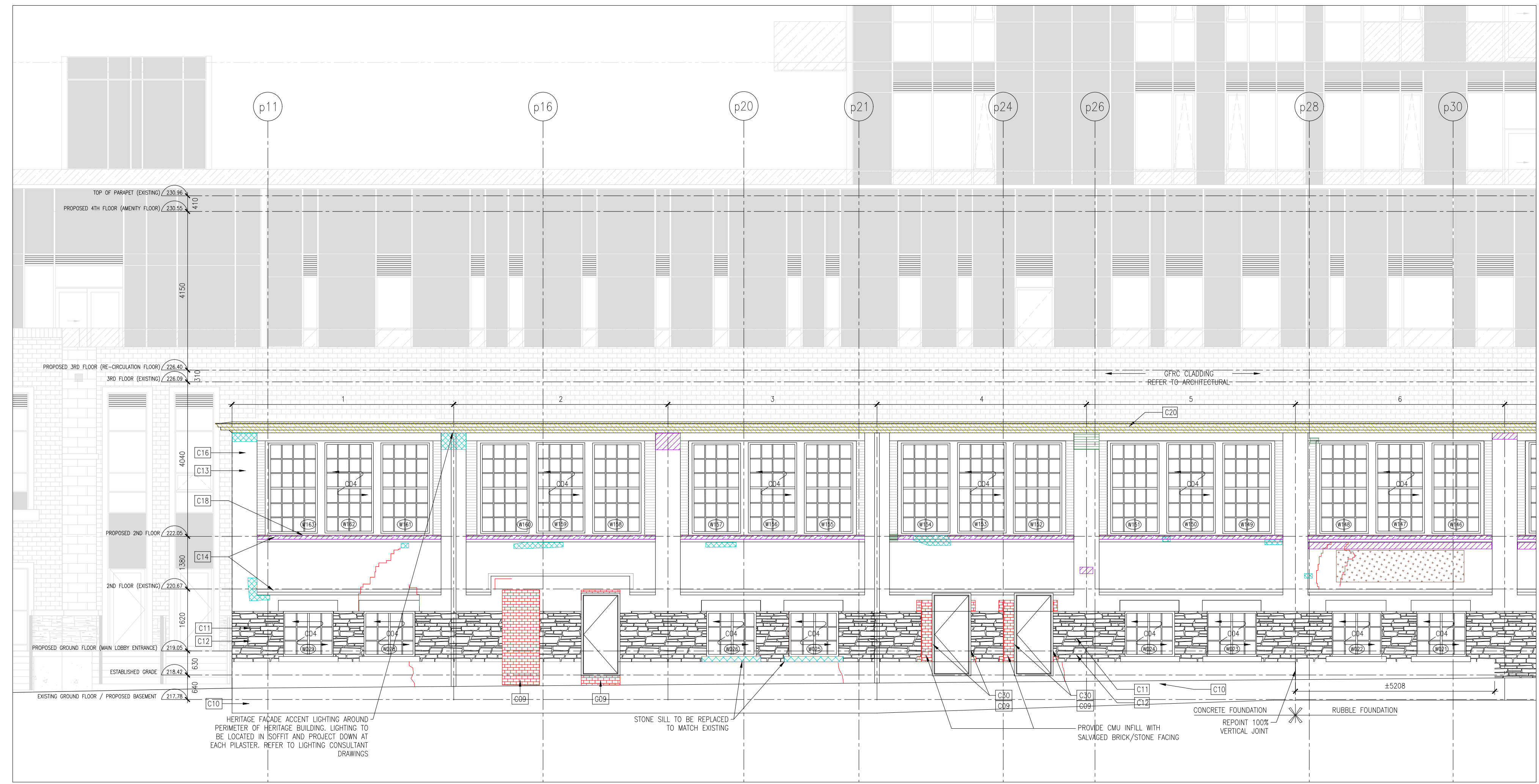
Sheet no.
HA200

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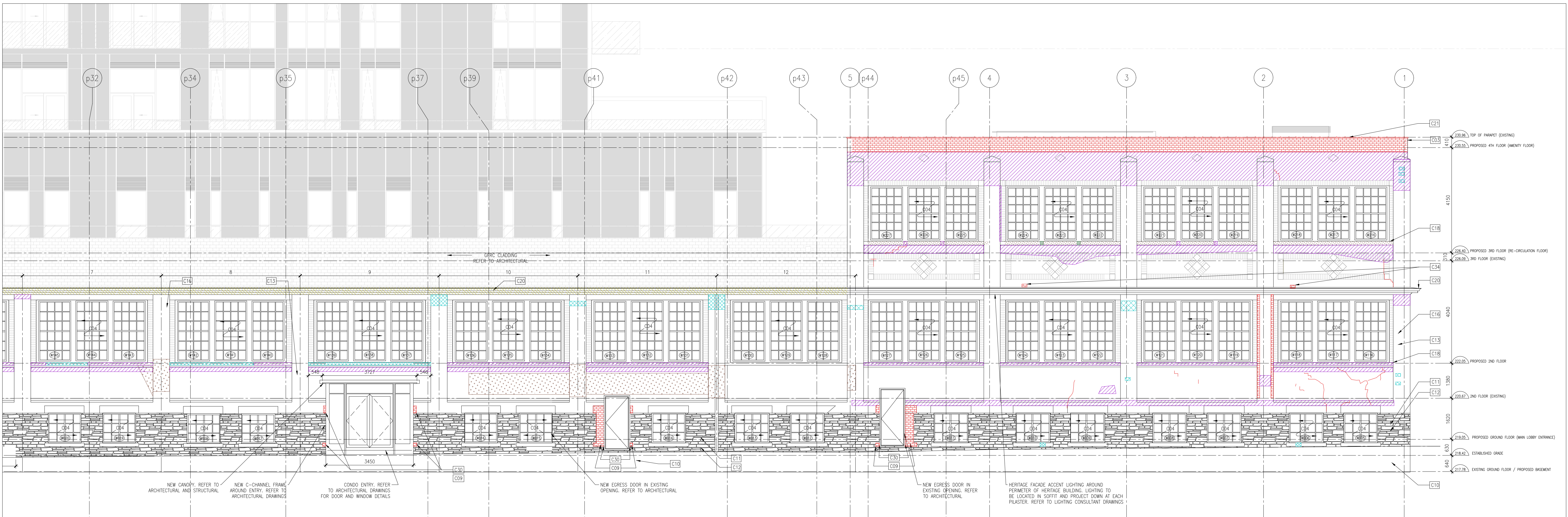


- REFER TO CONSERVATION NOTE C03 FOR DESCRIPTION OF REPAIR WORK TO CORNICE
- REFER TO WINDOW SCHEDULE AND CONSERVATION NOTE C04 FOR REPAIR SCOPE
- 100% REPOINT ALL BRICK SILLS AND CLEAN WINDOW SILLS
- REPOINT 100% ALL MASONRY STEPS
- LIGHTLY CLEAN ALL STONE AND BRICK
- REFER TO WINDOW SCHEDULE
- 100% REPOINT STONE

Typical West Bay Repair 3
HA201



EAST ELEVATION 2
Scale 1 : 75 HAZ01

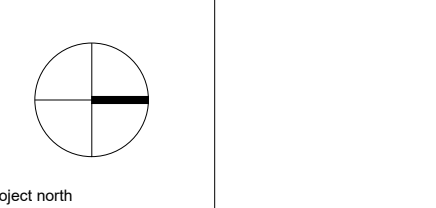


EAST ELEVATION 1
Scale 1 : 75 HAZ01

REPAIR LEGEND	
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2020-11-04	REISSUED FOR HERITAGE APPROVAL
2020-06-01	REISSUED FOR TENDER
2017-11-21	REISSUED FOR TENDER
2017-05-11	ISSUED FOR PERMIT
2016-12-06	ISSUED FOR TENDER
2016-11-15	REVISED FOR COORDINATION
2016-07-15	REVISED FOR COORDINATION
2016-06-06	REVISED FOR SPA
2016-05-27	REVISED FOR HERITAGE APPROVAL
2015-09-30	REVISED FOR SPA
2015-06-08	REISSUED FOR SPA



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Project
45 RAILROAD
Address
45 Railroad Street
For
Preston Group
Project no.
06-057-04
Scale
AS NOTED
Drawn by
JMRB
Reviewed by
PE
Drawing title

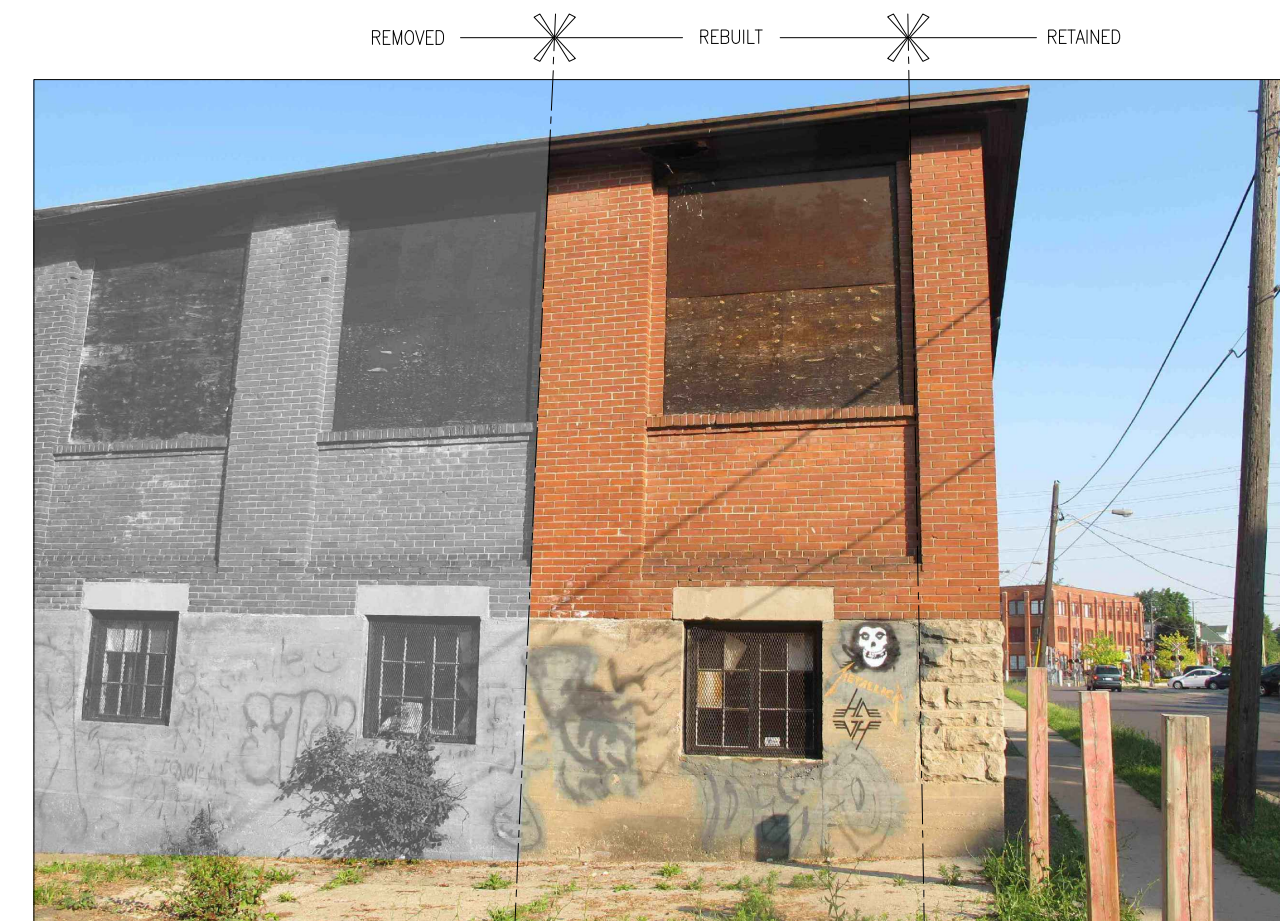
CONSERVATION EAST ELEVATIONS

Sheet no.
HA201

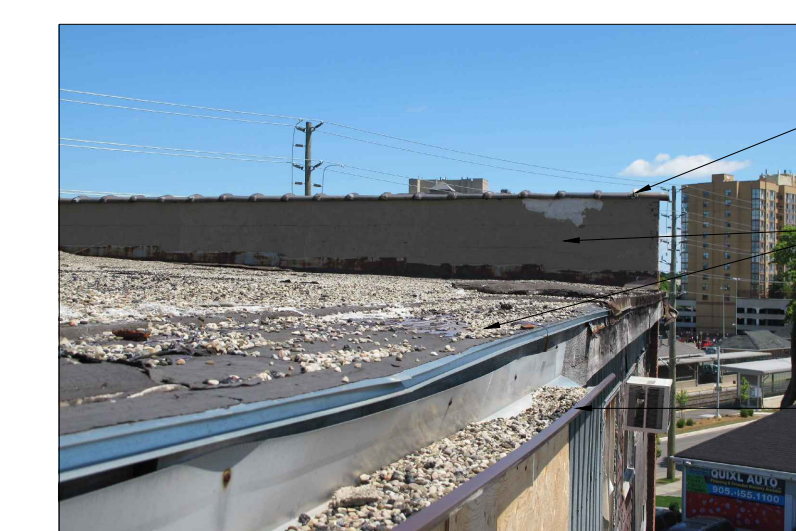
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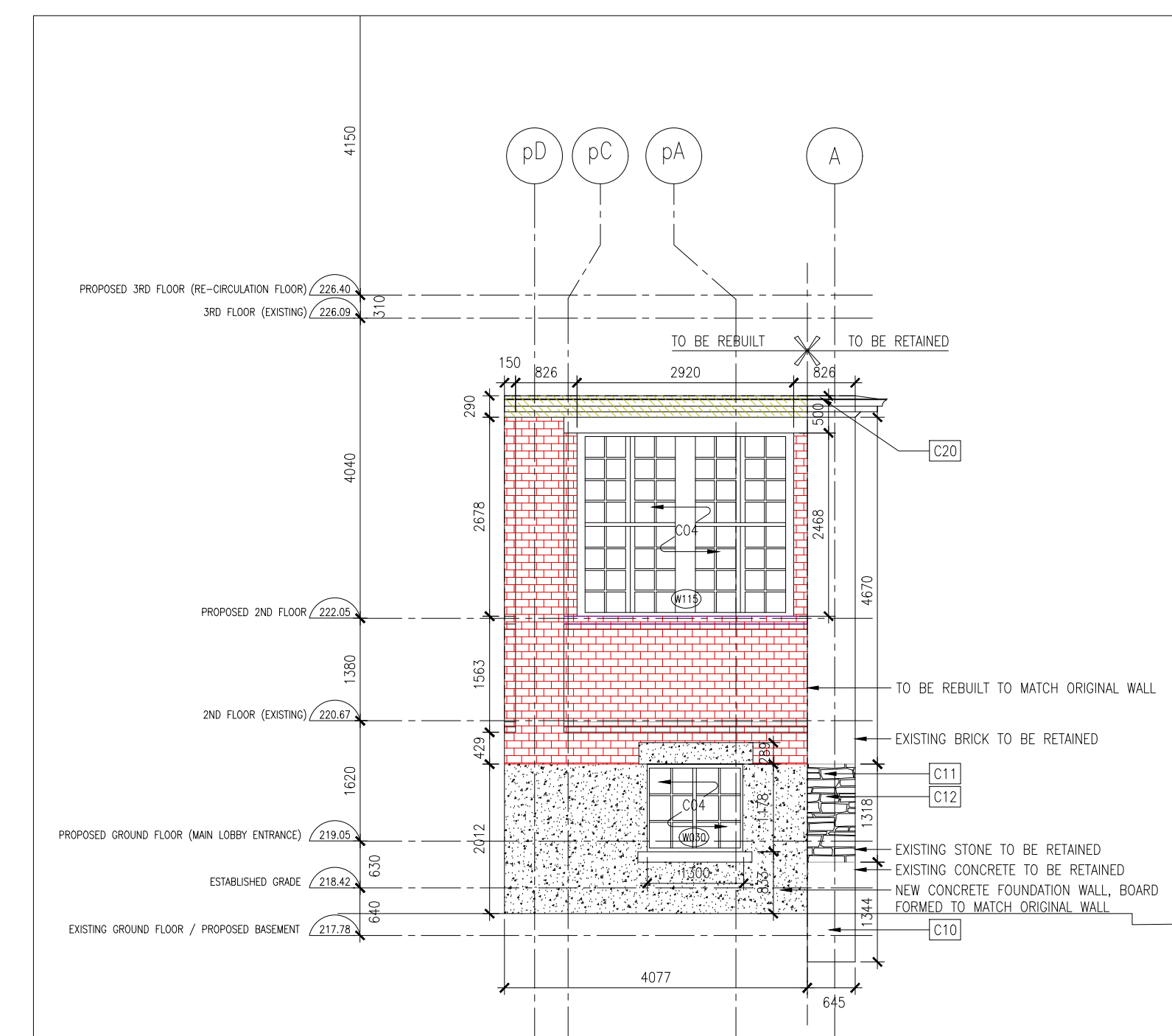
South Facade Existing Condition 5
HA202



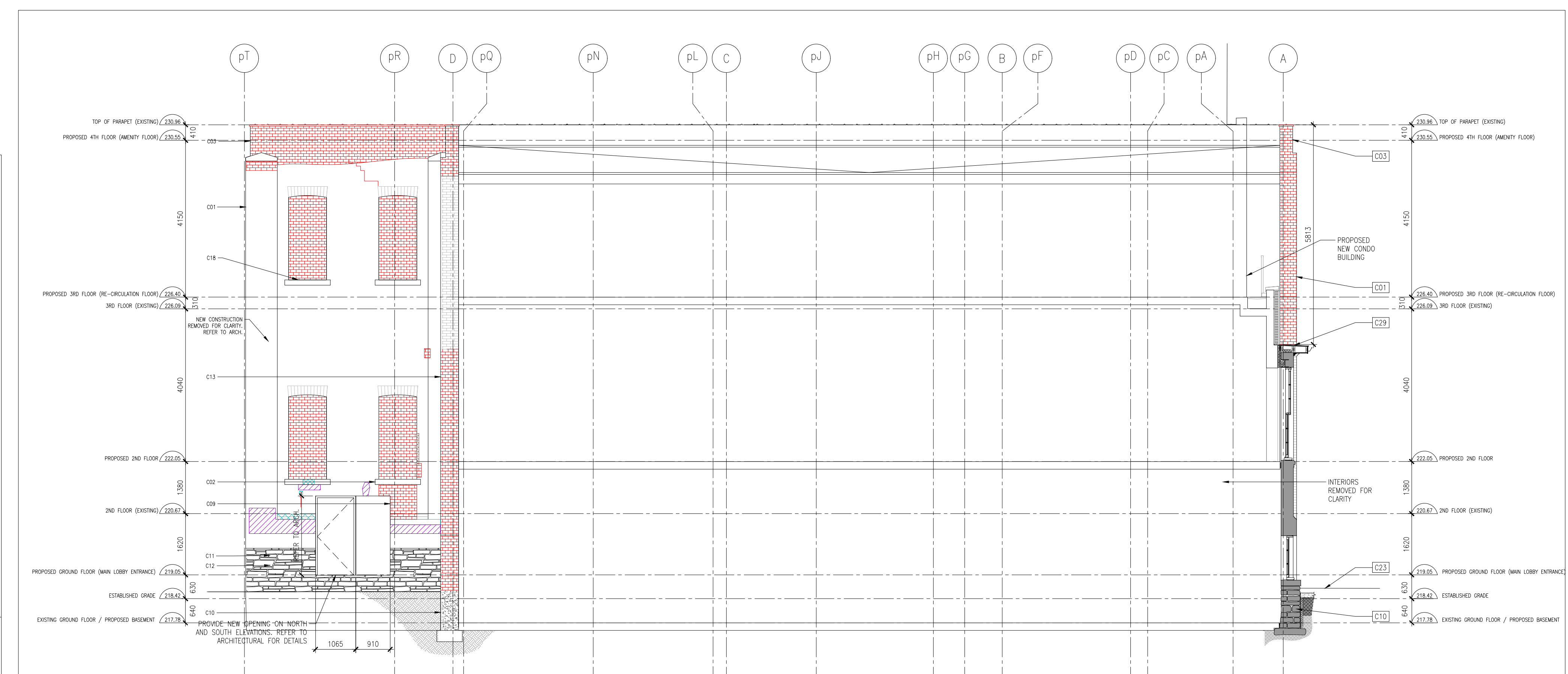
Parapet Roof 4
HA202



South Facade @ Parapet 3
HA202

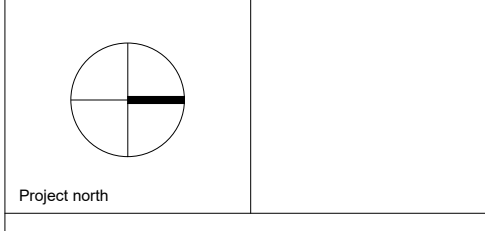


SOUTH ELEVATION 2
Scale 1 : 75 HA202



BUILDING CROSS SECTION 1
Scale 1 : 75 HA202

2020-11-04	REISSUED FOR HERITAGE APPROVAL
2020-06-01	REISSUED FOR TENDER
2017-11-21	REISSUED FOR TENDER
2017-05-11	ISSUED FOR TENDER
2016-12-06	ISSUED FOR PERMIT
2016-11-15	REVISED FOR COORDINATION
2016-07-15	REVISED FOR COORDINATION
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Project
45 RAILROAD
Address **45 Railroad Street**
For **Preston Group**
Project no. **06-057-04**
Scale **AS NOTED**
Drawn by **JMRB**
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CONSERVATION SOUTH ELEVATIONS

Sheet no.
HA202

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