



**Heritage Impact Assessment –
17-35 Railroad Street, Brampton**

Final Report

January 21, 2025

Prepared for:
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Project Number:
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Limitations and Sign-off

The conclusions in the Report titled Heritage Impact Assessment – 17-35 Railroad Street, Brampton are Stantec’s professional opinion, as of the time of the Report, and concerning the scope described in the Report. The opinions in the document are based on conditions and information existing at the time the scope of work was conducted and do not take into account any subsequent changes. The Report relates solely to the specific project for which Stantec was retained and the stated purpose for which the Report was prepared. The Report is not to be used or relied on for any variation or extension of the project, or for any other project or purpose, and any unauthorized use or reliance is at the recipient’s own risk.

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Executive Summary

Stantec Consulting Ltd. (Stantec) was retained by Tribute (Railroad Street) Limited (the Proponent) to prepare a Heritage Impact Assessment (HIA) for the proposed development at 17-35 Railroad Street in the City of Brampton, Ontario. The Proponent is proposing the construction of two residential towers of 55 and 58 storeys. For the purpose of this HIA, the Study Area is comprised of the municipal property boundaries of 17 Railroad Street, 19 Railroad Street, 23 Railroad Street, 27 Railroad Street (no structure present), 31 Railroad Street, 35 Railroad Street, 55 Elizabeth Street North, 59 Elizabeth Street North, 48 Mill Street, 50 Mill Street, and 52 Mill Street.

Within the Study Area the properties at 31 Railroad Street and 59 Elizabeth Street North are listed on the City of Brampton's (the City) *Municipal Register of Cultural Heritage Resources* (the Register) and are therefore considered to have potential cultural heritage value or interest (CHVI). The proposed development is located adjacent to 51 Elizabeth Street North, another listed property, as well as properties designated under Part IV of the *Ontario Heritage Act* (OHA), including 44 Mill Street North, 45 Railroad Street, and 19 Church Street West. Given the adjacency, potential direct and indirect impacts for these properties will be considered in the HIA alongside those within the Study Area. In addition, the non-listed properties at 17 Railroad Street, 19 Railroad Street, 23 Railroad Street, 35 Railroad Street, 55 Elizabeth Street North, 48 Mill Street, 50 Mill Street, and 52 Mill Street are included in the HIA as they were determined to contain potential CHVI in the City's *Heritage Impact Assessment Terms of Reference* (City of Brampton n.d.).

An HIA is required in accordance with the City's *Official Plan* (Section 4.10). The HIA follows the City's *Heritage Impact Assessment Terms of Reference* (City of Brampton n.d.). The preparation of this report is also guided by the Ministry of Citizenship and Multiculturalism (MCM) InfoSheet #5 in *Heritage Resources in the Land Use Planning Process, Cultural Heritage and Archaeology Policies of the Ontario Provincial Policy Statement, 2005* (Government of Ontario 2006a).

Evaluation for CHVI for the ten properties in the Study Area was undertaken according to the criteria outlined in *Ontario Regulation* (O. Reg.) 9/06 (subject to amendments of O. Reg. 569/22). The heritage evaluation determined that 59 Elizabeth Street North contain CHVI as it meets three criteria of O. Reg. 9/06. In addition, throughout the course of reporting Railroad Street was identified as a potential Cultural Heritage Landscape (CHL) and was therefore evaluated as well. The Railroad Street CHL was determined to meet three criteria of O. Reg. 9/06 and contain CHVI.

The impact assessment determined that direct impacts are anticipated to identified CHVI of 59 Elizabeth Street North, and the Railroad Street CHL. Indirect impacts in the form of potential vibration effects were identified for 44 Mill Street North, 45 Railroad Street, 15-19 Church Street West, and 51 Elizabeth Street North. Therefore, mitigation measures were evaluated, and recommendations prepared. The following mitigation measures are recommended:

- Preparation of a Documentation and Salvage Plan for 59 Elizabeth Street North and the Railroad Street CHL



- Preparation of a Heritage Commemoration Plan for 59 Elizabeth Street North and the Railroad Street CHL
- Site plan controls and vibration monitoring for 44 Mill Street North, 45 Railroad Street, 15-19 Church Street West, and 51 Elizabeth Street North include:
 - Isolation of properties from construction-related activities
 - Indication of properties on all construction mapping, flagged in the field onsite, and communicated to team leads
 - Stabilization measures and protective barriers be installed during construction activities
 - Vibration studies completed at the discretion of qualified geotechnical engineer or vibration specialist

The executive summary highlights key points from the report only; for complete information and findings the reader should examine the complete report.



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Acronyms / Abbreviations

BR	Brampton Registered Plan
CHL	Cultural heritage landscape
CHVI	Cultural heritage value or interest
HIA	Heritage Impact Assessment
MCM	Ministry of Citizenship and Multiculturalism
OHA	Ontario Heritage Act
PPV	Peak Particle Velocity
TOR	Terms of Reference



1 Study Purpose

Stantec Consulting Ltd. (Stantec) was retained by Tribute (Railroad Street) Limited (the Proponent) to prepare a Heritage Impact Assessment (HIA) for the proposed development at 17-35 Railroad Street in the City of Brampton (the City), Ontario. The Proponent is proposing the construction of two residential towers of 55 and 58 storeys. For the purpose of this HIA, the Study Area is comprised of the municipal property boundaries of 17 Railroad Street, 19 Railroad Street, 23 Railroad Street, 27 Railroad Street (no structure present), 31 Railroad Street, 35 Railroad Street, 55 Elizabeth Street North, 59 Elizabeth Street North, 48 Mill Street, 50 Mill Street, and 52 Mill Street (Figure 1 and Figure 2). The properties at 31 Railroad Street and 59 Elizabeth Street North are listed on the City of Brampton's (the City) *Municipal Register of Cultural Heritage Resources* (the Register) and are therefore considered to have potential cultural heritage value or interest (CHVI).

In addition to properties contained within the Study Area, a series of adjacent properties with varying levels of recognition under the *Ontario Heritage Act* (OHA), have been considered in this HIA. These properties and levels of protection include:

- Listed on the City's Register
 - 51 Elizabeth Street North
- Designated under Part IV of the OHA
 - 44 Mill Street North
 - 45 Railroad Street
 - 15-19 Church Street West
- Recognized under the Heritage Railway Stations Protections Act
 - 15-19 Church Street West
- Recognized under the City's *Heritage Impact Assessment Terms of Reference* (TOR) (City of Brampton n.d.)
 - 19 Railroad Street
 - 23 Railroad Street
 - 35 Railroad Street
 - 55 Elizabeth Street North
 - 48 Mill Street
 - 50 Mill Street
 - 52 Mill Street

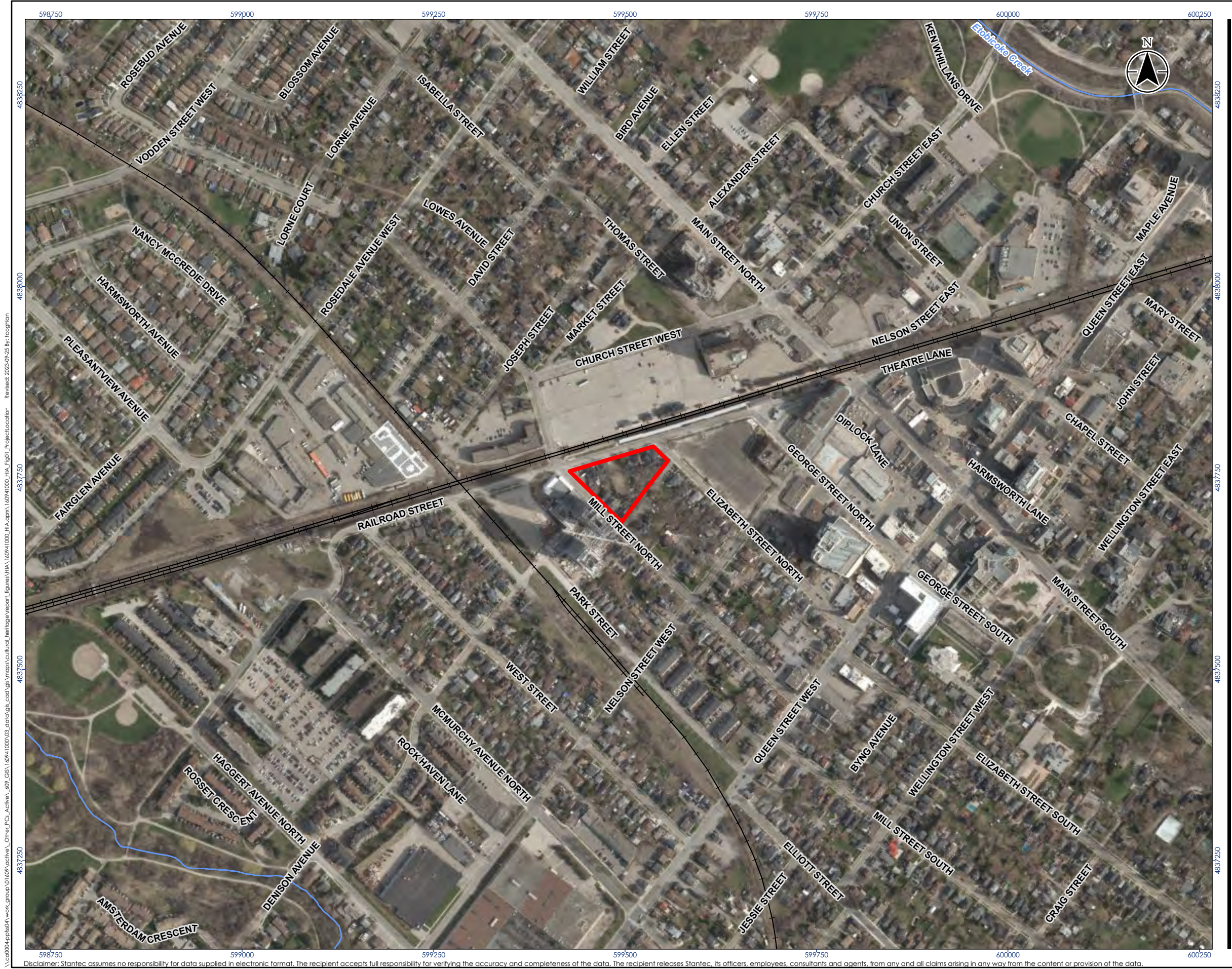



An HIA is required as defined in the City's *Official Plan* (Section 4.10) and has been completed in accordance with the City's TOR. The preparation of this report is also guided by the Ministry of Citizenship and Multiculturalism (MCM) InfoSheet #5 in *Heritage Resources in the Land Use Planning Process, Cultural Heritage and Archaeology Policies of the Ontario Provincial Policy Statement, 2005* (InfoSheet #5). This document provides guidance on the assessment of impacts and development of mitigation strategies based on identified CHVI resulting from a proposed change (Government of Ontario 2006a). Properties within the scope of this HIA are shown in Figure 3.

As per the guidance contained in the City's TOR, this report contains the following:




- Executive Summary
- Study Purpose
- Methodology
- Historical Context
- Site Description
- Evaluation of CHVI
- Impact Assessment
- Mitigation Options, Conservation Methods, and Proposed Alternatives
- Recommendations







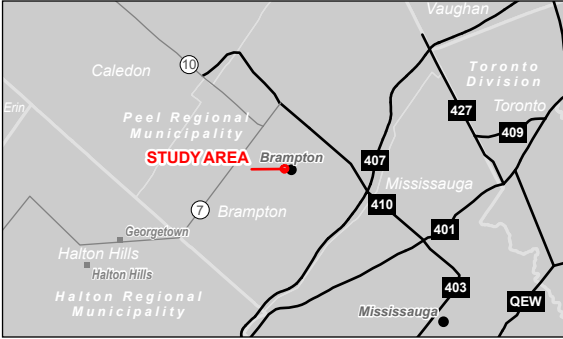
Legend

-  Study Area
-  Watercourse (Permanent)
-  Railway

0 100 200 Meters
1:5,000 (At original document size of 11x17)

Notes

1. Coordinate System: NAD 1983 UTM Zone 17N
2. Base features produced under license with the Ontario Ministry of Natural Resources and Forestry © Queen's Printer for Ontario, 2023.
3. Orthoimagery © First Base Solutions, 2023. Imagery flown in 2022.



Project Location
Brampton, ON

160941000 REVA
Prepared by tcoghlan on 2023-09-25
Technical Review by ABC on yyyy-mm-dd

Client/Project
Railroad Towers Limited Partnership
17-35 Railroad Street
Heritage Impact Assessment

Figure No.
1

Title
Location of the Study Area

2 Methodology

2.1 Policy Framework

2.1.1 Planning Act

The *Planning Act* provides a framework for land use planning in Ontario, integrating matters of provincial interest in municipal and planning decisions. Part I of the *Planning Act* identifies that the Minister, municipal councils, local boards, planning boards, and the Municipal Board shall have regard for provincial interests, including:

(d) The conservation of features of significant architectural, cultural, historical or scientific interest
(Government of Ontario 1990).

2.1.2 The Provincial Policy Planning Statement

The Provincial Planning Statement (PPS) was updated in 2024 and is intended to provide policy direction for land use planning and development regarding matters of provincial interest. Cultural heritage is one of many interests contained within the PPS. Section 4.6 of the PPS states that a “protected heritage property, which may contain built heritage resources or cultural heritage landscapes, shall be conserved”. The PPS also notes that “Planning authorities are encouraged to develop and implement...proactive strategies for conserving significant built heritage resources and cultural heritage landscapes” (Government of Ontario 2024).

Under the PPS definition, “conserved”:

Means the identification, protection, management and use of built heritage resources, cultural heritage landscapes and archaeological resources in a manner that ensures their cultural heritage value or interest is retained. This may be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment, and/or heritage impact assessment that has been approved, accepted, or adopted by the relevant planning authority and/or decision maker. Mitigative measures and/or alternative development approaches can be included in these plans and assessments.

Under the PPS definition, “significant” means:

In regard to cultural heritage and archaeology, 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 Ontario Heritage Act.

Under the PPS, “protected heritage property” is defined as follows:

Property designated under Part IV or VI of the Ontario Heritage Act; property included in an area designated as a heritage conservation district under Part V of the Ontario Heritage Act; property



subject to a heritage conservation easement or covenant under Part II or Part IV of the Ontario Heritage Act; property identified by a provincial ministry or a prescribed public body as a property have cultural heritage value or interest under the Standards and Guidelines for the Conservation of Provincial Heritage Properties; property protected under federal heritage legislation; and UNESCO World Heritage Sites.

(Government of Ontario 2024)

2.1.3 City of Brampton Official Plan

The City's current Official Plan was adopted by City Council in October 2006 and approved by the Ontario Municipal Board in October 2008. In 2019, the City began developing a new Official Plan known as the "Brampton Plan". The Brampton Plan was Council approved in November 2023 and was approved by the Region of Peel in May 2024. The August 2024 Office Consolidation incorporates the Region's decision and modifications. The Brampton Plan was appealed on June 5, 2024. The Brampton Plan includes Cultural Heritage policies in Section 4.10.

The following policies in Section 4.10 relate to the Study Area:

- 4.10.1.10 "A Heritage Impact Assessment, prepared by qualified heritage conservation professional, shall be required for any proposed alteration, construction, or development involving or adjacent to a designated resource to demonstrate that the heritage property and its heritage attributes are not adversely affected. Mitigation measures and/or alternative development approaches shall be required as part of the approval conditions to ameliorate any potential adverse impacts that may be caused to the designated heritage resources and their heritage attributes. Due consideration will be given to the following factors in reviewing such applications:
 - (i) "The cultural heritage values of the property and the specific heritage attributes that contribute to this value as described in the register;
- 4.10.1.11 "A Heritage Impact Assessment may also be required for any proposed alteration work or development activities involving or adjacent to heritage resources to ensure that there will be no adverse impacts caused to the resources and their heritage attributes. Mitigation measures shall be imposed as a condition of approval of such applications.
- 4.10.1.12 "All options for on-site retention of properties of cultural heritage significance shall be exhausted before resorting to relocation. The following alternatives shall be given due consideration in order of priority:
 - (i) "On-site retention in the original use and integration with the surrounding of new development;
 - (ii) "On-site retention in an adaptive re-use;
 - (iii) "Relocation to another site within the same development; and
 - (iv) "Relocation to a sympathetic site within the City.



- 4.10.1.13 “In the event that relocation, dismantling, salvage or demolition is inevitable, thorough documentation and other mitigation measures shall be undertaken for the heritage resource. The documentation shall be made available to the City for archival purposes.”

(City of Brampton 2006: 4.10-4 to 4.10-5)

2.2 Field Program

A site assessment of the Study Area was undertaken on August 2, 2023, by Frank Smith, Cultural Heritage Specialist, and Kimberly Beech, Landscape Architect in Training, both with Stantec. Exterior access to properties within the Study Area was provided, however interior assessments of the buildings were not completed. Assessments of the adjacent properties were completed from the public Right of Way. The weather conditions on site were cool and sunny. Photographs were taken using a Nikon D5300 at a resolution of 300 dots per inch and 6000 by 4000 pixels.

2.3 Heritage Evaluation

The criteria for determining CHVI is defined by O. Reg. 9/06 (subject to amendments of O. Reg. 569/22) (Government of Ontario 2006b). If a property meets two or more of the below criteria, then it may be considered to contain CHVI.

1. *The property has design value or physical value because it is a rare, unique, representative or early example of a style, type, expression, material, or construction method.*
2. *The property has design value or physical value because it displays a high degree of craftsmanship or artistic merit.*
3. *The property has design value or physical value because it demonstrates a high degree of technical or scientific achievement.*
4. *The property has historical value or associative value because it has direct associations with a theme, event, belief, person, activity, organization, or institution that is significant to a community.*
5. *The property has historical value or associative value because it yields, or has the potential to yield, information that contributes to an understanding of a community or culture.*
6. *The property has historical value or associative value because it demonstrates or reflects the work or ideas of an architect, artist, builder, designer, or theorist who is significant to a community.*
7. *The property has contextual value because it is important in defining, maintaining, or supporting the character of an area.*
8. *The property has contextual value because it is physically, functionally, visually, or historically linked to its surroundings.*
9. *The property has contextual value because it is a landmark.*

(Government of Ontario 2006b)



2.3.1 Cultural Heritage Landscapes

According to the Provincial Policy Statement, a Cultural Heritage Landscape (CHL) is:

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 Ontario Heritage Act, 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).

The MTCS Info Sheet #2 in *Heritage Resources in the Land Use Planning Process, Cultural Heritage and Archaeology Policies of the Ontario Provincial Policy Statement, 2005* (Government of Ontario 2006c) (Info Sheet #2) identifies three primary types of cultural heritage landscapes:

- **Designed landscapes:** those which have been intentionally designed (e.g., a planned garden or, in a more urban setting, a downtown square).
- **Evolved landscapes:** those which have evolved through the use by people and whose activities have directly shaped the landscape or area. This can include a 'continuing' landscape where human activities and uses are still on-going or evolving (e.g., residential neighbourhood or mainstreet); or in a 'relict' landscape, where even though an evolutionary process may have come to an end, the landscape remains historically significant (e.g., an abandoned mine site or settlement area).
- **Associative landscapes:** those with powerful religious, artistic or cultural associations of the natural element, as well as with material cultural evidence (e.g., a sacred site within a natural environment or a historic battlefield).

When a potential CHL is identified, it shall be conserved to the same level as potential built heritage resources. The conservation of a cultural heritage landscape considers the preservation of specific features that make up the landscape and the relationships of such features inside and outside its boundaries. Consideration should also be given to the surrounding context within which a cultural heritage landscape is located and the need for conservation strategies such as buffer zones.

The *Standards and Guidelines for the Conservation of Historic Places in Canada* (Parks Canada 2010) contains guidelines for conserving cultural heritage landscapes. These guidelines pertain to cultural landscape elements or their spatial or visual relationships. Components of cultural heritage landscapes include, but are not limited to:

- **Evidence of Land Use:** Land use refers to the human use of the natural environment. It includes activities that significantly modify aspects of the natural environment into a built environment.
- **Land Patterns and Spatial Organization:** Land pattern refers to the overall arrangement and interrelationship of the larger-scale aspects of a cultural landscape, whether natural or human-made. Spatial organization refers here to the arrangement of spaces in a cultural landscape.



- **Visual Relationships:** Visual relationships pertain to the relationships between an observer and a landscape or landscape feature or between the relative dimensions of landscape features.
- **Ecological Features:** Ecological features vary in size but are typically studied at the scale of a pond or stand of trees. Where ecological features and vegetation are identified as contributing to the heritage value of a CHL, mitigation measures should be applied to conserve the site's heritage values.

2.4 Assessment of Impacts

The assessment of impacts is based on the impacts defined in the MCM Infosheet #5. Impacts to heritage resources may be direct or indirect.

Direct impacts include:

- *Destruction of any, or part of any, significant heritage attributes or features*
- *Alteration that is not sympathetic, or is incompatible, with the historic fabric and appearance*

Indirect impacts do not result in the direct destruction or alteration of the feature or its heritage attributes, but may indirectly affect the CHVI of a property by creating:

- *Shadows 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*
- *Land disturbances such as a change in grade that alters soil, and drainage patterns that adversely affect an archaeological resource*

(Government of Ontario 2006a)



In addition to direct impacts related to destruction, this HIA also evaluates the potential for indirect impacts resulting from the vibrations due to construction and the transportation of project components and personnel. This was categorized together with land disturbance. Although the effect of traffic and construction vibrations on historic period structures is not fully understood, vibrations may be perceptible in buildings with a setback of less than 40 metres from the curbside (Crispino and D'Apuzzo 2001; Ellis 1987; Rainer 1982; Wiss 1981). The proximity of the proposed development to heritage resources was considered in this assessment.

2.5 Mitigation Options

Mitigation options in this HIA were developed using those provided in the MCM Infosheet #5 and the City's TOR, Appendix 2 (see Appendix A). The MCM Infosheet #5 mitigation options include, but are not limited to:

- *Alternative development approaches*
- *Isolating development and site alteration from significant built and natural features and vistas*
- *Design guidelines that harmonize mass, setback, setting, and materials*
- *Limiting height and density*
- *Allowing only compatible infill and additions*
- *Reversible alterations*
- *Buffer zones, site plan control, and other planning mechanisms*

(Government of Ontario 2006a)



3 Historical Context

3.1 Introduction

The Study Area contains municipal properties located at 17 Railroad Street, 19 Railroad Street, 23 Railroad Street, 31 Railroad Street, 35 Railroad Street, 48 Mill Street, 50 Mill Street, 52 Mill Street, 55 Elizabeth Street North, and 59 Elizabeth Street North, in the City of Brampton. The properties are formerly part of Part of Lot 6, Concession 1 West of Centre Road, Geographic Township of Chinguacousy, former Peel County, now City of Brampton, Regional Municipality of Peel, Ontario. The properties are currently part of Brampton Registered Plan 4. The following sections outline the historical development of the Study Area from the period of colonial settlement to the 20th century.

The Study Area resides on the traditional territory of the Wendat who farmed, fished, and hunted in the area now known as Brampton, centuries before European settlers arrived in the area. Depopulated from war and disease during the 17th century, the Wendat left the area. In the early 1700s, Anishinaabeg peoples, including the Mississauga migrated to the Brampton area. In 1818, Brampton was part of the Ajetance Purchase (Treaty 19), that surrendered 2,622 km² of Mississauga land to the Crown (Moreau; 2022).

3.2 Physiography

The Study Area is located within the Peel Plain physiographic region of Southern Ontario. The region is a level-to-undulating tract of clay soil approximately 482 square kilometres in size and encompasses the central sections of the Regional Municipalities of Peel, Halton, and York. The region gradually slopes downwards towards Lake Ontario. The Peel Plain is characterized by a lack of undrained swamps or bogs, although stretches of land between waterways have poor drainage. The geological material of the Peel Plain is comprised of till containing large quantities of shale and limestone. Much of the Peel Plain also has a veneer of varved clay which was deposited from the east and north during the last glacial period (Chapman and Putnam 1984: 174-175).

The fertile clay soil and proximity to the City of Toronto made the Peel Plain a noted agricultural region. Wheat was grown for the City of Toronto and for export to the United States. In the 20th century the area turned to mixed farming and included dairy farms, racehorse farms, livestock, orchards, poultry, and vegetable farms (Chapman and Putnam 1984: 176).

3.3 19th Century Development

The Township of Chinguacousy was surveyed in 1819 by land surveyor Richard Bristol (Laing et al. 2014: 19). It was surveyed using the double-front survey system, with concessions running north-south. The system created 200 acre lots that were broken into 100-acre parcels, each fronting a concession road. Between every five lots, an allowance was surveyed for a side road. Concessions were numbered east and west of Hurontario Street, which runs through the centre of the township. Hurontario Street was surveyed in 1818 and received its name from the points located at the ends of the route: Lake Huron and



Lake Ontario. The route increased accessibility to the township and provided a connection to Dundas Street to the south.

Settlements in the township initially developed along Hurontario Street and waterways that provided the waterpower for mills. The Study Area, located within the Etobicoke Creek watershed, was initially a sought-after location for milling activities, but given the lack of reliable stream flow, as well as periodic flooding, mills did not thrive on the creek. This was particularly notable when compared to rivers in the township (Toronto and Region Conservation Authority 1998: 21).

The township's early settlement was partly impeded by land speculation and absentee ownership. These impediments included military veterans and Loyalist heirs who declined to settle on lands they were allotted. In addition, some settlers received multiple land grants in the township. Often these settlers would only improve one lot and leave the others undeveloped (McKinney 1967: 245). Despite these obstacles, Chinguacousy Township had 213 settlers in 1827. That year, a total of 27,211 acres of land was occupied in the township. Of that acreage, 3,702 acres had been cleared. The total amount of land owned constituted about a third of the available land in the township. The township also contained one sawmill and two stores (McKinney 1967: 246).

Business in the township was initially conveyed at the settlement of Salisbury in the inn operated by Martin Salisbury (Loverseed 1987: 39). In 1834, William Buffy built the first tavern in the settlement of Brampton, followed by Judge Scott who built the first store, as well as a pot ashery, distillery, and mill. In the same year, John Elliott laid out the settlement into village lots with the name of Brampton (Walker & Miles 1877: 87). Three years later, the population of Brampton was 18 (Loverseed 1987: 40).

The township grew steadily as settlers were attracted to farmland close to the growing markets of the Town of York (now the City of Toronto). In 1841, the population of the Township of Chinguacousy reached 3,721 (Walker & Miles 1877: 84). By 1846, the township included 74,977 acres of land, with 26,266 under cultivation. The township is noted in *Smith's Canadian Gazetteer*, as being one of the best settled townships in the area by 1846, with excellent land and many good farms (Smith 1846: 32). *Smith's Canadian Gazetteer* also notes the geography of the area as containing a rolling topography, forests of hardwood and pine, and the soil as being conducive to wheat growth. The Gazetteer reported that 74,977 acres of land in the township was occupied, 26,266 acres were under cultivation, and that the township contained seven sawmills and one gristmill. (Smith 1846: 32). The present Bramalea Road (formerly Fourth Line) was opened as a roadway by the mid-19th century, as is shown on the 1859 County of Peel map (Tremaine 1859).

In the early 1850s, John Elliot, as well as other prominent local landowners like John Scott, George Wright, and William Wilkinson, laid out additional subdivisions around Elliot's initial village plan (City of Brampton 2023a). Growth and increased accessibility to settlement came to the township with the opening of the Grand Trunk Railway (GTR) and a station in Brampton in 1856. Brampton had been incorporated as a village three years prior and had a central location within the township which contributed to its growth and importance as a major settlement area. That same year, Hurontario Street had been planked from Port Credit through Brampton to Edmonton (now Snelgrove). Through the railway line, farmers could distribute their agricultural goods to a larger market and access to the City of Toronto significantly increased (Loverseed 1987: 43). This economic boom in Brampton brought entrepreneurs



and industries to the village in the 1850s and 1860s. In 1860, Edward Dale started a flower nursery in the village and became the largest employer in Brampton. Market gardening developed as a large industry in Brampton and by the end of the 19th century it became known as the “Flowertown of Canada” (City of Brampton 2018).

The GTR was an important aspect to the development of the City of Brampton. In the mid 19th century, traversing and trade across what is now Canada was largely hampered by weather in the winter months where roads became impassable (Toronto Railway Historical Association, 2023a). This created a strong desire for a large-scale railroad to be built connecting the majority of the territory through a rail line. This sparked a railway boom, with several early iterations of railways emerging in the 1850s. The GTR started as the Toronto & Goderich Railway Company, which ultimately went under due to lack of funding, and reemerged as the Toronto & Guelph Railway (Toronto Railway Historical Association, 2023a). The latter had ambitions to connect downtown Toronto and pass through Weston, Brampton, Georgetown, Acton, and Rockwood and then into Guelph. This railway later became the Grand Truck Railway and started construction (Toronto Railway Historical Association, 2023a).

The first segment of the GTR that was built west of Montreal opened in 1855 and connected Toronto and Brampton (Toronto Railway Historical Association, 2023b). The first station in Brampton was built the same year, located at 27 Church Street West (adjacent to the Study Area). This first iteration of the station stood until 1907 when a larger station was built on the same site and continues to be used today as a GO station. The first station was largely identical to other GTR stations built around the same time; a rectangular brick structure with a pitched roof. The station was relatively small, with basic amenities reflecting the small community of Brampton at the time (Toronto Railway Historical Association, 2023b).

By 1904, Brampton was growing, and a second track was added to the rail line between 1904 and 1905. A larger station was built in 1907 to better accommodate the growth of the city. The new structure was built in Italianate style, with brick exterior walls (Toronto Railway Historical Association, 2023b). The larger station also came with more accommodations to match the increased traffic through the station, now including a baggage room, a waiting room, and the stations agent’s office (Toronto Railway Historical Association, 2023b).

Brampton was officially incorporated as a town in 1873, with John Haggert as the first mayor (City of Brampton 2018). The Credit Valley Railway was constructed from 1877 to 1879 and connected Toronto and Orangeville with a station in Brampton (Heritage Mississauga 2018). The line furthered development in Brampton but took people and business away from smaller communities in the Township of Chinguacousy and, as a result, the population became concentrated in the developing urban centre of Brampton. The population of the township remained stable in the late 19th century, slightly decreasing from 6,397 in 1861 to 6,129 in 1871 (Walker & Miles 1877: 84).



3.4 20th Century Development

Into the 20th century, the GTR was in decline due to financial problems, compounded by the introduction and popularization of the automobile. Indeed, by 1919 the rail industry was highly competitive. In its attempt to build west into British Columbia, the GTR faced difficulties building on the rocky elevation which was extremely costly (Toronto Railway Historical Association, 2023a). In a highly competitive era, the GTR was effectively outpaced by other railways at the time, who built on easier terrain and finished sooner. By 1919, the GTR defaulted on several loan payments from the government secured to support western expansion. At the same time, the Canadian National Railway (CN Railway) was recently formed as a Crown corporation and absorbed many of the smaller rail lines or railways that were otherwise unprofitable (Toronto Railway Historical Association, 2023a). The GTR was one such railway that merged into the CN Railway, however, with much opposition in legal disputes to keep the GTR an independent company. Within three years, the opposition was settled and the GTR became part of the CN Railway, taking over the 12,800 km of rail lines laid by the GTR (Toronto Railway Historical Association, 2023a).

In Brampton, this meant that the first GTR station was now a CN Railway station and railway. In the mid-20th century, Brampton's train travel was in decline, due in part to the construction of the Highway 401 to the south of the city in 1959 (Toronto Railway Historical Association, 2023b). Comparatively, at the height of rail travel in Brampton, 16 passenger trains passed through every day in 1957. In the 60s and 70s, after the highway construction, that number declined to nine passenger trains per day (Toronto Railway Historical Association, 2023b).

In 1992, the railway station in Brampton was recognized as a Federal Heritage Railway Station for its architectural and cultural value. The station represents how integral the railway was to the demographic and economic development of Brampton (Parks Canada, 1993). The structure's architectural significance lies in its use of wide-arched openings reminiscent of the Romanesque Revival with details of the Arts and Crafts movement. Its size is notable for the community at the time, though it is reflective of the ambitions for the growth of Brampton (Parks Canada, 1993).

At the turn of the 20th century, the Township of Chinguacousy witnessed a change in settlement patterns as retired farmers began to move into the Town of Brampton and surrounding villages. This change in settlement patterns occurred alongside a shift in the specialization of agriculture and industry. Brampton and Chinguacousy did not experience much growth during the beginning of the 20th century. The population of Brampton only increased from 3,070 in 1895 to 4,000 at the end of the First World War, like most Canadian cities at the time.

The Township of Chinguacousy continued to steadily decline in population, reaching a nadir of 3,635 in 1921 (Dominion Bureau of Statistics 1925). The contraction of the township's population was part of a broader trend of urbanization in the late 19th and early 20th centuries (Samson 2012). The Agricultural Census of 1921 lists Chinguacousy Township as containing 42,138 acres under crop, 4,135 acres as idle or fallow, and 19,055 acres as pasture (Dominion Bureau of Statistics 1925). The increase in pastureland in the township was due to the increasing importance of cattle and dairy farming in the area. The dairy products produced within the township were within trucking distance to growing markets in Toronto (Chapman and Putnam 1984: 174). The Great Depression and the Second World War continued to curtail



growth through much of North America, including Brampton and the Township of Chinguacousy (Loverseed 1987: 8).

The greatest period of growth for Brampton occurred in the mid-20th century following the Second World War. With the construction of several major highways and Brampton's close proximity to the City of Toronto, the development of subdivisions and increased ownership of automobiles changed the landscape of Brampton (City of Brampton 2018). The post-war housing boom in Peel included the construction of an 8,000-acre subdivision called Bramalea in the Township Chinguacousy. Between 1961 and 1966, the population of the township doubled to 15,996 and the population of Brampton increased from 26,363 to 37,301. The Town of Brampton annexed new land from the township to continue growth.

Between 1946 and 1967 a total of 5,000 acres were annexed into Brampton (Loverseed 1987: 167-168). The Town of Brampton continued to suburbanize as it was ideally located along Highways 7 and 10, only four miles north of the newly built Highway 401, and about a 15-minute drive from Pearson Airport (Kirkwood 1967: 284).

In 1974, the County of Peel was replaced with the Regional Municipality of Peel. When the Region of Peel was created the Township of Chinguacousy was dissolved. The more suburbanized southern part of the township, which contains the Study Area, was incorporated into the new City of Brampton. The predominantly rural northern part of the township was incorporated into the new Town of Caledon (Peel Art Gallery, Museum, and Archives no date [n.d.]).

The City was incorporated in 1974 with the amalgamation of the former Town of Brampton, parts of the former Town of Mississauga, and the former Townships of Toronto Gore and Chinguacousy (City of Brampton 2013: 2.1). In the 1980s and 1990s, subdivisions developed on farmlands surrounding the city, converting rural lands into an urban landscape. During this time, Brampton became noted for its cultural diversity as much of its growth has been fueled by immigration into the present-day (City of Brampton 2023b; Toronto Star 2021). Brampton's population was recorded as 593,638 in 2016, making it the fourth largest city in Ontario (City of Brampton 2019).

3.5 Property History

Completing background research on the Study Area was hampered by several challenges, that have meant that a full and complete chain of ownership of the properties within the Study Area could not be accurately determined. In particular, the land registry records, which are part of the registered plan with Peel County number 43, Brampton, Plan 4; Block 1 To 12, are poorly organized and labeled.

As they related to the Study Area, the records are often unclear about which lot is being referenced. Specifically, the block is not numbered sequentially as a whole, but rather lots are numbered based on the street they face, resulting in a re-use of lot numbers on the same block, with little to denote two lots under the same number from another. However, this is not noted clearly or consistently in the land registry records, making it difficult to ascertain which specific lot records are referring to. Compounding this issue is that multiple lots are under ownership by the same individuals or families, making it difficult to ascertain which specific lot is under what ownership.



Furthermore, minimal historical mapping and an absence of city directories which included the owners of the Study Area were identified during historical research. This meant that gaining a detailed list of occupants and owners of the lots relating to the Study Area was not possible, leading to gaps in the ownership and occupancy record. The mapping that is available is often unclear, due to the density of the area. Therefore, it is difficult to identify single structures on historic mapping of the Study Area, and often the area is mapped simply as a dense urban area, without specific structural detailing. This meant it was difficult to accurately plot the construction of structures in the Study Area, leading to estimations based on relevant information in the land registry records, architectural style, construction materials, and overall development of the neighbourhood. What follows is a summary of the property history that was available, combined with contextual elements to further root the Study Area within the history of Brampton and recount the ownership history as accurately as possible given the constraints on information.

The Study Area properties are all associated with the Plan 4 in the City of Brampton. Plan 4 falls under Lot 6, Concession 1 West of Centre Road within the City of Brampton. In 1854, the Crown granted George Wright the complete lot (ONLand 2023). Over one decade later through the late 1860s and early 1870s, Wright divided and sold off portions of his large lot, into smaller numbered lots under Block 10. The Study Area includes Lots 8, 9, 10, 11, 12, and 13 in Block 10.

Based on the earliest available Fire Insurance Plans of the City of Brampton from 1894, revised in 1911, 17, 21, 23, and 35 Railroad; 50 and 52 Mill Street; and 55 Elizabeth Street were all built between 1894 and 1911 (Figure 4). It is evident on the Fire Insurance Plans that these addresses are a newer addition, indicating they were part of the 1911 revision, thus not present prior to 1894. Five addresses are likely built prior to 1894, including 19 Railroad Street, 31 Railroad Street, and 48 Mill Street. All three addresses are distinctly discoloured on the Fire Insurance Plans, indicating that they were part of the original 1894 Plan, prior to the 1911 revision.

Based on the land registry records, 31 Railroad Street was likely built between 1867 and 1871. This is suggested by examining the price of the lot in 1867, and the second sale in 1871 which significantly increased from \$300 to \$3,000 indicating a substantial change in the property, likely the construction of a house (ONLand 2023).

Similarly, 59 Elizabeth Street, noted as the Arlington Hotel in the City's Register, was likely built between 1869 and 1871 given the significant increase in the cost of the lot between those years, from \$350 to \$5,000 (ONLand 2023). A decade later, William Harrison, an Irish immigrant who also owned property at 19 Railroad Street, converted the house into the Arlington Hotel (Quinton 1983). The close proximity of the hotel to the CNR station was attractive to many travelers coming to Brampton (Quinton 1983). The hotel was in operation in the 1901 census, Harrison's occupation is listed as hotel keeper (Library and Archives Canada 1901). Currently, the structure is used as a multi-residential apartment.

All 10 structures within the Study Area remained inhabited into the 20th century as evidenced by topographic mapping available of the area (Figure 5 and Figure 6). Each structure can be seen on topographic maps from 1906, 1922, and 1938.




Study Area directly adjacent to 48 Mill Street and just outside the Study Area, is 44 Mill Street. The house is notable for its architectural value, but also its connection to distinguished lawyer E.G Graham, who was born in Brampton in 1862 (City of Brampton 2021). The house is also representative of a larger history where Brampton experienced a large period of growth in the 18th century (City of Brampton 2021). Other comparable large houses can be found within the Study Area including 52 Mill Street. The Study Area highlights a significant historical period within the City where the neighbourhood was occupied by wealthy residents during the population boom of the mid-19th century. However as the area industrialized in the 20th century with the popularization of the railway, residents within the Study Area became increasingly working class, with occupations connected to the railway.

Evidence of this change can be seen at 45 Railroad Street, the Copeland-Chatterson/ Dominion Skate Building. Constructed in 1905, the structure holds significant heritage value for its design and physical value as it is representative of a Chicago commercial style as well as possessing neo-gothic design influences (City of Brampton 2021). The building also holds significant historical association as it is connected to the industrialization of the Brampton at the turn of the 20th century through Copeland-Chatterson Company. Founded in 1893 by Canadians Robert J. Copeland and A.E. Chatterson, the company was based on Copeland's patented loose-leaf ledger system (City of Brampton 2021). Given its prominent location along the railway, as well and its proximity and visibility to the other structures within the Study Area, the Skate Building adds historical context to the Study Area as being industrial centered on the railway in the 20th century.

As Brampton industrialized and the railway became increasingly popular the demographic of the Study Area changed as well. Many of the residents within the Study Area held occupations relating to the railway as it developed in the area in the late 19th century. One resident of 52 Mill Street, Robert Patterson, was an expressman, tasked with ensuring rail deliveries made it on time (Library and Archives Canada 1871). At 35 Railroad Street, resident William Perdue was a weighmaster at the railway, weighing freights (Library and Archives Canada 1881). The Arlington Hotel (59 Elizabeth Street) also underscores the importance of the railway to this area as it was strategically located so close to the rail line to attract visitors.

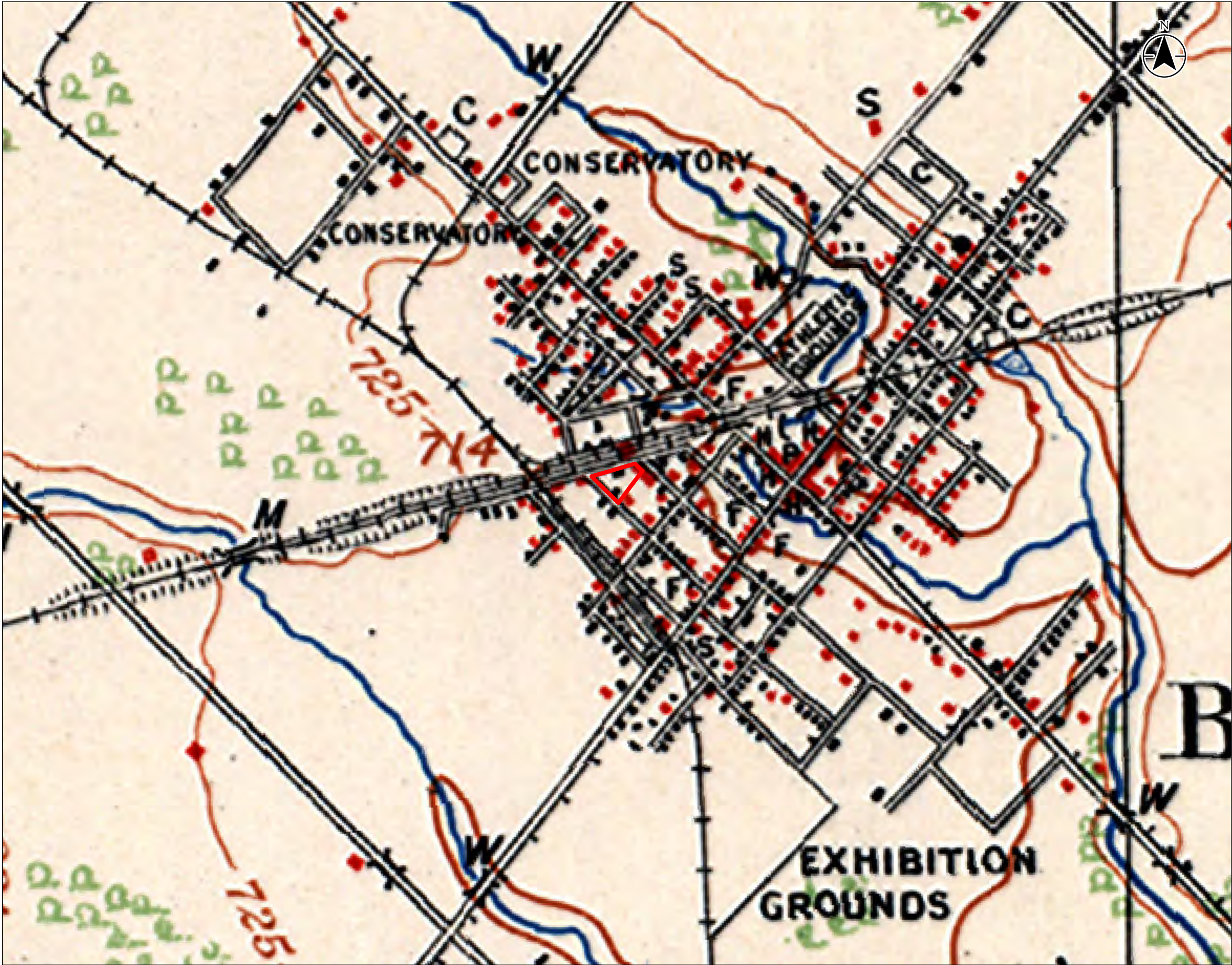


 Study Area

Client/Project
Railroad Towers Limited Partnership
17-35 Railroad Street
Heritage Impact Assessment

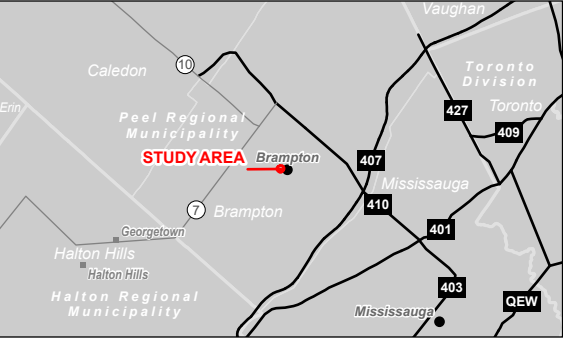
4

Historical Mapping, 1894



Legend
Study Area

Notes
1. Figure not to scale.
2. Source: Department of Militia and Defense. 1906. Topographic Map Ontario, Brampton Sheet.

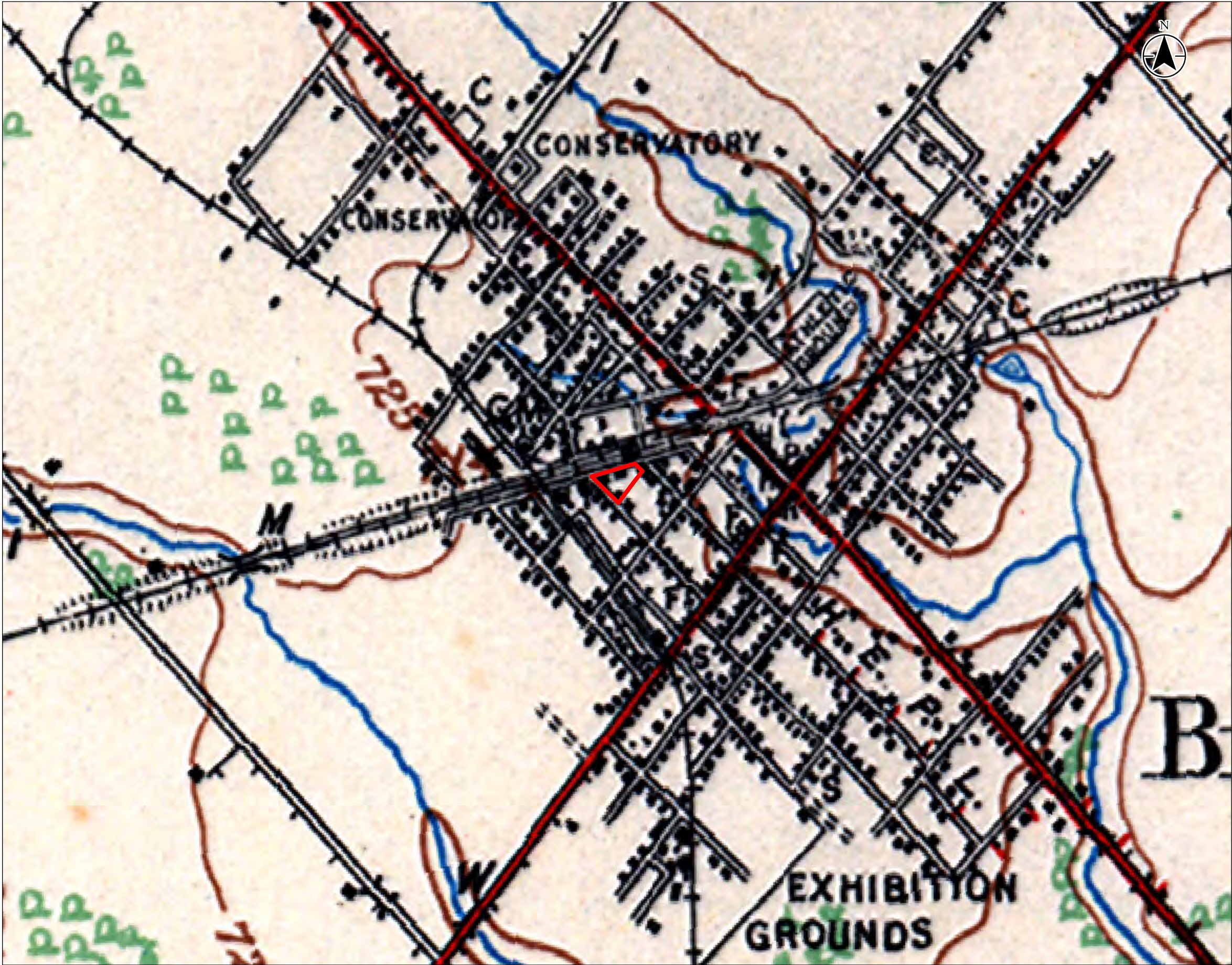



Project Location
Brampton, ON
160941000 REVA
Prepared by tcoglan on 2023-09-25
Technical Review by ABC on yyyy-mm-dd

Client/Project
Railroad Towers Limited Partnership
17-35 Railroad Street
Heritage Impact Assessment

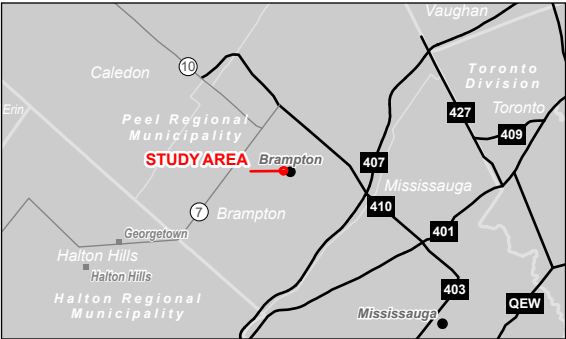
Figure No.
5

Title
Topographic Mapping, 1909



Legend
 Study Area

Notes
1. Figure not to scale.
2. Source: Department of Militia and Defense. 1938. Topographic Map Ontario, Brampton Sheet.



Project Location
Brampton, ON
160941000 REVA
Prepared by tcoghlan on 2023-09-25
Technical Review by ABC on yyyy-mm-dd

Client/Project
Railroad Towers Limited Partnership
17-35 Railroad Street
Heritage Impact Assessment

Figure No.
6

Title
Topographic Mapping, 1938

4 Site Description

4.1 Landscape Setting

The Study Area is located on the south side of the current GO Transit and CN Rail Corridor. It is bound by Railroad Street to the north, Elizabeth Street North to the east, and Mill Street North to the west. The southern boundary is comprised of residential properties. The area encompassing and adjacent to the Study Area consists mainly of residential dwellings and former industrial buildings.

Railroad Street, Elizabeth Street North, and Mill Street North are all two-lane paved municipal streets (Photo 4.1 and Photo 4.2). All streets have a poured concrete sidewalk that extends parallel to the roadway. The sidewalk along Elizabeth Street North is located directly adjacent to the road. The sidewalk along Railroad Street and Mill Street North is separated from the roadway with a grassed boulevard. Wooden electrical poles are located on the east side of Elizabeth Street North, the south side of Railroad Street, and the west side of Mill Street North. LED road light fixtures are fixed to the wooden electrical poles.

Railroad Street runs parallel to the rail corridor, with residential structures located only on its south side. A train platform is located directly north of the Study Area. Elizabeth Street North and Mill Street North extend southeast from the rail corridor towards Queen Street West. The land on the east side of Elizabeth Street North consists of a parking lot. The land on the west side of Mill Street North consists of a former industrial building that has been adaptively reused for residential purposes.

The properties within the Study Area have grassed front lawns with a limited number of mature trees. Each property is accessed using a paved driveway.



Photo 4.1: Elizabeth Street North at Railroad Street looking west



Photo 4.2: Mill Street North looking south

4.2 Building Exterior

Interior access to the structures within the Study Area was not granted. Therefore, the site descriptions are limited to the exterior of the following buildings within the Study Area:

- 17 Railroad Street
- 19 Railroad Street
- 23 Railroad Street
- 31 Railroad Street
- 35 Railroad Street
- 48 Mill Street
- 50 Mill Street
- 52 Mill Street
- 55 Elizabeth Street North
- 59 Elizabeth Street North

4.2.1 17 Railroad Street

17 Railroad Street is a one-and-one-half-storey Gable Front house constructed of stretcher bond red brick (Photo 4.3). The roof is clad in asphalt shingles with a single brick chimney with stucco cladding at the rear of the building. The fascia and soffits of the structure are made of wood (Photo 4.4). A porch is located at the front of the structure with brick support columns, wooden floors and steps leading to the front entrance. The front entrance is boarded up with plywood. The porch has shed roof attached to the front façade. The foundation of the structure is constructed of parged concrete block. The windows have brick voussoirs and concrete windowsills. The windows on the front and side façades are boarded up with plywood (Photo 4.5). The visible windows on the second storey of the rear façade are uncovered and have wood framed vertical hung windows. There is a two-car brick garage located behind the residence. The garage has a gable roof, and the garage doors are made of wood (Photo 4.6).



Photo 4.3: 17 Railroad Street looking south



Photo 4.4: 17 Railroad Street roof and chimney looking north



Photo 4.5: 17 Railroad Street looking east



Photo 4.6: 17 Railroad Street garage

4.2.2 19 Railroad Street

19 Railroad Street is a two-and-one-half-storey Foursquare house constructed of stretcher bond red brick (Photo 4.7). The hip roof is clad in asphalt shingles with a single brick chimney with hip roofed dormers on the north and south sides of the roof (Photo 4.8). The fascia and soffits of the structure are covered in vinyl. The porch of the structure has been removed. The front entrance is boarded up with plywood and is inaccessible due to missing steps. The foundation of the structure is constructed of rough-cut stone block (Photo 4.9). The windows and entrance have stone lintels windowsills. The windows on the front façade and first storey of the remaining façades are boarded up with plywood (Photo 4.10). The visible windows on the second storey of the rear and side façades are uncovered and have contemporary vertical hung windows. There are no outbuildings associated with 19 Railroad Street.



Photo 4.7: 19 Railroad Street looking south



Photo 4.8: 17 Railroad Street looking north



Photo 4.9: 19 Railroad Street brick bond and foundation detail



Photo 4.10: 19 Railroad Street typical window

4.2.3 23 Railroad Street

23 Railroad Street is a one-storey residence with a cross gable roof (Photo 4.11). The roof is clad in asphalt shingles with an additional shed roof above an enclosed porch. A concrete block chimney extends along and above the west façade. The structure is clad in siding and has a parged concrete block foundation (Photo 4.12 and Photo 4.13). The fascia and soffits of the structure are made of wood. The windows of the house are consistent in type, being vertical hung windows, but irregular in material, with some windows made of wood and others made of modern materials. There is one garage and one shed located at the rear of the property. The garage has a gable roof and siding similar to the main dwelling structure (Photo 4.14). The west shed is constructed of wood and has a flat roof.



Photo 4.11: 23 Railroad Street looking south



Photo 4.12: 23 Railroad Street looking north



Photo 4.13: 23 Railroad Street chimney



Photo 4.14: 23 Railroad Street garage

4.2.4 31 Railroad Street

31 Railroad Street is a one-and-one-half storey dwelling with a hip roof, front facing gable peak, and a painted brick chimney (Photo 4.15). The gable peak has decorative bargeboard detailing and within the gable has an arched window opening surrounded by red brick cladding. The remainder of the structure is clad in vinyl which obscures the red brick cladding beneath. The roof is clad in asphalt shingles with an additional gable roof above an open porch (Photo 4.16). The porch is symmetrical and is supported by four wooden Doric columns with a wood slat floor and ceiling. The fascia and soffits of the structure are made of wood. The foundation of the structure is obscured due to vegetation and cladding. An addition to the rear of the dwelling has a gable roof and extends from the southeast side of the structure (Photo 4.17). All windows and doors are boarded with plywood. There is one shed located at the rear of the property. It is constructed of wood and has a gambrel roof clad in asphalt shingles (Photo 4.18).



Photo 4.15: 31 Railroad Street looking south



Photo 4.16: 31 Railroad Street entrance porch



Photo 4.17: 31 Railroad Street rear addition



Photo 4.18: 31 Railroad Street shed

4.2.5 35 Railroad Street

35 Railroad Street is a one-storey dwelling with a hip roof which is clad in asphalt shingles (Photo 4.19). The fascia and soffits of the structure are covered with vinyl. The dwelling is constructed of red brick, however the exterior of the structure is clad in siding. A portion of the siding at the northeast corner of the dwelling is missing which exposes the painted red brick (Photo 4.20). Additionally, the cut stone foundation of the dwelling and the detailed brick voussiors of the front windows are exposed. The windows are contemporary vertical hung windows and the front door is a contemporary composite metal door with glazing. A red brick chimney is located at the southwest corner of the dwelling (Photo 4.21). There is a one storey addition with a partial hip roof at the rear of the dwelling with similar siding. South of the main dwelling is a commercial garage with a flat roof (Photo 4.22).



Photo 4.19: 35 Railroad Street looking south



Photo 4.20: 35 Railroad Street original brick wall and stone foundation



Photo 4.21: 35 Railroad Street looking east



Photo 4.22: 35 Railroad Street garage

4.2.6 48 Mill Street North

48 Mill Street North is a one-storey house with a hip roof and a centered front facing gable peak (Photo 4.23). The roof is clad in asphalt shingles. The dwelling is clad in siding and the gable is clad with wood boards (Photo 4.24 and Photo 4.25). Portions of damaged siding show the use of red brick in the construction of the structure. The fascia and soffits of the structure are made of wood. An elevated porch accessed using wood stairs extends along the front of the structure. The windows of the structure are generally contemporary horizontal sliding windows. The front door is a composite door with no glazing. There is a one storey addition with a shed roof at the rear of the dwelling with similar siding and portions of the exterior walls covered with plywood (Photo 4.26).



Photo 4.23: 48 Mill Street North looking east



Photo 4.24: 48 Mill Street North looking southeast



Photo 4.25: 48 Mill Street North, south façade



Photo 4.26: 48 Mill Street North rear addition

4.2.7 50 Mill Street North

50 Mill Street North is a one-and-one-half storey dwelling with a gable roof clad in asphalt shingles and one metal and one brick chimney (Photo 4.27). There is also one shed dormer on the north side of the roof and one gable dormer on the south side of the roof. The front facing gable and the dormers are clad in siding (Photo 4.28). The dwelling has a cut stone foundation (Photo 4.29). The first storey of the structure is clad in stretcher bond red brick. The red brick is used to create brick voussoirs for the exterior windows and doors. An enclosed front porch extends along the front façade. The porch is constructed of wood with localized vinyl cladding and has 4/1 casement windows. The windows of the rest of the dwelling are segmental arched windows with wood framed and wood storm windows. Some windows have been replaced with contemporary windows. At the southwest corner of the structure is a shed roofed extension to the dwelling (Photo 4.30). It has siding and a shed roof.



Photo 4.27: 50 Mill Street North looking east



Photo 4.28: 50 Mill Street North looking northeast



Photo 4.29: 50 Mill Street North stone foundation and brick bond



Photo 4.30: 50 Mill Street North looking northwest

4.2.8 52 Mill Street North

52 Mill Street North is a two-and-one-half-storey Ontario Vernacular house constructed of stretcher bond red brick (Photo 4.31). The hip roof is clad in asphalt shingles with a single brick chimney on the east side of the structure, a hip roofed dormer on the west side of the roof, and a projecting gabled roof bay facing north. The fascia and soffits of the structure are covered with vinyl (Photo 4.32). The porch of the structure wraps around the front and south sides of the dwelling. The front entrance has a solid wood door beneath a stone lintel. The foundation of the structure is constructed of rough-cut stone block, and portions of the foundation have been covered in parging (Photo 4.33). The windows stone lintels and windowsills, but all windows have been replaced with contemporary double hung windows (Photo 4.34). There are no outbuildings associated with 52 Mill Street North.



Photo 4.31: 52 Mill Street North looking northeast



Photo 4.32: 52 Mill Street North gable roof section



Photo 4.33: 52 Mill Street North brick bond and foundation detail



Photo 4.34: 52 Mill Street North looking west

4.2.9 55 Elizabeth Street North

55 Elizabeth Street North is a one-and-one-half-storey Ontario Vernacular house constructed of stretcher bond red brick (Photo 4.35). The roof is clad in asphalt shingles with a single brick chimney at the rear of the building. The fascia and soffits of the structure are made of wood. Wood shingle cladding is located within the front facing gable and is delineated from the brick cladding by a decorative dentilled moulding (Photo 4.36). The front (east) façade of the structure has a bay window with 2/2 and 1/1 hung windows and a simple wood cornice (Photo 4.37). The front entrance is enclosed by a porch that wraps around the east and south sides of the structure. The porch is constructed of wood and is supported by square columns. The porch has a wood slat ceiling, and the roof has a pediment shape. The dentilled moulding motif is repeated around the roof line of the porch. The foundation of the structure is constructed of rough-cut stone with localized parging (Photo 4.38). The windows have brick voussoirs and concrete windowsills. A shed addition to the rear of the building is also constructed of wood and has a small porch with a partial hip roof. A secondary addition constructed of wood is attached the first addition (Photo 4.39). There is one shed located at the rear of the dwelling (Photo 4.40).



Photo 4.35: 55 Elizabeth Street North looking west



Photo 4.36: 55 Elizabeth Street North window, wood shingle and dentil moulding



Photo 4.37: 55 Elizabeth Street North bay window

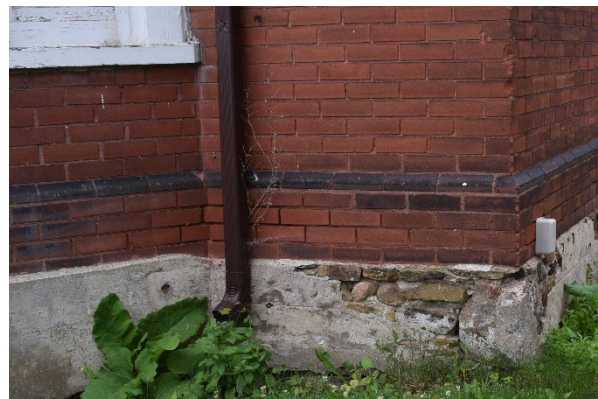


Photo 4.38: 55 Elizabeth Street North foundation and brick bond



Photo 4.39: 55 Elizabeth Street North looking east



Photo 4.40: 55 Elizabeth Street North shed

4.2.10 59 Elizabeth Street North

59 Elizabeth Street North, formerly known as the Arlington Hotel, is a two-storey Georgian inspired apartment structure (Photo 4.41). The structure has a hip roof with asphalt shingles and is constructed of stretcher bond brick. The fascia and soffits of the structure are covered with vinyl. A single brick chimney extends from the west façade. The front (east) façade is symmetrical with three windows on the second storey, and two windows flanking a central entrance on the first storey. The windows have segmental arch openings with brick voussoirs with stone windowsills on the east façade (Photo 4.42). The windows are contemporary vertical hung windows. The main entrance is accessed using stone steps beneath a plastic porch roof. The northwest corner of the structure has a two storey enclosed sunroom (Photo 4.43). The first storey of the sunroom is supported by brick columns at each corner. The second storey has decorative wood siding between the floors. The windows on both storeys are 6/1 vertical hung windows. The foundation of the building is parged concrete (Photo 4.44).



Photo 4.41: 59 Elizabeth Street North looking west



Photo 4.42: 59 Elizabeth Street North typical window



Photo 4.43: 59 Elizabeth Street North sunroom and chimney looking south



Photo 4.44: 59 Elizabeth Street North brick and foundation detail

4.3 Adjacent Properties

The following designated and listed properties are located adjacent to the Study Area:

- 44 Mill Street North (Designated under Part IV of the OHA): A two-storey residential dwelling with a hip and gable roof (Photo 4.45). The dwelling is constructed of red brick atop a stone foundation. The windows of the dwelling have been replaced with contemporary vinyl windows. The main entrance is enclosed by a glazed sunroom porch with painted wood detailing. The dwelling is set within a grassed landscape with mature sugar and Norway maples (Photo 4.46).
- 45 Railroad Street (Designated under Part IV of the OHA): A former industrial structure that has been adaptively reused as part of a modern residential development (Photo 4.47). The original industrial portion is a two storey brick building with a stone foundation. The exterior brickwork has diamond motifs made of concrete blocks. The main entrance has pediments, sidelights and a transom above. The windows, separated by brick pilasters, have all been replaced as part of the building's adaptive reuse (Photo 4.48).
- 15-19 Church Street West (Recognized under the Heritage Railway Stations Protections Act): A large-scale Romanesque Revival railway station with details of the Arts and Crafts Movement, including its massing, comprised of three, low, rectangular forms capped by high, hipped roofs the underlying symmetry of the building, with dominant central axis its Romanesque Revival style (Photo 4.49 and Photo 4.50).
- 51 Elizabeth Street North (Listed on the Register): A two-storey residential dwelling with a hip roof and a brick chimney on the south side of the structure (Photo 4.51). The front (east) façade is symmetrical. The structure is built of red brick in a Flemish bond and has stone quoins, a stone band between the basement and the 1st storey, and a stone foundation.



Photo 4.45: 44 Mill Street North looking east



Photo 4.46: 44 Mill Street North surrounding landscape



Photo 4.47: 45 Railroad Street looking southeast



Photo 4.48: 45 Railroad Street looking south along Mill Street North



Photo 4.49: 15-19 Church Street looking south



Photo 4.50: 15-19 Church Street looking west along rail alignment



Photo 4.51: 51 Elizabeth Street North looking west

5 Identification of Cultural Heritage Value or Interest

5.1 Introduction

The criteria for determining CHVI is defined by O. Reg. 9/06 (see Section 2.3). If a property meets two or more of the criteria it is determined to contain, or represent, CHVI. Where CHVI is identified, a Statement of Cultural Heritage Value or Interest will be prepared, and a list of heritage attributes which define the CHVI identified. The evaluation of each building within the Study Area according to O. Reg. 9/06 (subject to amendments of O. Reg. 569/22) is provided in Section 5.2.

Where CHVI has been previously identified or designated, associated Statements of Cultural Heritage Value or Interest are included in Section 5.3.

5.2 Ontario Regulation 9/06 Evaluation

5.2.1 17 Railroad Street

Design/Physical Value

The residence at 17 Railroad Street is not rare, unique, or representative of an architectural style, type, expression, material, or construction method. While the residence was constructed between 1894 and 1911, the integrity of the building has been compromised through modern alterations including the removal and replacement of windows and doors. The construction methods and materials associated with 17 Railroad Street are present elsewhere within the Study Area. Therefore, the building at 17 Railroad Street is not considered rare or unique. While the structure represents construction materials and methods employed in residential construction of the late 19th and early 20th century, it is not a representative or early example in the area.

The residence does not demonstrate a high degree of craftsmanship or artistic merit. Its components are inherently utilitarian and were built according to typical design standards of the time. It was built with a quality of craftsmanship considered standard at the time of its completion.

At the time of its construction, 17 Railroad Street did not demonstrate a high degree of technical or scientific achievement. Residential construction with similar aesthetic treatments, materials, and construction methods were common in the region.

Historic/Associative Value

17 Railroad Street was built between 1894 and 1911. No information about its original owner or occupant is known. As a typical residential structure in typical urban area, 17 Railroad Street does not have the potential to yield information that contributes to an understanding of a community or culture.

The residence is not associated with a particular architect, designer, or theorist.



Contextual Value

The property is set within a residential context near the Brampton rail corridor and around other industrial buildings. The residence at 17 Railroad Street supports the late 19th and early 20th century residential character of the area and is one of a collection of early 20th century middle class residential structures constructed near the rail corridor. Alterations to some components of the dwelling, such as to the windows and doors, have diminished the overall integrity of the property, but have not altered the presence or massing associated with the placement of the structure or its use of red brick. While the integrity of the house is poor in terms of materiality and replaced elements, the massing and form of the house is consistent with the surrounding houses. Therefore, the property contributes to the character of the area as an expression of early 20th century residential development along the railway corridor in Brampton. The placement and massing of 17 Railroad Street helps to maintain and support the character of the area along with other large homes that were constructed within the same period.

Due to ongoing developments over the course of the 20th and 21st centuries and with the condition of the surrounding area, 17 Railroad Street does not have defined physical, historical, or functional links to the surrounding properties. The contextual value identified relates to the relationship between the massing and presence of the low-rise structures in the immediate vicinity of the property. The property is not solely distinguishable within the surrounding landscape; thus the property is not a landmark.

Summary of O. Reg. 9/06 Evaluation

Table 5-1 provides a summary of the above discussion against criteria provided in O. Reg. 9/06.

Table 5-1: Evaluation 17 Railroad Street According to Ontario Regulation 9/06

Criteria of O. Reg. 9.06	Y/N	Comments
Is a rare, unique, representative or early example of a style, type, expression, material or construction method	N	The residence is designed in a typical Ontario Vernacular Style. Alterations to the structure have diminished the integrity of the building despite retaining its original form and massing. Thus, the structure is not considered rare, unique, representative or an early example of the style.
Displays a high degree of craftsmanship or artistic merit	N	The residence was constructed with widely available materials and exhibit a level of craftsmanship standard at the time of construction.
Demonstrates a high degree of technical or scientific achievement	N	The residence does not demonstrate a high degree of technical or scientific achievement as it is a standard residential structure.
Has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community	N	The residence is not associated with a theme, event, belief, person, activity, organization or institution that is significant to a community.
Yields, or has the potential to yield, information that contributes to an understanding of a community or culture	N	The property does not yield information that contributes to an understanding of a community or culture.



Criteria of O. Reg. 9.06	Y/N	Comments
Demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community	N	The architect, builder, or designer of the residence is not known.
Is important in defining, maintaining or supporting the character of an area	Y	The property contributes to the character of the area as an expression of early 20 th century residential development along the railway corridor in Brampton. The placement and massing of 17 Railroad Street helps to maintain and support the character of the area along with other large homes that were constructed within the same period.
Is physically, functionally, visually or historically linked to its surroundings	N	The property is not physically, functionally, visually, or historically linked to its surroundings.
Is a landmark	N	The property is not considered a landmark.

Based on the criteria of O. Reg. 9/06, the property at 17 Railroad Street meets one of the criteria and thus is not considered to have CHVI.

5.2.2 19 Railroad Street

Design/Physical Value

The residence at 19 Railroad Street is not rare, unique, or representative of an architectural style, type, expression, material, or construction method. While the residence was constructed prior to 1894, the integrity of the structure has been compromised through alterations including the removal of windows, doors, and the porch. The Ontario Vernacular style was widely used in Ontario during the late 19th and early 20th century. There is one similarly designed structure at 52 Mill Street North and other similar structures within the vicinity of the property which are more representative of the Ontario Vernacular Style. Therefore, the building at 19 Railroad Street cannot be considered rare or unique. While the structure represents construction materials and methods employed in residential construction of the late 19th and early 20th century, it is not a representative example in the area.

The residence does not demonstrate a high degree of craftsmanship or artistic merit. Its components are inherently utilitarian and were built according to typical design standards of the time. It was built with a quality of craftsmanship considered standard at the time of its completion.

At the time of its construction, 19 Railroad Street did not demonstrate a high degree of technical or scientific achievement. Residential construction with similar aesthetic treatments, materials, and construction methods were common in the region.



Historic/Associative Value

19 Railroad Street was built before 1894 and was associated with William Harrison, an Irish immigrant, who also owned the Arlington Hotel at 59 Elizabeth Street. Research has not yielded information to indicate that Harrison was significant to the development of the area. As a typical residential structure in typical urban area, 19 Railroad Street does not have the potential to yield information that contributes to an understanding of a community or culture. The residence is not associated with a particular architect, designer, or theorist.

Contextual Value

The property is set within a residential context near the Brampton rail corridor and around other industrial buildings. The residence at 19 Railroad Street supports the late 19th and early 20th century residential character of the area and is one of a collection of early 20th century middle class residential structures located near the rail corridor. Alterations to some components of the dwelling, such as to the windows and doors, have diminished the overall integrity of the property, but have not altered the presence or massing associated with the placement of the structure or its use of red brick. While the integrity of the house is fair in terms of materiality and replaced elements, the massing and form of the house is consistent with the surrounding houses. Therefore, the property contributes to the character of the area as an expression of early 20th century residential development along the railway corridor in Brampton. The placement and massing of 19 Railroad Street helps to maintain and support the character of the area along with other large homes that were constructed within the same period.

Due to ongoing developments over the course of the 20th and 21st centuries and with the condition of the surrounding area, 19 Railroad Street does not have defined physical, historical or functional links to the surrounding properties. The contextual value identified relates to the relationship between the massing and presence of the low-rise structures in the immediate vicinity of the property. The property is not solely distinguishable within the surrounding landscape; thus the property is not a landmark.

Summary of O. Reg. 9/06 Evaluation

Table 5-2 provides a summary of the above discussion against criteria provided in O. Reg. 9/06.

Table 5-2: Evaluation 19 Railroad Street According to Ontario Regulation 9/06

Criteria of O. Reg. 9.06	Y/N	Comments
Is a rare, unique, representative or early example of a style, type, expression, material or construction method	N	The residence is designed in a typical Ontario Vernacular Style. While representative of the style, the structure is not considered rare, unique or an early example of the style.
Displays a high degree of craftsmanship or artistic merit	N	The residence was constructed with widely available materials and exhibit a level of craftsmanship standard at the time of construction.
Demonstrates a high degree of technical or scientific achievement	N	The residence does not demonstrate a high degree of technical or scientific achievement as it is a standard residential structure.



Criteria of O. Reg. 9.06	Y/N	Comments
Has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community	N	The residence is not associated with a theme, event, belief, person, activity, organization or institution that is significant to a community.
Yields, or has the potential to yield, information that contributes to an understanding of a community or culture	N	The property does not yield information that contributes to an understanding of a community or culture.
Demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community	N	The architect, builder, or designer of the residence is not known.
Is important in defining, maintaining or supporting the character of an area	Y	The property contributes to the character of the area as an expression of late 19 th century residential development along the railway corridor in Brampton. The placement and massing of 19 Railroad Street helps to maintain and support the character of the area along with other large homes that were constructed within the same period.
Is physically, functionally, visually or historically linked to its surroundings	N	The property is not physically, functionally, visually or historically linked to its surroundings.
Is a landmark	N	The property is not considered a landmark.

Based on the criteria of O. Reg. 9/06, the property at 19 Railroad Street meets one of the criteria and thus is not considered to have CHVI.

5.2.3 23 Railroad Street

Design/Physical Value

The residence at 23 Railroad Street is not rare, unique, or representative of an architectural style, type, expression, material, or construction method. While the residence was constructed between 1894 and 1911, the integrity of the building has been compromised through modern alterations including the new siding, new windows, new doors, and the construction of a contemporary porch. The construction methods and materials associated with 23 Railroad Street are present elsewhere within the Study Area. Therefore, the building at 23 Railroad Street cannot be considered rare or unique. While the structure represents construction materials and methods employed in residential construction of the late 19th and early 20th century, it is not a representative or early example in the area.

The residence does not demonstrate a high degree of craftsmanship or artistic merit. Its components are inherently utilitarian and were built according to typical design standards of the time. It was built with a quality of craftsmanship considered standard at the time of its completion.

At the time of its construction, 23 Railroad Street did not demonstrate a high degree of technical or scientific achievement. Residential construction with similar aesthetic treatments, materials, and construction methods were common in the region.



Historic/Associative Value

23 Railroad Street was built between 1894 and 1911. No information about its original owner or occupant is known. As a typical residential structure in typical urban area, 23 Railroad Street does not have the potential to yield information that contributes to an understanding of a community or culture. The residence is not associated with a particular architect, designer, or theorist.

Contextual Value

The property is set within a residential context near the Brampton rail corridor and around other industrial buildings. Alterations to some components of the dwelling, such as to the exterior cladding and roofing, have diminished the overall integrity of the property. The changes to the materiality of the building and its use of late 20th century architectural materials make the house incongruous with the surrounding structures. Thus, due to the alterations, materiality, and form of the structure, the residence at 23 Railroad Street does not support the presence of the late 19th and early 20th century residential character of the area.

Due to ongoing developments over the course of the 20th and 21st centuries and with the condition of the surrounding area, 23 Railroad Street does not have defined physical, historical, or functional links to the surrounding properties. The property is not solely distinguishable within the surrounding landscape; thus the property is not a landmark.

Summary of O. Reg. 9/06 Evaluation

Table 5-3 provides a summary of the above discussion against criteria provided in O. Reg. 9/06.

Table 5-3: Evaluation 23 Railroad Street According to Ontario Regulation 9/06

Criteria of O. Reg. 9.06	Y/N	Comments
Is a rare, unique, representative or early example of a style, type, expression, material or construction method	N	The residence is a one storey bungalow without an associated architectural style. Thus, the structure is not considered rare, unique or an early example of a style.
Displays a high degree of craftsmanship or artistic merit	N	The residence was constructed with widely available materials and exhibit a level of craftsmanship standard at the time of construction.
Demonstrates a high degree of technical or scientific achievement	N	The residence does not demonstrate a high degree of technical or scientific achievement as it is a standard residential structure.
Has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community	N	The residence is not associated with a theme, event, belief, person, activity, organization, or institution that is significant to a community.
Yields, or has the potential to yield, information that contributes to an understanding of a community or culture	N	The property does not yield information that contributes to an understanding of a community or culture.



Criteria of O. Reg. 9.06	Y/N	Comments
Demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community	N	The architect, builder, or designer of the residence is not known.
Is important in defining, maintaining or supporting the character of an area	N	The property is not important in defining, maintaining or supporting the character of an area. Its construction style and materials are distinctly different from adjacent properties.
Is physically, functionally, visually or historically linked to its surroundings	N	The property is not physically, functionally, visually or historically linked to its surroundings.
Is a landmark	N	The property is not considered a landmark.

Based on the criteria of O. Reg. 9/06, the property at 23 Railroad Street meets none of the criteria and thus is not considered to have CHVI.

5.2.4 31 Railroad Street

Design/Physical Value

The residence at 31 Railroad Street was likely built between 1867 and 1871. The residence displays detailing associated with the Victorian Style, including its front facing gable peak with decorative bargeboard detailing, its arched window opening within the gable surrounded by red brick cladding, and its symmetrical front porch with wood finishes. The integrity of the style has been compromised through modern alterations including the addition of new siding and the removal of windows and doors. The construction methods, materials, and architectural details associated with 31 Railroad Street are present elsewhere within the Study Area and vicinity. As such, 31 Railroad Street cannot be considered rare or unique. While the structure represents construction materials and methods employed in residential construction of the late 19th and early 20th century, it is not a representative example in the area.

The residence does not demonstrate a high degree of craftsmanship or artistic merit. Its components are inherently utilitarian and were built according to typical design standards of the time. It was built with a quality of craftsmanship considered standard at the time of its completion.

At the time of its construction, 31 Railroad Street did not demonstrate a high degree of technical or scientific achievement. Residential construction with similar aesthetic treatments, materials, and construction methods were common in the region.

Historic/Associative Value

31 Railroad Street was built between 1867 and 1871. No information about its original owner or occupant is known. As a typical residential structure in typical urban area, 31 Railroad Street does not have the potential to yield information that contributes to an understanding of a community or culture. The residence is not associated with a particular architect, designer, or theorist.



Contextual Value

The property is set within a residential context near the Brampton rail corridor and around other industrial buildings. The residence at 31 Railroad Street supports the late 19th and early 20th century residential character of the area and is one of a collection of early 20th century middle class residential structures located near the rail corridor. Alterations to some components of the dwelling, such as to the windows and doors, have diminished the overall integrity of the property, but have not altered the presence or massing associated with the placement of the structure. While the integrity of the house is poor in terms of materiality and replaced elements, the massing and form of the house is consistent with the surrounding houses.

Due to ongoing developments over the course of the 20th and 21st centuries and with the condition of the surrounding area, 31 Railroad Street does not have defined physical, historical, or functional links to the surrounding properties. The contextual value identified relates to the relationship between the massing and presence of the low-rise structures in the immediate vicinity of the property. The property is not solely distinguishable within the surrounding landscape; thus, the property is not a landmark.

Summary of O. Reg. 9/06 Evaluation

Table 5-4 provides a summary of the above discussion against criteria provided in O. Reg. 9/06.

Table 5-4: Evaluation 31 Railroad Street According to Ontario Regulation 9/06

Criteria of O. Reg. 9.06	Y/N	Comments
Is a rare, unique, representative or early example of a style, type, expression, material or construction method	N	The residence is influenced by the Victorian Style , however the integrity of the style has been compromised through modern alterations including the addition of new siding and the removal of windows and doors. The construction methods, materials, and architectural details associated with 31 Railroad Street are present elsewhere within the Study Area and vicinity. As such, the residence cannot be considered a rare, unique, representative, or early example of a style, type, expression, material or construction method.
Displays a high degree of craftsmanship or artistic merit	N	The residence was constructed with widely available materials and exhibit a level of craftsmanship standard at the time of construction.
Demonstrates a high degree of technical or scientific achievement	N	The residence does not demonstrate a high degree of technical or scientific achievement as it is a standard residential structure.
Has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community	N	The residence is not associated with a theme, event, belief, person, activity, organization or institution that is significant to a community.
Yields, or has the potential to yield, information that contributes to an understanding of a community or culture	N	The property does not yield information that contributes to an understanding of a community or culture.



Criteria of O. Reg. 9.06	Y/N	Comments
Demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community	N	The architect, builder, or designer of the residence is not known.
Is important in defining, maintaining or supporting the character of an area	Y	The property contributes to the character of the area as an expression of late 19 th century residential development along the railway corridor in Brampton. The placement and massing of 31 Railroad Street helps to maintain and support the character of the area along with other large homes that were constructed within the same period.
Is physically, functionally, visually or historically linked to its surroundings	N	The property is not physically, functionally, visually or historically linked to its surroundings.
Is a landmark	N	The property is not considered a landmark.

Based on the criteria of O. Reg. 9/06, the property at 31 Railroad Street meets one of the criteria and thus is not considered to have CHVI.

5.2.5 35 Railroad Street

Design/Physical Value

The residence at 35 Railroad Street is not rare, unique, or representative of an architectural style, type, expression, material, or construction method. While the residence was constructed between 1894 and 1911, the integrity of the style has been compromised through modern alterations including the new siding, new windows, new doors, and the construction of the contemporary commercial garage at the rear of the property. The surrounding residential buildings are built in varying architectural styles and do not form a cohesive appearance from one dwelling to the next. Therefore, the building at 35 Railroad Street cannot be considered rare or unique. While the structure represents construction materials and methods employed in residential construction of the late 19th and early 20th century, it is not a representative or early example in the area.

The residence does not demonstrate a high degree of craftsmanship or artistic merit. Its components are inherently utilitarian and were built according to typical design standards of the time. It was built with a quality of craftsmanship considered standard at the time of its completion.

At the time of its construction, 35 Railroad Street did not demonstrate a high degree of technical or scientific achievement. Residential construction with similar aesthetic treatments, materials, and construction methods were common in the region.



Historic/Associative Value

35 Railroad Street was built in between 1894 and 1911. It was associated with William Perdue, who was a weighmaster at the railway located adjacent to the property. Beyond associations with the railway station, it was not identified that Perdue had significance to the community. As a typical residential structure in typical urban area, 35 Railroad Street does not have the potential to yield information that contributes to an understanding of a community or culture. The residence is not associated with a particular architect, designer, or theorist.

Contextual Value

The property is set within a residential context near the Brampton rail corridor and around other industrial buildings. Alterations to some components of the dwelling, such as to the exterior cladding and roofing, have diminished the overall integrity of the property. The changes to the materiality of the building and its use of late 20th century architectural materials make the house incongruous with the surrounding structures. Furthermore, the addition of the garage on the south side of the property further diminishes the integrity of the building. While the alterations and materiality of the structure are irregular along Railroad Street, the form and placement of the structure is similar to the adjacent residences. Therefore, the property contributes to the character of the area as an expression of early 20th century residential development along the railway corridor in Brampton. The placement and massing of 35 Railroad Street helps to maintain and support the character of the area along with other large homes that were constructed within the same period.

Due to ongoing developments over the course of the 20th and 21st centuries and with the condition of the surrounding area, 35 Railroad Street does not have defined physical, historical, or functional links to the surrounding properties. The property is not solely distinguishable within the surrounding landscape; thus, the property is not a landmark.

Summary of O. Reg. 9/06 Evaluation

Table 5-5 provides a summary of the above discussion against criteria provided in O. Reg. 9/06.

Table 5-5: Evaluation 35 Railroad Street According to Ontario Regulation 9/06

Criteria of O. Reg. 9.06	Y/N	Comments
Is a rare, unique, representative or early example of a style, type, expression, material or construction method	N	The residence is designed in a typical Ontario Vernacular Style. Alterations to the structure have diminished the integrity of the building despite retaining its original form and massing. Thus, the structure is not considered rare, unique, representative or an early example of the style.
Displays a high degree of craftsmanship or artistic merit	N	The residence was constructed with widely available materials and exhibit a level of craftsmanship standard at the time of construction.
Demonstrates a high degree of technical or scientific achievement	N	The residence does not demonstrate a high degree of technical or scientific achievement as it is a standard residential structure.



Criteria of O. Reg. 9.06	Y/N	Comments
Has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community	N	The residence is not associated with a theme, event, belief, person, activity, organization or institution that is significant to a community.
Yields, or has the potential to yield, information that contributes to an understanding of a community or culture	N	The property does not yield information that contributes to an understanding of a community or culture.
Demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community	N	The architect, builder, or designer of the residence is not known.
Is important in defining, maintaining or supporting the character of an area	Y	The property contributes to the character of the area as an expression of early 20 th century residential development along the railway corridor in Brampton. The placement and massing of 35 Railroad Street helps to maintain and support the character of the area along with other large homes that were constructed within the same period.
Is physically, functionally, visually or historically linked to its surroundings	N	The property is not physically, functionally, visually or historically linked to its surroundings.
Is a landmark	N	The property is not considered a landmark.

Based on the criteria of O. Reg. 9/06, the property at 35 Railroad Street meets one of the criteria and thus is not considered to have CHVI.

5.2.6 48 Mill Street North

Design/Physical Value

The residence at 48 Mill Street North is not rare, unique, or representative of an architectural style, type, expression, material, or construction method. While the residence was constructed prior to 1894 and has form and massing associated with the Victorian style, the integrity of the structure has been compromised through alterations including the replacement of windows and doors, and the addition of siding. The surrounding residential buildings are built in varying architectural styles and do not form a cohesive appearance from one dwelling to the next. 48 Mill Street North is not representative of the style. The structure represents construction materials and methods employed in residential construction of the late 19th century, it is not a representative example in the area.

The residence does not demonstrate a high degree of craftsmanship or artistic merit. Its components are inherently utilitarian and were built according to typical design standards of the time. It was built with a quality of craftsmanship considered standard at the time of its completion.

At the time of its construction, 48 Mill Street North did not demonstrate a high degree of technical or scientific achievement. Residential construction with similar aesthetic treatments, materials, and construction methods were common in the region.



Historic/Associative Value

48 Mill Street North was built prior to 1894. No information about its original owner or occupant is known. As a typical residential structure in typical urban area, 48 Mill Street North does not have the potential to yield information that contributes to an understanding of a community or culture. The residence is not associated with a particular architect, designer, or theorist.

Contextual Value

The property is set within a residential context near the Brampton rail corridor and around other industrial buildings. Alterations to some components of the dwelling, such as to the exterior cladding and roofing, have diminished the overall integrity of the property. The changes to the materiality of the building and its use of late 20th century architectural materials make the house incongruous with the surrounding structures. Thus, due to the alterations, materiality and form of the structure, the residence at 48 Mill Street North does not support the presence of the late 19th and early 20th century residential character of the area.

Due to ongoing developments over the course of the 20th and 21st centuries and with the condition of the surrounding area, 48 Mill Street North does not have any defined physical, historical, or functional links to the surrounding properties. The contextual value identified relates to the relationship between the massing and presence of the low-rise structures in the immediate vicinity of the property. The property is not solely distinguishable within the surrounding landscape; thus, the property is not a landmark.

Summary of O. Reg. 9/06 Evaluation

Table 5-6 provides a summary of the above discussion against criteria provided in O. Reg. 9/06.

Table 5-6: Evaluation 48 Mill Street North According to Ontario Regulation 9/06

Criteria of O. Reg. 9.06	Y/N	Comments
Is a rare, unique, representative or early example of a style, type, expression, material or construction method	N	The residence is designed in the Victorian Style. Alterations to the structure have diminished the integrity of the building despite retaining its original form and massing. Thus, structure also cannot be considered rare, unique, representative or an early example of the style.
Displays a high degree of craftsmanship or artistic merit	N	The residence was constructed with widely available materials and exhibit a level of craftsmanship standard at the time of construction.
Demonstrates a high degree of technical or scientific achievement	N	The residence does not demonstrate a high degree of technical or scientific achievement as it is a standard residential structure.
Has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community	N	The residence is not associated with a theme, event, belief, person, activity, organization or institution that is significant to a community.
Yields, or has the potential to yield, information that contributes to an understanding of a community or culture	N	The property does not yield information that contributes to an understanding of a community or culture.



Criteria of O. Reg. 9.06	Y/N	Comments
Demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community	N	The architect, builder, or designer of the residence is not known.
Is important in defining, maintaining or supporting the character of an area	N	The property is not important in defining, maintaining or supporting the character of an area. Its construction style and materials are distinctly different from adjacent properties
Is physically, functionally, visually or historically linked to its surroundings	N	The property is not physically, functionally, visually or historically linked to its surroundings.
Is a landmark	N	The property is not considered a landmark.

Based on the criteria of O. Reg. 9/06, the property at 48 Mill Street North meets none of the criteria and thus is not considered to have CHVI.

5.2.7 50 Mill Street North

Design/Physical Value

The residence at 50 Mill Street North is not rare, unique, or representative of an architectural style, type, expression, material, or construction method. While the residence was constructed between 1894 and 1911, the integrity of the building has been compromised through alterations including the removal and replacement of windows and doors. It is noted that the front porch is a unique design element associated with this property and has its original wood framing and features. The surrounding residential buildings are built in varying architectural styles and do not form a cohesive appearance from one dwelling to the next. Therefore, the building at 50 Mill Street North cannot be considered rare or unique. While the structure represents construction materials and methods employed in residential construction of the late 19th and early 20th century, it is not a representative or early example in the area.

The residence does not demonstrate a high degree of craftsmanship or artistic merit. Its components are inherently utilitarian and were built according to typical design standards of the time. It was built with a quality of craftsmanship considered standard at the time of its completion.

At the time of its construction, 50 Mill Street North did not demonstrate a high degree of technical or scientific achievement. Residential construction with similar aesthetic treatments, materials, and construction methods were common in the region.

Historic/Associative Value

50 Mill Street North was built between 1894 and 1911. No information about its original owner or occupant is known. As a typical residential structure in a typical urban area, 50 Mill Street North does not have the potential to yield information that contributes to an understanding of a community or culture. The residence is not associated with a particular architect, designer, or theorist.



Contextual Value

The property is set within a residential context near the Brampton rail corridor and around other industrial buildings. The residence at 50 Mill Street North supports the late 19th and early 20th century residential character of the area and is one of a collection of early 20th century middle class residential structures located near the rail corridor. Alterations to some components of the dwelling, such as to the windows and doors, have diminished the overall integrity of the property, but have not altered the presence or massing associated with the placement of the structure or its use of red brick. While the integrity of the house is poor in terms of materiality and replaced elements, the massing and form of the house is consistent with the surrounding houses. Therefore, the property contributes to the character of the area as an expression of early 20th century residential development along the railway corridor in Brampton. The placement and massing of 50 Mill Street North helps to maintain and support the character of the area along with other large homes that were constructed within the same period.

Due to ongoing developments over the course of the 20th and 21st centuries and with the condition of the surrounding area, 50 Mill Street North does not have defined physical, historical, or functional links to the surrounding properties. The contextual value identified relates to the relationship between the massing and presence of the low-rise structures in the immediate vicinity of the property. The property is not solely distinguishable within the surrounding landscape; thus, the property is not a landmark.

Summary of O. Reg. 9/06 Evaluation

Table 5-7 provides a summary of the above discussion against criteria provided in O. Reg. 9/06.

Table 5-7: Evaluation 50 Mill Street North According to Ontario Regulation 9/06

Criteria of O. Reg. 9.06	Y/N	Comments
Is a rare, unique, representative or early example of a style, type, expression, material or construction method	N	The residence is designed in a typical Ontario Vernacular Style. While representative of the style, the structure is not considered rare, unique or an early example of the style.
Displays a high degree of craftsmanship or artistic merit	N	The residence was constructed with widely available materials and exhibit a level of craftsmanship standard at the time of construction.
Demonstrates a high degree of technical or scientific achievement	N	The residence does not demonstrate a high degree of technical or scientific achievement as it is a standard residential structure.
Has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community	N	The residence is not associated with a theme, event, belief, person, activity, organization or institution that is significant to a community.
Yields, or has the potential to yield, information that contributes to an understanding of a community or culture	N	The property does not yield information that contributes to an understanding of a community or culture.
Demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community	N	The architect, builder, or designer of the residence is not known.



Criteria of O. Reg. 9.06	Y/N	Comments
Is important in defining, maintaining or supporting the character of an area	Y	The property contributes to the character of the area as an expression of early 20 th century residential development along the railway corridor in Brampton. The placement and massing of 50 Mill Street North helps to maintain and support the character of the area along with other large homes that were constructed within the same period.
Is physically, functionally, visually or historically linked to its surroundings	N	The property is not physically, functionally, visually or historically linked to its surroundings.
Is a landmark	N	The property is not considered a landmark.

Based on the criteria of O. Reg. 9/06, the property at 50 Mill Street North meets one of the criteria and thus is not considered to have CHVI.

5.2.8 52 Mill Street North

Design/Physical Value

The residence at 52 Mill Street North is not rare, unique, or representative of an architectural style, type, expression, material, or construction method. Despite being constructed between 1894 and 1911 in the Ontario Vernacular style, the integrity of the structure has not been severely compromised through alterations. Alterations to the building have been generally sympathetic and have included the replacement of windows and the porch. There is one similarly designed structure at 19 Railroad Street whose integrity is compromised, leaving 52 Mill Street North as a representative structure of the style in the area. However, the Ontario Vernacular style was widely used in Ontario during the late 19th and early 20th century. Therefore, the building at 52 Mill Street North cannot be considered rare or unique, and as such, its representative value is limited.

The residence does not demonstrate a high degree of craftsmanship or artistic merit. Its components are inherently utilitarian and were built according to typical design standards of the time. It was built with a quality of craftsmanship considered standard at the time of its completion.

At the time of its construction, 52 Mill Street North did not demonstrate a high degree of technical or scientific achievement. Residential construction with similar aesthetic treatments, materials, and construction methods were common in the region.

Historic/Associative Value

52 Mill Street North was built between 1894 and 1911. No information about its original owner or occupant is known. As a typical residential structure in typical urban area, 52 Mill Street North does not have the potential to yield information that contributes to an understanding of a community or culture. The residence is not associated with a particular architect, designer, or theorist.



Contextual Value

The property is set within a residential context near the Brampton rail corridor and around other industrial buildings. The residence at 52 Mill Street North supports the early 20th century residential character of the area and is one of a collection of early 20th century middle class residential structures located near the rail corridor. Alterations to some components of the dwelling, such as to the windows and doors, have diminished the overall integrity of the property, but have not altered the presence or massing associated with the placement of the structure or its use of red brick. The integrity of the house is good in terms of materiality and replaced elements, the massing and form of the house is consistent with the surrounding houses. Therefore, the property contributes to the character of the area as an expression of early 20th century residential development along the railway corridor in Brampton. The placement and massing of 52 Mill Street North helps to maintain and support the character of the area along with other large homes that were constructed within the same period.

Due to ongoing developments over the course of the 20th and 21st centuries and with the condition of the surrounding area, 52 Mill Street North does not have defined physical, historical, or functional links to the surrounding properties. The contextual value identified relates to the relationship between the massing and presence of the low-rise structures in the immediate vicinity of the property. The property is not solely distinguishable within the surrounding landscape; thus, the property is not a landmark.

Summary of O. Reg. 9/06 Evaluation

Table 5-8 provides a summary of the above discussion against criteria provided in O. Reg. 9/06.

Table 5-8: Evaluation 52 Mill Street North According to Ontario Regulation 9/06

Criteria of O. Reg. 9.06	Y/N	Comments
Is a rare, unique, representative or early example of a style, type, expression, material or construction method	N	While the residence is designed in a typical Ontario Vernacular Style and is the best example of the style within the Study Area, structures in the same style are located in the adjacent residential areas. Thus, the structure is not considered rare, unique or an early example of the style.
Displays a high degree of craftsmanship or artistic merit	N	The residence was constructed with widely available materials and exhibit a level of craftsmanship standard at the time of construction.
Demonstrates a high degree of technical or scientific achievement	N	The residence does not demonstrate a high degree of technical or scientific achievement as it is a standard residential structure.
Has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community	N	The residence is not associated with a theme, event, belief, person, activity, organization or institution that is significant to a community.
Yields, or has the potential to yield, information that contributes to an understanding of a community or culture	N	The property does not yield information that contributes to an understanding of a community or culture.



Criteria of O. Reg. 9.06	Y/N	Comments
Demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community	N	The architect, builder, or designer of the residence is not known.
Is important in defining, maintaining or supporting the character of an area	Y	The property contributes to the character of the area as an expression of early 20 th century residential development along the railway corridor in Brampton. The red brick used in the construction of 52 Mill Street North helps to maintain and support the character of the area.
Is physically, functionally, visually or historically linked to its surroundings	N	The property is not physically, functionally, visually, or historically linked to its surroundings.
Is a landmark	N	The property is not considered a landmark.

Based on the criteria of O. Reg. 9/06, the property at 52 Mill Street North meets one of the criteria and thus is not considered to have CHVI.

5.2.9 55 Elizabeth Street North

Design/Physical Value

The residence at 55 Elizabeth Street North is not rare, unique, or representative of an architectural style, type, expression, material, or construction method. Despite being constructed between 1894 and 1911 in the Ontario Vernacular style, the integrity of the structure has not been severely compromised through alterations. Alterations to the building have been generally sympathetic and have included the replacement and repair of windows and of the porch. The presence of the original verandah and of the bay window on the front façade of 55 Elizabeth Street North are noted as being unique to the Study Area but are common design elements found in similar buildings of the period. Additionally, while the structure represents construction materials and methods employed in residential construction of the late 19th and early 20th century, it is not an early example in the area.

The residence does not demonstrate a high degree of craftsmanship or artistic merit. Its components are inherently utilitarian and were built according to typical design standards of the time. It was built with a quality of craftsmanship considered standard at the time of its completion.

At the time of its construction, 55 Elizabeth Street North did not demonstrate a high degree of technical or scientific achievement. Residential construction with similar aesthetic treatments, materials, and construction methods were common in the region.

Historic/Associative Value

55 Elizabeth Street North was built between 1894 and 1911. No information about its original owner or occupant is known. As a typical residential structure in typical urban area, 55 Elizabeth Street North does not have the potential to yield information that contributes to an understanding of a community or culture. The residence is not associated with a particular architect, designer, or theorist.



Contextual Value

The property is set within a residential context near the Brampton rail corridor and around other industrial buildings. The residence at 55 Elizabeth Street North supports the early 20th century residential character of the area and is one of a collection of early 20th century middle class residential structures located near the rail corridor. Alterations to some components of the dwelling, such as to the windows and doors, have diminished the overall integrity of the property, but have not altered the presence or massing associated with the placement of the structure or its use of red brick. While the integrity of the house is fair in terms of materiality and replaced elements, the massing and form of the house is consistent with the surrounding houses. 55 Elizabeth Street North is associated with other large houses that were established in the area in the late 19th and early 20th centuries, such as other dwellings at 44 Mill Street North and 52 Mill Street North amongst others.

Due to ongoing developments over the course of the 20th and 21st centuries and with the condition of the surrounding area, 55 Elizabeth Street North does not have defined physical, historical, or functional links to the surrounding properties. The contextual value identified relates to the relationship between the massing and presence of the low-rise structures in the immediate vicinity of the property. The property is not solely distinguishable within the surrounding landscape; thus the property is not a landmark.

Summary of O. Reg. 9/06 Evaluation

Table 5-9 provides a summary of the above discussion against criteria provided in O. Reg. 9/06.

Table 5-9: Evaluation 55 Elizabeth Street North According to Ontario Regulation 9/06

Criteria of O. Reg. 9.06	Y/N	Comments
Is a rare, unique, representative or early example of a style, type, expression, material or construction method	N	The residence is designed in a typical Ontario Vernacular Style. While representative of the style, the structure is not considered rare, unique or an early example of the style.
Displays a high degree of craftsmanship or artistic merit	N	The residence was constructed with widely available materials and exhibit a level of craftsmanship standard at the time of construction.
Demonstrates a high degree of technical or scientific achievement	N	The residence does not demonstrate a high degree of technical or scientific achievement as it is a standard residential structure.
Has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community	N	The residence is not associated with a theme, event, belief, person, activity, organization or institution that is significant to a community.
Yields, or has the potential to yield, information that contributes to an understanding of a community or culture	N	The residence does not yield information that contributes to an understanding of a community or culture.
Demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community	N	The architect, builder, or designer of the residence is not known.



Criteria of O. Reg. 9.06	Y/N	Comments
Is important in defining, maintaining or supporting the character of an area	Y	The residence contributes to the character of the area as an expression of early 20 th century development along the railway corridor in Brampton. The placement and massing of 55 Elizabeth Street North helps to maintain and support the character of the area along with other large homes that were constructed within the same period.
Is physically, functionally, visually or historically linked to its surroundings	N	The residence is not physically, functionally, visually or historically linked to its surroundings.
Is a landmark	N	The residence is not considered a landmark.

Based on the criteria of O. Reg. 9/06, the property at 55 Elizabeth Street North meets one of the criteria and thus is not considered to have CHVI.

5.2.10 59 Elizabeth Street North

Design/Physical Value

The multi-unit residence at 59 Elizabeth Street North was likely built between 1869 and 1871 originally as a private dwelling, later converted into a hotel and then into an apartment building, making it one of the only apartment buildings in the area. The multi-unit residence displays detailing associated with the Georgian Style as shown through the placement of windows around a central entrance and its slightly pitched hip roof. The integrity of the style has been compromised through modern alterations including the painting of bricks, the replacement of windows, and the addition of a contemporary porch roof. While a property does not have to be in its original condition to maintain its integrity, the integrity of the building supports an understanding of the overall CHVI of the property. In the case of 59 Elizabeth Street North, the alterations to the building over the course of the 20th century have diminished the physical understanding of the building's historical and contextual associations. There are no physical features that demonstrate the building's historical use as a hotel and the construction materials that tie the building to the Georgian Style have been altered. While some interventions to the building could be reversed, the evaluation of cultural heritage value or interest is based on physical and documentary evidence.

While the structure represents construction materials and methods employed in residential construction of the mid to late 19th century, it is not a representative example of a style, type, expression, material, or construction method. In Brampton, other examples of early and representative Georgian Style structures exist, including:

- The Bovaird House – 563 Bovaird Drive East: Constructed c.1852 in the Georgian Style. Designated under Part IV of the OHA (By-law #298-81)
- Nathaniel Hunter House – 21 Brisdale Drive: Constructed c.1850 in the Georgian and Classical Revival Style. Designated under Part IV of the OHA (By-law #126-2011)
- Wilkinson/Lundy House – 28 Francis Lundy Street: Constructed c.1850 in the Georgian Style. Designated under Part IV of the OHA (By-law #298-81)



These designated structures share characteristics found at 59 Elizabeth Street North such as the regularly placed windows and a central entrance. However, the examples listed above have a greater representative value due to their limited alterations.

The residence does not demonstrate a high degree of craftsmanship or artistic merit. Its components are inherently utilitarian and were built according to typical design standards of the time. It was built with a quality of craftsmanship considered standard at the time of its completion.

At the time of its construction, 59 Elizabeth Street North did not demonstrate a high degree of technical or scientific achievement. Residential construction with similar aesthetic treatments, materials, and construction methods were common in the region.

Historic/Associative Value

59 Elizabeth Street, also known as the Arlington Hotel, was built as a single family dwelling. A decade later, William Harrison, an Irish immigrant who also owned property at 19 Railroad Street, converted the house into the Arlington Hotel. The proximity of the hotel to the CNR station was attractive to many travelers coming to Brampton. The hotel was in operation into the 20th century with Harrison listed as a hotel keeper in 1901. The Arlington Hotel ceased operations in the mid-20th century and was converted into a multi-unit residential apartment.

59 Elizabeth Street North is an atypical structure in the area given its evolution from single family dwelling, to hotel, and to its current use as an apartment building. As such, 59 Elizabeth Street is associated with the growth and expansion of the City of Brampton and has direct ties to its location adjacent to the rail corridor and CN Railway Station at 15-19 Church Street. However, due to changes over the 20th century, the structure does not have the potential to yield information that contributes to an understanding of a community or culture. The structure is also not associated with a particular architect, designer, or theorist.

Contextual Value

The structure is set within a residential context near the Brampton rail corridor and around other industrial buildings. Despite its initial construction in the mid-19th century, the structure at 59 Elizabeth Street North supports the late 19th and early 20th century development of the area as its conversion from residential dwelling to hotel is associated with the growth of the area as a result of the railway. 59 Elizabeth Street is the only structure in the area that is not a single-family residential dwelling, having been previously used as a hotel and now as an apartment building. Alterations to some components of the dwelling, such as to the windows and doors, have diminished the overall integrity of the property, but have not altered the presence or massing associated with the placement of the structure or its use of red brick. While the integrity of the house is poor in terms of materiality and replaced elements, the massing and form of the building is consistent with the surrounding houses.

Due to ongoing developments over the course of the 20th and 21st centuries and with the condition of the surrounding area, 59 Elizabeth Street North does not have defined physical, visual or functional links to the surrounding properties. The contextual value identified relates to the relationship between the



massing and presence of the low-rise structures in the immediate vicinity of the property. Due to its use as a hotel in the late 19th and early 20th century, the property is historically linked to the historic context of the area. The property is historically linked with the adjacent railway corridor, with the site of the original Grand Trunk Railway station (1855-1907) and with the existing train station at 15-19 Church Street.

The property is not solely distinguishable within the surrounding landscape; thus the property is not a landmark.

Summary of O. Reg. 9/06 Evaluation

Table 5-10 provides a summary of the above discussion against criteria provided in O. Reg. 9/06.

Table 5-10: Evaluation 59 Elizabeth Street North According to Ontario Regulation 9/06

Criteria of O. Reg. 9.06	Y/N	Comments
Is a rare, unique, representative or early example of a style, type, expression, material or construction method	N	The residence is designed in the Georgian Style. Within the Study Area, it is the only example of a former hotel and apartment building in the area, however the value of its historical uses is not expressed in the design of the building. Due to the alterations to the residence and other examples of representative Georgian Style structures in Brampton, the property cannot be considered to be a rare, unique, representative or early example of a style, type, expression, material or construction method.
Displays a high degree of craftsmanship or artistic merit	N	The residence was constructed with widely available materials and exhibit a level of craftsmanship standard at the time of construction.
Demonstrates a high degree of technical or scientific achievement	N	The residence does not demonstrate a high degree of technical or scientific achievement as it is a standard residential structure.
Has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community	Y	The structure is associated with the growth of Brampton through the presence of a hotel near the railway. The presence of a hotel indicated the growth that was projected for the area and the importance of the railway in this area.
Yields, or has the potential to yield, information that contributes to an understanding of a community or culture	N	The structure does not yield information that contributes to an understanding of a community or culture.
Demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community	N	The architect, builder, or designer of the residence is not known.
Is important in defining, maintaining or supporting the character of an area	Y	The structure contributes to the character of the area as an expression of early 20 th century development along the railway corridor in Brampton. The placement and massing of 59 Elizabeth Street North helps to maintain and support the character of the area along with other large structures that were constructed within the same period.
Is physically, functionally, visually or historically linked to its surroundings	Y	The property is historically linked with the adjacent railway corridor, with the site of the original Grand Trunk Railway station (1855-1907) and with the existing train station at 15-19 Church Street.



Criteria of O. Reg. 9/06	Y/N	Comments
Is a landmark	N	The property is not considered a landmark.

Based on the criteria of O. Reg. 9/06, the property at 59 Elizabeth Street North meets three of the criteria and thus is considered to have CHVI. A draft statement of significance has been prepared below.

Statement of Significance

Description of Property

The property is located at 59 Elizabeth Street North in the City of Brampton, Ontario. The property is situated on the west side of Elizabeth Street North at the intersection of Railroad Street. The property, formerly known as the Arlington Hotel, is a two storey Georgian inspired former residential, now multi-unit residential structure. The structure has a hip roof with asphalt shingles and is constructed of stretcher bond brick with a single brick chimney that extends from the west façade. An enclosed two-storey sunroom is located at the northwest corner of the structure supported by brick columns at each corner and with decorative wood siding between the floors.

Cultural Heritage Value

59 Elizabeth Street North, also known as the Arlington Hotel, was built between 1869 and 1871 as a single-family dwelling. A decade later, William Harrison, an Irish immigrant, converted the house into the Arlington Hotel. The proximity of the hotel to the CNR station was attractive to many travelers coming to Brampton. In the mid-20th century, the Arlington Hotel ceased operations and was converted into a multi-unit residential apartment structure. 59 Elizabeth Street North is an atypical structure in the area given its evolution from single family dwelling, to hotel, and to its current use as an apartment building. 59 Elizabeth Street is associated with the growth and expansion of the City of Brampton and has direct ties to its location adjacent to the rail corridor and CN Railway Station at 15-19 Church Street. The property supports the early 20th century development of the area in and around Railroad Street.

Heritage Attributes

The following heritage attributes were identified for the 59 Elizabeth Street North:

- Associations with the structure's use and history as a hotel including its placement at the intersection of Railroad Street and Elizabeth Street North across from the train station and rail corridor.
- The relationship to the adjacent late 19th and early 20th century residential dwellings along Railroad Street.
- Its relationship to the historic context of the property, including its historic links to the adjacent railway corridor, with the site of the original Grand Trunk Railway station (1855-1907) and with the existing train station at 15-19 Church Street.



5.2.11 Railroad Street

While completing individual evaluations for each property within the Study Area, the common criterion that connected each of the properties was an importance in defining, maintaining, or supporting the character of the area. This commonality resulted in identification of a potential CHL as defined in Section 2.3.1. The potential CHL was identified to include properties within the Study Area. While the boundaries of the potential CHL may extend beyond this boundary, properties not located within the Study Area were not individually evaluated for CHVI and are solely considered for the purpose of evaluating the contextual value of the potential CHL.

Design/Physical Value

The residences along the south side of Railroad Street between Elizabeth Street North and Mill Street North, along with the northern extents of Elizabeth Street North and Mill Street North contain residential dwellings of different types and styles whose construction dates to the mid 19th and early 20th century. There is no distinct architectural style, form, or massing that is regularly present throughout the area. The lot sizes are abnormal in shape and are not consistent throughout the area.

The CN railway line is located adjacent to the potential CHL. The associated station platforms do not contribute to the design value of the area, but form a physical boundary to the potential CHL. The buildings within the potential CHL do not represent an ensemble of buildings that are rare, unique, representative, or early examples of a style, type, expression, material, or construction method. Working class communities that were established near rail lines are present throughout Brampton and Ontario.

Additionally, the use of materials typical of the construction period is consistently used throughout the potential CHL. However, there have been significant alterations to many of the buildings through the installation of contemporary architectural materials. This is different from other areas along Railroad Street, Elizabeth Street North, and Mill Street North which have stretches of residential dwellings and other structures with a greater level of integrity as shown in their materiality and consistent architectural styles.

Historic/Associative Value

The GTR was an important contributor to the development of the City of Brampton and forms the northern most boundary of the potential CHL. The first segment of the GTR built west of Montreal opened in 1855 and connected Brampton with Toronto. The first station in Brampton was built the same year, located at 27 Church Street West (adjacent to the potential CHL). The construction of a train station meant that Brampton was connected to bigger Canadian cities, such as Toronto, Montreal and Hamilton and spurred the initial wave of residential growth within the area. These rail connections encouraged residential developments near train stations, and the area along Railroad Street quickly developed with large residential dwellings being constructed for families who had the means to travel by train.

By 1904, residential neighbourhoods had been significantly established near the existing rail line, and a second track was added between 1904 and 1905. The first iteration of the station stood until 1907 when a larger station was built on the site. This continued expansion of the rail line brought along the need for



additional labour to support its operational requirements. As such, neighbourhoods near train stations became a good location for the construction of working class dwellings. In the 1920s, the GTR became part of the CN Railway. By the mid-20th century, Brampton's train travel was in decline, due in part to the construction of the Highway 401, to the south of the city in 1959. The 1907 railway station is today used as a GO station.

The Railroad Street CHL is associated with the growth of Brampton through the presence of two specific phases of development associated with the establishment and growth of the GTR:

- The mid-to-late 19th century establishment of an upper middle class residential neighbourhood and associated structures due to the function and use of the railway, and
- The early 20th century establishment of a working class neighbourhood and associated structures due to the growth and labour requirements of the railway.

These two distinct phases of development indicate two separate types of growth within the area brought on by the presence of the railway. Additionally, the phases of development explain the visual difference between the structures within the CHL based on the original purpose of their construction. As rail usage declined over the course of the 20th century, the CHL also mirrors this decline through the conditions that can be observed of the structures located near the railway.

Contextual Value

The houses located along Railroad Street and on the adjacent Elizabeth Street North and Mill Street North are directly connected to the CN/GO railway line. This connection to the railway line is exemplified through the following contextual components:

- The name "Railroad Street" is due to its placement near the railway line. As such, the placement of Railroad Street is defined by the alignment of the railway.
- The houses along Railroad Street are oriented to face the railway. These houses were constructed to support the function of the railway as shown by the presence of the Arlington Hotel at 59 Elizabeth Street and the dwellings of people associated with the railway such as William Harrison and William Perdue.
- The presence of large homes constructed in popular architectural styles of the time using similar materials and finishes.

Summary of O. Reg. 9/06 Evaluation

Table 5-11 provides a summary of the above discussion against criteria provided in O. Reg. 9/06.



Table 5-11: Evaluation of Railroad Street CHL According to Ontario Regulation 9/06

Criteria of O. Reg. 9.06	Y/N	Comments
Is a rare, unique, representative or early example of a style, type, expression, material or construction method	N	The structures within the Railroad Street CHL are not a cohesive ensemble of late 19 th and early 20 th century style buildings and thus cannot be representative. The buildings are built using various architectural styles, methods, and materials. This type of residential neighbourhood is found elsewhere in Brampton and cannot be considered rare or unique. The age of the ensemble of buildings does not make it an early example of this type of residential neighbourhood.
Displays a high degree of craftsmanship or artistic merit	N	The structures within the Railroad Street CHL were constructed with widely available materials and exhibit a level of craftsmanship standard at the time of construction.
Demonstrates a high degree of technical or scientific achievement	N	The structures within the Railroad Street CHL do not demonstrate a high degree of technical or scientific achievement as it is a standard residential structure.
Has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community	Y	The Railroad Street CHL is associated with the growth of Brampton through the presence of a working class residences and a hotel near the railway. The presence of these dwellings and structures indicated the growth that was projected for the area and the importance of the railway in this area.
Yields, or has the potential to yield, information that contributes to an understanding of a community or culture	N	The Railroad Street CHL does not yield or have the potential to yield information that contributes to an understanding of a community or culture.
Demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community	N	The architect, builder, or designer of the structures within the CHL is not known.
Is important in defining, maintaining or supporting the character of an area	Y	Individual structures within the Railroad Street CHL have the potential to contribute to the character of the area as an expression of late 19 th and early 20 th century development along the railway corridor in Brampton. As their individual placements create links to one another and define the area, the Railroad Street CHL supports the character of the greater area outside the Railroad Street CHL. The surrounding residential areas are similar in style and also tie into the theme of late 19 th and early 20 th century development.
Is physically, functionally, visually or historically linked to its surroundings	Y	The Railroad Street CHL has historic links to the CNR railway. The development of the structures within the CHL is directly linked with the construction and expansion of the railway. The area was developed in response to the growth of train usage and the need for residents to be located near the railway.
Is a landmark	N	The Railroad Street CHL does not have any significant features that would define it as a landmark.

Based on the criteria of O. Reg. 9/06, the Railroad Street CHL meets three of the criteria and thus is considered to have CHVI. A draft statement of significance has been prepared below.



Statement of Significance

Description of Property

The Railroad Street Cultural Heritage Landscape (CHL) is located on the south side of Railroad Street between Elizabeth Street North and Mill Street North, along with the northern extents of Elizabeth Street North and Mill Street North in the City of Brampton, Ontario. The CHL is situated south of the rail alignment. The Railroad Street CHL contains various residential dwellings of different types and styles whose construction dates from the mid 19th to the early 20th century and whose construction was influenced by the presence of the railway.

Cultural Heritage Value

The Railroad Street Cultural Heritage Landscape (CHL) is representative of a turn-of-the-century developed influenced by the presence of the CNR railway. The CHL consists of residential dwellings and former commercial structures that supported the industry associated with the railway. The area was developed in response to the growth of train usage and the need for residents to be located near the railway. The CHL is associated with the growth and expansion of the City of Brampton and has direct ties to its location adjacent to the rail corridor and CN Railway Station at 15-19 Church Street.

The Railroad Street CHL is associated with the growth of Brampton through the presence of two specific phases of development associated with the establishment and growth of the GTR:

- The mid-to-late 19th century establishment of an upper middle class residential neighbourhood and associated structures due to the function and use of the railway, and
- The early 20th century establishment of a working class neighbourhood and associated structures due to the growth and labour requirements of the railway.

Heritage Attributes

The following heritage attributes were identified for the Railroad Street CHL:

- The relationships between the mid-to-late 19th and the early 20th century residential dwellings along within the CHL including 17 Railroad Street, 19 Railroad Street, 31 Railroad Street, 35 Railroad Street, 50 Mill Street North, 52 Mill Street North, 55 Elizabeth Street North and 59 Elizabeth Street North
- The placement of residential developments near the railway and the subsequent developments associated with the CHL.



5.3 Previously Identified Cultural Heritage Resources

5.3.1 44 Mill Street North

Located adjacent to the Study Area, 44 Mill Street North is designated under Part IV of the OHA according to by-law 231-2015. The Statement of Significance from the *Municipal Register of Cultural Heritage Resources Designated Under the Ontario Heritage Act* is presented in its entirety below.

The residence at 44 Mill Street North was constructed circa 1875 and is a vernacular style estate. It has a truncated hip roof, projecting bays with gables that feature half timbering and large corner brackets. A prominent enclosed porch wraps defines the front and side (south) facades.

The house was built at the height of the housing construction and population growth in the Town of Brampton during the 19th century. It is also associated the Graham family, a prominent family in Brampton and the surrounding area. E.G. Graham was born in Brampton in 1862. He was a distinguished senior lawyer, honoured with the status of King's Counsel.

The property at 44 Mill Street North also holds contextual value as it defines, maintains and supports the historical character of the Mill Street North streetscape. The street is a quiet residential street with mature trees and many late 19th century and early 20th century homes.

(City of Brampton 2021)

5.3.2 45 Railroad Street

Located adjacent to the Study Area, 45 Railroad Street, also known as the Copeland-Chatterson/Dominion Skate Building, is designated under Part IV of the OHA according to by-law 150-2015. The Statement of Significance from the *Municipal Register of Cultural Heritage Resources Designated Under the Ontario Heritage Act* is presented in its entirety below.

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. When originally constructed in 1905, it consisted of a single one-storey building. The section facing Railroad St served as the administration office, while the factory component faced Mill St N. The building was expanded in 1914 with the construction of a second storey over the Railroad Street office component.

The property is associated with the industrialization of Brampton at the turn of the 20th century, namely through Copeland-Chatterson Company, founded in 1893 by Canadians Robert J. Copeland and A.E. Chatterson on the basis of Copeland's patented loose-leaf ledger system. In 1981, Dominion Skate Company took over 45 Railroad Street, and operated their skate business at the facility until 2008.



The property 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. It is also a landmark building.

(City of Brampton 2021)

5.3.3 15-19 Church Street

Located adjacent to the Study Area, 15-19 Church Street, also known as the Former Canadian National Railways (VIA Rail/GO Transit) Station, is designated under *Heritage Railway Stations Protection Act*. The Statement of Significance is presented in its entirety below.

Description of Historic Place

The Former Canadian National Railways (VIA Rail/GO Transit) Station at Brampton is a one-and-a-half-storey, brick railway station built in 1907. It is located on high ground in downtown Brampton. The formal recognition is confined to the railway station building itself.

Heritage Value

The Former Canadian National Railways (VIA Rail/GO Transit) Station at Brampton reflects the turn-of-the-century prosperity of the Grand Trunk Railway (GTR), and the optimism of both the GTR and the town of Brampton. The station represents Brampton's continuing economic dependence on the railway.

The Brampton station combines the wide-arched openings of the Romanesque Revival style with details of the Arts and Crafts Movement. Its design is ambitious in relation to the size of the town. The general organization of the facades, and the interior plan, are typical of GTR stations.

The station retains its relationship to a former express building on its west side.

Character-Defining Elements

Character-defining elements of Former Canadian National Railways (VIA Rail/GO Transit) Station at Brampton include: its massing, comprised of three, low, rectangular forms (a central block with aligned east and west wings) capped by high, hipped roofs the underlying symmetry of the building, with dominant central axis its Romanesque Revival style, evident in: the large, arched openings with multiple header courses and stone keystones; the triplet of deeply set windows on the second storey gable; the round-arched window and door openings; the round towers with conical roofs; the square entrance tower with corbelled arcading; and the textural masonry details borrowed from the Arts and Crafts Movement, including: emphasis on contrasting but durable surface materials; variety in the shape of openings and dormers; and dramatic angles features typical of early-20th-century railway stations, including: its rectangular plan; alignment to the track; bellcast, hip roofs; projecting operator's bay; and wide, overhanging eaves with decorative brackets its complex roof line, consisting of: a slightly bellcast, hip roof over the central block; lower, bellcast, hip roofs over the flanking wings; an intersecting gable roof over the projecting



operator's bay on the track side; and conical and pyramidal roofs over three towers on the town side the highly articulated and distinctly different character of each of the town (north) and track (south) elevations the town elevation, characterized by: a central, square entrance tower with decorative, corbelled arcading and a truncated, pyramidal roof; and two, round towers with conical roofs flanking the central tower the wide, overhanging eaves with decorative brackets which form a canopy around the perimeter of the station; and the narrower eaves and smaller brackets of the three towers on the town elevation the track elevation, characterized by a central, projecting operator's bay with a two-storey frontispiece its fenestration, consisting of: large, vertically divided round-arched windows symmetrically placed on the track side; round-arched transoms above windows and doors on all elevations; and a triplet of windows on the second storey gable its plan, with the central block housing the passenger waiting room and freight office; the west wing housing the baggage area and office space; and the east wing serving as an open porte-cochère its textural masonry, including: rock-faced granite foundations; vitrified brick walls; and deeply recessed, mortar joints between bricks surviving original exterior woodwork, including: window sash and mullions; and narrow, boarded soffits surviving original interior finishes, including: a section of beaded, board wall in the west end of the office area.

(Parks Canada 1993)

5.3.4 51 Elizabeth Street North

51 Elizabeth Street is directly adjacent to the proposed development and is listed the City's *Municipal Register of Cultural Heritage Resources* and is therefore considered to have potential CHVI.



6 Impact Assessment

6.1 Description of the Proposed Undertaking

The Proponent is proposing to develop the Study Area as a mixed-use high-rise condominium complex. The proposed development consists of two (2) high-rise residential buildings with heights of 55 and 58 storeys with a 3 to 13 storey terraced building podium. The proposed development area proposes 1628 residential units, 405 sq. m of retail space on the ground floor along Mill Street North, 454 parking stalls and indoor and outdoor amenity space. The new development is strategically located in downtown Brampton, which is designated for high density redevelopment with superior access to the Brampton GO station. The development plan proposes the demolition of all existing structures within the Study Area. Concept plans are included in Appendix A.

6.2 Assessment of Impacts to Identified Heritage Value

Table 6-1 provides an assessment of the potential impacts to the identified CHVI and heritage attributes as described in Section 5. As described in Section 2.4, Infosheet #5 was used to characterize impacts. Where impacts are anticipated, 'Y' is listed in the column. Where there may be potential for indirect impacts, 'P' is listed in the column. Where no impacts to CHVI are anticipated, 'N' is listed in the column. Where impacts are not applicable given superseding direct impacts, "N/A" is listed in the column. Further discussion is found in Section 6.3.



Table 6-1: Potential Impacts to Identified CHVI

Property/Area	Potential for Direct Impact		Potential for Indirect Impact					Discussion
	Destruction	Alteration	Shadows	Isolation	Obstruction	Change in Land Use	Land Disturbances	
59 Elizabeth Street North	Y	N/A	N/A	N/A	N/A	N/A	N/A	<p>The proposed undertaking includes the removal of the buildings at 31 Railroad Street and 59 Elizabeth Street North and all buildings within the Railroad Street CHL, which will result in a direct impact. As the buildings are proposed to be removed, identified heritage attributes will be impacted. With the removal of the buildings, all other impacts are not applicable.</p> <p>Accordingly, mitigation measures must be prepared.</p>
Railroad Street CHL	Y	N/A	N/A	N/A	N/A	N/A	N/A	
44 Mill Street North	N	Y	N	N	N	N	P	<p>The proposed undertaking does not result in the destruction of the adjacent designated or listed properties. Based on the massing and location of the proposed development, alterations to the contextual value of the adjacent listed and designated properties are anticipated. The proposed development will result in changes to the surrounding streetscape and to the character of the neighbourhood.</p> <p>A preliminary Shadow Study was completed (Appendix A) and demonstrates that shadows from the tower will not impact the mature trees associated with 44 Mill Street North. The adjacent designated or listed properties are not at risk for obstruction and no change in land use is anticipated. Land disturbance from construction (e.g., site grading and related construction activities) may have the potential to impact heritage attributes through temporary vibrations during the construction period that may cause shifts in foundations or masonry structures that can impact the heritage resource.</p> <p>Accordingly, mitigation measures must be prepared.</p>
45 Railroad Street	N	Y	N	N	N	N	P	
15-19 Church Street	N	Y	N	N	N	N	P	
51 Elizabeth Street North	N	Y	N	N	N	N	P	



6.3 Discussion of Impacts

The proposed undertaking includes the removal of all buildings within the Study Area, including the potential heritage resource at 59 Elizabeth Street North and to the Railroad Street CHL. This is a direct impact to the identified heritage attributes for the property and CHL. As no design/physical value was determined for 59 Elizabeth Street North or the Railroad Street CHL, the property's CHVI can be conserved through mitigation measures that focus on its historical and contextual values.

For the adjacent designated or listed properties at 44 Mill Street North, 45 Railroad Street, 15-19 Church Street West, and 51 Elizabeth Street North, there is the potential direct and indirect impacts. The direct impacts are a result of alterations to the contextual value associated with the adjacent neighbourhood and streetscape. The indirect impacts are related to land disturbances from construction activities. As outlined in Section 2.4, vibrations may be perceptible in buildings with a setback of less than 40 metres. Given the direct adjacency of proposed development activities, mitigation measures are required to conserve the identified heritage attributes of the adjacent properties.



7 Mitigation

7.1 Potential Mitigation Measures

As identified in Section 6, the proposed undertaking has the potential to result in direct and indirect impacts to identified CHVI within and adjacent to the Study Area. The proposed development considers the demolition of 59 Elizabeth Street North and of all structures located within the identified Railroad Street CHL to facilitate the construction a two-tower mixed-used development. Direct impacts caused by demolition are anticipated to heritage attributes that are associated with the contextual value of the resources. Intangible attributes related to the historical and associative values of the resources will be altered, but mitigative options have been identified to interpret and commemorate the intangible values of the resources. Accordingly, the mitigation options identified in InfoSheet #5 (see Section 2.5) have been explored below. Consideration for each option is given for both the appropriateness of the mitigation in the context of the CHVI identified and its associated feasibility.

7.2 InfoSheet #5 Mitigation Options

As shown in Table 7-1 below, the Mitigation Options presented in Section 2.5 have been assessed based on the development proposal as described in Section 6.1. As per InfoSheet #5, the mitigation measures are not meant to be exhaustive, and alternative mitigation measures or approaches are discussed in the following sections.

Table 7-1 InfoSheet #5 Mitigation Options

Mitigation Measure	Approach
Alternative development approaches	The proposed development is required to meet specific targets for building size, parking allowances, and site considerations caused by external factors. Reduced development that retains the existing buildings would likely result in a retained structures that are isolated from their settings and surrounded by other portions of the development. Adaptive reuse of the residential structures would also require considerable alterations to support their retention. Because there is no design or physical value identified for either of 59 Elizabeth Street North and the Railroad Street CHL their conservation through retention would not be recommended. Alternative development approaches for the property are discussed in Section 7.3.
Isolating development and site alteration from significant built and natural features and vistas	Due to the requirements of building size, parking space, driveways, and open space requirements, isolating development from the heritage resource is not feasible for the property. The possibility of alternative development approaches and isolating development from the heritage resource was considered with the project team but was considered not to be feasible due numerous site requirements and external requirements associated with expansions of the railway line and train station. As such, isolating development and site alteration from the heritage resources is not feasible.
Design guidelines that harmonize mass, setback, setting, and materials	The proposed undertaking will result in the removal of the structures and their associated CHVI from the Study Area. Therefore, design guidelines can serve to mitigate the loss of design value given the proposed demolition of resources. Additional Information as it relates to design guidelines is included in Section 7.3.3.



Mitigation Measure	Approach
Limiting height and density	Limiting the height and density of the proposed undertaking is not required due to the identified designation of the Study Area. The City of Brampton Official Plan identified the Study Area as an intensification area. As such, this mitigation measure is not applicable.
Allowing only compatible infill	The property is currently designated for high density mixed use development. The proposed development proposes the construction of 1628 residential units and retail space. The compatibility of the structure can be achieved through the implementation of design guidelines that align with the heritage value. Additional information as it relates to design guidelines is included in Section 7.3.3.
Reversible alterations	Given the proposed removal of the cultural heritage resource and extent of the development, reversible alterations are not applicable within the scope of the proposed undertaking.
Buffer zones, site plan control, and other planning mechanisms	The potential for land disturbance to previously identified built heritage resources has been identified. Additional information as it relates to buffer zones, site plan controls and other planning mechanisms is included in Section 7.3.3.

7.3 Alternative Development Approaches

7.3.1 Retention

7.3.1.1 Full Retention *In Situ*

Generally, retention *in situ* is the preferred option when addressing a structure where CHVI has been identified, even if limited. The benefits of retaining a structure, or structures, must be balanced with site-specific considerations. Not only must the CHVI be considered, so too must the structural condition of the heritage resource, its overall integrity, the site development plan, and the context within which the structure, or structures, would be retained. Recognizing the need for balance is an important step in consideration of the preferred mitigation options.

In the case of the proposed development, full retention *in situ* and adaptive reuse of 59 Elizabeth Street North is not feasible as it would not accommodate the functional requirements of the proposed development. Due to the proximity of the rail line, a crash wall is required along the Study Area's north property line. To retain 59 Elizabeth Street North *in situ*, the proposed development would need to eliminate the placement of the crash wall, which is not feasible, as the wall is implemented to meet the safety requirements of the rail authorities (Appendix B). Additionally, the expansion of the Brampton GO Station and the addition of a third track may require the realignment of Railroad Street, requiring the removal of 59 Elizabeth Street North,

Additionally, the building at 59 Elizabeth Street North was not determined to have design/physical value. Similarly, the Railroad Street CHL was not determined to have design/physical value. The value of both resources lies in their historical and contextual associations. As there was no design/physical value identified for the resources, retention *in situ* does not serve to retain CHVI. However, the retention of the historical and contextual values of the CHL may be conserved, albeit in a different context, as discussed in Section 7.3.3.



7.3.1.2 Integration

Complete Integration

Protection of the identified CHVI for 59 Elizabeth Street North or with the Railroad Street CHL could potentially be achieved through integrating part of the existing structures into the plans for the new development. This could occur through integrating the structures into the proposed design or a modified design, with new construction integrated around the original structures. The design of the development could integrate 17 Railroad Street, 19 Railroad Street, 31 Railroad Street, 35 Railroad Street, 50 Mill Street North, 52 Mill Street North, 55 Elizabeth Street North and 59 Elizabeth Street North into the building thus creating a type of “podium” level that is compatible with the low-rise character of the surrounding neighborhood. The buildings at 23 Railroad Street, 48 Mill Street North and the vacant lot at 27 Railroad Street were not determined to have any CHVI, so development on these lots is more flexible.

A unifying material palette could be used to connect the “podium” houses and would retain the visual/contextual relationship that the houses have with the surrounding area. Above the podium of houses, the contemporary development would be set back from the human scale of the area. The retained structures in the podium would allow for a wide range of uses. The houses could be used as multi-unit residences that are connected to the main building via the infill on the back lots or be used for commercial purposes such as a café, a boutique shop, or a small restaurant.

Complete integration is not viable due to the requirements of the crash wall (Appendix B).

Façade Retention

Where integration of the entire structure may not be feasible, the integration of the elevations within the proposed development would result in the retention of the façades of the buildings in or near their original locations. This would result in the adaptive reuse of a cultural heritage resource rather than demolition. This retention of the front façades of the houses would support the conservation of the contextual CHVI of the resources and significantly limit impacts to the Railroad Street CHL. While structural considerations would likely determine the feasibility of this approach, it would serve to retain CHVI.

This approach to conservation is typically regarded as facadism, a contested and controversial approach to heritage conservation. To mitigate the loss of the buildings and lessen the effect of facadism, consideration could be given to preservation of more than just the façades of the buildings. This could consider retention of the side elevations and porches as well. The development may also need to be set back in some way from the façade line to separate the old and the new.

While the heritage attributes identified for 59 Elizabeth Street North and for the Railroad Street CHL are associated with their historical and contextual associations, retention of portions of their massing could contribute to a greater understanding of the area through the retention of their contextual value. In a heritage context, there was no design/physical value associated with 59 Elizabeth Street or with the Railroad Street CHL. As such, integration of the existing structures in the proposed development would not conserve the identified heritage value of the property. Additionally, the integration of the existing



properties along Railroad Street is not feasible due to external factors such as the construction of the crash wall.

Façade retention is not viable due to the requirements of the crash wall (Appendix B).

7.3.1.3 Summary for Retention

With the implementation of the crash wall along the north of the property and a third rail line and potential relocation of Railroad Street, 59 Elizabeth Street North is physically impossible to maintain. As seen in Plate 1 below, 59 Elizabeth Street North obstructs the crash wall and the Railroad Street realignment.

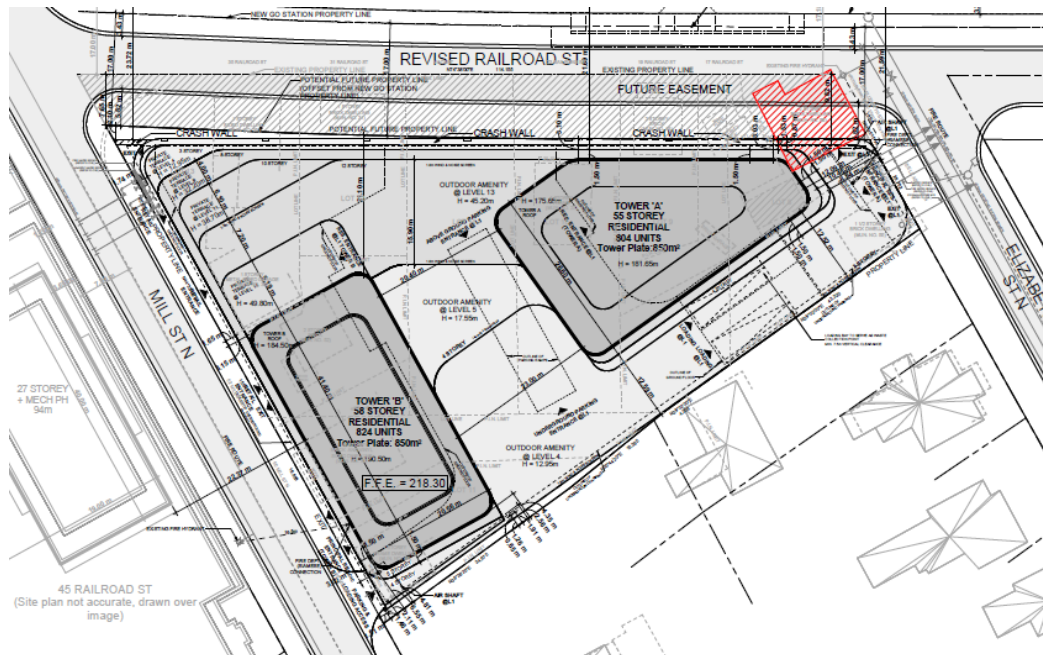


Plate 1: Realigned Railroad Street with footprint of 59 Elizabeth Street N shown in red

7.3.2 Relocation

Where retention *in situ* is not feasible or preferred, relocation is often the next option considered to mitigate the loss of a heritage resource. As with retention, relocation of a structure or structures must be balanced with the CHVI identified. Relocation removes the resource from its contextual setting but allows for the preservation of noteworthy heritage attributes, particularly those identified to be of design or physical value. Relocation of heritage resources in Brampton has been feasibly completed in the past, as with the relocation of the Wilkinson/Lundy House, a Georgian Style residential structure. In the case of the Wilkinson/Lundy House, the value of the structure was strongly associated with the design/physical value of the property. In the case of both the building at 59 Elizabeth Street North and the Railroad Street



CHL, resources were determined not to have design/physical value. With the revised Railroad Street location, and the introduction of a crash wall to accommodate a residential development, there is no appropriate space remaining within along Elizabeth Street North to relocate the structure of 59 Elizabeth North. Therefore, relocation is not a preferred option as the value of the resource is contextually associated with its surroundings and its placement near the railway and Elizabeth Street North.

7.3.3 Sympathetic Design

Demolition

Where *in situ* retention is not feasible and not proposed, additional mitigation measures should be implemented. The proposed development considers the removal of the existing structure at 59 Elizabeth Street North and the entirety of the Railroad Street CHL. Although the following mitigation measures would not entirely avoid the impact of the proposed demolition of 59 Elizabeth Street North and the Railroad Street CHL, they would seek to record the CHVI of the properties by making the structures available for future study and by conserving the heritage value of the site in a modified context and setting.

Material Design Guidelines

The concept drawings (Appendix A) demonstrate that the proposed development would have a podium differentiated through the use of compatible materials which will create a separation between the human scale streetscape and the contemporary development above. The podium would be similar in materiality and height to adjacent buildings (such as the building at 45 Railroad Street). This serves to distinguish the heritage components from the modern development. Materials selected for the podium could include stone or brick with similar tones to what is currently found throughout the surrounding neighbourhood. Red brick is used on façade of the first three stories, to respond to the red brick on the heritage building 45 Railroad Street, as well as 44 Mill Street North. The similar use of red brick gives the public realm a consistent feeling along Mill Street North. Podium heights transition from 13 storeys on the north facing the GO Station down to 3 storeys facing 44 Mill Street North and 51 Elizabeth Street North, minimizing impact. The orientation of the west tower along Mill Street strategically minimizes overlook on the property to the south (Plate 2 to Plate 4). Additionally, there is separation provided between 44 Mill Street North building and the south edge of the proposal that can accommodate a possible future Denison Street Extension. Additional renderings are included in Appendix A.





Plate 2: Rendering of proposed development adjacent to 44 Mill Street North



Plate 3: Rendering of proposed development adjacent to 51 Elizabeth Street North



Plate 4: Rendering of proposed development adjacent to 45 Mill Street North

Documentation and Salvage

Based on the preliminary site assessment of 59 Elizabeth Street North and the Railroad Street CHL, it was determined that some materials on site were worthy of salvage. A Documentation and Salvage Plan could be completed to document the existing structures and their surroundings, as well as identify and confirm heritage attributes worthy of salvage. Some materials may warrant salvage and reinstatement within the proposed development, including components associated with the heritage attributes of 59 Elizabeth Street North and the Railroad Street CHL. These may include, but are not limited to:

- Materials associated with 59 Elizabeth Street North including representative samples of brick masonry and potential interior details that are associated with the property's history as a hotel (interior details, if applicable, are to be confirmed by a site visit allowing interior access).
- Materials associated with the Railroad Street CHL including materials from the buildings that contribute to the heritage value of the CHL, including 17 Railroad Street, 19 Railroad Street, 31 Railroad Street, 35 Railroad Street, 50 Mill Street North, 52 Mill Street North, 55 Elizabeth Street North and 59 Elizabeth Street North. Salvageable materials may include bricks, foundation stones, architectural finishes, or select interior materials (interior details, if applicable, are to be confirmed by a site visit allowing interior access).

Other materials may be identified to be of utilitarian and common use and where there is no private or public interest in the materials identified. However, some of the materials may be salvaged and reused within the community. Historic building materials are often high-quality and can be re-used in other buildings or incorporated into the modern building thereby offering a physical link to historical use of the properties. Through the selective salvage of identified heritage attributes and other materials, the CHVI of a property can be retained, if in a different context. Salvage acknowledges the heritage attributes in their current context and, where feasible, allows for reuse.

Interpretation and Commemoration

An Interpretation and Commemoration Plan is often prepared as part of the documentation and salvage process. An Interpretation and Commemoration Plan identifies options to recognize the CHVI associated with the site and provide strategies to guide the integration of salvaged elements into the design of the new development. A commemorative display with the history of the property and use of salvaged materials are typically included in public areas of the development as part of a commemoration plan. More recent interactive examples include incorporation of 3D imagery developed as part of the Documentation and Salvage process in a virtual or interactive display within common spaces. Other examples include delineation of the former building footprint within lobby spaces or creation of a commemorative wall using salvaged materials. The use of historic materials in public spaces, ranging from lobby floors to commemorative gardens facilitate effective commemoration activities. Additionally, commemoration activities may include public involvement to guide activities and build upon the established histories of a place. This may range from the creation of an oral history related to a specific property or group of properties to participation in the preparation of commemorative signage.

At present, there are no regulatory frameworks in Ontario that guide the preparation of commemoration plans. The City has a draft document titled *Brampton Heritage Commemoration Plan Terms of Reference*. The purpose identified for Heritage Commemoration Plans (HCP) is to describe strategies to commemorate potentially significant heritage resources on a site and is to be submitted prior to commemoration efforts being made (City of Brampton 2022).

Buffer Zones, Site Plan Control, and Other Planning Mechanisms

As the development is planned directly adjacent to designated and listed properties, site plan controls will serve to protect the property from construction activities. This includes stabilization measures and protective barriers for the building to indicate where construction activities should be limited. An effective approach typically includes identification of the heritage structure on all demolition and construction plans to provide for sensitive treatment throughout construction activities. The proposed development will not directly abut the massing of the adjacent designated or listed structures (Plate 5 to Plate 7).

As identified in Section 6.2, there is the potential for indirect impacts to the designated and listed properties resulting from construction-related ground vibration. To mitigate this risk, a strategy to carry out a pre-condition survey, vibration monitoring, and post-condition survey is typically employed. These plans are most often developed by a licensed Geotechnical Engineer with heritage experience.



The pre-construction condition survey typically includes screening the adjacent designated property to establish the existing conditions and vulnerability of the structure. Following the pre-construction condition survey, acceptable vibration limits for the structure are established prior to construction based on existing conditions, soil conditions, and type of construction vibration. Should the need for monitoring be identified, monitoring the ground-borne vibration levels in peak particle velocity (PPV) while construction activities take place provide for the safeguarding of the structure in line with acceptable limits. The vibration monitoring program may include the installation of vibration monitoring equipment in the building. Where acceptable levels are exceeded, construction activities may need to be paused as directed by the Geotechnical Engineer to determine a less invasive method for construction. This could range from an adjustment in equipment to avoidance of a certain portion of the property given ground conditions. Only after vibration levels have decreased does construction resume. A post-construction condition survey would assist in determining damage associated with construction activities.



Plate 5: Elizabeth Street North elevation



Plate 6: Mill Street North elevation



Plate 7: Railroad Street elevation

7.4 Discussion of Alternatives and Mitigation Options

Following the City's TOR, an evaluation of the advantages and disadvantages of each proposed alternative and mitigation option are included below in Table 7-2. The advantages and disadvantages are from a heritage perspective only, and do not consider other factors such as costs, functional and program requirements, health and safety, or environmental concerns.



Table 7-2: Summary of Advantages and Disadvantages of each Alternative and Mitigation Option

Alternative/Mitigation Option	Advantages	Disadvantages
Retention <i>in situ</i>	Retains the CHVI and identified heritage attributes, although given the historical nature of these attributes they are generally limited to contextual and historical associations with limited design/physical value.	None identified. ¹
Relocation	None identified, as the structure at 59 Elizabeth Street North and the Railroad Street CHL were determined to not contain design/physical value.	Relocation would have direct adverse impacts on the identified heritage attributes of 59 Elizabeth Street North and the Railroad Street CHL as it would remove them from their historic context and alter their relationship to its surroundings.
Integration	Retains the CHVI and identified heritage attributes, although given the historical nature of these attributes they are generally limited to contextual and historical associations with limited design/physical value.	None identified. ²
Material Design Guidelines	Positions the design of the proposed development to be compatible with the surrounding neighbourhood and with the adjacent heritage resources.	None identified.
Documentation and Salvage	Retains the CHVI and identified heritage attributes, albeit in a different context for potential reuse within the proposed development.	None identified.
Commemoration and Interpretation	Conserves the identified CHVI for 59 Elizabeth Street North and the Railroad Street CHL, as it relates to the historical value of the property and explains the evolution of the area to future users.	None identified.
Buffer zones, site plan control, and other planning mechanisms	Isolates the adjacent listed and designated properties from indirect impacts.	None identified.

¹ While there are no disadvantages identified from a heritage perspective, external project constraints have identified that this option is not feasible.

² Ibid



8 Recommendations

The heritage evaluation in Section 5.2 determined that 59 Elizabeth Street North and the Railroad Street CHL contain CHVI as they each meet two or more criteria of O. Reg. 9/06 and are eligible for designation under Part IV of the OHA. As CHVI was identified, a review of potential impacts was completed. Given the identification of direct and indirect impacts, the following recommendations serve to mitigate these impacts.

8.1 Documentation and Salvage

The preparation of a Documentation and Salvage Plan for the Railroad Street CHL is recommended. This Documentation and Salvage Plan would encompass the identified structure with CHVI at 59 Elizabeth Street North, along with components of the buildings that contribute to the historical/associative and contextual value of the Railroad Street CHL.

8.2 Interpretation and Commemoration

The preparation of an HCP is recommended to recognize the identified CHVI for 59 Elizabeth Street North and the Railroad Street CHL. The HCP will need to be prepared following the City's draft *Brampton Heritage Commemoration Plan Terms of Reference*.

8.3 Material Design Guidelines

To mitigate any impacts to the adjacent heritage resources and to the surrounding neighbourhood, Design Guidelines are recommended for the proposed undertaking in connection with Parks Canada's *Standards and Guidelines for the Conservation of Historic Places in Canada*. The Design Guidelines should provide recommendations on the following items:

- Plan and Form
- Architectural Style and Detailing
- Building Materials
- Landscaping
- Commemoration

8.4 Site Plan Controls and Vibration Monitoring

To mitigate negative indirect impacts, the adjacent designated heritage property at designated or listed properties at 44 Mill Street North, 45 Railroad Street, 15-19 Church Street West and 51 Elizabeth Street North should be isolated from construction-related activities. The properties should be indicated on all construction mapping, flagged in the field onsite, and communicated to construction team leads. Site plan controls should also include stabilization measures and protective barriers for the adjacent designated



and listed properties to indicate where construction activities should be limited, this should include at minimum the installation of temporary fencing around heritage features.

In addition, vibration studies for the adjacent designated and listed properties should be completed under the direction of a qualified geotechnical engineer or vibration specialist. A recommended approach to vibration assessment is as follows:

- Pre-condition survey should be prepared by a qualified engineer to determine the maximum acceptable vibration levels, or PPV levels and the appropriate buffer distance between construction activities and the adjacent heritage resources.
- Vibration monitoring should be carried out and consist of monitoring the ground-borne vibration levels, in PPV while construction activities take place.
- Post-construction condition survey should be carried out as determined by the Geotechnical Engineer. Post-construction condition survey shall be conducted after completion of construction for comparison purposes.

8.5 Deposit Copies

To assist in the retention of historic information, copies of this report should be deposited with local repositories of historic material. Therefore, it is recommended that this report be deposited at the following locations:

City of Brampton

Brampton Heritage Board
2 Wellington Street West
Brampton, ON L6Y 4R2

**City of Brampton Library – Four Corners
Branch**

65 Queen Street East
Brampton, ON L6W 3L6



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Appendices



Appendix A Concept Plans and Shadow Study



RAILROAD TOWERS

Proposed Residential Development



DEVELOPER

BEYROSE CAPITAL
120 ADELAIDE ST W. SUITE 2500
TORONTO, ON , M5H 1T1
T: 4166407901

PROJECT MANAGEMENT

ALTUS GROUP
500-33 YONGE ST
TORONTO, ON M5E 1G4
T: 4166419679

ARCHITECT

KIRKOR ARCHITECTS
20 DE BOERS DR, SUITE 400
TORONTO ON M3J 0H1
T: 4166656060

PLANNING CONSULTANT

GWD PLANNERS
7685 HURONTARIO ST, SUITE 501
BRAMPTON ON L6W0B4
T: 9057965790

CIVIL ENGINEER

LITHOS GROUP
150 BERMONDSEY RD UNIT 200
TORONTO ON M4A1Y1
T: 6473669610

LANDSCAPE ARCHITECT

NAK DESIGN
421 RONCESVALLES AVE
TORONTO ON MR6ZN1
T: 4163406739

WIND CONSULTANT

GRADIENT WIND
127 WALGREEN RD
OTTAWA ON K0A 1L0
T: 6138360934

ENVIRONMENTAL CONSULTANT

PGL ENVIRONMENTAL
250 WATER ST #102
WHITBY ON L1N 0G5
T: 9054305525

ACOUSTICAL ENGINEER

HGC ENGINEERING LTD
2000 ARGENTIA RD
PLAZA 1, SUITE 203
MISSISSAUGA ON L5N 1P7
T: 9058264044

TRANSPORTATION

ARCADIS
55 ST CLAIR AVE W
TORONTO ON M4V 2Y7
T: 4165961930

SURVEYOR

CALLON DIETZ SURVEYORS
UNIT 1 - 41 ADELAIDE ST N
LONDON ON N6B3P4
T: 5196730220

HERITAGE CONSULTANT

STANTEC HERITAGE
300W-675 COCHRANE DR
MARKHAM ON L3R 0B8
T: 6134622982

ARBORIST

KUNTZ FORESTRY
PO BOX 1267 LAKESHORE RD W
OAKVILLE ON L6K0B3
T: 2898371871

SUSTAINABILITY CONSULTANT

RWDI
625 QUEEN ST W
TORONTO ON M5V 2B7
T: 6474751048

DRAWING LIST					
Sheet Number	Sheet Name	Issue#1 (Jan 24, 2024)	Issue#2 (Add Date)	Issue#3 (Add Date)	Issue#4 (Add Date)
A0.00	Cover Sheet				
1					
A1.01	Survey, Context & Project Statistics				
A1.02	Site Plan - Existing Railroad St.				
A1.03	Site Plan - Future Metrolinx Expansion				
3					
A2.00	General Notes and Legends				
A2.01	Level P3 Floor Plan				
A2.02	Level P2 Floor Plan				
A2.03	Level P1 Floor Plan				
A2.04	Ground Level Floor Plan				
A2.05	Mezzanine Level Floor Plan				
A2.06	Level 2 Floor Plan				
A2.07	Level 3 Floor Plan				
A2.08	Level 4 Floor Plan				
A2.09	Level 5 Floor Plan				
A2.10	Levels 6 Floor Plans				
A2.11	Levels 7-8 Floor Plans				
A2.12	Levels 9-10 Floor Plans				
A2.13	Levels 11-12 Floor Plans				
A2.14	Level 13 floor Plan				
A2.15	Typical Tower Floor Plan				
A2.16	Tower A Mech P/H Floor Plan				
A2.17	Tower B Mech P/H Floor Plan				
A2.18	Tower B Roof Plan				
19					
A3.01	Elevations				
A3.02	Elevations				
A3.03	Elevations				
3					
A4.01	Sections				
A4.02	Sections				
2					
A5.01	Sun Shadow Study - March / September				
A5.02	Sun Shadow Study - March / September				
A5.03	Sun Shadow Study - June				
A5.04	Sun Shadow Study - June				
A5.05	Sun Shadow Study - December				
5					
A6.01	Renderings				
A6.02	Renderings				
2					
TOTAL NUMBER OF SHEETS: 35					

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1	REZONING	JAN 24, 2024
No.:	Issued For:	Date:

Client:
BeyRose Capital

Mill St. N
Brampton, ON
Proposed Residential Development

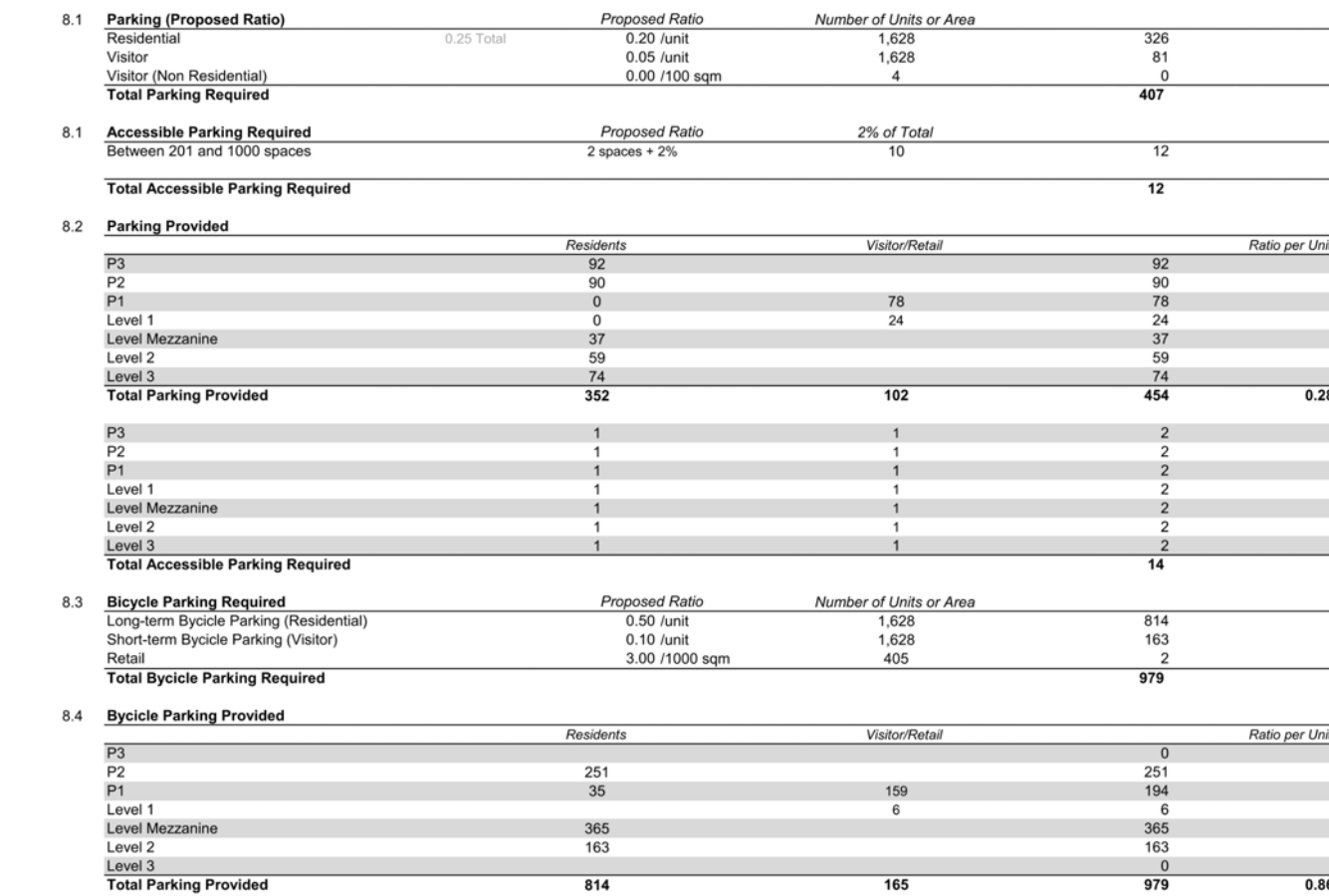
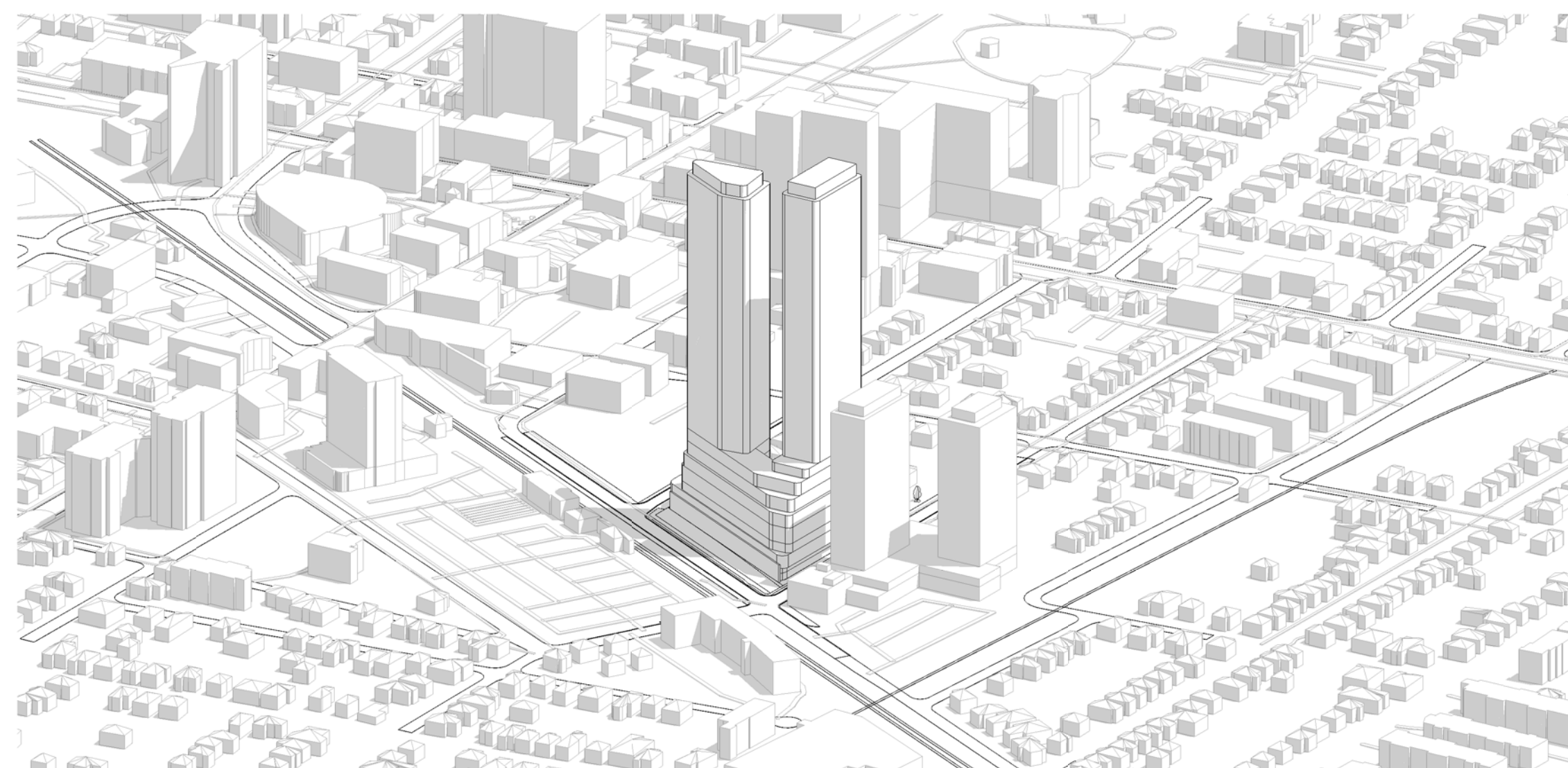
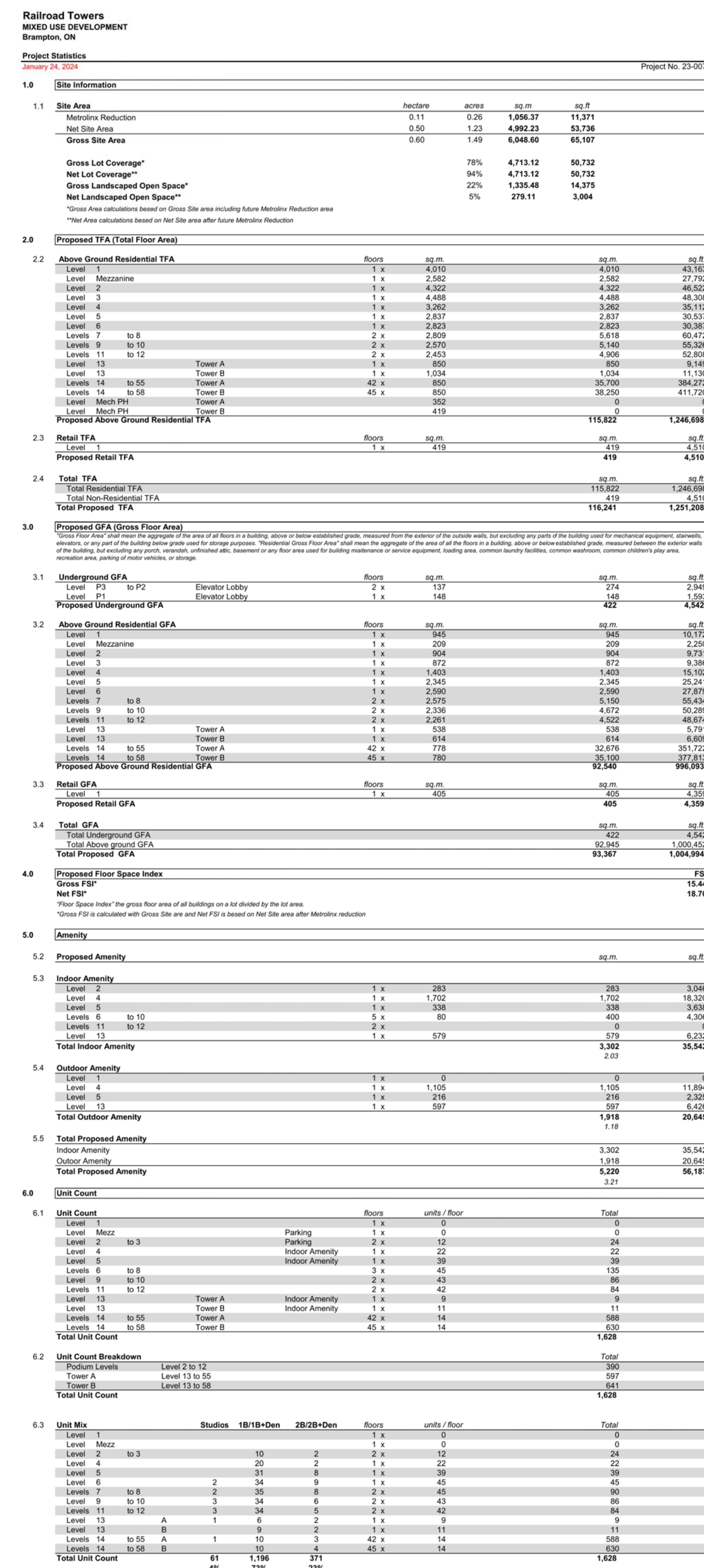
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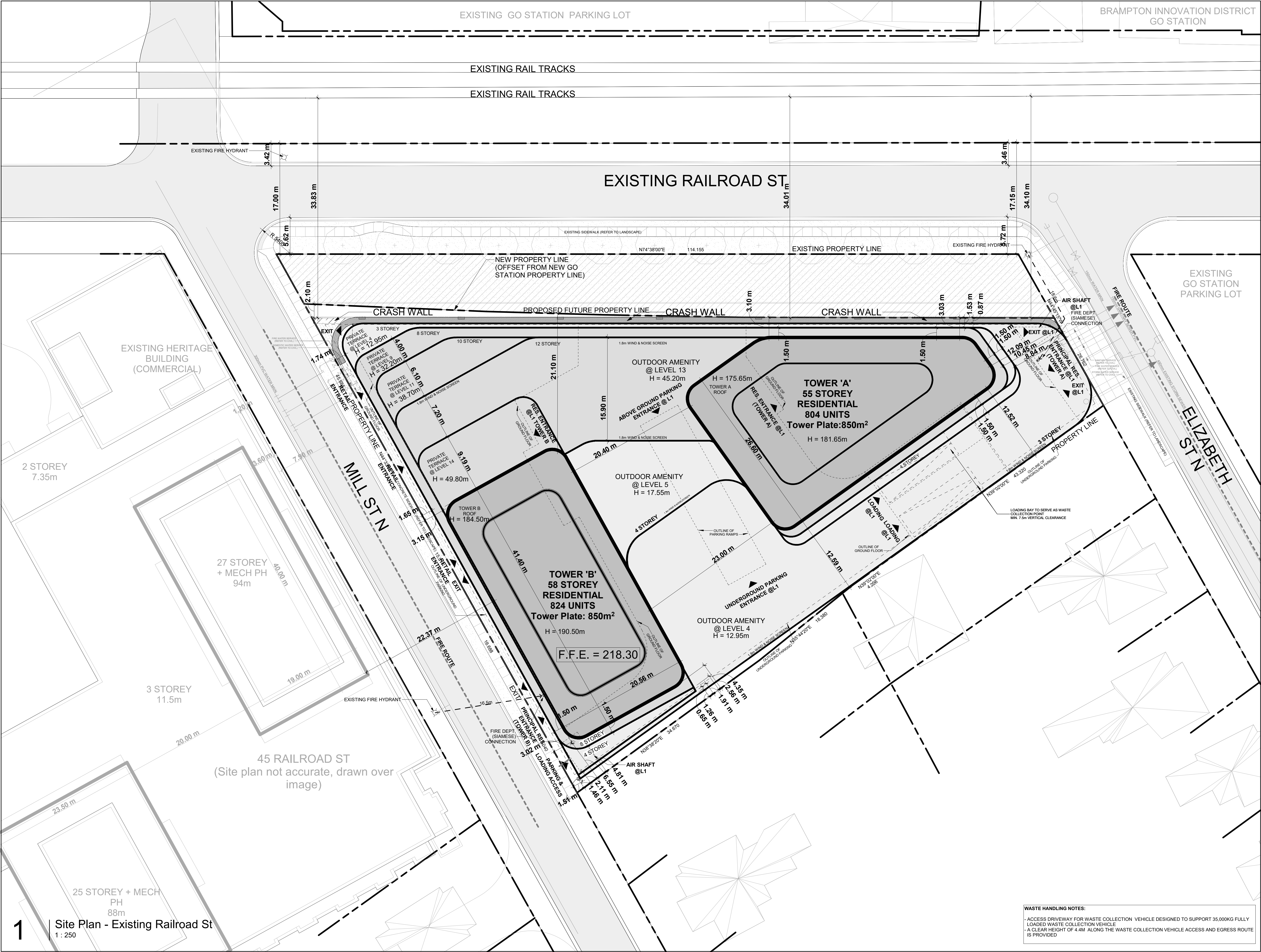
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Drawn by:
A.E.
Checked by:
A.L.
Project No.:
23007
Date:
01/24/24
Drawing No.:

A0.00

Print Date: 2024-01-24 2:35:56 PM File Path: C:\Users\23007\Documents\23007\1_BeyRose Towers Brampton - R72023_01.mxd





1 Site Plan - Existing Railroad St
1 : 250

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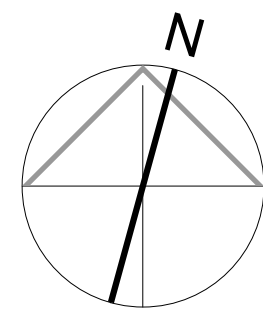
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BeyRose Capital

Mill St. N
Brampton, ON
Proposed Residential Development

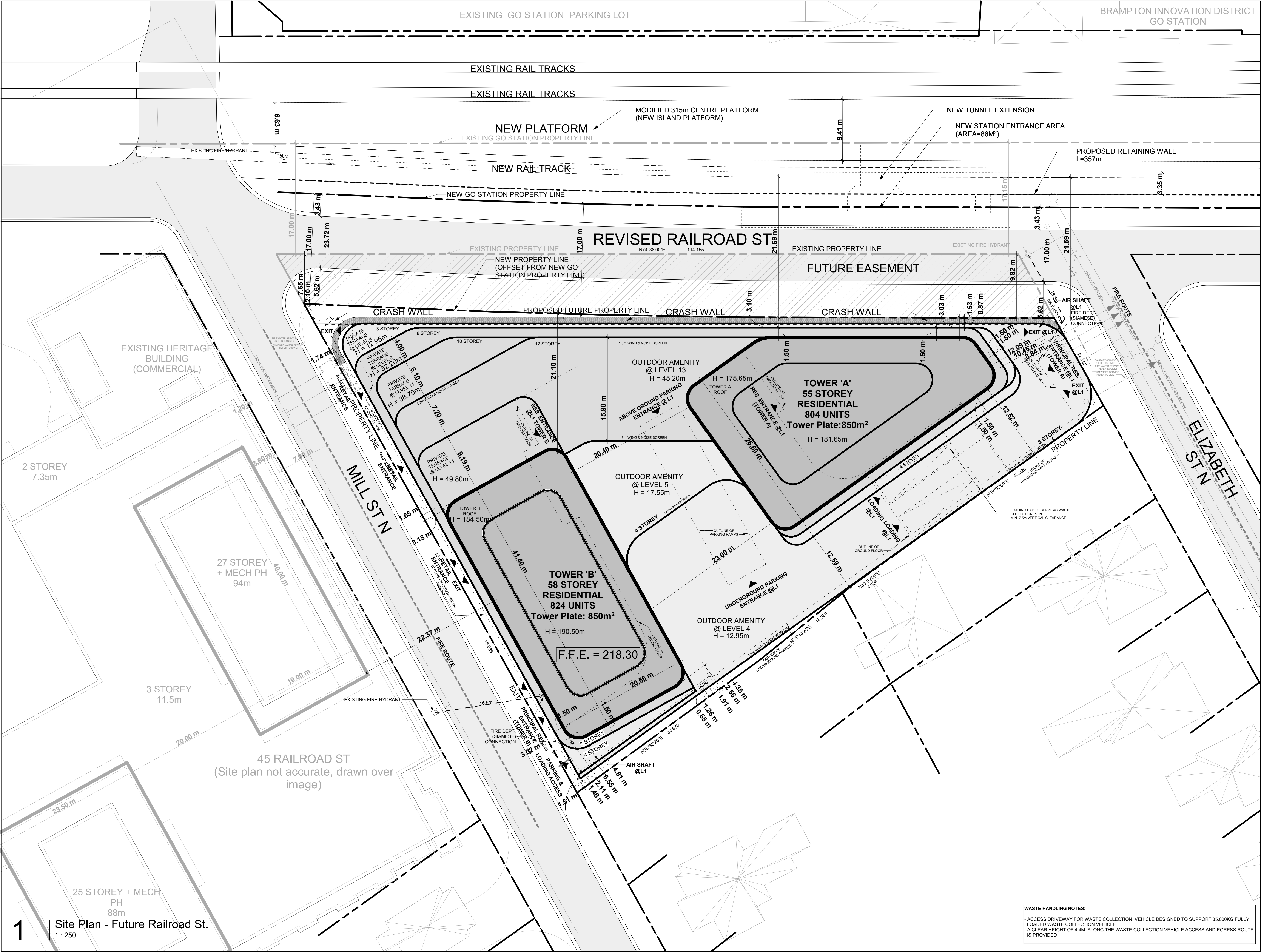
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Drawn by:
A.E.
Checked by:
A.L.
Project No.:
23007
Date:
01/24/24
Drawing No.:



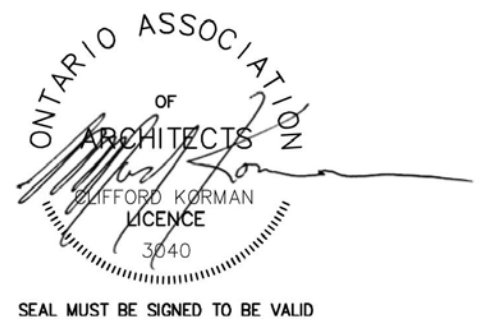
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WASTE HANDLING NOTES:
- ACCESS DRIVEWAY FOR WASTE COLLECTION VEHICLE DESIGNED TO SUPPORT 35,000KG FULLY LOADED WASTE COLLECTION VEHICLE
- A CLEAR HEIGHT OF 4.4M ALONG THE WASTE COLLECTION VEHICLE ACCESS AND EGRESS ROUTE IS PROVIDED



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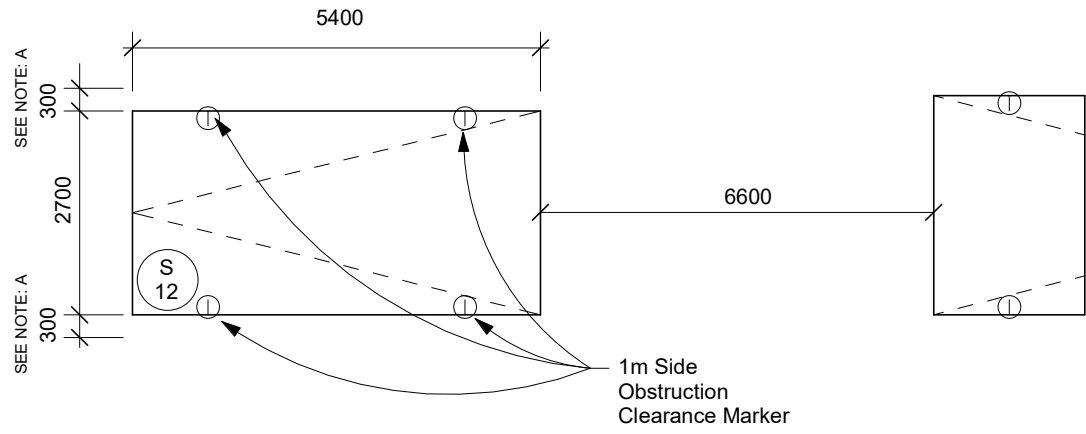
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**Site Plan - Future
Metrolinx Expansion**

Scale:
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Checked by:
A.L.
Project No.:
23007
Date:
01/24/24
Drawing No.:
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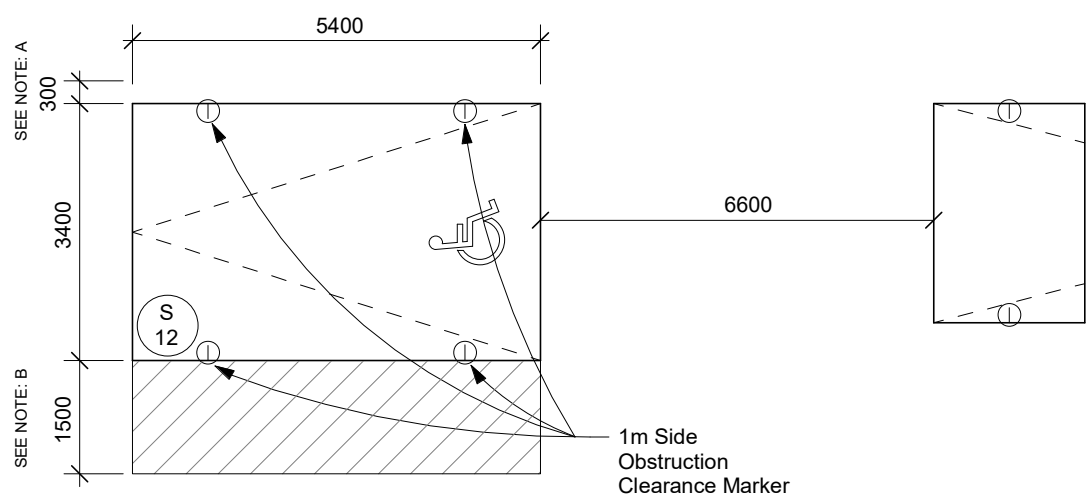
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- A CLEAR HEIGHT OF 4.4M ALONG THE WASTE COLLECTION VEHICLE ACCESS AND EGRESS ROUTE IS PROVIDED

TYPICAL PARKING SPACE:

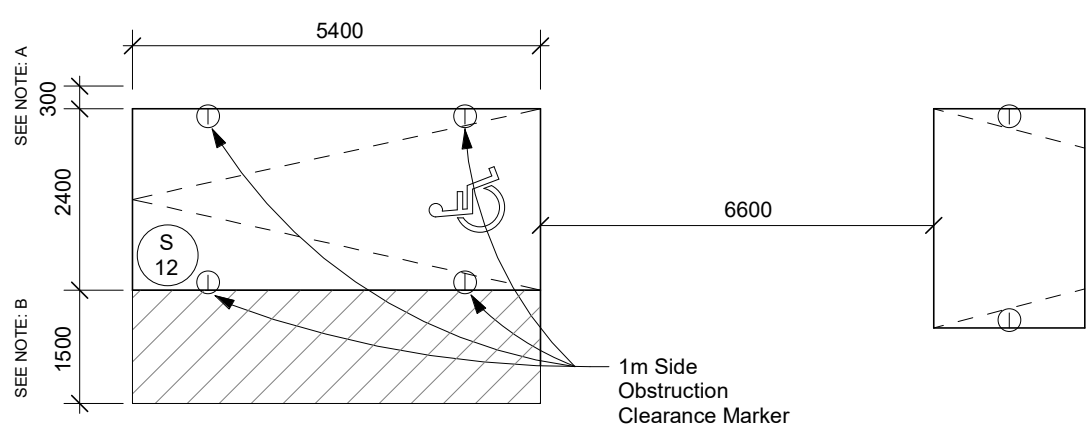
Drive Aisle @ 6.6m MIN.



Handicap Parking Space - Type A (Van Accessible)



Handicap Parking Space - Type B

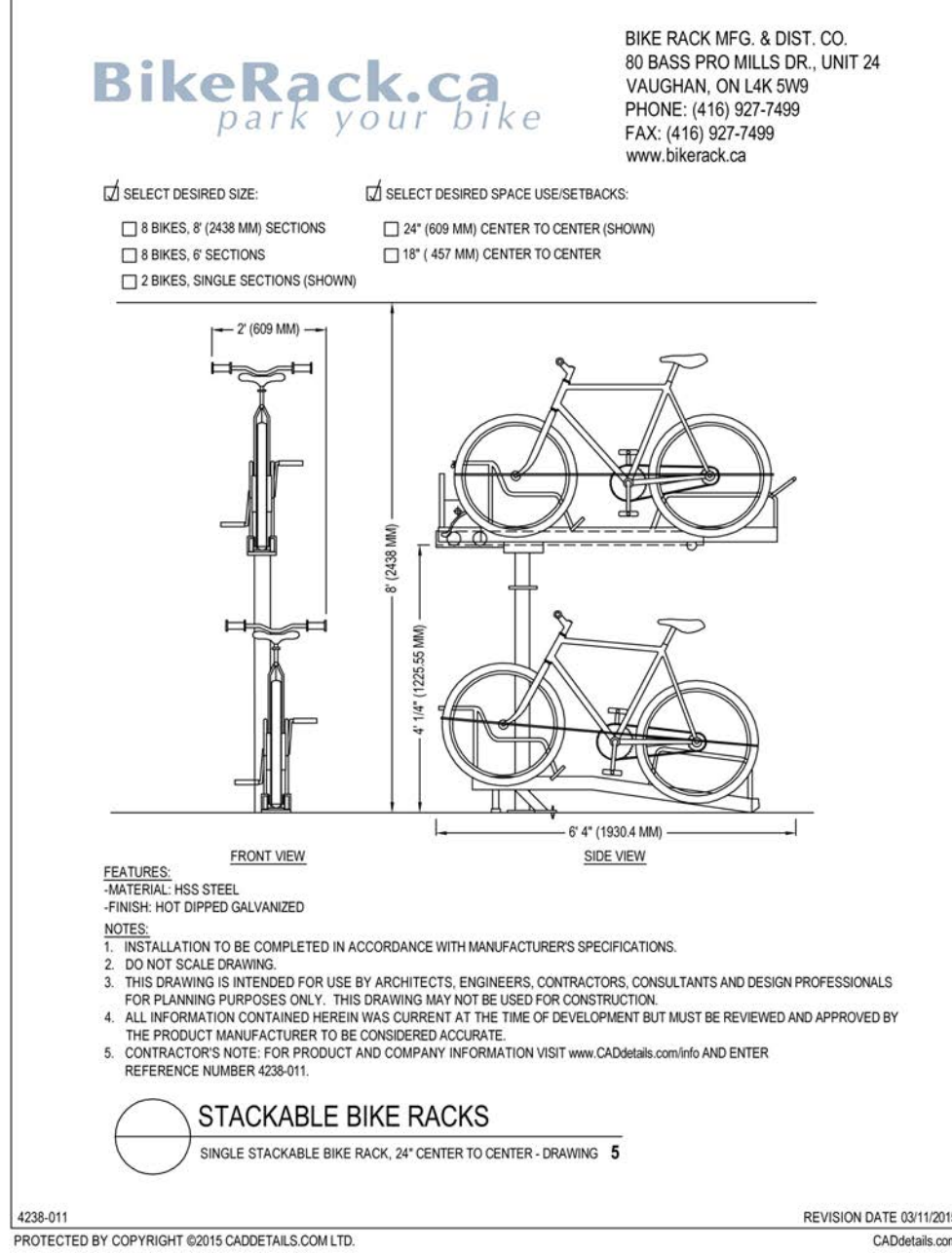
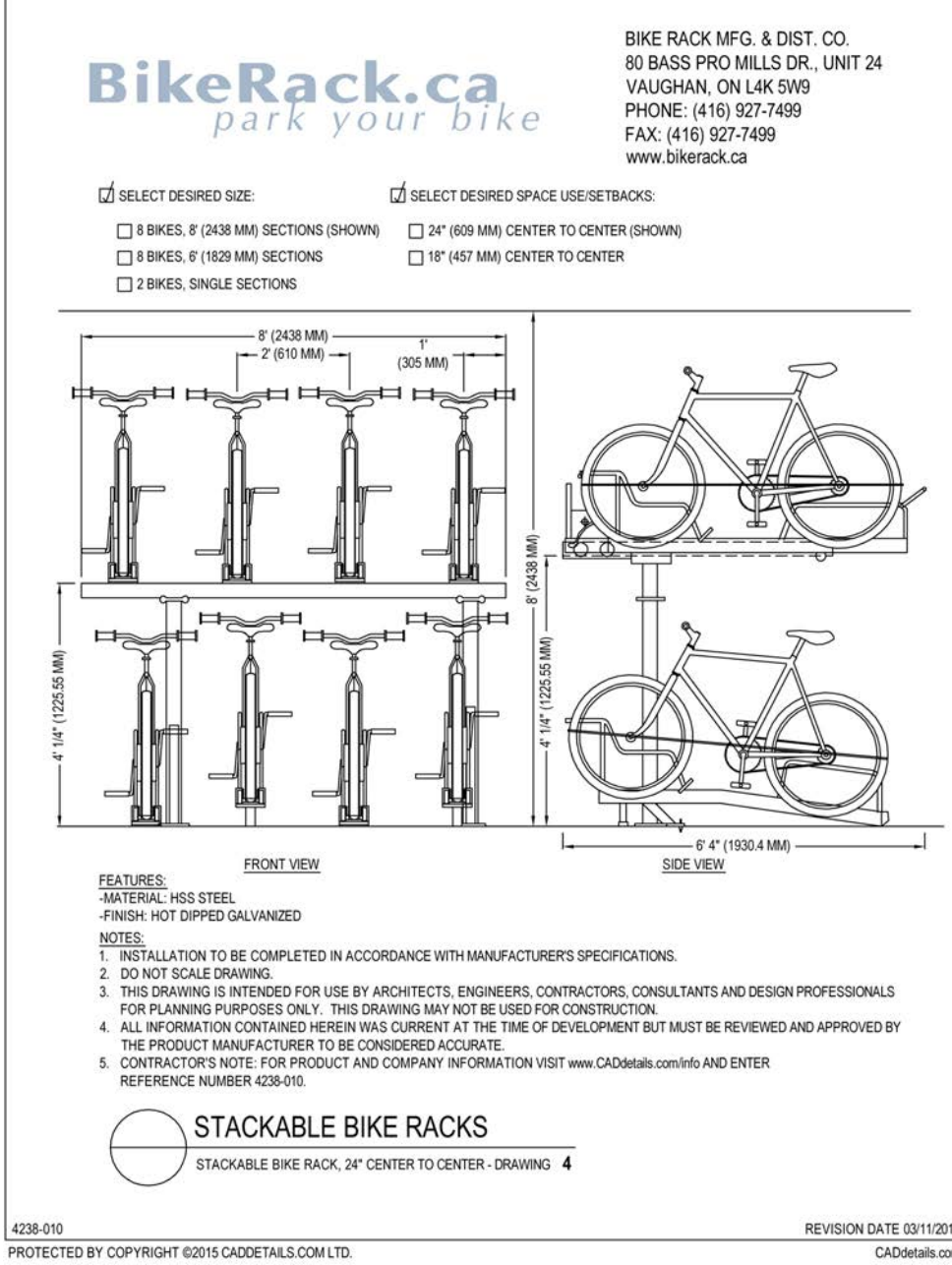
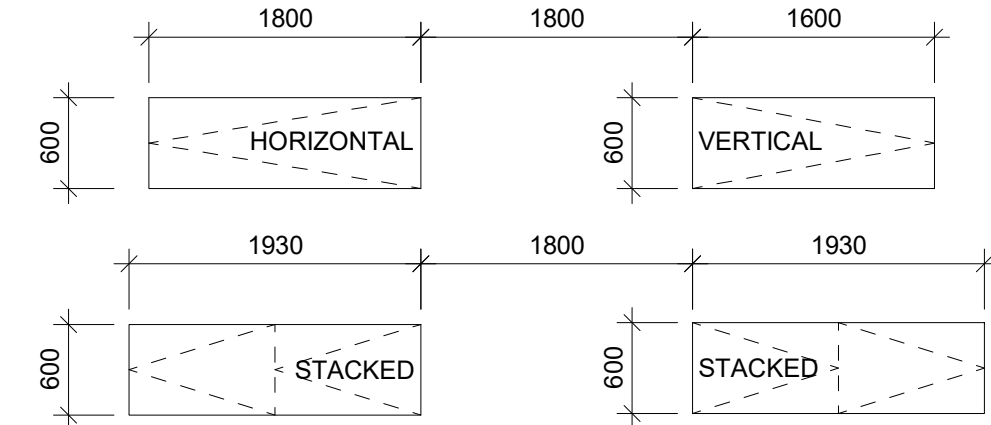


NOTES:
A - PROVIDE AN ADDITIONAL 300mm FOR PARKING SPACE WIDTH WHEN OBSTRUCTIONS OCCUR BETWEEN THE FRONT AND REAR 1000mm.
B - PROVIDE A 1500mm WALKWAY ON AT LEAST ONE SIDE OF A HANDICAP PARKING STALL. THIS WALKWAY MAY BE SHARED WITH ADJOINING HANDICAP SPACE.

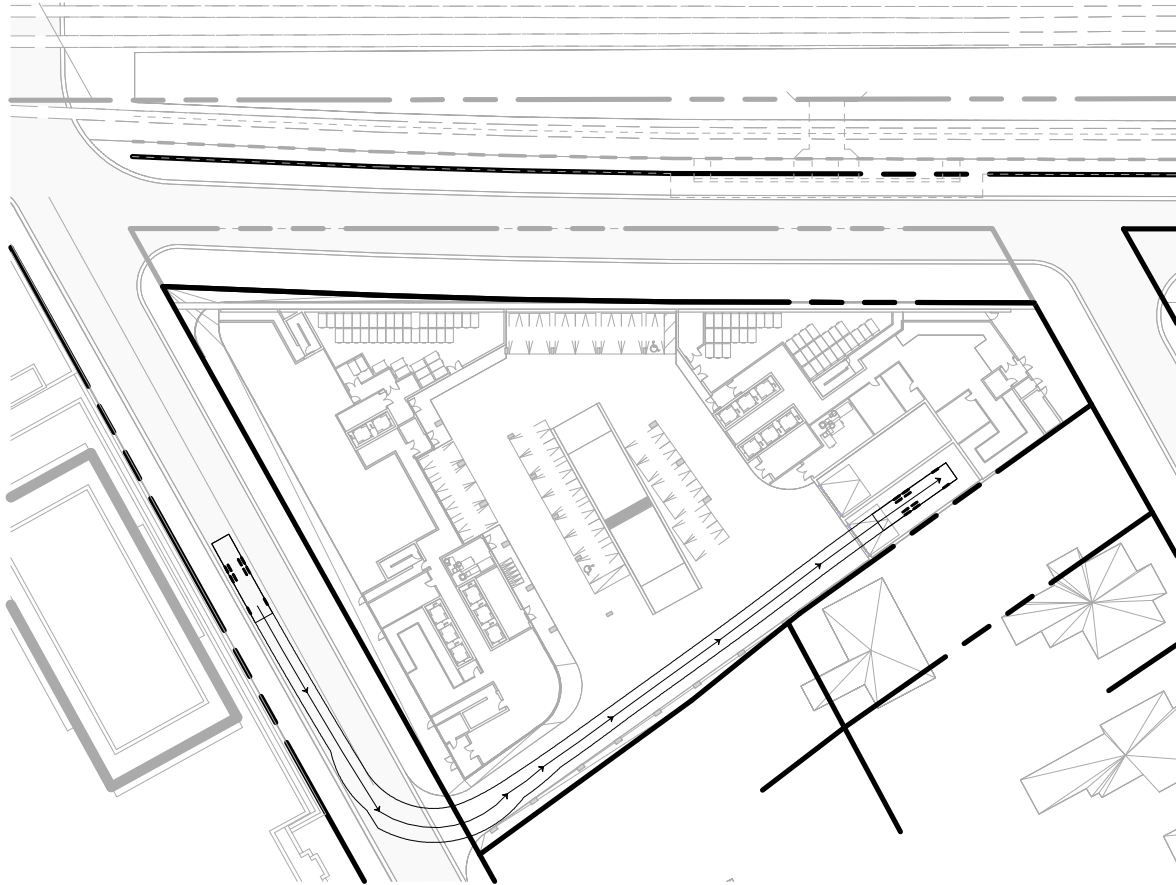
Parking Schedule - Total Parking Provided		
Type	Comments	Count
LEVEL P3		
Barrier-free Vehicular Parking Space		2
Residential Vehicular Parking Space		90
		92
LEVEL P2		
Barrier-free Vehicular Parking Space		2
Residential Vehicular Parking Space		88
		90
LEVEL P1		
Barrier-free Visitor Vehicular Parking Space		2
Visitor Vehicular Parking Space		76
		78
LEVEL 01		
Barrier-free Visitor Vehicular Parking Space		2
Visitor Vehicular Parking Space		22
		24
MEZZANINE		
Barrier-free Vehicular Parking Space		2
Residential Vehicular Parking Space		35
		37
LEVEL 02		
Barrier-free Vehicular Parking Space		2
Residential Vehicular Parking Space		57
		59
LEVEL 03		
Barrier-free Vehicular Parking Space		2
Residential Vehicular Parking Space		72
		74
		454

TYPICAL BICYCLE PARKING SPACE:

WALKWAY: MINIMUM 1800mm
VERTICAL PARKING SPACE: 1600mm (L) x 600mm (W)
HORIZONTAL PARKING SPACE: 1800mm (L) x 600mm (W)
STACKED PARKING SPACE: 1930mm (L) x 460mm (W)

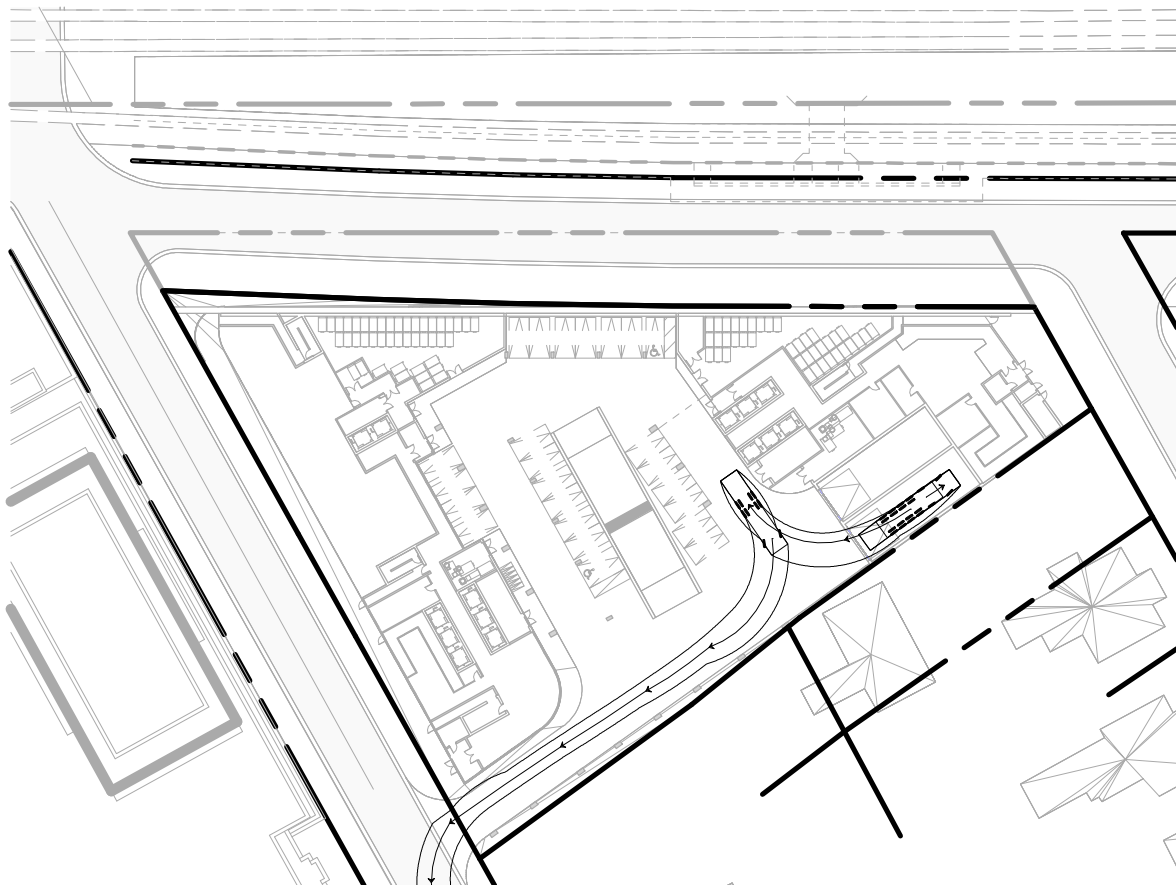


1 Typical Parking Space Legend



4 Tower A - Garbage Truck - Inbound

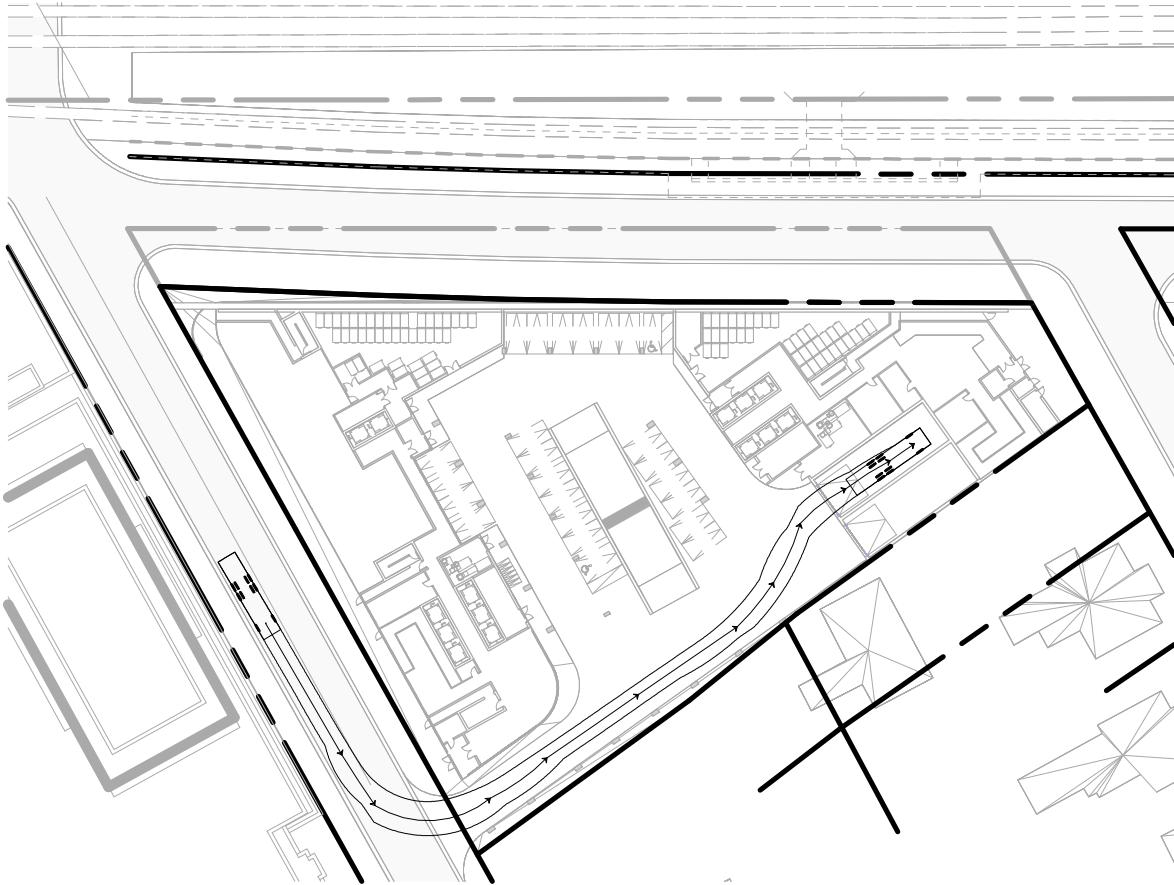
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8 Tower A - Garbage Truck - Outbound

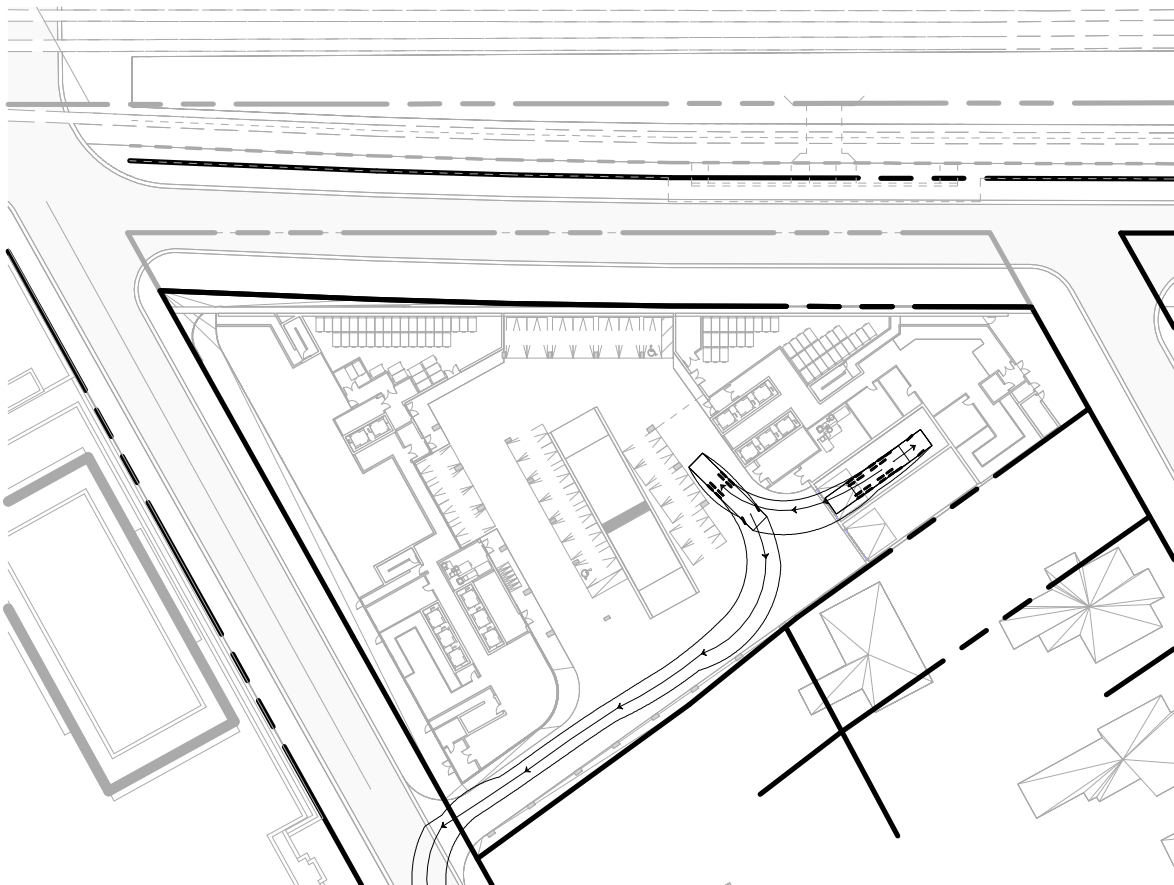
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2 Parking Schedule



5 Tower B - Garbage Truck - Inbound

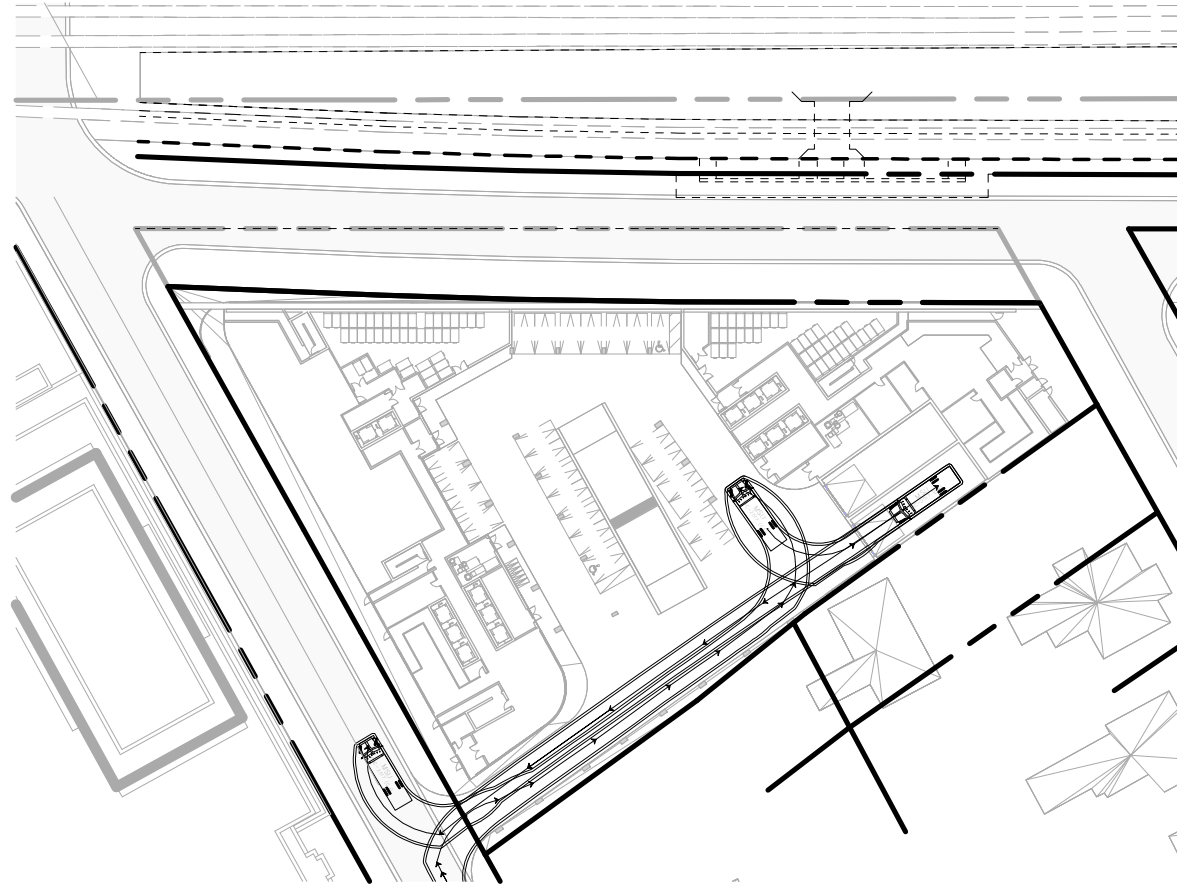
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9 Tower B - Garbage Truck - Outbound

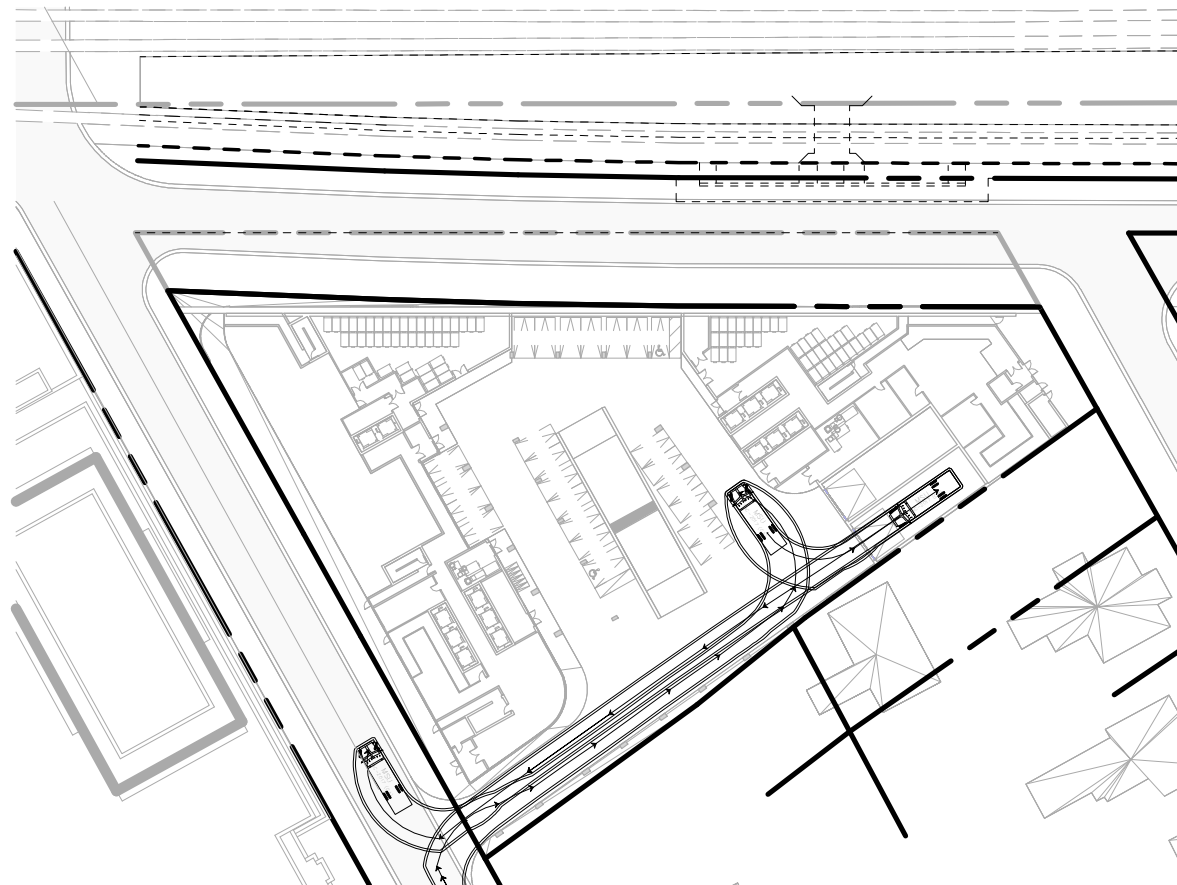
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3 Bicycle Parking Space Legend



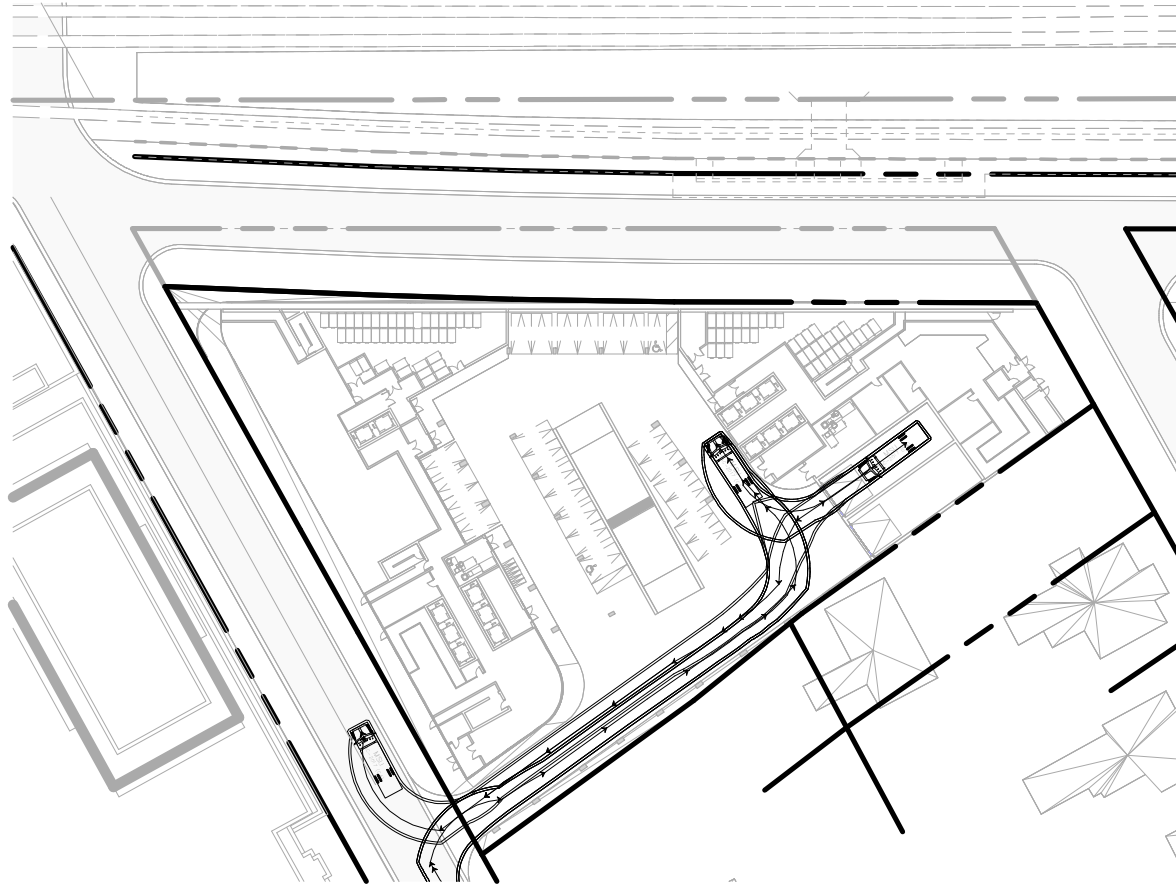
6 Tower A - HSU Truck - Inbound

1 : 1000 (REFER TO TRAFFIC)



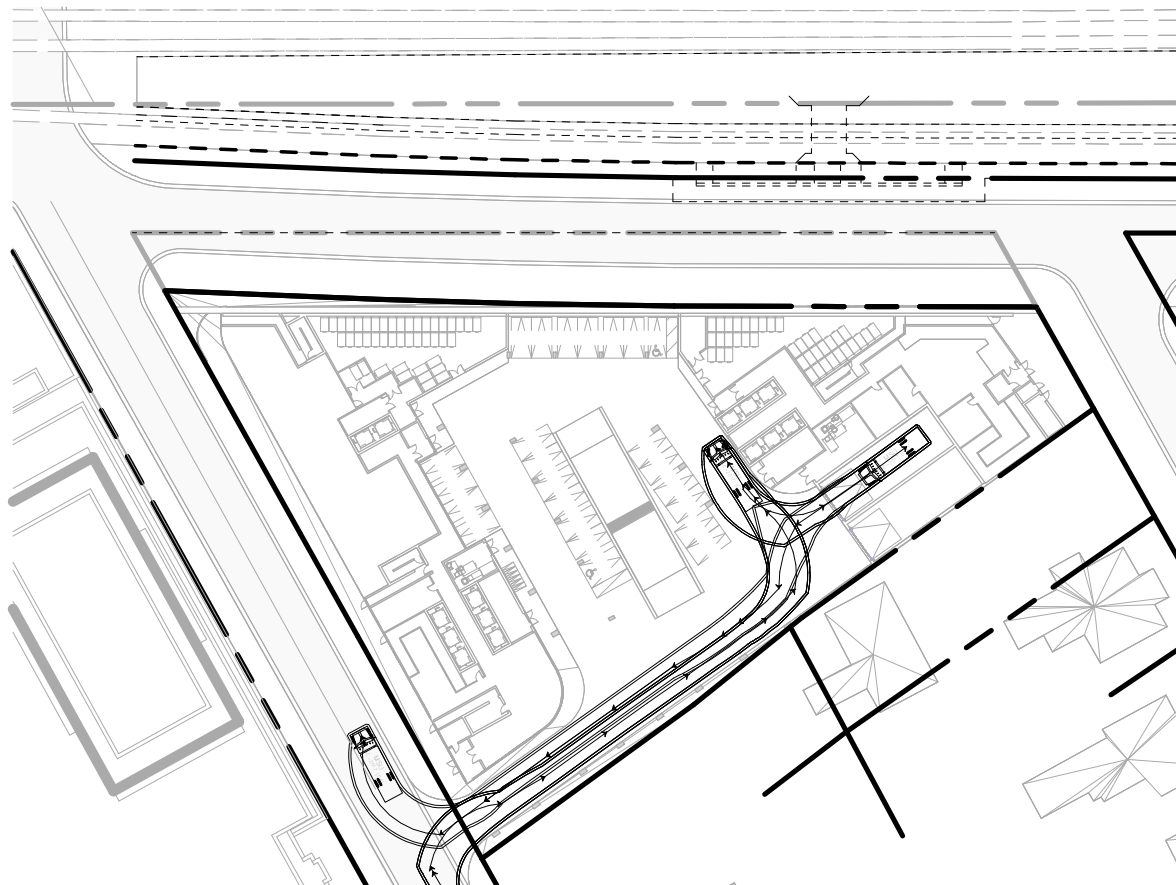
10 Tower A - HSU Truck - Outbound

1 : 1000 (REFER TO TRAFFIC)



7 Tower B - HSU Truck - Inbound

1 : 1000 (REFER TO TRAFFIC)



11 Tower B - HSU Truck - Outbound

1 : 1000 (REFER TO TRAFFIC)

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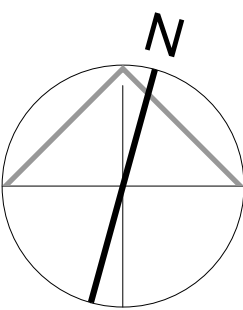
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No.:	Revision:	Date:

1	REZONING	JAN 24, 2024
No.:	Issued For:	Date:

Client:
BeyRose Capital
Mill St. N
Brampton, ON
Proposed Residential Development

General Notes and Legends

Scale:
1 : 1000
Drawn by:
A.E. - L.N.
Checked by:
A.L.
Project No.:
23007
Date:
01/24/24
Drawing No.:



A2.00

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Brampton, ON

Proposed Residential Development

Drawing Title:

Level P2 Floor Plan

Scale:

1 : 200

Drawn by:

 - L.N.

checked by:

A.L.

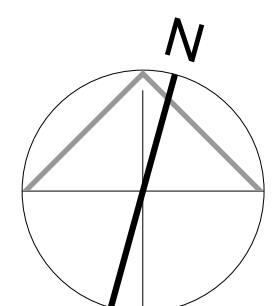
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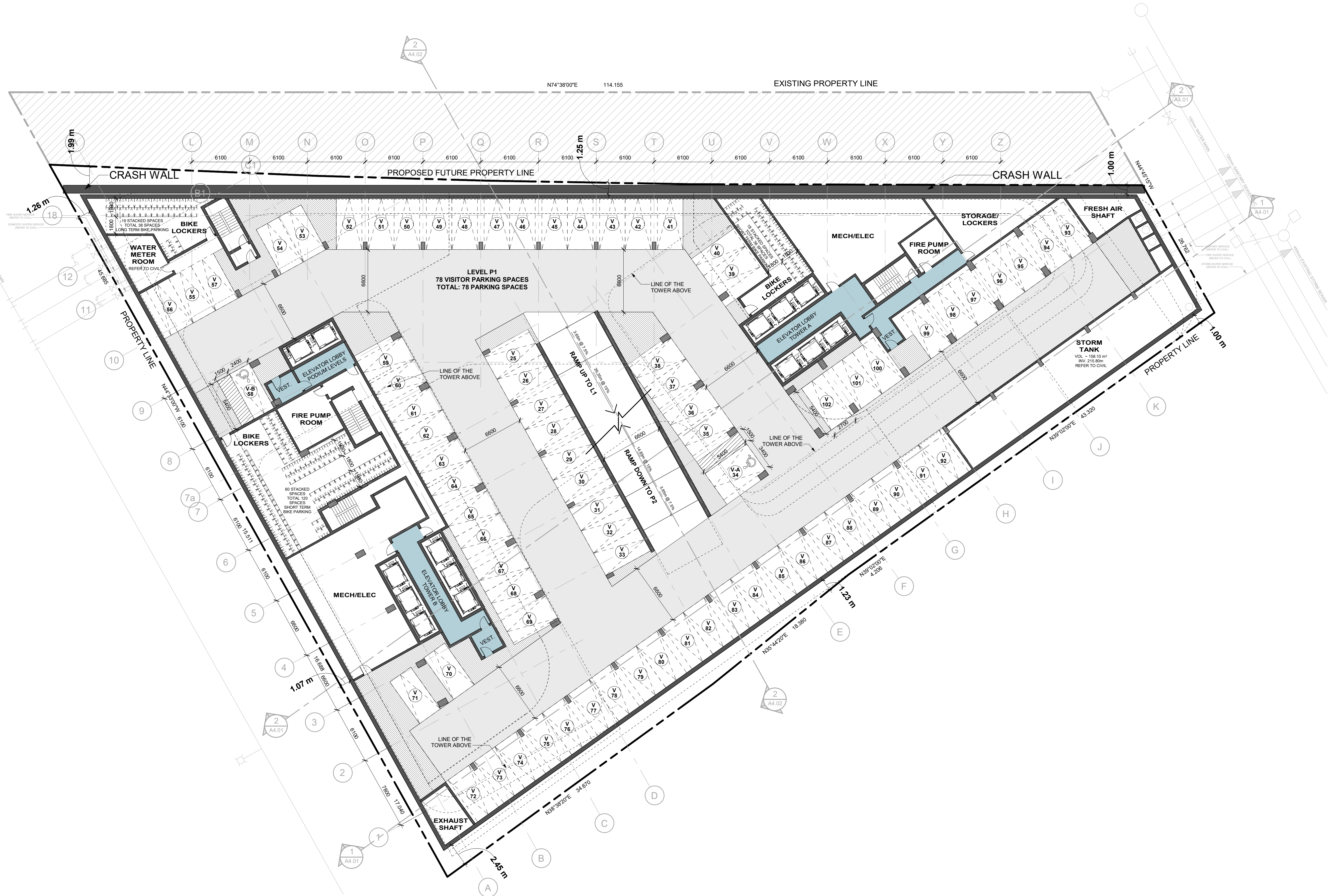
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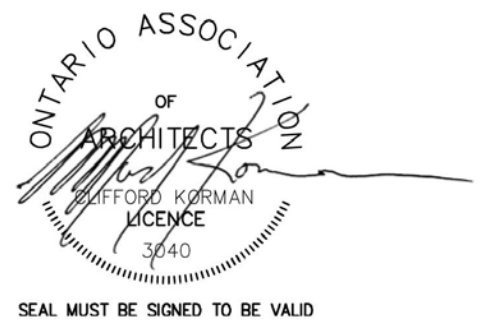


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No.:	Revision:	Date:

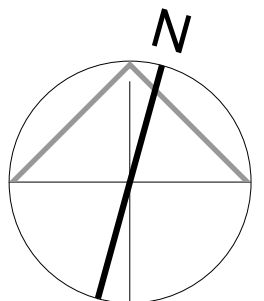
1	REZONING	JAN 24, 2024
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BeyRose Capital

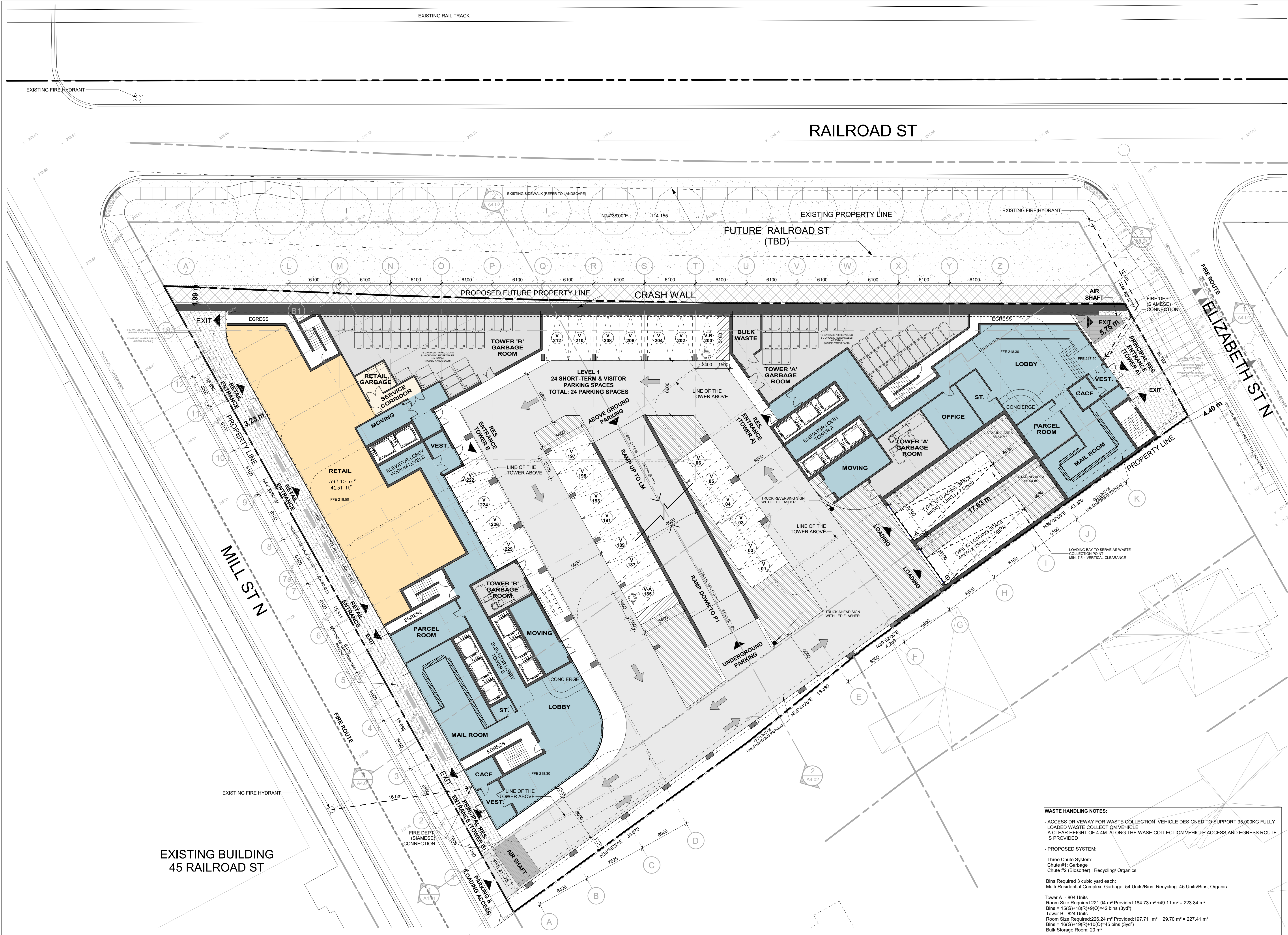
**Mill St. N
Brampton, ON**
Proposed Residential Development

Drawing Title:
Level P1 Floor Plan

Scale:
1 : 200
Drawn by:
A.E. - L.N.
Checked by:
A.L.
Project No.:
23007
Date:
01/24/24
Drawing No.:



A2.03



EXISTING BUILDING
45 RAILROAD ST

WASTE HANDLING NOTES:

- ACCESS DRIVEWAY FOR WASTE COLLECTION VEHICLE DESIGNED TO SUPPORT 35,000KG FULLY LOADED WASTE COLLECTION VEHICLE
- A CLEAR HEIGHT OF 4.4M ALONG THE WASTE COLLECTION VEHICLE ACCESS AND EGRESS ROUTE IS PROVIDED
- PROPOSED SYSTEM:

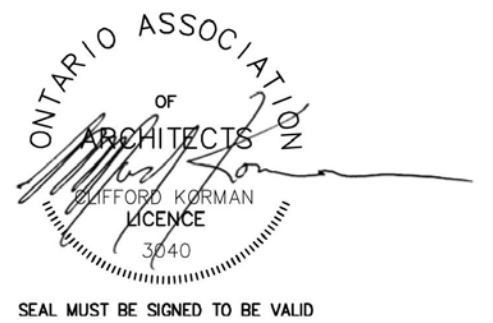
Three Chute System:
Chute #1: Garbage
Chute #2 (Biosorter): Recycling/ Organics

Bins Required 3 cubic yard each:
Multi-Residential Complex: Garbage: 54 Units/Bins, Recycling: 45 Units/Bins, Organic:

Tower A - 804 Units
Room Size Required 221.04 m² Provided: 184.73 m² + 49.11 m² = 223.84 m²
Bins = 15(G)+16(R)+9(O)=42 bins (3yd)
Tower B - 824 Units
Room Size Required 226.24 m² Provided: 197.71 m² + 29.70 m² = 227.41 m²
Bins = 16(G)+16(R)+10(O)=45 bins (3yd)
Bulk Storage Room: 20 m²

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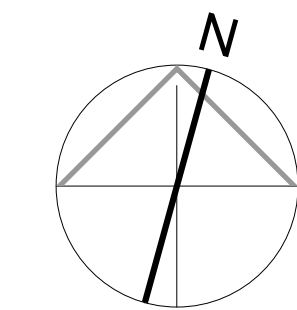
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Proposed Residential Development

Drawing Title:
Ground Level Floor Plan

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A2.04



1 | Mezzanine Level Floor Plan
1 : 200

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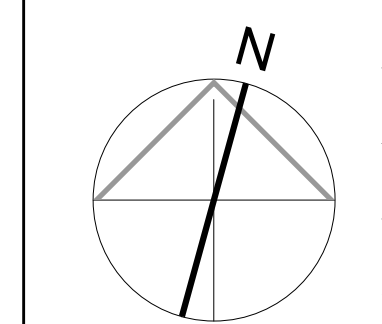
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No.:	Issued For:	Date:

Client:
BeyRose Capital
Mill St. N
Brampton, ON
Proposed Residential Development

Drawing Title:
Mezzanine Level Floor Plan
Scale:
1 : 200
Drawn by:
A.E. - L.N.
Checked by:
A.L.
Project No.:
23007
Date:
01/24/24
Drawing No.:



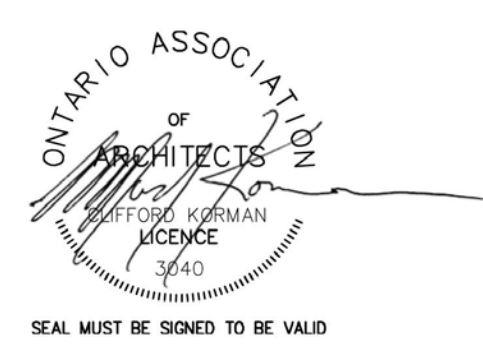
A2.05



1 Level 2 Floor Plan
1 : 200

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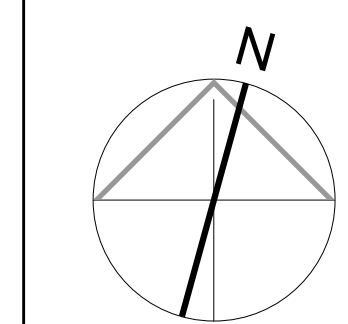
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BeyRose Capital

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Brampton, ON
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Drawing Title:
Level 2 Floor Plan



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1 : 200
Drawn by:
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Date:
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A2.06



1 | Level 3 Floor Plan
1 : 200

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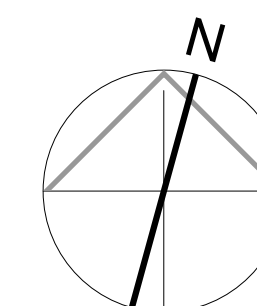
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BeyRose Capital

**Mill St. N
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Proposed Residential Development

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Level 3 Floor Plan

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1 : 200
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Checked by:
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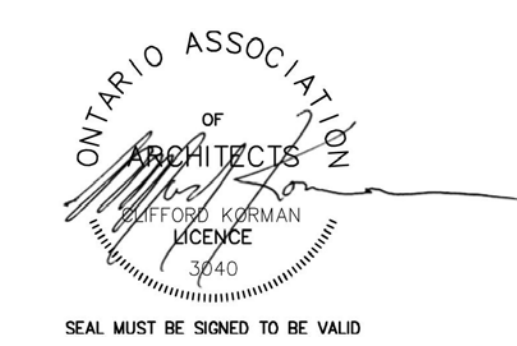
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1 | Level 4 Floor Plan
1 : 200

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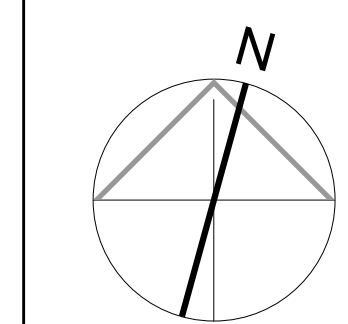
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Drawing Title:
Level 4 Floor Plan

Scale:
1 : 200
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A2.08



1 | Level 5 Floor Plan
1 : 200

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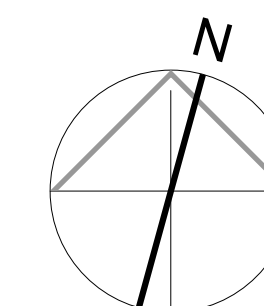
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**Mill St. N
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Level 5 Floor Plan

Scale:
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Drawn by:
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A2.09



1 | Level 6 Floor Plan
1 : 200

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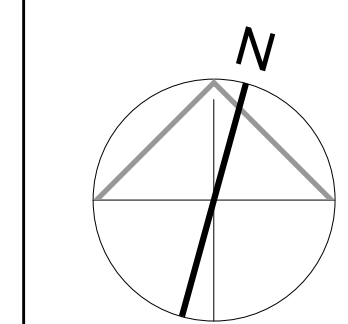
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Drawing Title:
Levels 6 Floor Plans

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A2.10



1 | Level 9-10 Floor Plan
1 : 200

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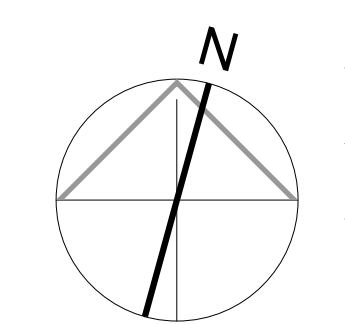
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Drawing Title:
Levels 9-10 Floor Plans

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Drawn by:
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A2.12



1 | Level 11-12 Floor Plan
1 : 200

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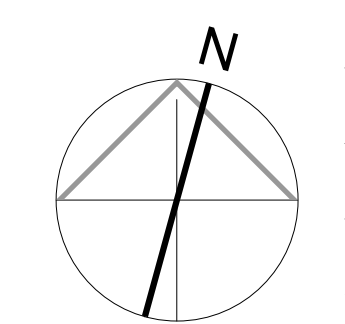
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Levels 11-12 Floor Plans

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Project No.:
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Date:
01/24/24
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A2.13

Plot Date: 2024-02-22 2:42:01 PM File Path: C:\Users\2303\23007\1_23007\Mill St. N\Brampton\A2.13_Levels 11-12 Floor Plans.dwg



1 | Level 13 Floor Plan
1 : 200

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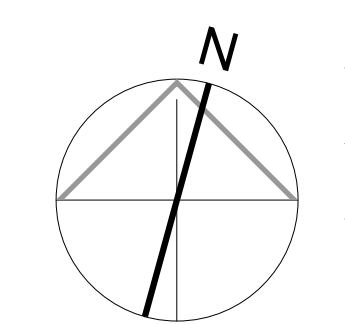
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Drawing Title:
Level 13 floor Plan

Scale:
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Checked by:
A.L.
Project No.:
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Date:
01/24/24
Drawing No.:



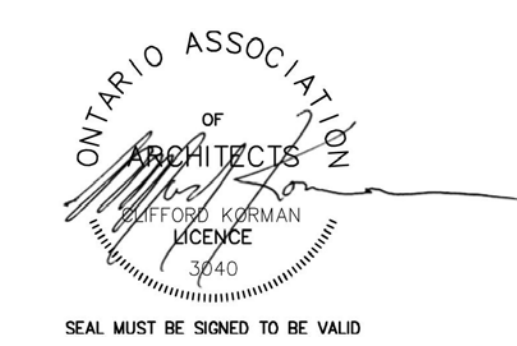
A2.14



1 | Level 14 (Typical Tower) Floor Plan
1 : 200

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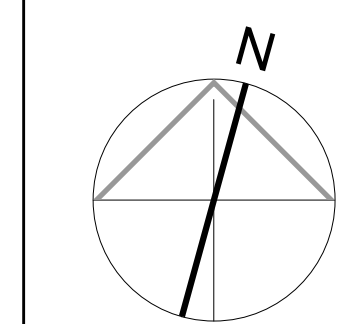
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Drawing Title:
Typical Tower Floor Plan

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A2.15



1 | Tower A Mech PH Floor Plan
1 : 200

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Brampton, ON
Proposed Residential Development

Drawing Title:

Tower A Mech PH Floor Plan

Scale:

1 : 200

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Checked by:

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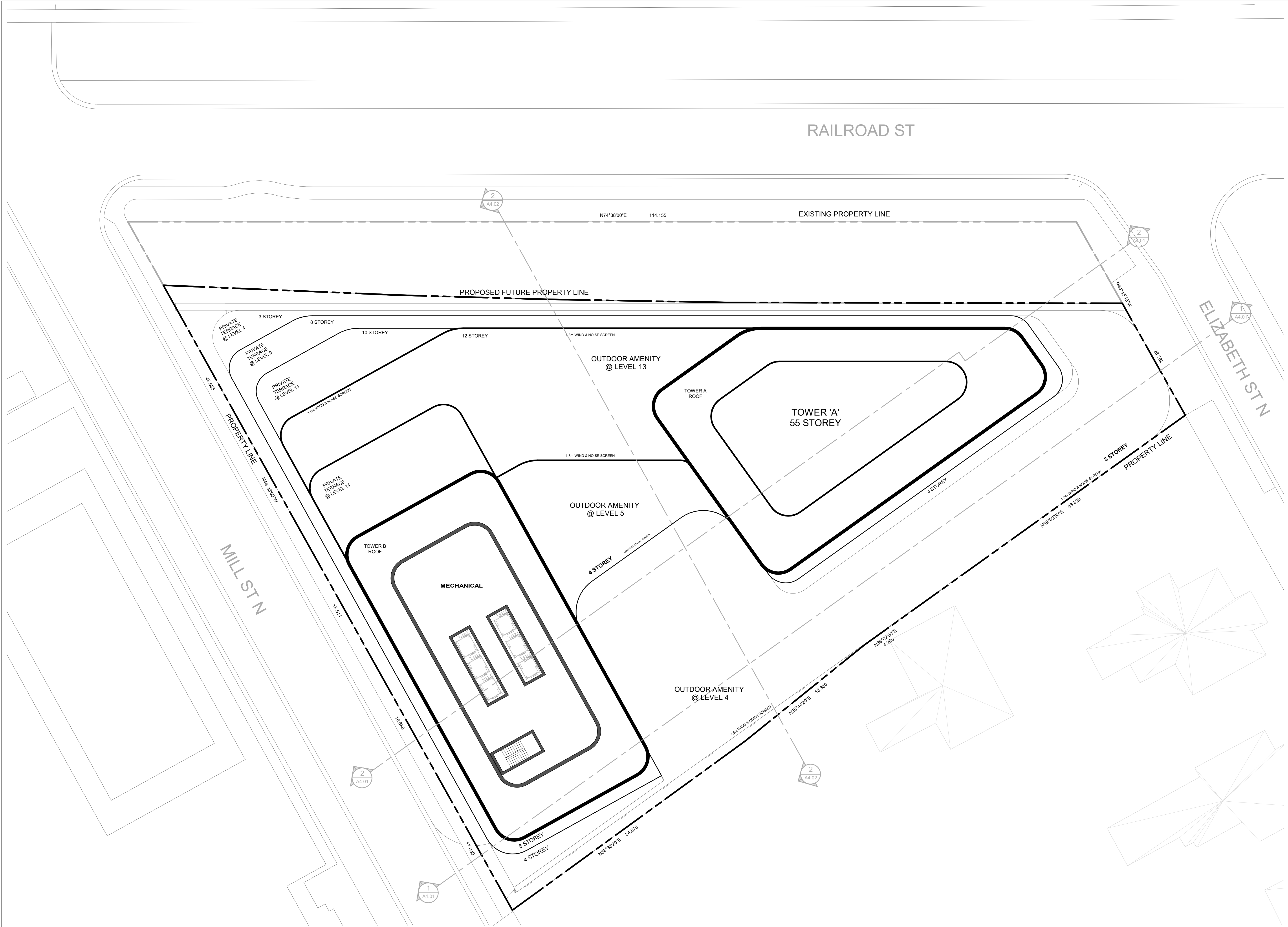
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01/24/24

Drawing No.:

A2.16

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1 | Tower B Mech. P.H. Floor Plan
1 : 200

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Drawing Title:

Tower B Mech. P.H. Floor Plan

Scale:

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Checked by:

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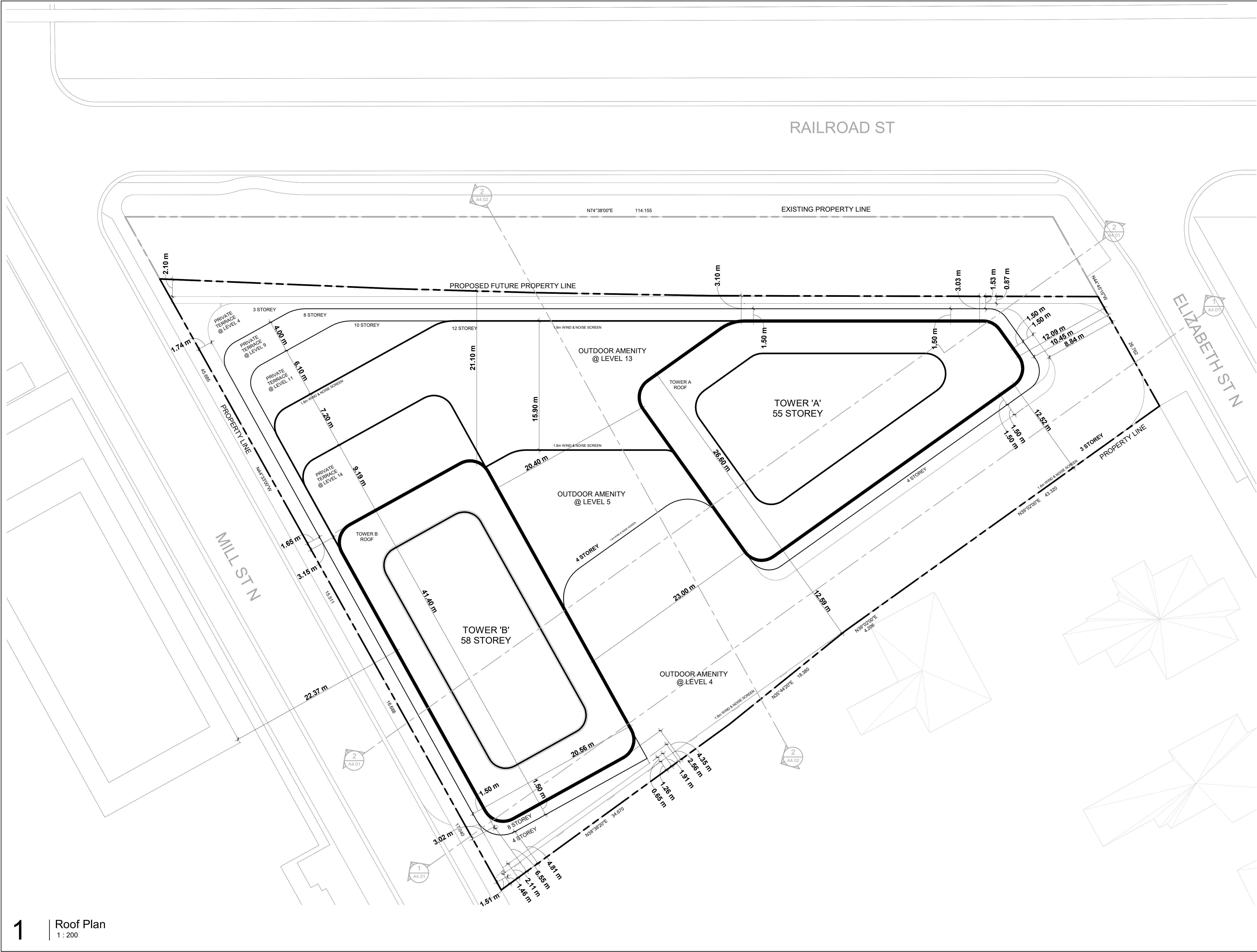
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1 | Roof Plan
1 : 200

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No.:	Issued For:	Date:

Client:
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Brampton, ON
Proposed Residential Development

Drawing Title:
Tower B Roof Plan

Scale:
1 : 200

Drawn by:
A.E. - L.N.

Checked by:
A.L.

Project No.:
23007

Date:
01/24/24

Drawing No.:
A2.18

181.850' ROOF TOWER A
175.850' MPH TOWER A

TOWER A
55 STOREYS

TOWER B
58 STOREYS

OUTDOOR AMENITY

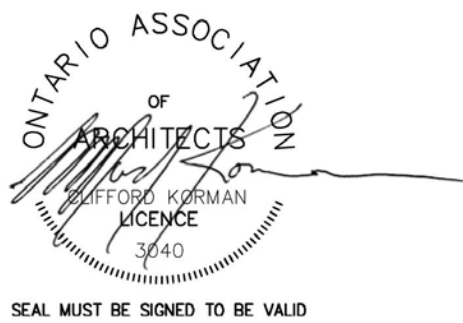
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MPH TOWER B 184.500'
LEVEL 58 180.800'
LEVEL 57 177.850'
LEVEL 56 174.900'
LEVEL 55 171.950'
LEVEL 54 169.000'
LEVEL 53 166.050'
LEVEL 52 163.100'
LEVEL 51 160.150'
LEVEL 50 157.200'
LEVEL 49 154.250'
LEVEL 48 151.300'
LEVEL 47 148.350'
LEVEL 46 145.400'
LEVEL 45 142.450'
LEVEL 44 139.500'
LEVEL 43 136.550'
LEVEL 42 133.600'
LEVEL 41 130.650'
LEVEL 40 127.700'
LEVEL 39 124.750'
LEVEL 38 121.800'
LEVEL 37 118.850'
LEVEL 36 115.900'
LEVEL 35 112.950'
LEVEL 34 109.100'
LEVEL 33 106.150'
LEVEL 32 103.200'
LEVEL 31 100.250'
LEVEL 30 97.300'
LEVEL 29 94.350'
LEVEL 28 91.400'
LEVEL 27 88.450'
LEVEL 26 85.500'
LEVEL 25 82.550'
LEVEL 24 79.600'
LEVEL 23 76.650'
LEVEL 22 73.700'
LEVEL 21 70.750'
LEVEL 20 67.800'
LEVEL 19 64.850'
LEVEL 18 61.900'
LEVEL 17 58.950'
LEVEL 16 56.000'
LEVEL 15 53.050'
LEVEL 14 50.100'
LEVEL 13 47.150'
LEVEL 12 44.200'
LEVEL 11 41.250'
LEVEL 10 38.300'
LEVEL 09 35.350'
LEVEL 08 32.400'
LEVEL 07 29.450'
LEVEL 06 26.500'
LEVEL 05 23.550'
LEVEL 04 20.600'
LEVEL 03 17.650'
LEVEL 02 14.700'
MEZZANINE 11.750'
LEVEL 01 8.800'

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20 De Boers Drive Suite 400
Toronto ON M3J 0H1

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No.:	Revision:	Date:

1	REZONING	JAN 24, 2024
No.:	Issued For:	Date:

Client:
BeyRose Capital

Mill St. N
Brampton, ON
Proposed Residential Development

Drawing Title:
Elevations

Scale:
1 : 400
Drawn by:
A.E. - L.N.
Checked by:
A.L.
Project No.:
23007
Date:
01/24/24
Drawing No.:

A3.01

190.500 ROOF TOWER B
184.500 MPH TOWER B
180.800 LEVEL 58
177.850 LEVEL 57
174.900 LEVEL 56

TOWER B
58 STOREYS

TOWER A
55 STOREYS

OUTDOOR AMENITY

OUTDOOR AMENITY

OUTDOOR AMENITY

MILL ST N

ELIZABETH ST N

ROOF TOWER A 181.650
MPH TOWER A 175.650
LEVEL 55 171.950
LEVEL 54 169.000
LEVEL 53 166.050
LEVEL 52 163.100
LEVEL 51 160.150
LEVEL 50 157.200
LEVEL 49 154.250
LEVEL 48 151.300
LEVEL 47 148.350
LEVEL 46 145.400
LEVEL 45 142.450
LEVEL 44 139.500
LEVEL 43 136.550
LEVEL 42 133.600
LEVEL 41 130.650
LEVEL 40 127.700
LEVEL 39 124.750
LEVEL 38 121.800
LEVEL 37 118.850
LEVEL 36 115.900
LEVEL 35 112.950
LEVEL 34 109.000
LEVEL 33 106.050
LEVEL 32 103.100
LEVEL 31 100.150
LEVEL 30 97.200
LEVEL 29 94.250
LEVEL 28 91.300
LEVEL 27 88.350
LEVEL 26 85.400
LEVEL 25 82.450
LEVEL 24 79.500
LEVEL 23 76.550
LEVEL 22 73.600
LEVEL 21 70.650
LEVEL 20 67.700
LEVEL 19 64.750
LEVEL 18 61.800
LEVEL 17 58.850
LEVEL 16 55.900
LEVEL 15 52.950
LEVEL 14 49.000
LEVEL 13 45.050
LEVEL 12 41.100
LEVEL 11 38.150
LEVEL 10 35.200
LEVEL 09 32.250
LEVEL 08 29.300
LEVEL 07 26.350
LEVEL 06 23.400
LEVEL 05 19.450
LEVEL 04 12.950
LEVEL 03 9.400
LEVEL 02 6.450
MEZZANINE 3.600
LEVEL 01 0.00

1

South Elevation
1 : 400

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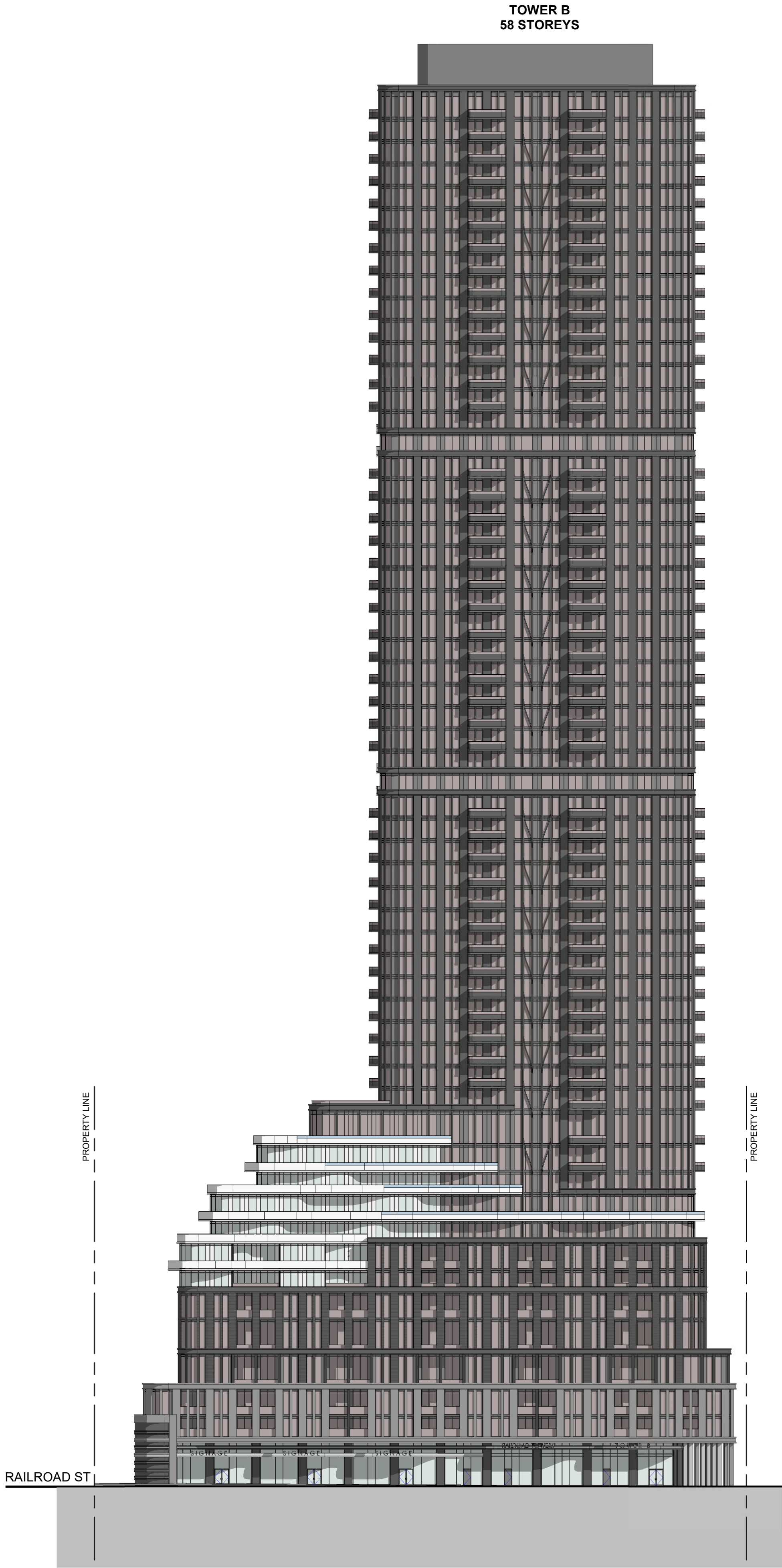
Client:
BeyRose Capital

**Mill St. N
Brampton, ON**
Proposed Residential Development

Drawing Title:
Elevations

Scale:
1 : 400
Drawn by:
A.E. - L.N.
Checked by:
A.L.
Project No.:
23007
Date:
01/24/24
Drawing No.:

A3.02



- ROOF TOWER B 190.500
- MPH TOWER B 184.500
- LEVEL 58 180.800
- LEVEL 57 177.850
- LEVEL 56 174.900
- LEVEL 55 171.950
- LEVEL 54 169.000
- LEVEL 53 166.050
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- LEVEL 17 58.850
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- LEVEL 13 45.050
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- LEVEL 06 22.400
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- LEVEL 03 13.550
- LEVEL 02 10.600
- MEZZANINE 7.650
- LEVEL 01 0.00

- ROOF TOWER B 190.500
- MPH TOWER B 184.500
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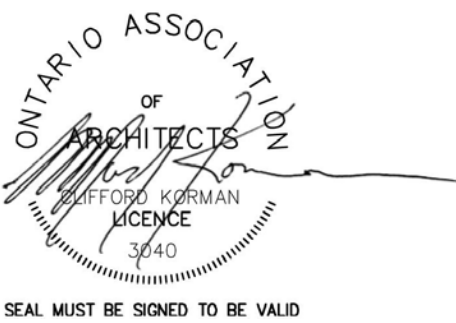
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- LEVEL 01 0.00

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Toronto ON M3J 0H1

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No.:	Issued For:	Date:

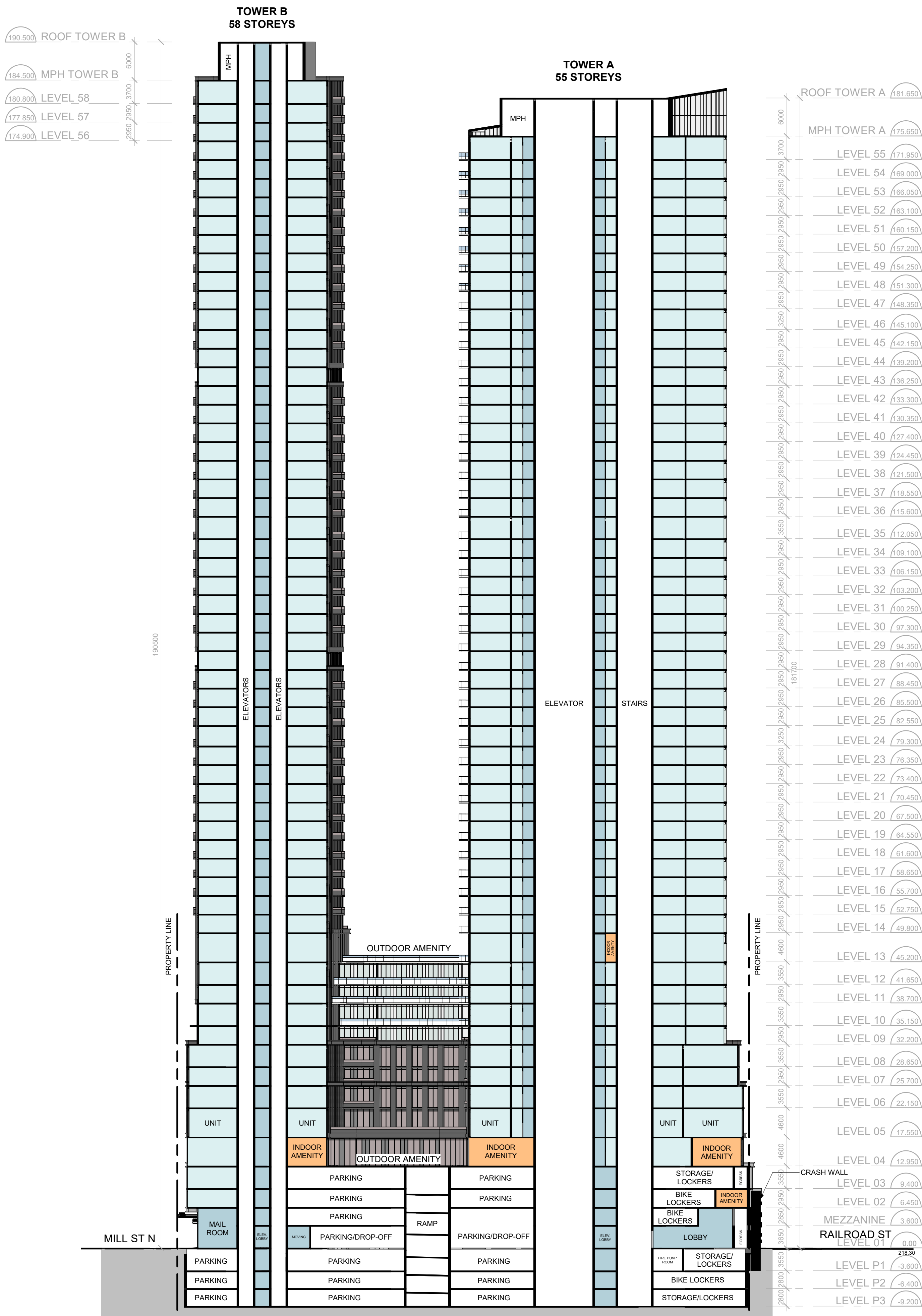
Client:
BeyRose Capital

**Mill St. N
Brampton, ON**
Proposed Residential Development

Drawing Title:
Elevations

Scale:
1 : 400
Drawn by:
A.E. - L.N.
Checked by:
A.L.
Project No.:
23007
Date:
01/24/24
Drawing No.:

A3.03

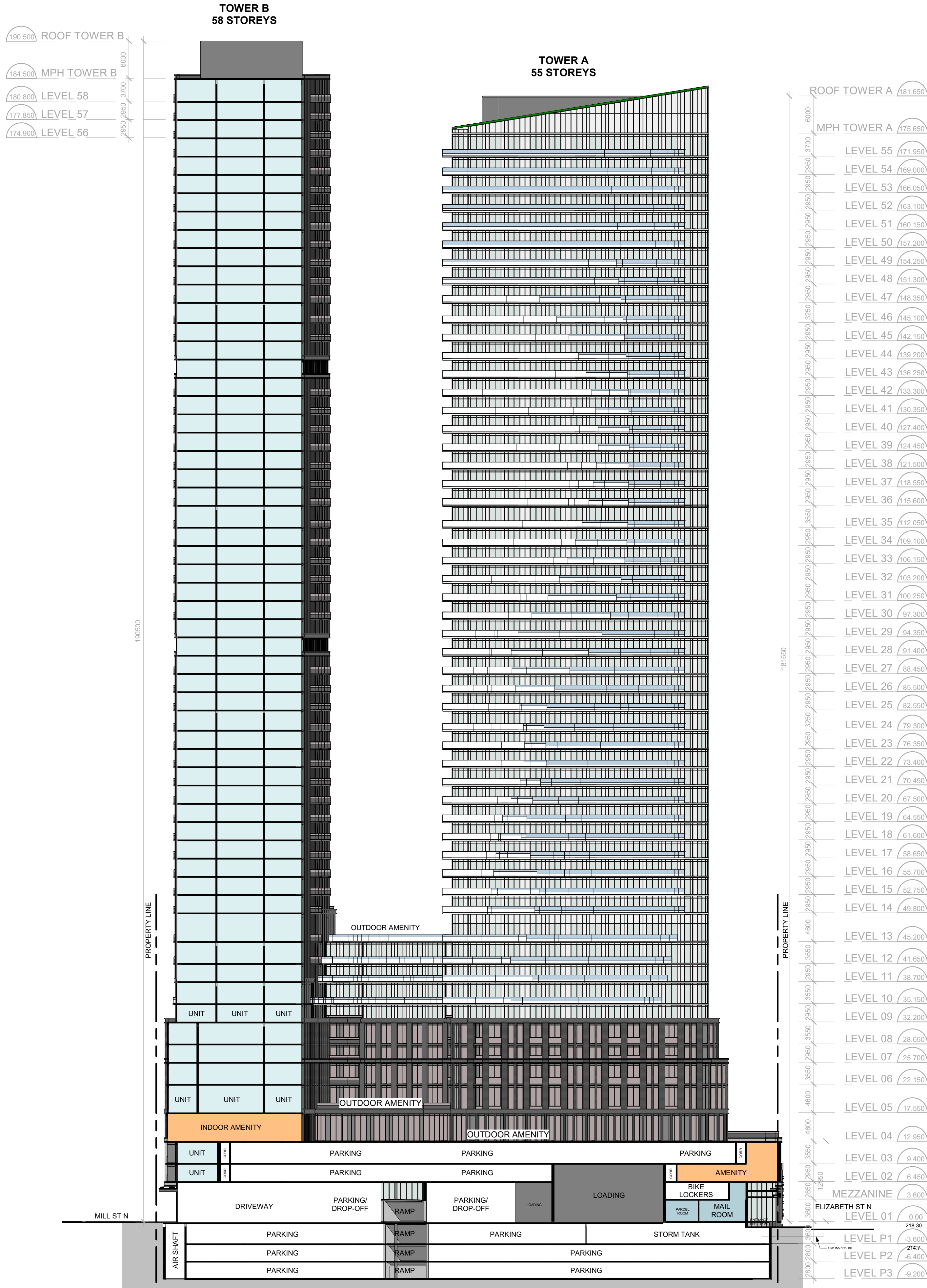


1

Section A
1 : 400

2

Section B
1 : 400

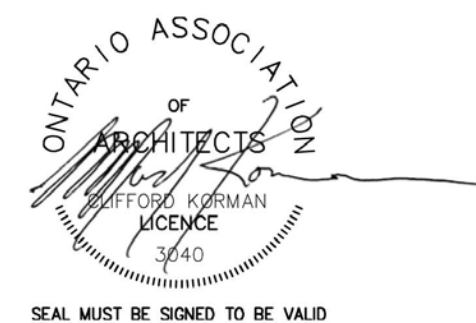


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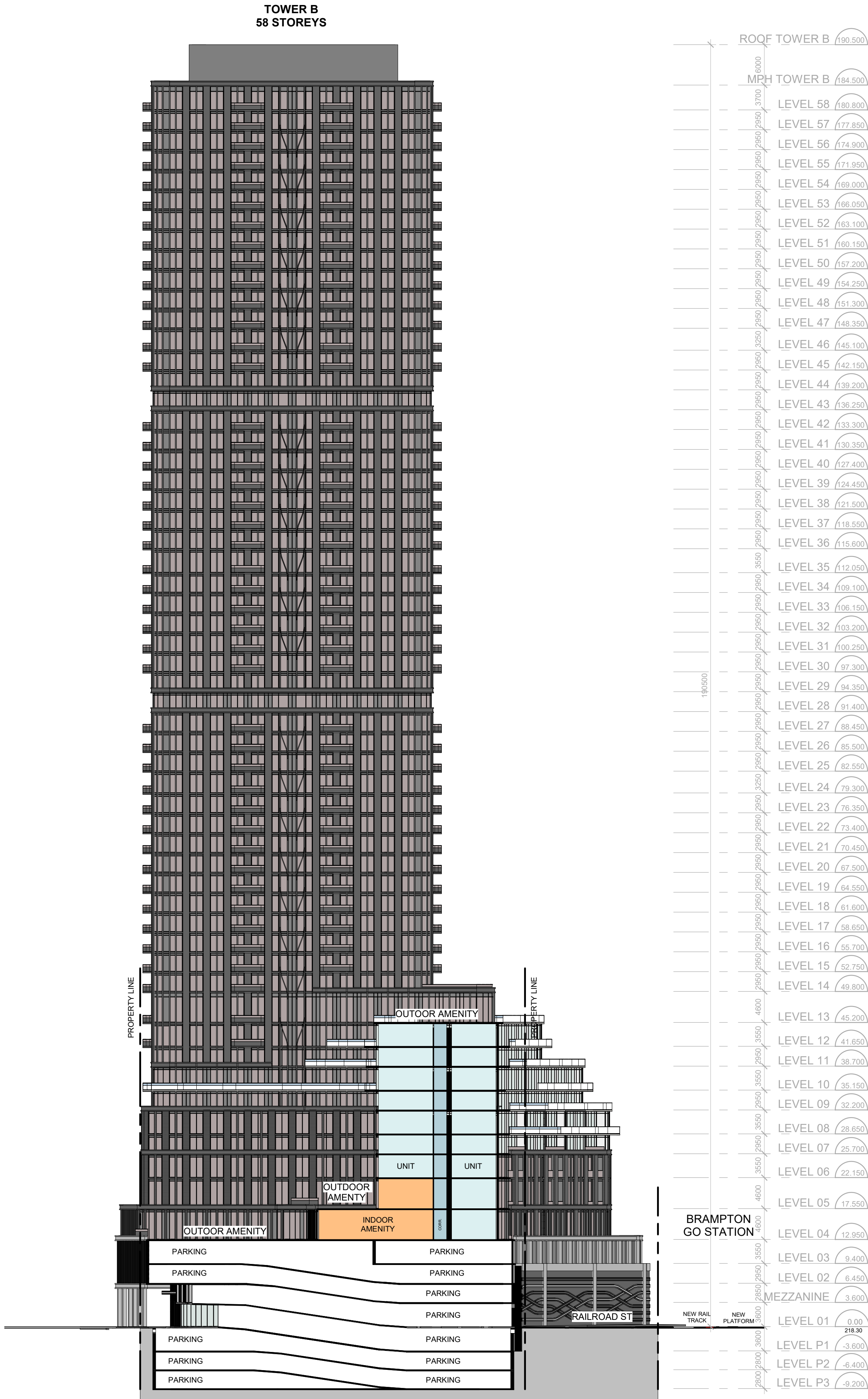
Client:
BeyRose Capital

Mill St. N
Brampton, ON
Proposed Residential Development

Drawing Title:
Sections

Scale:
1 : 400
Drawn by:
A.E. - L.N.
Checked by:
A.L.
Project No.:
23007
Date:
01/24/24
Drawing No.:

A4.01



1 | Section C
1 : 400

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Client:
BeyRose Capital

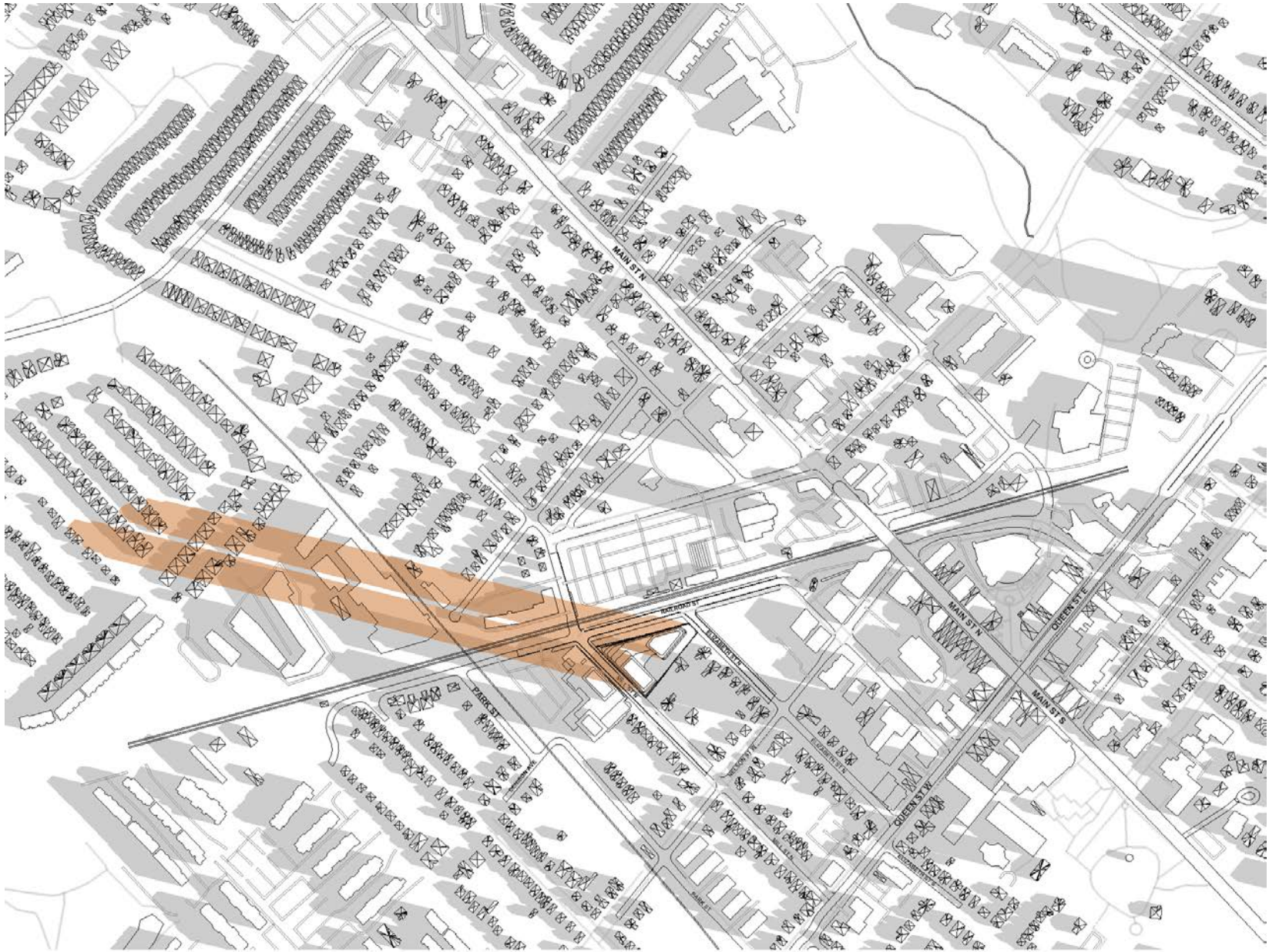
**Mill St. N
Brampton, ON**
Proposed Residential Development

Drawing Title:
Sections

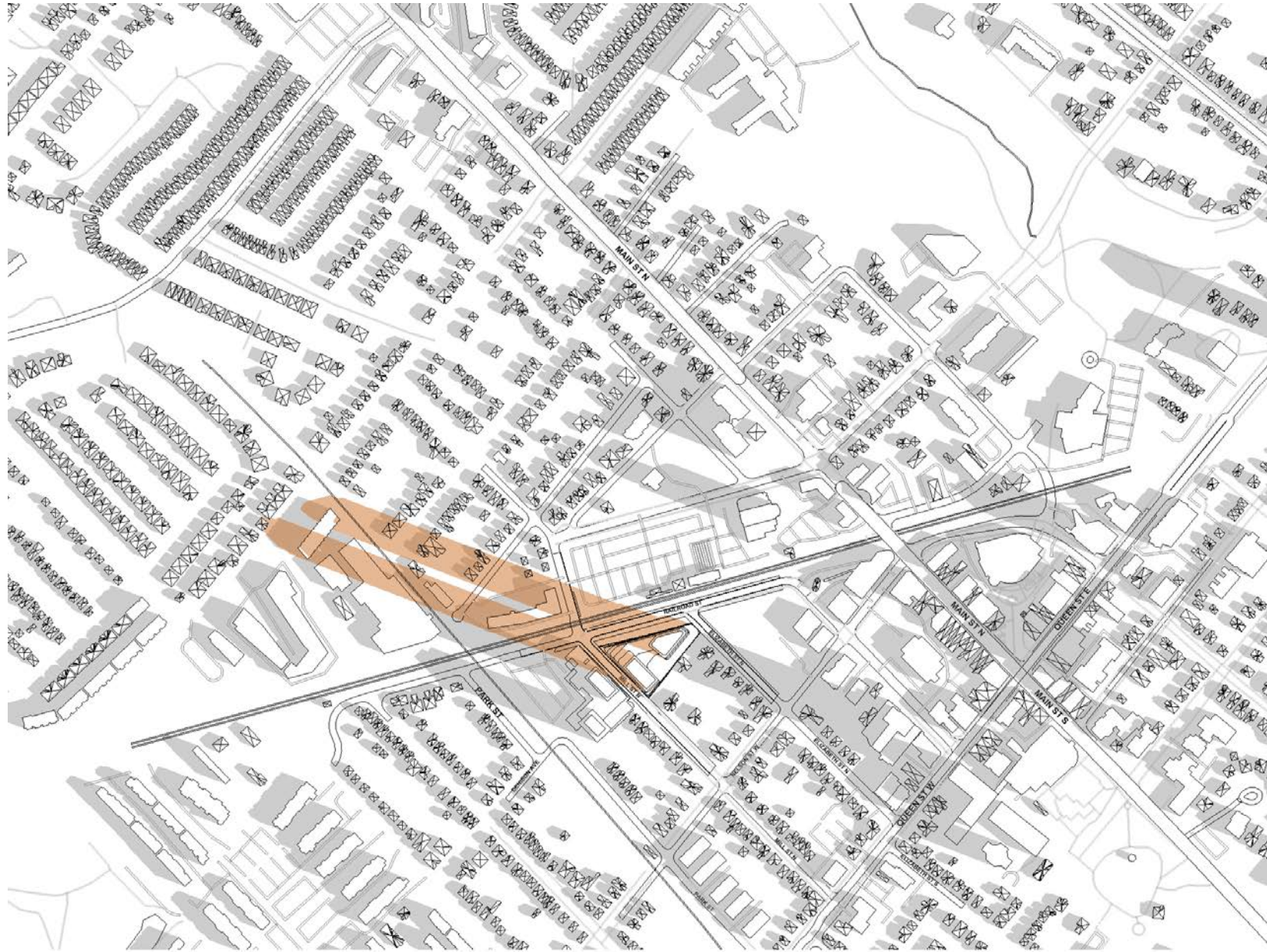
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Drawn by:
A.E. - L.N.
Checked by:
A.L.
Project No.:
23007
Date:
01/24/24
Drawing No.:

A4.02

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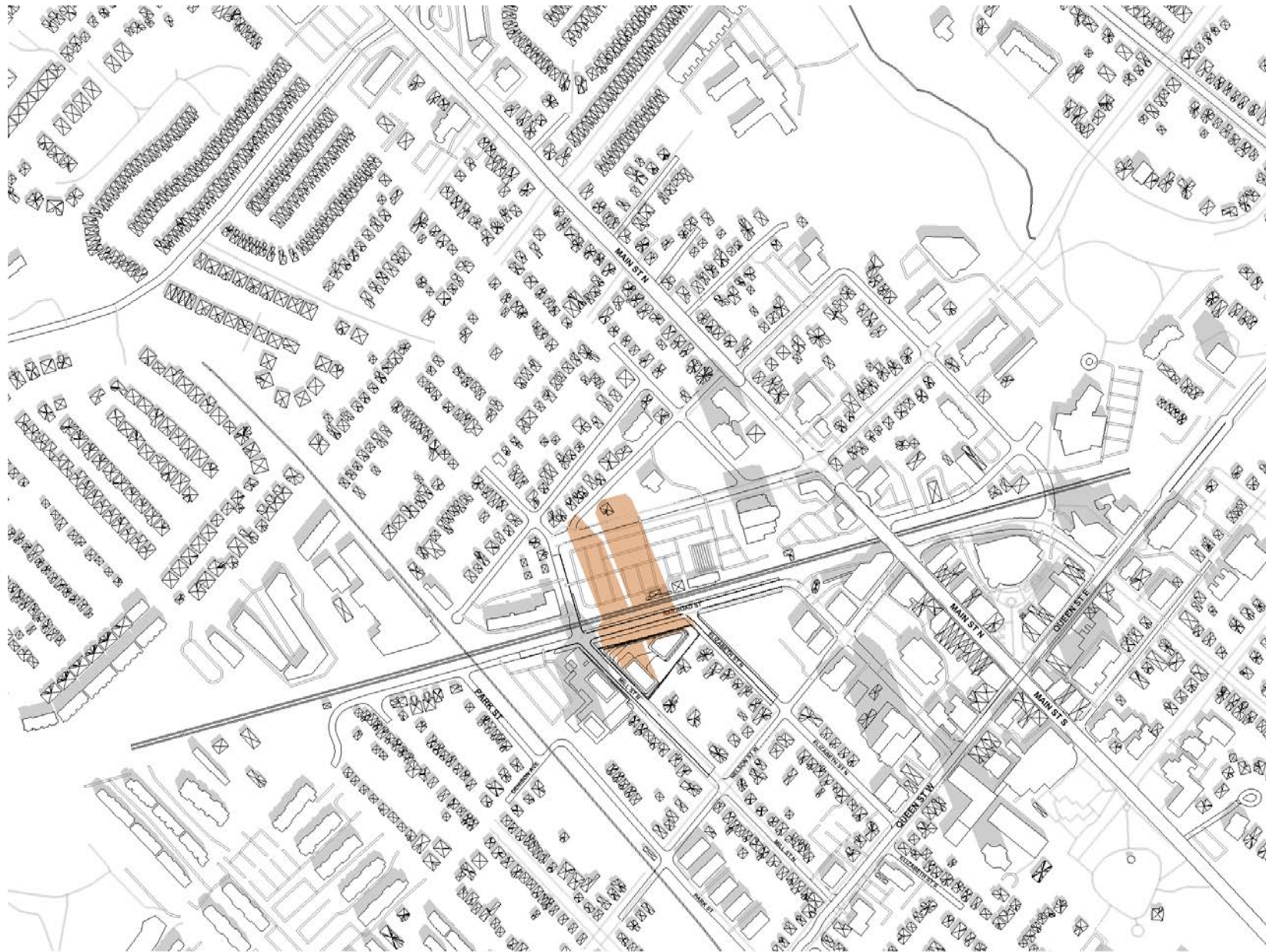
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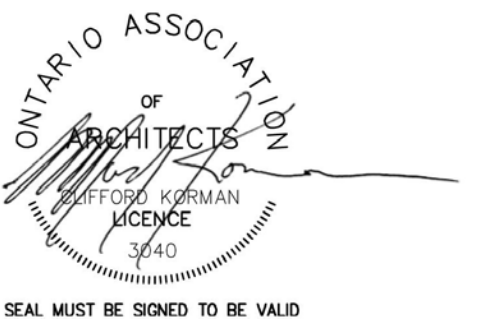
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1	REZONING	JAN 24, 2024
No.:	Issued For:	Date:

Client:

BeyRose Capital

Mill St. N

Brampton, ON

Proposed Residential Development

Drawing Title:

**Sun Shadow Study -
March / September**

Scale:

Drawn by:

L.N

Checked by:

A.L.

Project No.:

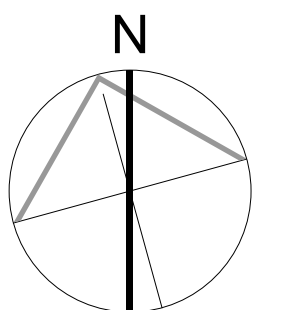
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Date:

01/24/24

Drawing No.:

A5.01

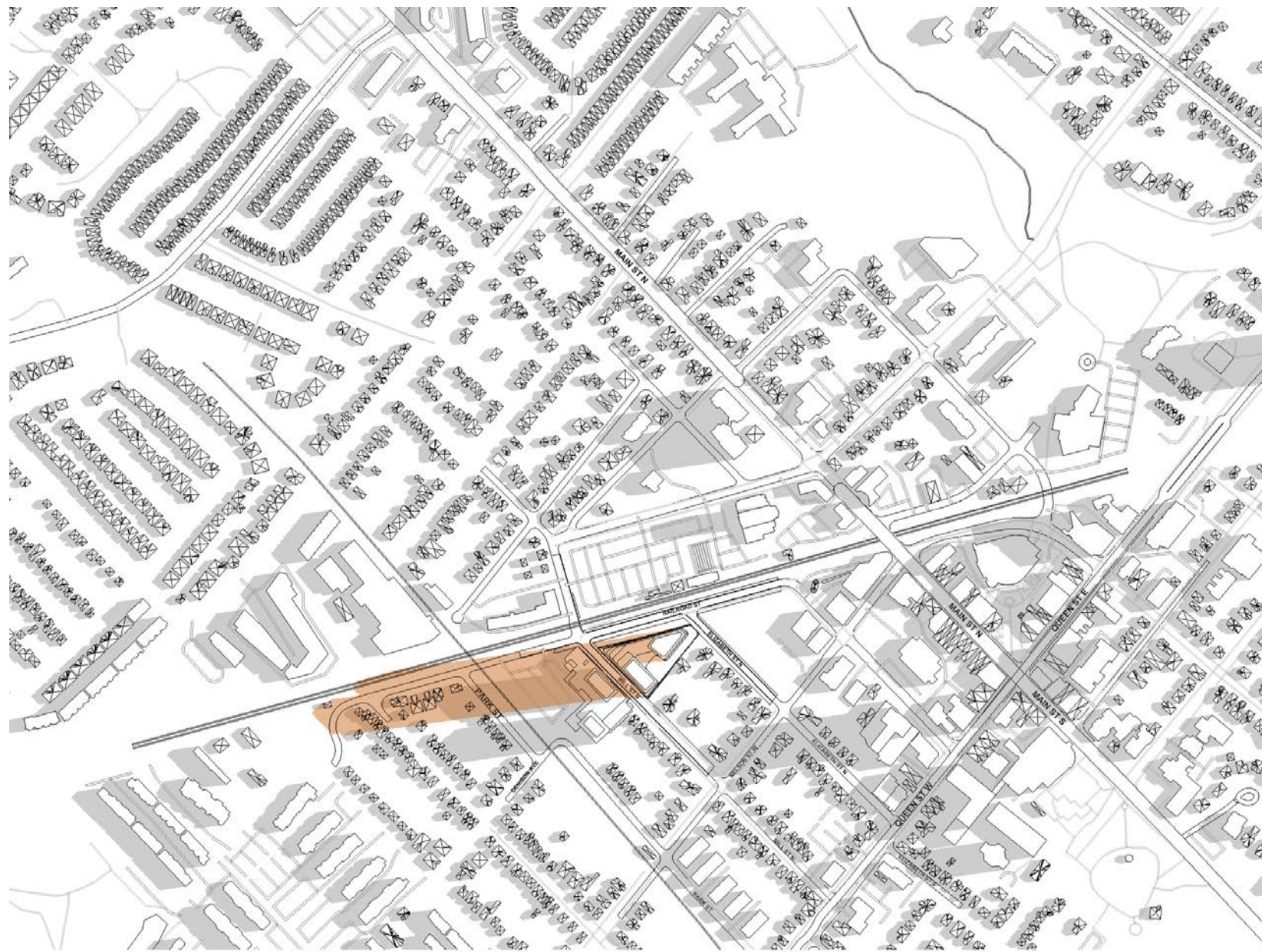




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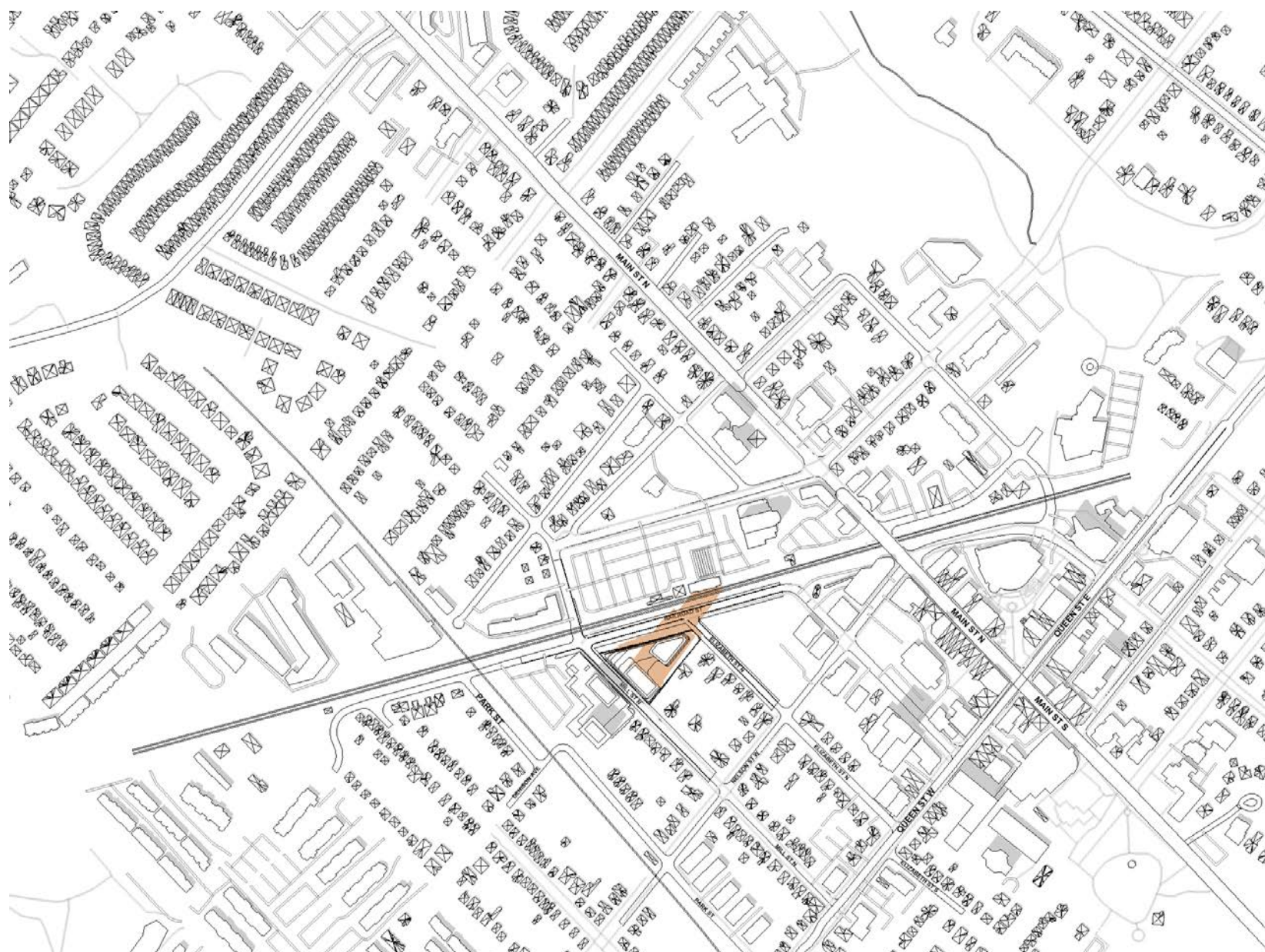
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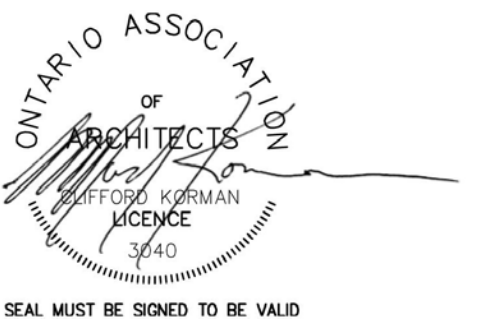
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1	REZONING	JAN 24, 2024
No.:	Issued For:	Date:

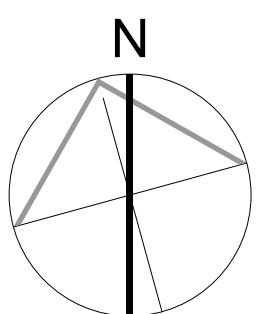
Client:
BeyRose Capital

Mill St. N
Brampton, ON
Proposed Residential Development

Drawing Title:
Sun Shadow Study - June

Scale:

Drawn by:
L.N.
Checked by:
A.L.
Project No.:
23007
Date:
01/24/24
Drawing No.:



A5.03

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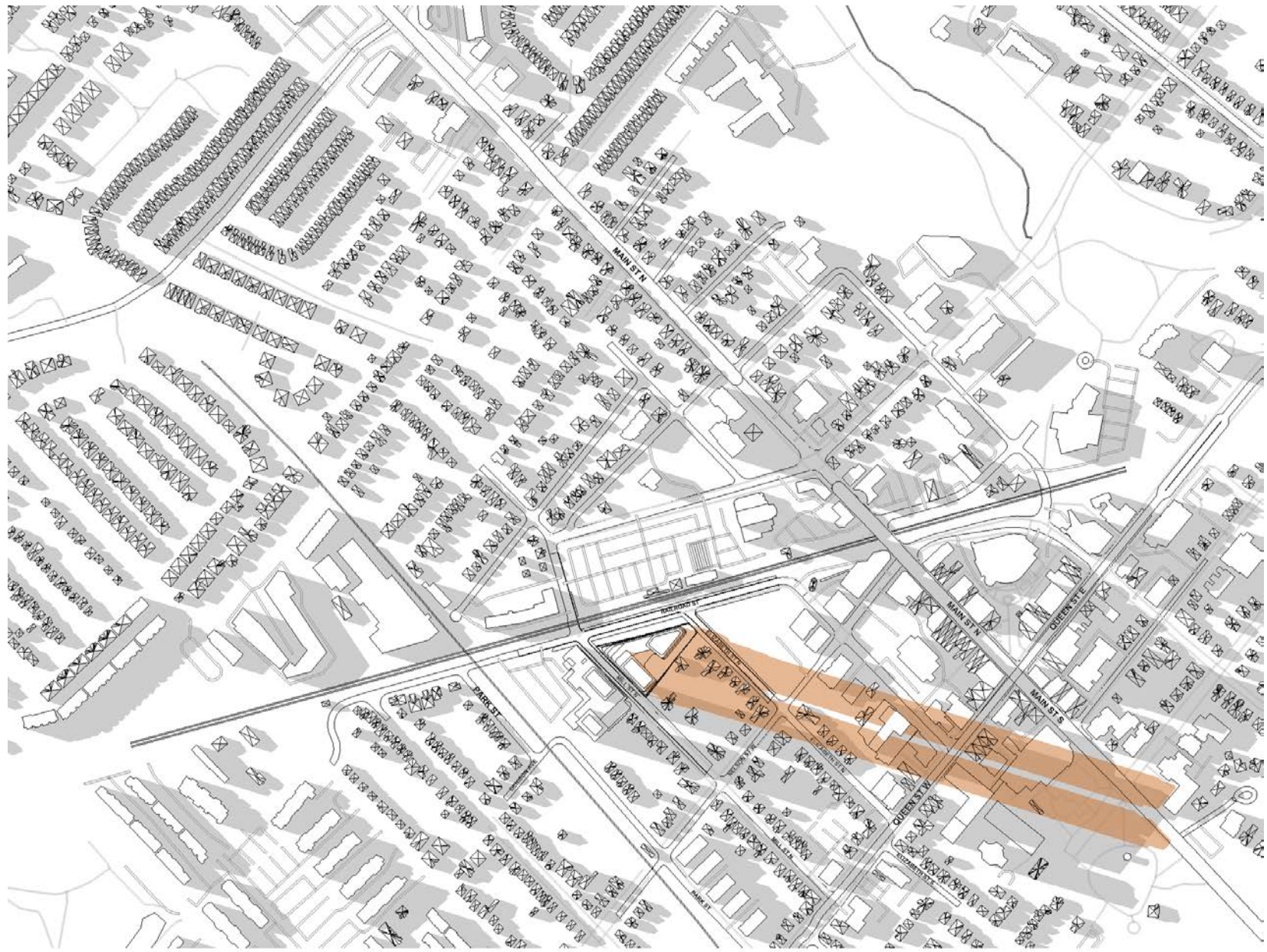
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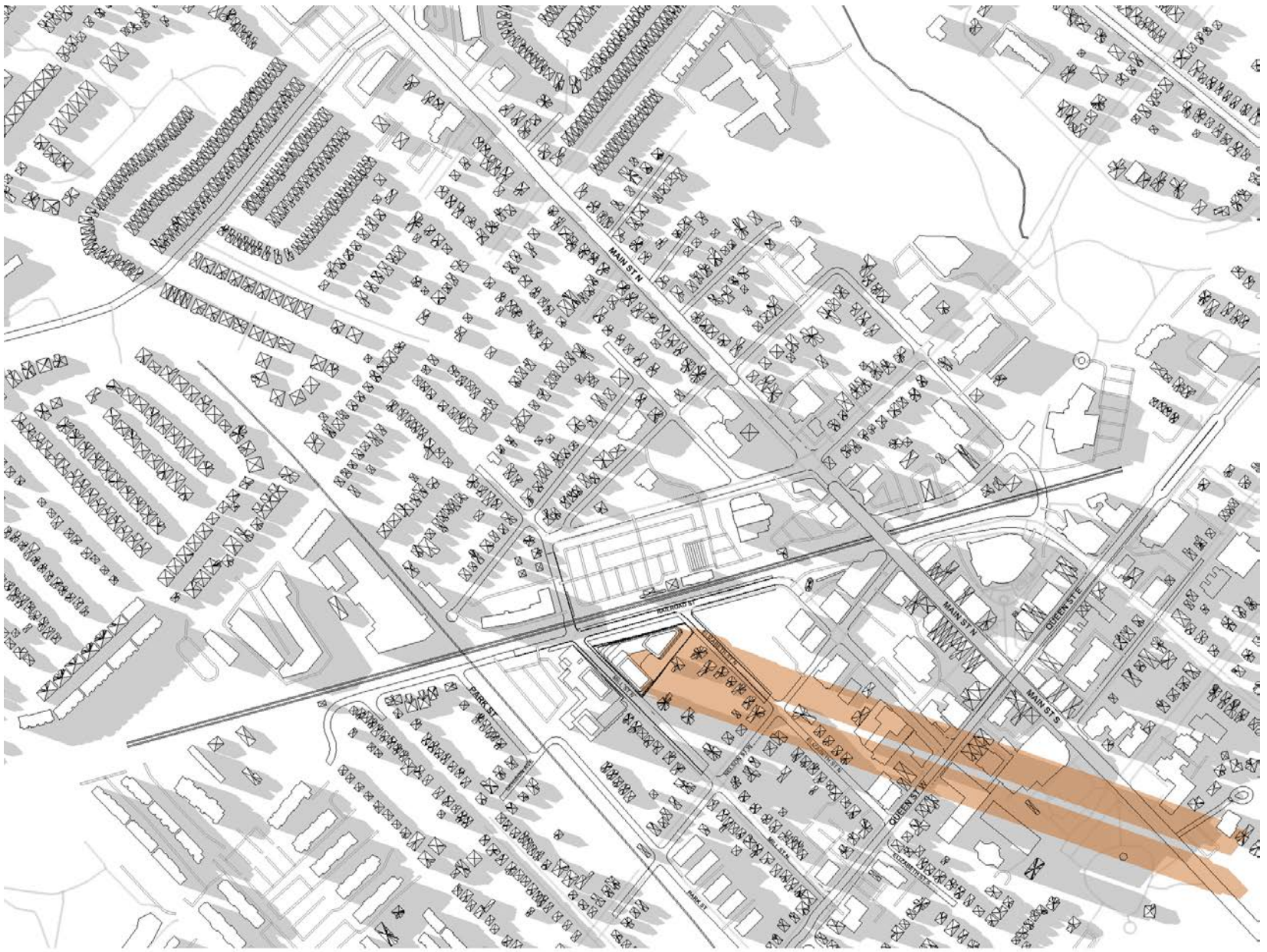
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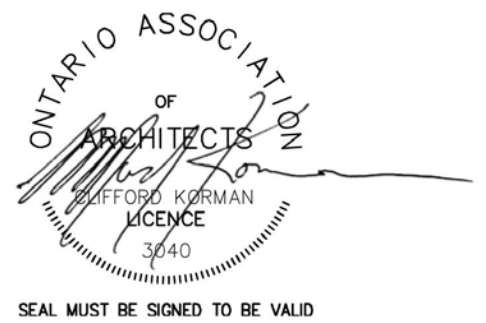
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Toronto ON M3J 0H1

Revisions:		
No.:	Revision:	Date:

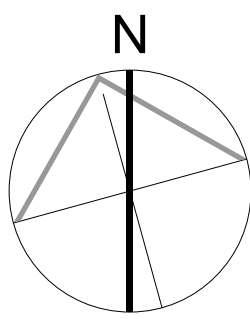
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No.:	Issued For:	Date:

Client:
BeyRose Capital

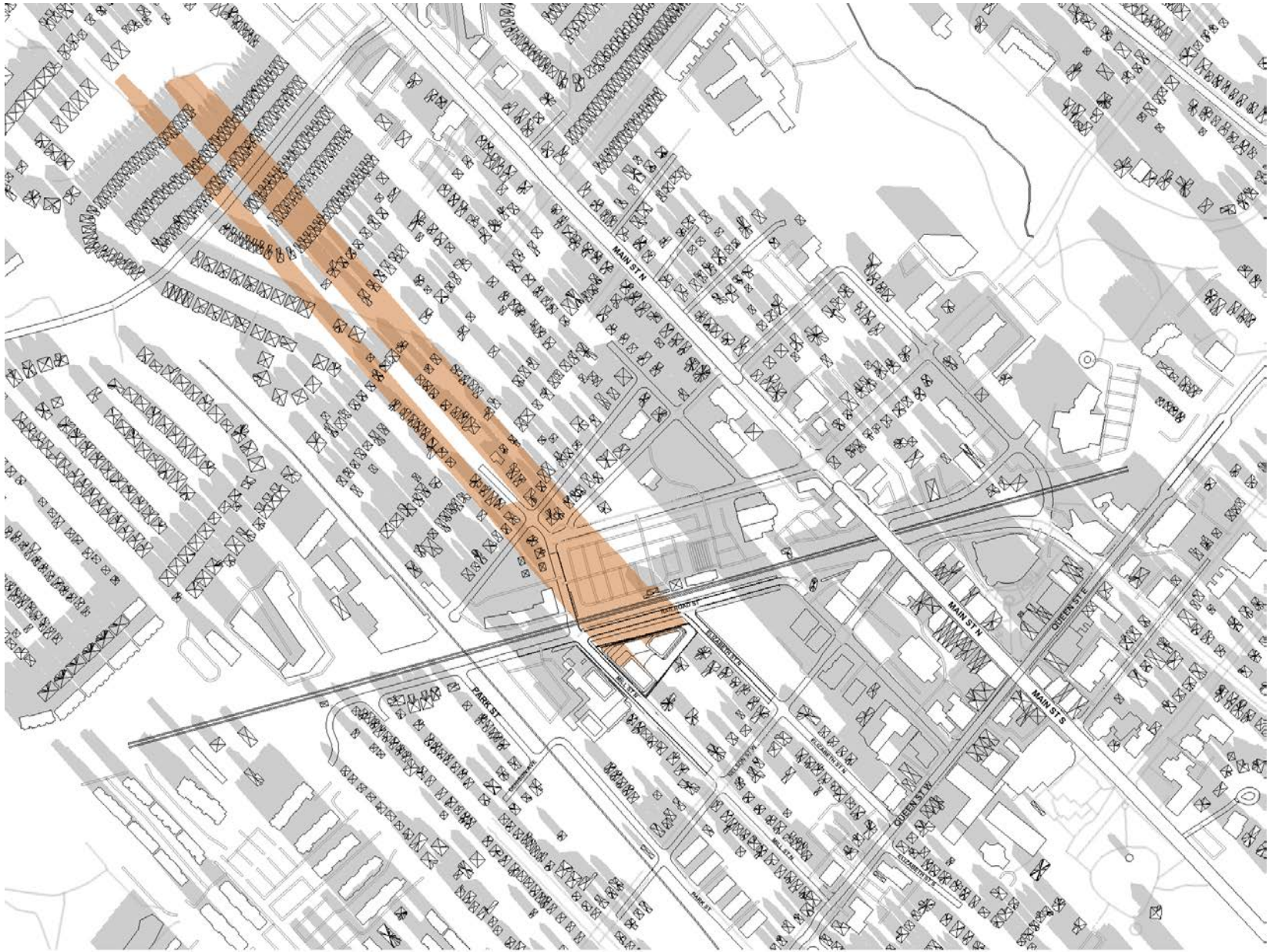
Mill St. N
Brampton, ON
Proposed Residential Development

Drawing Title:
Sun Shadow Study - June

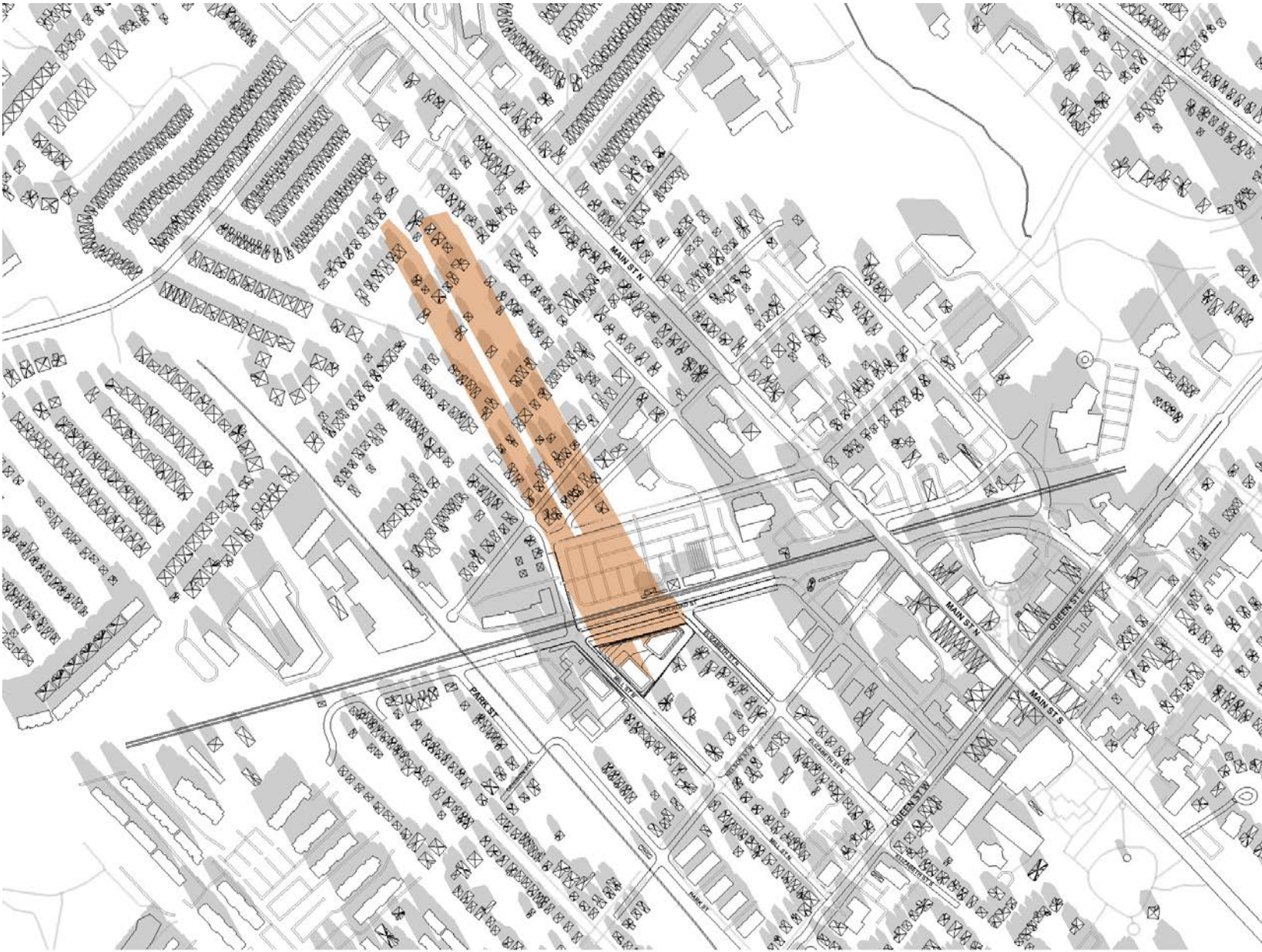
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Checked by:	A.L.
Project No.:	23007
Date:	01/24/24
Drawing No.:	



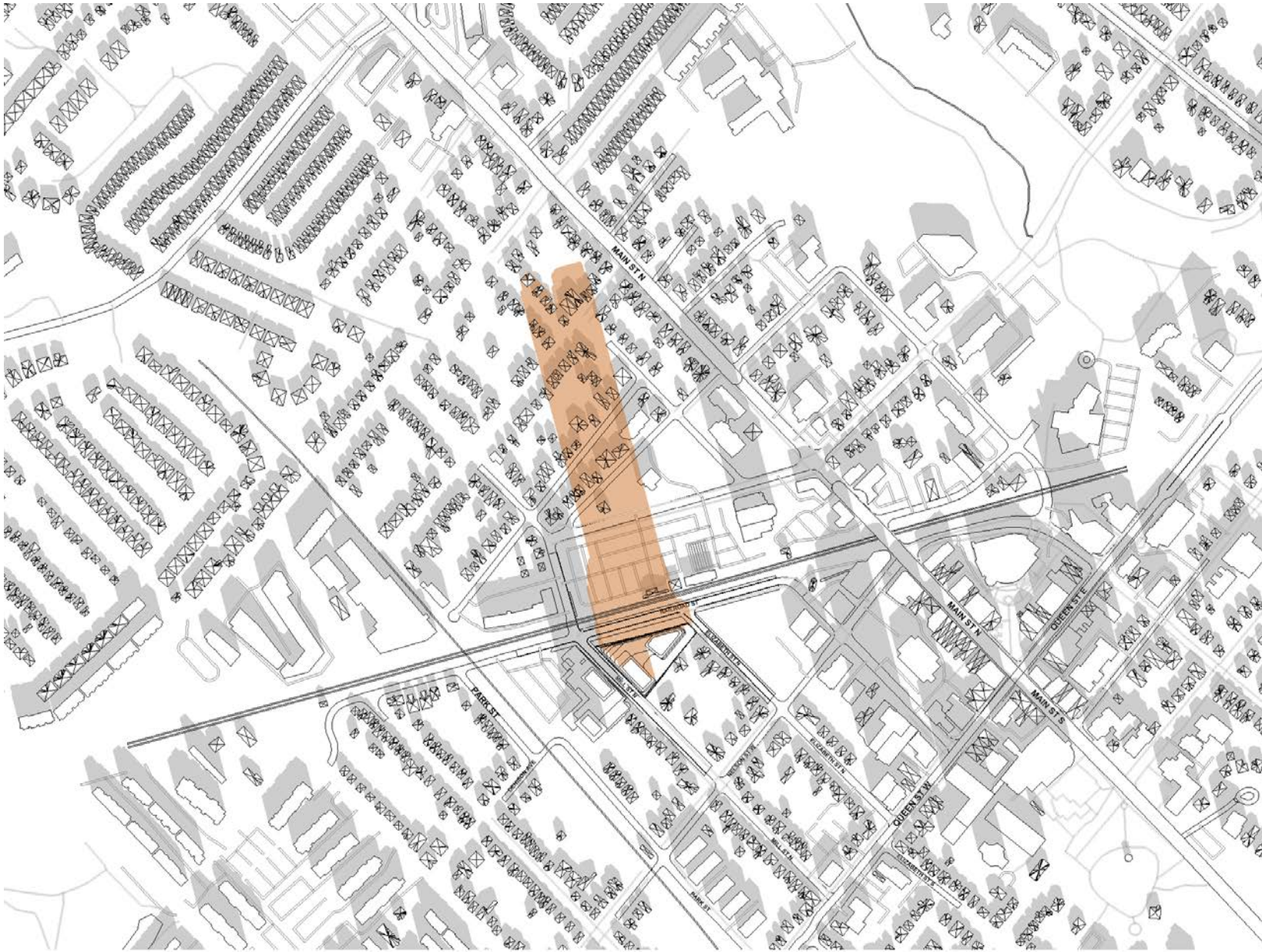
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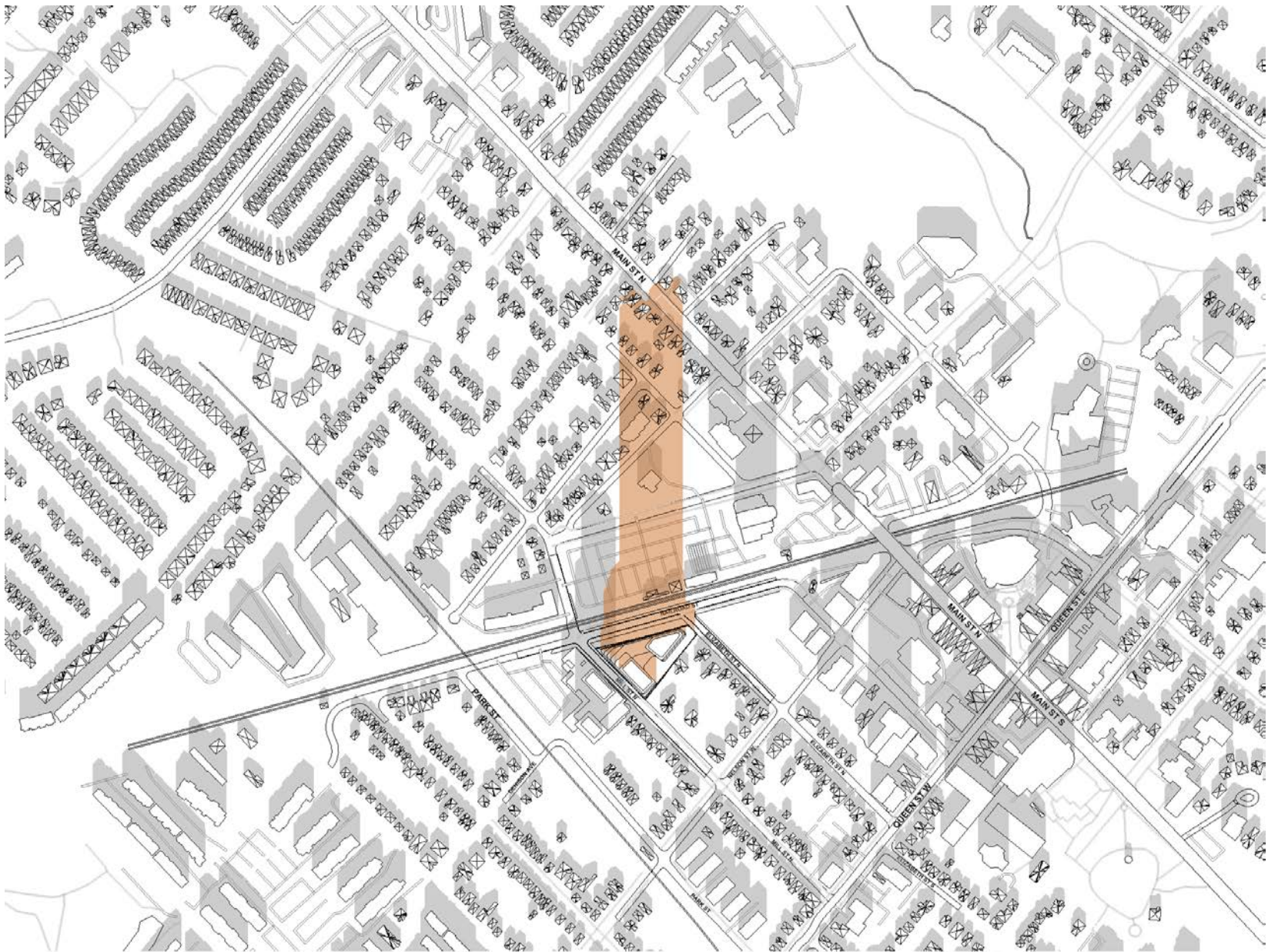
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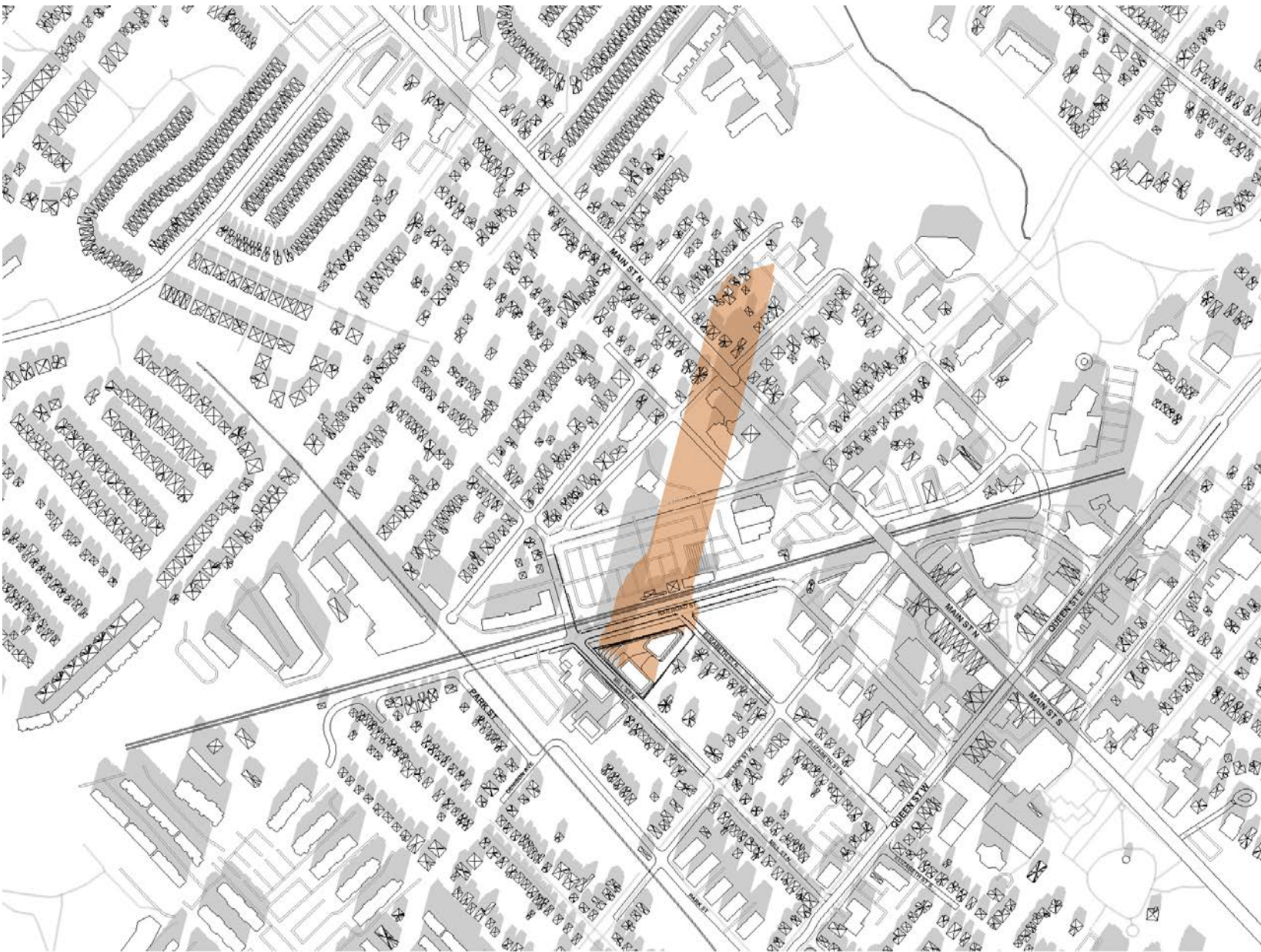
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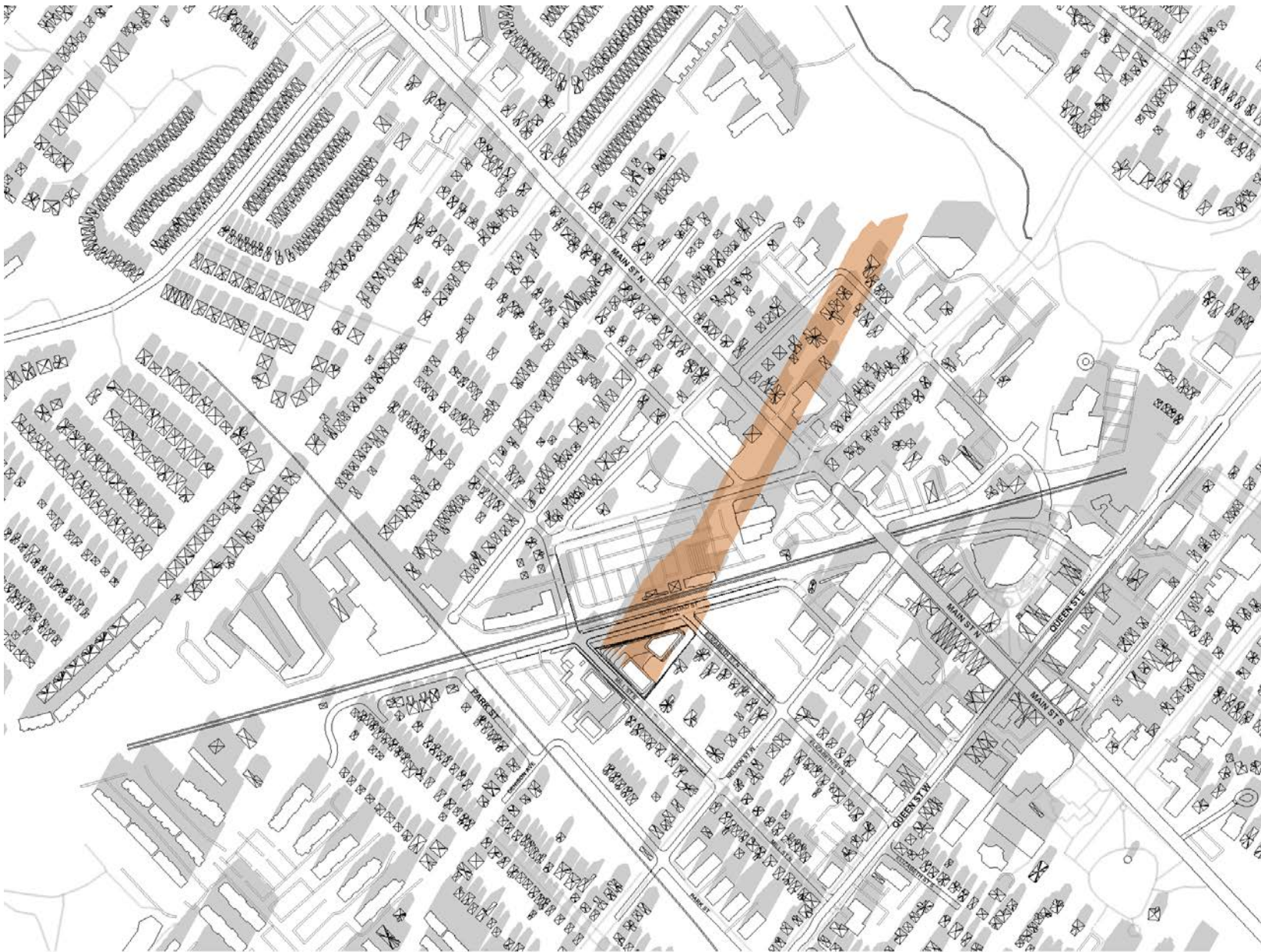
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Client:
BeyRose Capital

Mill St. N
Brampton, ON
Proposed Residential Development

Drawing Title:
**Sun Shadow Study -
December**

Scale:

Drawn by:

L.N

Checked by:

A.L.

Project No.:

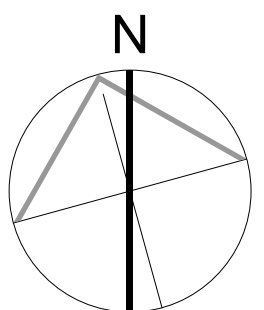
23007

Date:

01/24/24

Drawing No.:

A5.05





1 | 3D Perspective - View from Railroad St & Mill St N
nts



2 | 3D Perspective - View from Brampton GO Station
nts

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Client:
BeyRose Capital

Mill St. N
Brampton, ON
Proposed Residential Development

Drawing Title:
Renderings

Scale:
Drawn by:
A.E.
Checked by:
A.L.
Project No.:
23007
Date:
01/24/24
Drawing No.:

A6.01



1 | 3D Perspective - View from Mill St N
nts



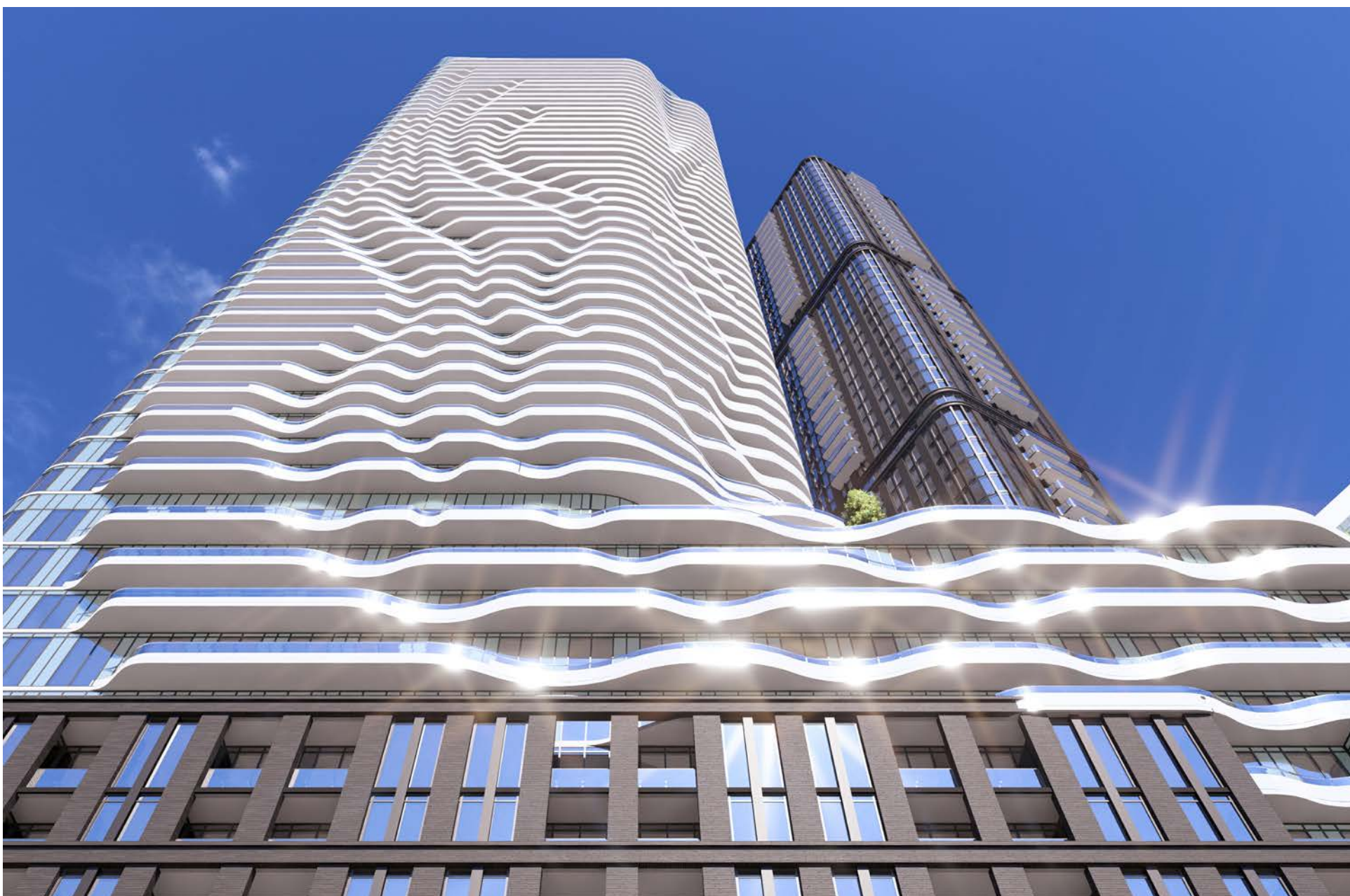
2 | 3D Perspective - View from Railroad St & Caroline St N
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4 | 3D Perspective - View from Level 4 Outdoor Amenity
nts



3 | 3D Perspective - Mill St N Frontage
nts



5 | 3D Perspective - Tower A from Railroad St
nts



6 | 3D Perspective Tower B from Mill St N
nts

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No.:	Revision:	Date:

1	REZONING	JAN 24, 2024
No.:	Issued For:	Date:

Client:
BeyRose Capital

**Mill St. N
Brampton, ON**
Proposed Residential Development

Drawing Title:
Renderings

Scale:

Drawn by:
A.E.
Checked by:
A.L.
Project No.:
23007
Date:
01/24/24
Drawing No.:

A6.02

Appendix B Crash Wall Design Memorandum



December 5, 2024

To: City of Brampton
Planning and Development
Corporation of the City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2

cc: Tom Kilpatrick
Development Manager
Tribute Communities
thomas.k@mytribute.ca

Re: Rail Safety: Listed Cultural Heritage Resource & Crash Wall Feasibility – Brampton Innovation GO District
Project No. EN024-00765

Entuitive has been retained by Tribute (Railroad Street) Limited (the 'Applicant') to provide rail safety consulting and engineering services for the proposed development at 17-35 Railroad Street, Brampton (the 'Property' or 'Site').

In accordance with the Canadian National Railway (CNR) *Guidelines for New Development in Proximity to Railway Operations* and the Metrolinx/GO Transit *Adjacent Development Guidelines: GO Transit Heavy Rail Corridors*, the Applicant must assess the life safety and quality-of-life risks that relate to the site's proximity to the active rail corridor to the north.

To mitigate against the risk of a train derailment, a continuous crash wall is proposed across the full width of the site. This is a well-established best practice across the GTA to meet the safety requirements of the rail authorities and is appropriate for the current development plans that envisions the expansion of the rail corridor and the realignment of Railroad Street.

Recently, Entuitive was notified that the property at 59 Elizabeth Street North is listed on the City of Brampton's Municipal Register of Cultural Heritage Resources. As currently planned, the expansion of the GO Station and the re-alignment of Railroad Street conflicts with the location of 59 Elizabeth Street North. Further, retaining 59 Elizabeth Street North would make it difficult to meet and fully satisfy the relevant rail adjacent development requirements. Any crash wall for the site would have to be designed to avoid 59 Elizabeth Street North, limiting the level of protection offered to the existing structure and occupants of that building in the future.

Our primary consideration is the safety of all occupants, and while we believe the risks to the development can be appropriately mitigated through the implementation of a crash wall and standard mitigation measures, we are not convinced that the risks to future occupants of 59 Elizabeth Street North can be mitigated as effectively if 59 Elizabeth Street is retained.

If you have any questions or require any additional clarification, please do not hesitate to contact our team.

Sincerely,
Entuitive



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