



**Heritage Commemoration Plan - 59
Elizabeth Street North and Railroad
Street Cultural Heritage Landscape**

April 2025

Prepared for:
Tribute (Railroad Street) Limited
1815 Ironstone Manor, Unit 1
Pickering, ON, L1W 3W9

Prepared by:
Stantec Consulting Ltd.
300W-675 Cochrane Drive
Markham, ON L3R 0B8

Project Number:
160941102

Limitations and Sign-off

The conclusions in the Report titled Heritage Commemoration Plan – 59 Elizabeth Street North and Railroad Street Cultural Heritage Landscape 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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Prepared by: _____
Signature

Christian Giansante, CAHP
Cultural Heritage Specialist

Printed Name and Title

Reviewed by: _____
Signature

Lashia Jones, MA, CAHP
Senior Cultural Heritage Specialist

Printed Name and Title

Approved by: _____
Signature

Meaghan Rivard, MA, CAHP
Associate, Senior Cultural Heritage Specialist

Printed Name and Title



Executive Summary

Tribute (Railroad Street) Limited (the Proponent) retained Stantec Consulting Ltd. (Stantec) to prepare a Heritage Commemoration Plan for the property located at 59 Elizabeth Street North and the Railroad Street Cultural Heritage Landscape (CHL), both located in the City of Brampton. In the *Heritage Impact Assessment: 17-35 Railroad Street, Brampton* (HIA), dated January 2025, it was recommended that a *Heritage Commemoration Plan* (HCP) be completed for the identified built heritage resources and cultural heritage landscapes within the HIA Study Area. The Proponent is proposing the construction of two residential towers of 55 and 58 storeys. The HIA Study Area comprised the municipal property boundaries of 17 Railroad Street, 19 Railroad Street, 23 Railroad Street, 31 Railroad Street, 35 Railroad Street, 55 Elizabeth Street North, 59 Elizabeth Street North, 48 Mill Street North, 50 Mill Street North, and 52 Mill Street North.

The property at 59 Elizabeth Street North is listed on the City of Brampton's (the City) *Municipal Register of Cultural Heritage Resources* and identified to contain cultural heritage value or interest (CHVI) in the HIA. The property is historically associated with its use as the Arlington Hotel in the late 19th and early 20th century. The Railroad Street CHL was identified as a potential cultural heritage landscape during the development of the HIA. It was determined to be representative of a turn-of-the-century development influenced by the presence of the former Grand Trunk Railway. It consists of residential dwellings and former commercial structures that supported industry associated with the railway.

This plan was prepared following the City's draft *Brampton Heritage Commemoration Plan Terms of Reference* (City of Brampton 2023). It includes an introduction, identification of cultural heritage value and HIA recommendations, commemoration themes, commemoration strategies, commemoration locations, and conclusions and recommendations. The following is an overview of the proposed commemoration options in order of most preferred to least preferred:

- 1) Interpretive panels: Railroad Street panel and Arlington Hotel panel, both on Brampton Pedestal Plaques.
- 2) Display of salvaged materials: Located adjacent to the proposed interpretive panels to provide a tangible link to the removed structures.
- 3) Graphic Wrapping: Graphic film wrapping of the crash wall to artistically represent the history of the area.

The recommended options for the proposed development include interpretive panels, the display of salvaged materials, and graphic wrapping. The interpretive panels provide a standard City format for historical information in connection with other City pedestal plaques in the downtown, while the display of salvaged materials and graphic wrapping provide a tangible link to the former structures located at the site of the proposed development.

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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Project Personnel

Project Manager:	Christian Giansante, CAHP
Heritage Consultants:	Lashia Jones, MA, CAHP
Report Writers:	Christian Giansante, CAHP Paige Milner
Administrative Assistant:	Sue Bilek
Quality Reviewer:	Lashia Jones, MA, CAHP
Independent Reviewer:	Meaghan Rivard, MA, CAHP



Acronyms / Abbreviations

CHL	Cultural Heritage Landscape
CHVI	Cultural heritage value or interest
GTR	Grand Trunk Railway
HIA	Heritage Impact Assessment
HCP	Heritage Commemoration Plan
POPS	Privately-Owned Publicly Accessible Spaces



1 Introduction

1.1 Report Scope

Stantec Consulting Ltd. (Stantec) was retained by Tribute (Railroad Street) Limited (the Proponent) to prepare a Heritage Commemoration Plan for the property located at 59 Elizabeth Street North and the Railroad Street Cultural Heritage Landscape (CHL), both located in the City of Brampton, Ontario (Figure 1). The Proponent is proposing the construction of two residential towers of 55 and 58 storeys. The Heritage Impact Assessment (HIA) Study Area comprised the municipal property boundaries of 17 Railroad Street, 19 Railroad Street, 23 Railroad Street, 31 Railroad Street, 35 Railroad Street, 55 Elizabeth Street North, 59 Elizabeth Street North, 48 Mill Street, 50 Mill Street, and 52 Mill Street. The HIA was prepared by Stantec in January 2025.

The HIA recommended the completion of a *Heritage Commemoration Plan* (HCP) to recognize the identified cultural heritage value or interest (CHVI) of 59 Elizabeth Street North and the Railroad Street CHL. Alongside the HCP, the HIA also recommended completion of a Documentation and Salvage Report for 59 Elizabeth Street North and the Railroad Street CHL which has been prepared by Stantec under separate cover and includes salvage recommendations to be coordinated with the HCP.

At present, there are no regulatory frameworks in Ontario that guide the preparation of commemoration plans. The City of Brampton (the City) has draft *Brampton Heritage Commemoration Plan Terms of Reference* (City of Brampton 2023). The purpose identified for HCPs is to describe strategies to commemorate potentially significant heritage resources on a site, as determined within the HIA. The following are the recommended content requirements for an HCP:

- Introduction
- Cultural Heritage Value & HIA Recommendations
- Commemoration Themes
- Commemoration Strategy
- Commemoration Location
- Conclusion and Recommendation

1.2 Identified Cultural Heritage Value or Interest

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 (Figure 1). 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.

The HIA included an evaluation of CHVI for each property in the Study Area according to *Ontario Regulation* (O. Reg.) 9/06 (subject to amendments of O. Reg. 569/22) made under the *Ontario Heritage Act*. One of the properties was determined to have individual CHVI and a potential CHL was identified to



meet the criteria of O. Reg. 9/06. The Statements of CHVI that were prepared for 59 Elizabeth Street North and for the Railroad Street CHL are included in Sections 2.1.1 and 2.1.2.

1.3 Commemoration Options

Commemoration options were developed based on the identified CHVI in the HIA. An overview of proposed commemoration options ranked in order from most to least preferred is included below while full details on each option are included in Section 4.

- 1) Interpretive panels
- 2) Display of salvaged materials
- 3) Graphic Wrapping

2 Cultural Heritage Value and Heritage Impact Assessment Recommendations

2.1 Statements of Cultural Heritage Value or Interest

A full contextual history and individual property histories are contained within the HIA (Stantec 2025). The following are the Statements of CHVI taken verbatim from the HIA based on the evaluations completed by Stantec in January 2025. The statements were prepared to identify CHVI for the purposes of the HIA against which an assessment of impacts could be completed and mitigation measures prepared.

2.1.1 59 Elizabeth Street North

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.*

2.1.2 Railroad Street Cultural Heritage Landscape

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.*

(Stantec 2025)



2.2 Heritage Impact Assessment Recommendations

Alongside the building removals, preparation of a Commemoration Plan was recommended in the HIA. The HIA recommends that the Commemoration Plan identify 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. It recommended the use of a commemorative display with the history of the property and use of salvaged materials that could be included in public areas of the development as part of a commemoration plan. The use of historic materials in public spaces, ranging from lobby floors to commemorative gardens could facilitate effective commemoration activities. This Commemoration Plan fulfills the recommendation from the HIA.



3 Commemoration Themes

The following sections include tangible and intangible elements associated with 59 Elizabeth Street and with the Railroad Street CHL that can be used for commemoration, past examples of commemoration, and specific commemoration concepts. The materials identified for salvage are based on the findings of the Documentation and Salvage Report for the site. The identification of Commemoration Themes is included to satisfy the recommendations of the HIA.

3.1 Historical Salvageable Materials

The Documentation and Salvage Report for 59 Elizabeth Street North and the Railroad Street CHL identified building components to be salvaged from each property. These are included in Table 1. Commemoration Strategies were discussed for these materials with the Proponent.

Table 1: Building Components to be Salvaged

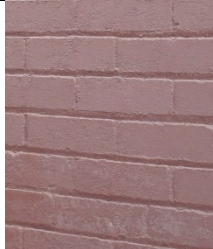


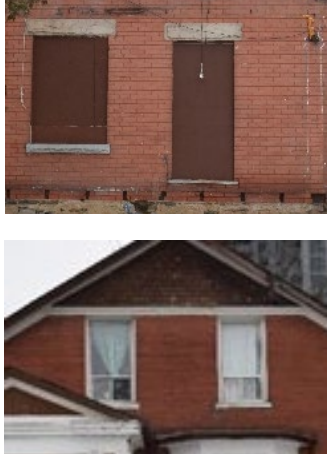
Heritage Resource	Component to be Salvaged	Photograph
59 Elizabeth Street North	Representative sample of bricks from the exterior walls of 59 Elizabeth Street North (1 pallet)	
	Potential plaster mouldings	<i>Not visible ahead of demolition</i>
	Clawfoot bathtub	
	Cast iron radiators	

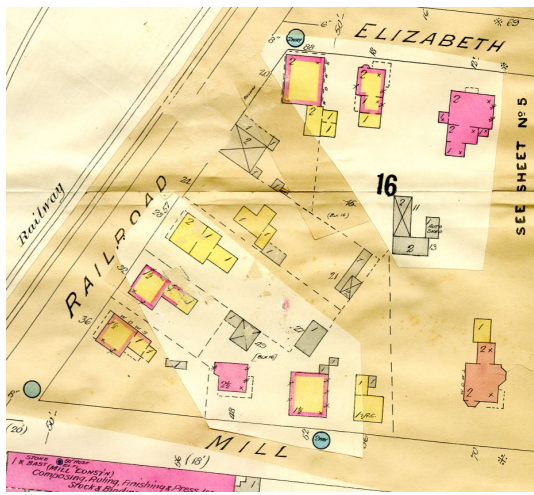
Table 1: Building Components to be Salvaged

Heritage Resource	Component to be Salvaged	Photograph
Railroad Street CHL	Representative samples of bricks from contributing properties located within the CHL (1 pallet)	

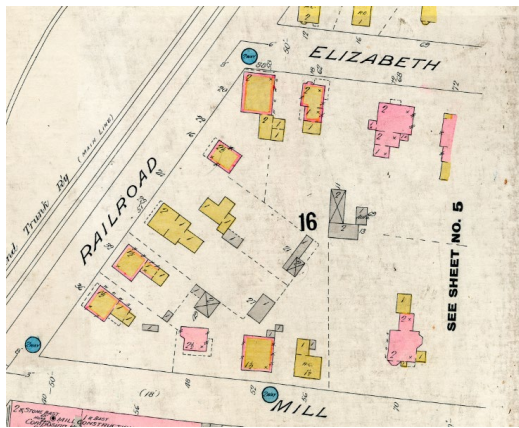
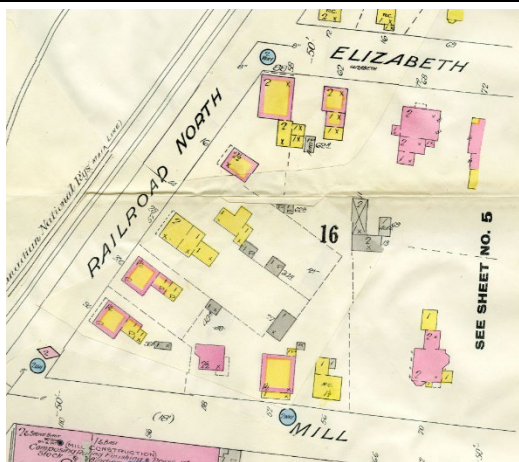
3.2 Historic Photographs, Plans, and Mapping

Table 2 provides a list of available graphic materials including historical maps, topographic maps, and photographs that depict properties within the proposed development.

Table 2: Available Historic Graphic Materials

Date	Type	Image	Source
1894; Revised 1911	Fire Insurance Plan		<p>Region of Peel Archives. Maps and Plan Collection. 1911. <i>Fire Insurance Plan, Brampton, 1894, revised in 1911.</i> Underwriters' Survey Limited.</p> <p>Available online: https://www.archeion.ca/fire-insurance-plan-brampton-1894-revised-in-1911</p>

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3 Commemoration Themes
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Date	Type	Image	Source
1917	Fire Insurance Plan		Region of Peel Archives. Maps and Plan Collection. 1917. <i>Fire Insurance Plan, Brampton, 1917</i> . Underwriters' Survey Limited. Available online: https://www.archeion.ca/fire-insurance-plan-brampton-1917
1921; Revised 1924	Fire Insurance Plan		Region of Peel Archives. Maps and Plan Collection. 1924. <i>Fire Insurance Plan, Brampton, 1921, revised in 1924</i> . Underwriters' Survey Limited. Available online: https://www.archeion.ca/fire-insurance-plan-brampton-1922

3.3 Potential Themes

The Arlington Hotel

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 then 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.



The Growth of the Railway in Brampton and Railroad Street Development

The Grand Trunk Railway (GTR) was an important contributor to the development of the City of Brampton. 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. 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 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 often contained working class dwellings that housed people who worked in the railway or other nearby supportive industries and businesses. In the 1920s, the GTR became part of the Canadian National (CN) Railway. By the mid-20th century, Brampton's train travel was in decline, due in part to increasing personal automobile use and the construction of the Highway 401 to the south of the city in 1959. The 1907 railway station is used today as a GO station.

There are 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
- 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 Study Area based on the original purpose of their construction. As rail usage declined over the course of the 20th century, the site also mirrors this decline through the conditions that can be observed of the structures located near the railway.

3.4 Significant Historical Dates

A timeline of significant historical dates places the history of the site within the broader historical context of Brampton. Presented in Table 3 is a list of notable dates related to the wider geo-political events alongside those that pertain specifically to the site.



Table 3: Site and Contextual History Timeline

Date	Event
1818	Treaty No. 19, known as the Ajetance purchase, Mississaugas of the Credit ceded their land to the Crown
1818	Hurontario Street was surveyed
1819	Survey of the Township of Chinguacousy prepared by land surveyor Richard Bristol
1820	First settlers arrive in the area, coming from Brampton, Cumberland, England
1834	William Buffy built the first tavern in the settlement of Brampton
1834	John Elliot laid out village lots with the name Brampton
1853	Brampton is incorporated as a village with a population of 1,000
1854	George Wright is granted the complete lot that contains the study area
1856	The Grand Trunk Railway opens with a station in Brampton
1860	George Wright begins selling portions of the lot which include the site
1867	Brampton is selected as the seat of Peel County
1867	Construction of the earliest residence within the site at 31 Railroad Street
1871	Construction of the structure within the site at 59 Elizabeth Street North
1873	Brampton was officially incorporated as a town
1880s-1890s	Construction of residences within the site begin in earnest with the construction of 19 Railroad Street and 48 Mill Street. These were followed by 17, 21, 23, and 35 Railroad Street; 50 and 52 Mill Street North; and 55 Elizabeth Street North
1881	Opening of the Arlington Hotel at 59 Elizabeth Street North
1914	Outbreak of First World War
1929	Great Depression begins with stock market crash
1939	Outbreak of Second World War
1946	The first of several annexations takes place to accommodate Brampton's growing population
1974	Brampton is incorporated as a city and the Region of Peel is established

3.5 Examples of Commemoration

The following are examples of approaches to commemoration that can commemorate cultural heritage resources and/or events, where conservation of heritage resources in-situ is not warranted or feasible due to proposed development plans:

- Commemorative/Dedication plaques



Heritage Commemoration Plan - 59 Elizabeth Street North and Railroad Street Cultural Heritage Landscape

3 Commemoration Themes

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- Quick Response Systems/Codes leading to verbal narrative or visual material, such as dedicated webpage
- Interpretive panel(s)
- Historical markers, including property markers (i.e. building footprints, property parcels)
- Historical plantings (i.e. commemorative grove, planting feature, or combination)
- Adaptive reuse of remnant materials of building
- Transportation of remnant structure to new location
- Commemorative feature such as sculpture, garden, environmental art
- Graphic wrap films
- Alterations (interventions) to remnant structure to improve form, aesthetic appeal and cultural/community value including interpretive and educational opportunities.

It should be noted that not all the examples above are necessarily applicable to every development. Those recommended for consideration at the Study Area include interpretive panels, graphic wrapping, and display of salvaged materials. These are discussed in detail in the following sections.



4 Commemoration Strategy

4.1 Interpretive Panels

As the proposed development fronts the railway and is located adjacent to residential areas, two interpretive panels could be located within the proposed development. Each plaque could be situated in relation to the location of the former heritage resources. Draft text of two interpretative panels has been prepared using the best practices for interpretive writing, including clarity, simplicity of style, and brevity. Draft Panels are included in Appendix A.

Elizabeth Street North Interpretive Panel

Title: The Arlington Hotel

Proposed Location: Intersection of Railroad Street and Elizabeth Street North

Content: Originally located at the intersection of Railroad Street and Elizabeth Street North, the Arlington Hotel, was built in the late 1800s. The Arlington Hotel was opened by William Harrison, an Irish immigrant, who converted a residential dwelling into the Arlington Hotel.

The proximity of the Arlington Hotel to the railway station made it an attractive place to stay for many travelers coming to Brampton. The Arlington Hotel was an important structure in the development and growth of Brampton in the late 1800s due to the presence of the railway, and the hotel's placement adjacent to the railway supported the development of the surrounding residential area. The Arlington Hotel remained open until the 1930s, when it ceased operations and was divided into residential apartment units.

Word count: 124

Railroad Street Plaza Interpretive Panel

Title: Railroad Street and the Railway

Proposed Location: Intersection of Railroad Street and Mill Street North

Content: The Grand Trunk Railway was an important contributor to the development of the City of Brampton. The first segment of the Grand Trunk Railway built west of Montreal opened in 1855 and the first station in Brampton was built that same year and is located across the railway tracks. The construction of a train station meant that Brampton was connected to bigger Canadian cities such as Toronto, Montreal, and Hamilton. The arrival of the railway spurred an initial wave of residential growth in Brampton, and the area along Railroad Street quickly developed with large residential dwellings constructed for families who had the means to travel by train.

By 1904, residential neighbourhoods had been established near the existing rail line, and a second track was added between 1904 and 1905. This continued expansion of the railway brought along the need for



additional labour to support its operational requirements. Neighbourhoods near train stations became a good location for the construction of more modest dwellings to house employees, as was the case along Railroad Street.

Word count: 172

4.1.2 Provisional Interior Plaque

As noted in Table 1, the condition or location of the potential plaster mouldings of 59 Elizabeth Street North could not be identified ahead of demolition. Should the plaster mouldings be present above the drop tile ceiling, they are recommended for salvage and reinstatement within the proposed development. The display of the mouldings should be accompanied by the following text on an interpretive plaque.

Plaque Text: *Section of plaster crown mouldings from the former Arlington Hotel at 59 Elizabeth Street (circa. 1871).*

4.2 Graphic Wrapping

To commemorate the historic character of the Railroad Street CHL, another option is graphic film wrapping on the crash wall facing the Brampton Innovation District Go Station. The graphic wrapping would include images or historical mapping of the area or artistic sketches of the houses that were formerly located within the Railroad Street CHL. The graphic wrapping could also include more abstract interpretations of the area's historic character by including printed bricks, or other local historical photographs (Plate 4.1).

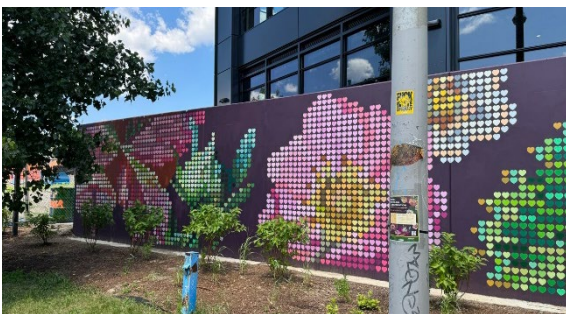


Plate 4.1: An example of graphic wrapping on a wall

4.3 Display of Salvaged Materials

The display of salvaged materials in a publicly accessible location on the property provides a tangible connection with the previous use of the property. The materials identified in Table 1 may be used in conjunction with interpretive panels recommended in Section 4.1. The interpretive display could be

constructed from salvaged materials or could include a key visual element that relates the interpretive material to the tangible history of the site. The proposed use for each material is shown in Table 4.

Table 4: Locations for Display of Salvaged Materials

Heritage Resource	Component to be Salvaged	Proposed Display Location
59 Elizabeth Street North	Representative sample of bricks from the exterior walls of 59 Elizabeth Street North (1 pallet)	<ul style="list-style-type: none"> • Display alongside Elizabeth Street Interpretive Panel for use as either pavers or as a plinth.
	Potential plaster mouldings	<ul style="list-style-type: none"> • If found, recommended for installation in interior public spaces with an interpretive plaque.
	Clawfoot bathtub	<ul style="list-style-type: none"> • Not proposed for reuse within the development. • Recommended for donation to a reputable salvage company.
	Cast iron radiators	
Railroad Street CHL	Representative samples of bricks from contributing properties located within the CHL (1 pallet)	<ul style="list-style-type: none"> • Display alongside Mill Street Interpretive Panel for use as either pavers or as a plinth. • Material reuse for construction of planters.

5 Commemoration Location

The commemoration locations were selected based on the available landscape plans. Locations were determined with the aim to provide maximum exposure and public interaction, as well as maintain a contextual connection with the site history.

A) Interpretive Panels.

- a. The Arlington Hotel panel could be located near the intersection of Railroad Street and Elizabeth Street North.
- b. The Railroad Street and the Railway panel could be located near the intersection of Railroad Street and Mill Street North
- c. The Provisional Interior Plaque could be located in the lobby of one of the towers beside the salvaged mouldings as a display element.
- d. All of the panels should be located facing the street and accessible to the public.

B) Display of Salvaged Materials – Should be located adjacent to or near the applicable interpretive panels.

C) Graphic Wrapping – Crash Wall. The wrapping fronts the Brampton Innovation District GO Station.



6 Conclusion and Recommendations

6.1 Option Summary

From the identified CHVI in Section 2 and the commemorative elements and themes in Section 3, commemoration options were developed in Section 4. A variety of commemoration options were created to offer a unique way to tell the story of the Study Area and maintain the historical connection of the Study Area to the proposed new development. Options are summarized below in order of most preferred to least preferred:

1) Interpretive Panels

A more typical commemorative approach and following the City's format, the use of the interpretive panels would allow for an overview of the 19th and early 20th century development of the Railroad Street Cultural Heritage Landscape and of the former Arlington Hotel at 59 Elizabeth Street North.

2) Display of Salvaged Materials

The salvaged materials provide a direct and tangible link with the history of the 59 Elizabeth Street North and to the Railroad Street Cultural Heritage Landscape and provide an opportunity for their commemoration. By using the salvaged materials to interpret the identified themes, the proposed Commemoration Approach can be incorporated into the future development with direct historical links to the removed structures.

3) Graphic Wrapping

Graphic film wrapping of the crash wall. This is a low-cost additional option that could help to commemorate and interpret the Railroad Street CHL or provide a historical connection to the streetscape.

6.2 Recommendations

The recommended options for the Study Area are the **interpretive panels**, the **display of salvaged materials**, and the **graphic wrapping**. The interpretive panels provide a standard City format for historical information in connection with other City pedestal plaques in the downtown, while the display of salvaged materials and graphic wrapping provide a tangible link to the former structures located at the site of the proposed development.



7 References

City of Brampton. 2023. *Brampton Heritage Commemoration Plan Terms of Reference*. On file at Stantec.

Stantec Consulting Ltd. 2025. *Heritage Impact Assessment – 17-35 Railroad Street, City of Brampton, Ontario*. Report on file at Stantec.



APPENDICES



Appendix A Draft Interpretive Panels



Railroad Street and the Railway

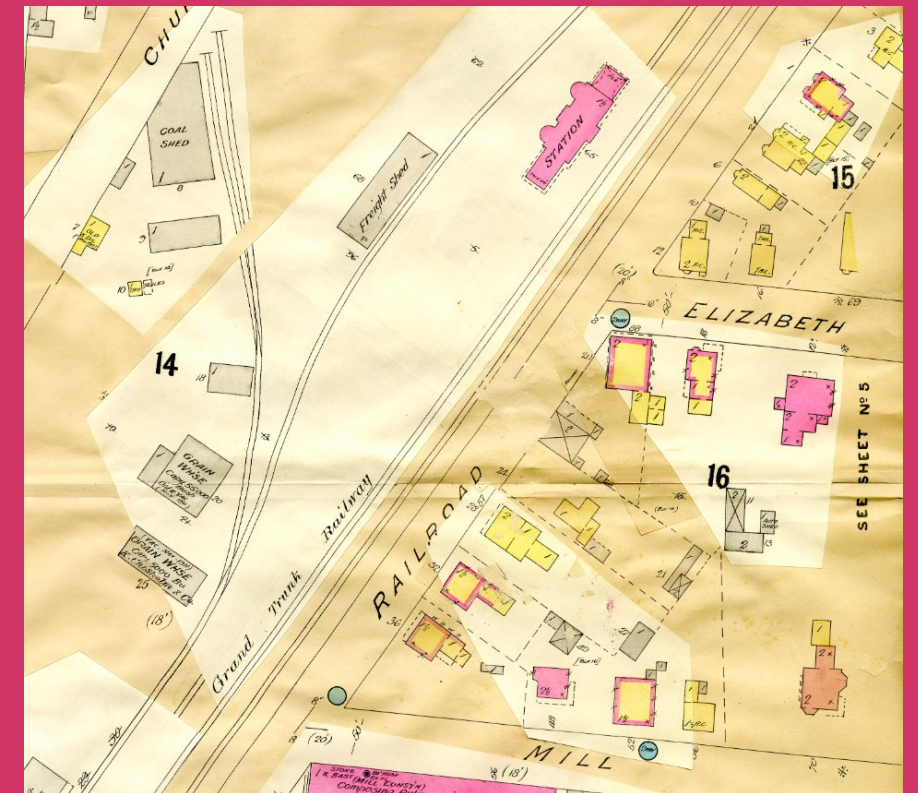
G.T.R. Station, Brampton, Ont., Canada



A postcard of the GTR Station (Toronto Railway Historical Association)

Railroad Street Becomes Residential

The construction of a train station meant that Brampton was connected to bigger Canadian cities, such as Toronto, Montreal, and Hamilton, and the arrival of the railway spurred an initial wave of residential growth in Brampton, and the area along Railroad Street quickly developed with both upper and lower class families—those that worked on the train and those that could afford to travel by train.



Fire Insurance Plan, Brampton, 1894, revised in 1911
(Peel Archives)

The Creation of the Brampton Railway

The Grand Trunk Railway (GTR) was an important contributor to the development of the City of Brampton. The first segment of the GTR built west of Montreal opened in 1855. The first station in Brampton was built the same year, located across the railroad tracks.

By 1877, passenger service to Brampton had increased to ten trains per day. By 1905, a second track was added at the station. Coinciding with this expansion, in 1907, the GTR replaced the original GTR station.



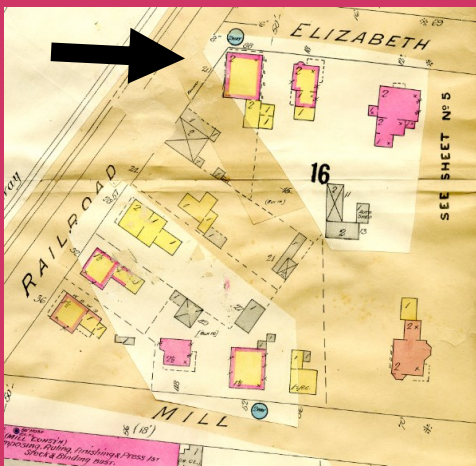
The GTR Station in the 1890s (Toronto Railway Historical Association)

Working on the Railway

During the 19th century, many of the residents along Railroad Street held occupations relating to the railway. In 1871, Robert Patterson, an expressman – tasked with ensuring rail deliveries made it on time – lived at 52 Mill Street North. In 1881, William Perdue, a weighmaster responsible for weighing freights, lived at 35 Railroad Street.

The Arlington Hotel

It was likely in the mid 1880s, that Irish immigrant, William Harrison opened the Arlington Hotel at the corner of Railroad Street and Elizabeth Street North. Harrison took advantage of the building's proximity to the railway and, as a result, the hotel became an attractive place to stay for many travelers coming to Brampton. The Arlington Hotel remained open until the 1930s, when it ceased operations and was divided into apartments. The building was likely first constructed between 1869 and 1871.



*Fire Insurance
Plan, Brampton,
1894, revised in
1911*

(Peel Archives)