



**Documentation and Salvage Report –
59 Elizabeth Street North and
Railroad Street Cultural Heritage
Landscape**

Final Report

April 23, 2025

Prepared for:
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Project Number:
160941102

Limitations and Sign-off

The conclusions in the Report titled Documentation and Salvage Report – 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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Executive Summary

Tribute (Railroad Street) Limited (the Client) retained Stantec Consulting Ltd. (Stantec) to prepare a Documentation and Salvage Report for the property located at 59 Elizabeth Street North and the Railroad Street Cultural Heritage Landscape (CHL) in the City of Brampton. The *Heritage Impact Assessment: 17-35 Railroad Street, Brampton* (HIA), dated January 2025 recommended that a Documentation and Salvage Report (DSR) be completed for the identified built heritage resources and cultural heritage landscapes within the HIA Study Area.

The Client is proposing the construction of two residential towers of 55 and 58 storeys connected by a podium with outdoor amenities and retail. 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. 59 Elizabeth Street 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 and is representative of turn-of-the-century development influenced by the presence of the CNR railway and consists of residential dwellings and former commercial structures that supported the industry associated with the railway.

The heritage documentation of the property is based on the City's *Brampton Documentation and Salvage Plan Terms of Reference* (City of Brampton 2023) and consists of the following tasks:

- Document the land use history and construction details of the 59 Elizabeth Street North and of the Railroad Street CHL
- Create a photographic record of 59 Elizabeth Street North and of the Railroad Street CHL
- Compile a list of salvageable components of the building and a preliminary salvage plan

The following components have been identified for salvage and possible commemoration:

- Representative sample of bricks from the exterior walls of 59 Elizabeth Street North (approximately 1 wooden pallet's worth of material for the property)
- Potential plaster mouldings located in Apartment One of 59 Elizabeth Street North (to be confirmed on site by demolition contractor)
- Clawfoot bathtub of 59 Elizabeth Street North
- Cast iron radiators of 59 Elizabeth Street North
- Representative samples of bricks from contributing properties located within the CHL (approximately 1 wooden pallet's worth of material per property)



- A provision of bricks will be salvaged from the Railroad Street CHL segregated by individual property for use by the City of Brampton by the Client and will be shipped to the City's storage yard at 82 Railroad Street.

A Heritage Commemoration Plan has been prepared under separate cover, in support of the Documentation and Salvage process. The Heritage Commemoration Plan identifies options to incorporate the heritage values and salvaged elements into the design of the new development. The Heritage Commemoration Plan also includes verbiage and photographs that will be recommended for use in a commemorative display.

The Executive Summary highlights key points from the report only; for complete information and findings, the reader should examine the complete report.



Project Personnel

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Acronyms / Abbreviations

CAHP	Canadian Association of Heritage Professionals
CHL	Cultural Heritage Landscape
CHVI	Cultural Heritage Value or Interest
DSR	Documentation and Salvage Report
HIA	Heritage Impact Assessment



1 Introduction

1.1 Study Purpose

Tribute (Railroad Street) Limited (the Client) retained Stantec Consulting Ltd. (Stantec) to prepare a *Documentation and Salvage Report* (DSR) for the property located at 59 Elizabeth Street North and the Railroad Street Cultural Heritage Landscape (CHL) in the City of Brampton. In the *Heritage Impact Assessment: 17-35 Railroad Street, Brampton* (HIA), dated January 2025 (Stantec 2025), it was recommended that a DSR be completed for the identified built heritage resources and cultural heritage landscapes within the HIA Study Area (Figure 1 and Figure 2).

The Client is proposing the construction of two residential towers of 55 and 58 storeys connected by a podium with outdoor amenities and retail. 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, 50 Mill Street, and 52 Mill Street. The property at 59 Elizabeth Street North is listed on the City of Brampton's *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 CHL during the development of the HIA. It was determined to be representative of turn-of-the-century development influenced by the presence of the CNR railway which consists of residential dwellings and former commercial structures that supported the industry associated with the railway.

The DSR includes documentation and the completion of a cultural heritage salvage report for 59 Elizabeth Street North and the Railroad Street CHL (Figure 3). The DSR includes detailed photography of the building, a list of materials to be salvaged where feasible, and a summary of recommended salvage activities to be implemented following completion.

1.2 Methods

The heritage documentation of the property is based on the City's *Brampton Documentation and Salvage Plan Terms of Reference* (City of Brampton 2023) and comprises:

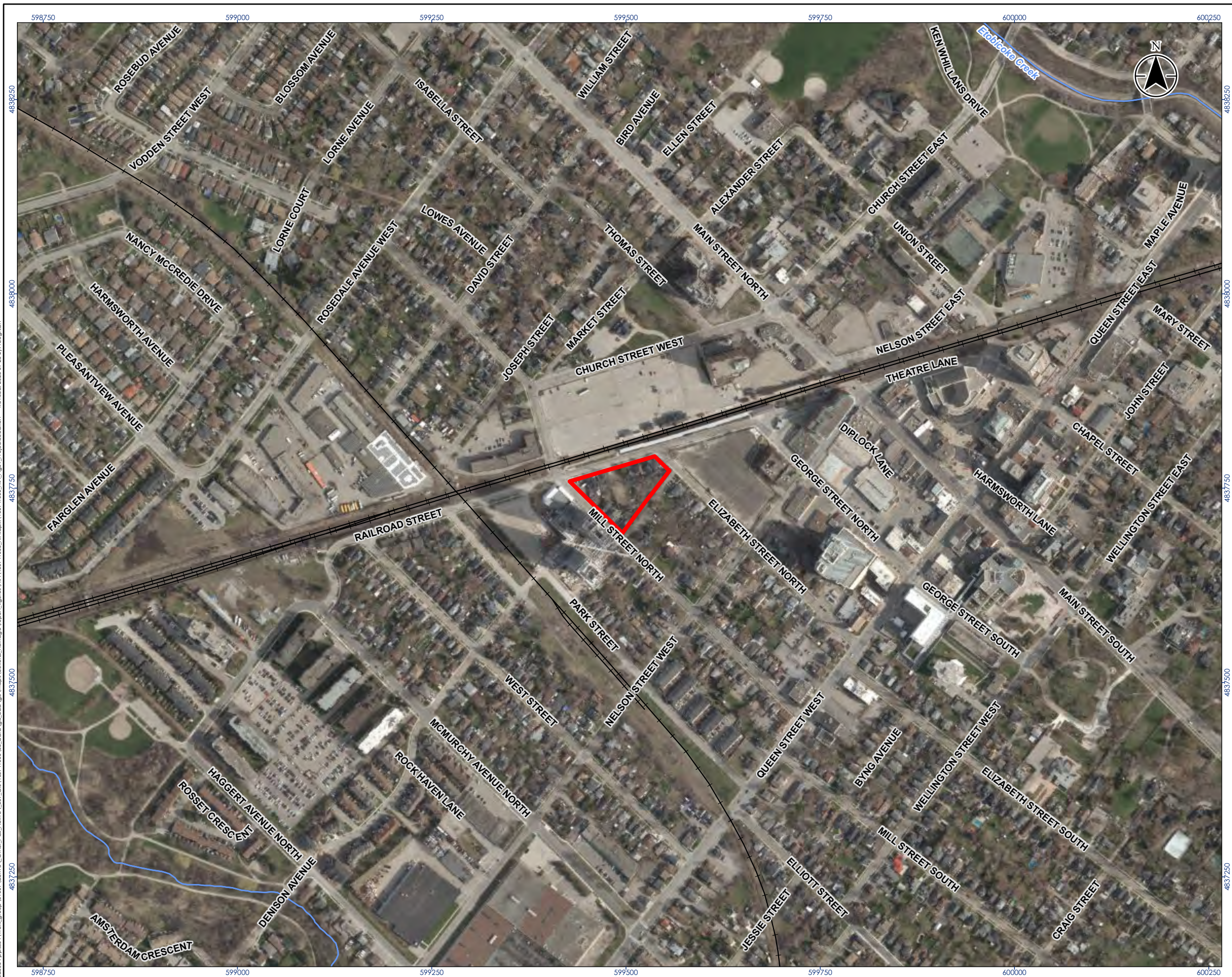
- A general history of the site and its development
- A detailed site description of the property
- Representative photographs of the property and corresponding photo log (Appendix A)
- Plan and elevation drawings (Appendix B)
- A list of materials that have been identified for salvage and potential reuse within the property or community
- Component-specific salvage, storage and reinstatement strategies and recommendations






Site investigations were completed on January 12, 2024 by Christian Giansante and Guy Taylor, Cultural Heritage Specialists; and Kimberly Beech, Landscape Architect in Training, all with Stantec. Photographs were taken using a Nikon D5300 at a resolution of 6,000 pixels by 4,000 pixels and 300 dots per inch.

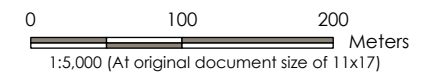
The metrication process in Canada began in phases between 1970 and 1985. Given the construction date of 59 Elizabeth Street and of the Railroad Street CHL, portions would have been designed using the Imperial System. Converting Imperial measurements that are often standardized into metric may obscure patterns and relationships between features. Therefore, when discussing dimensions of historic structures, Imperial units are used. In all other instances, metric units are used.





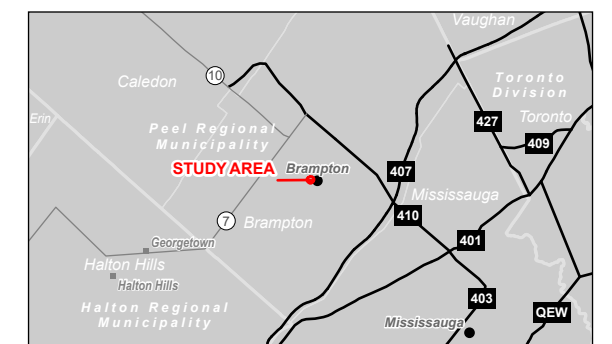
Legend

-  Study Area
 Watercourse (Permanent)
 Railway



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

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Prepared by tcoghlan on 2023-09-25
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Client/Project
Railroad Towers Limited Partnership
17-35 Railroad Street
Heritage Impact Assessment

Figure No.

1

Title

Location of the Study Area

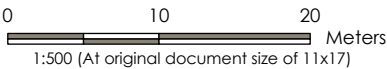
\\c:\0004\ppl\604\work_group\01\609\active\Other_PCs\Active_609_GIS\160941000\03_data\GIS\160941000\03_data\GIS\160941000_HIA.aprx\160941000_HIA_Sc_Fig01_StudyArea_Reviewed: 2024-01-12 By: jja



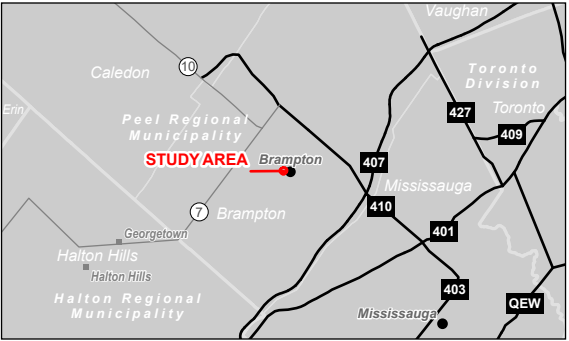
Legend

- HIA - Study Area
- Parcel Boundary (Approximate)
- 59 Elizabeth Street Parcel (Approximate)
- Area Contributing to Railroad Street Cultural Heritage Landscape
- +

 Railway



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



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Figure No.
3

Title
Study Area With Heritage Resources

2 Summary of Cultural Heritage Value

The following statements of Cultural Heritage Value or Interest were prepared in the 2025 HIA for 17-35 Railroad Street, Brampton (Stantec 2025). The purpose of these statements, and identification of associated heritage attributes, was to provide a means to measure potential impacts and recommend appropriate mitigation.

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)



3 Historical Summary

The following historical summary was prepared in the 2023 HIA for 17-35 Railroad Street, Brampton (Stantec 2025). It includes a historical narrative for the Study Area which includes 59 Elizabeth Street North and the Railroad Street CHL.

3.1 Site History

The properties within the Study Area are associated with 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.

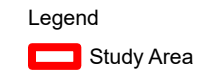
Based on the earliest available Fire Insurance Plans of the City of Brampton from 1894, revised in 1911, the properties at 17, 21, 23, and 35 Railroad Street; 50 and 52 Mill Street North; and 55 Elizabeth Street North were all built between 1894 and 1911 (Figure 4). It is evident on the Fire Insurance 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 North. 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.

Similarly, 59 Elizabeth Street, noted as the Arlington Hotel, 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).

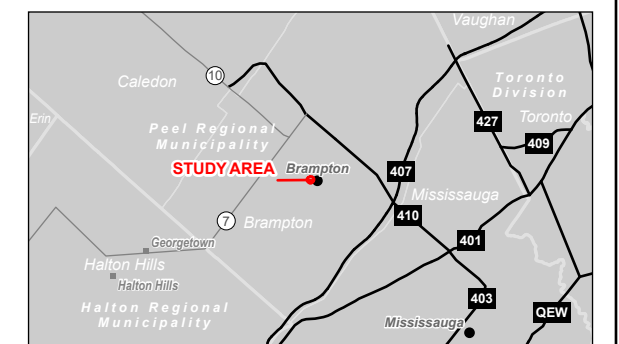
As Brampton industrialized and the railway became increasingly popular the demographic of the Study Area changed as well. Many of the residents within the Study Area held occupations relating to the railway as it developed in the area in the late 19th century. One resident of 52 Mill Street North, Robert 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 at 59 Elizabeth Street North also underscores the importance of the railway to this area as it was strategically located so close to the rail line to attract visitors.





Notes

1. Figure not to scale.
2. Source: Chas. E. Goad, 1894. *Brampton Ontario Surveyed*. Toronto: Chas. E. Goad.



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

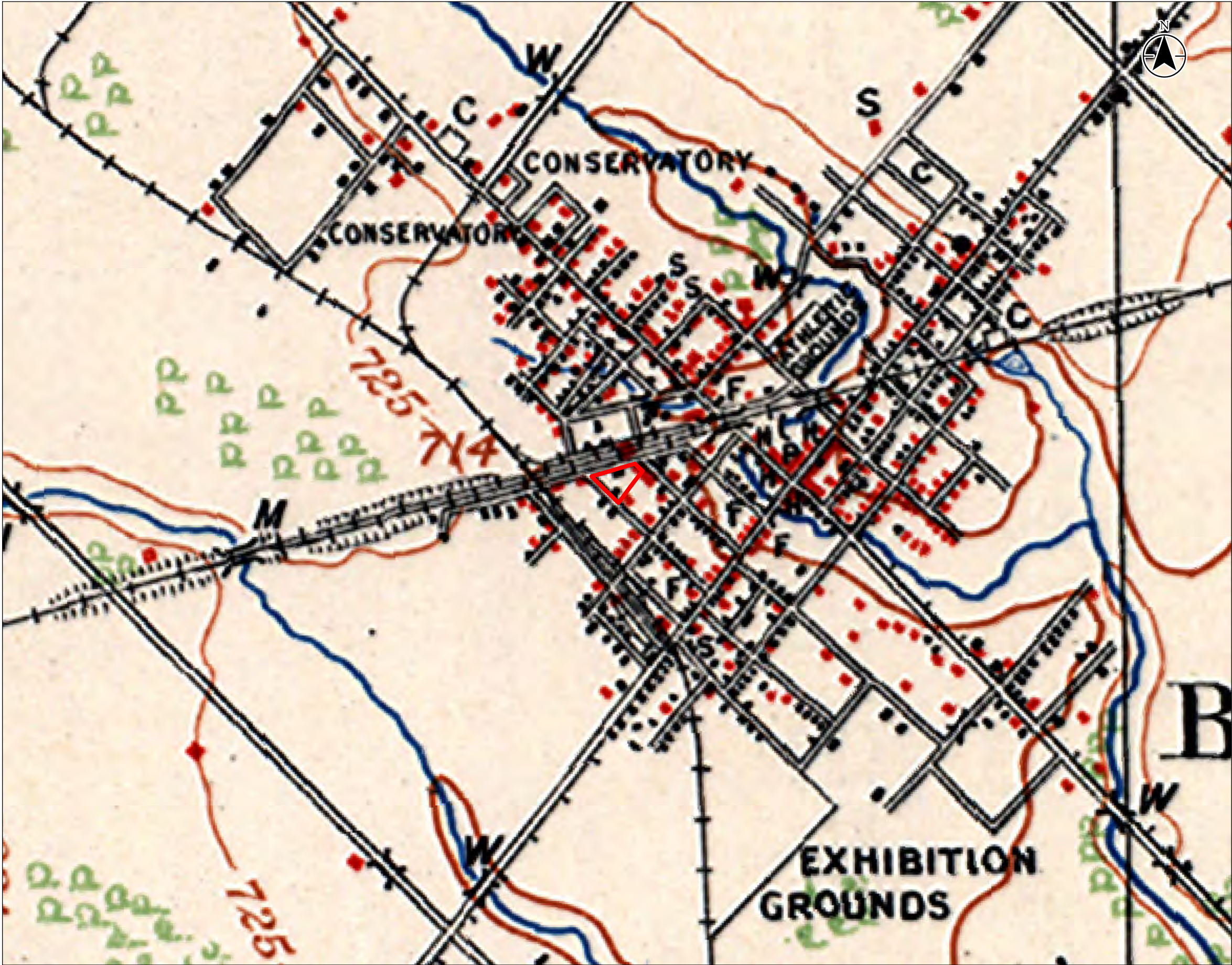
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Figure No.

4

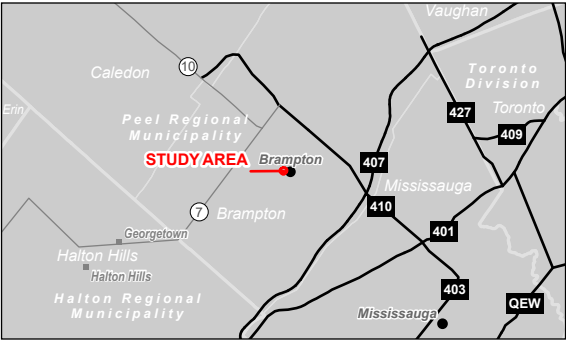
Title

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.

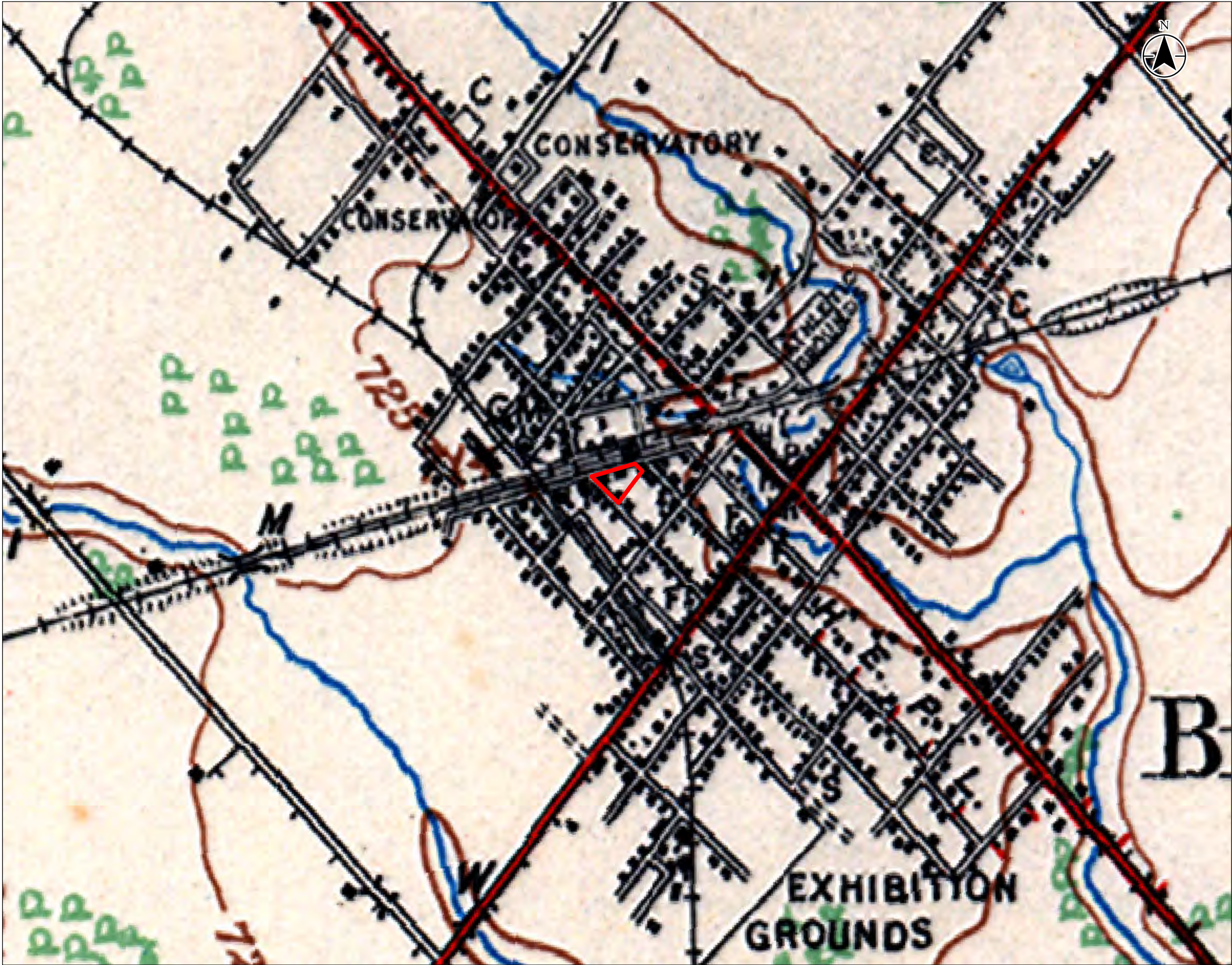



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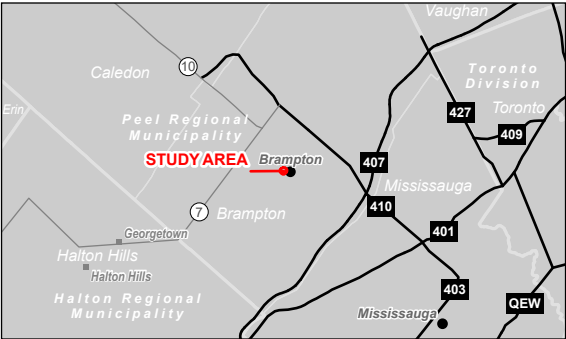
Figure No.
5

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.



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Figure No.
6

Title
Topographic Mapping, 1938

4 Site Description

4.1 59 Elizabeth Street North

4.1.1 Landscape Context

The property has a paved driveway that runs along the south side of the structure. The driveway is accessed from Elizabeth Street. There is a mature maple tree at the entrance to the driveway, and there are two coniferous shrubs on the east side of the property. A smaller gravel driveway is found on the north side of the property. The gravel path is accessed from Railroad Street. There is a narrow grass lawn that wraps around the east and north sides of the property, connecting the two driveways. A mix of deciduous tree species are densely planted on the north side of the property. A narrow passage runs along the west side of the property, separating the property from its neighbour.

4.1.2 Building Exterior

59 Elizabeth Street North is a two-storey structure with four residential units. The building has a hip roof with asphalt shingles, vinyl soffits, and a brick chimney. The building has a painted red brick exterior, with localised areas of peeling paint across all façades. Its parged concrete foundation is visible on every façade. In the basement, the original brick and stone foundation can be seen. It is unclear when the concrete was added to the exterior of the structure.

The east façade faces the intersection of Railroad Street and Elizabeth Street North. It has three metal sash windows with wood frames and sills on the second storey (Plate 1). It has a central front entrance with a metal awning, and a stone entrance porch. There is a replacement door situated in a wood frame, with wood surrounds and painted plywood covering the transom. A buzzer system is located to the side of the door (Plate 2). Two sash windows flank the entrance at either side, both metal in wood frames with wood sills. The two first storey windows have brick hood moulds. The bricks on the exterior façade are painted with localized areas of peeling.

The north façade has an enclosed two storey wooden porch (Plate 3). The soffits at the roofline are vinyl. The second storey of the porch has five windows on its front (north) façade, and three windows on each side façade. The windows have metal storm windows covering wood six over one sash windows. There is a projecting eave between the second and first stories of the porch, with wood soffits. There are two brick piers on the front façade, both topped with stone caps. The first storey of the porch also has metal storm windows covering six over one wood sash windows. It also has five windows on the front façade, and three on the sides. To the east of the porch are four windows, two on the second storey and two on the first. They are all metal, with wood frames and sills. There are brick hood moulds above the first storey windows.

There are two metal sash windows on the first storey of the south façade with wood frames and sills, and a third, smaller sized fixed wood window with a wood frame and sill to the east side of the façade. All three first storey windows have brick hood moulds. The second storey of the south façade has three



metal sash windows with wood frames and sills and one small window towards the west side of the façade (Plate 4). There are former coal shoots at the ground level that are covered with either plywood sheets or plexiglass covers (Plate 5).

The west façade is the rear of the structure. On the first storey are two doorways, both with small wooden entrance porches (Plate 6). The doors are replacements. There is a small window beside the north entrance, with a metal window in a wood frame. There are two metal sash windows on the second storey, to the north side of the façade, both in wood frames with wood sills. The brick chimney runs from the ground to above the roofline on the north side of the façade (Plate 7). The brickwork in the south corner of the façade is spalling (Plate 8).



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4 Site Description
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Plate 1 East façade of 59 Elizabeth Street North



Plate 2 Entrance to 59 Elizabeth Street North with stone porch



Plate 3 North façade of 59 Elizabeth Street North



Plate 4 South façade of 59 Elizabeth Street North



Plate 5 Coal shoot with plexiglass cover



Plate 6 West façade showing wood entrance porch overhangs and windows





Plate 7 West façade showing brick chimney

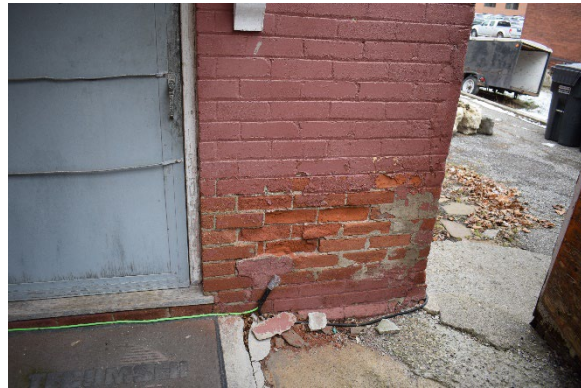


Plate 8 Spalling brickwork on south-west corner of building

4.1.3 Building Interior

The interior of 59 Elizabeth Street North consists of two residential apartments on the second storey, two residential apartments on the first storey, and an unfinished basement. The second unit on the second storey could not be accessed. The first storey contains an entrance hall, accessed from the main door on the east façade. The entrance hall has been renovated with composite wall panels that resemble wood. The ceiling appears to be the original plaster, complete with decorative moulding and mid-20th century light fixture (Plate 9).

There are doors on the north and south sides of the hall that lead to the residential units on the first floor. There are two entryways facing the main entrance on the west side of the entrance hall (Plate 10). The west entryway leads to a steep narrow staircase that accesses the second storey. The left doorway has a multi-paned wood and glass door which leads to the narrow, short basement hallway that provides access to the basement through another door at the end of the hallway (Plate 11). The hallway has wood baseboards and crown moulding, as well as plaster walls and a chair rail moulding. All doors and door trim are modern replacements. The flooring is hardwood, and the hallway also contains a cast iron radiator.

4 Site Description

April 23, 2025



Plate 9 Entrance hall interior, showing decorative plaster moulding and light fixture



Plate 10 Double doorway in the entrance hall, the left leads to the basement access hallway, the right to the second storey

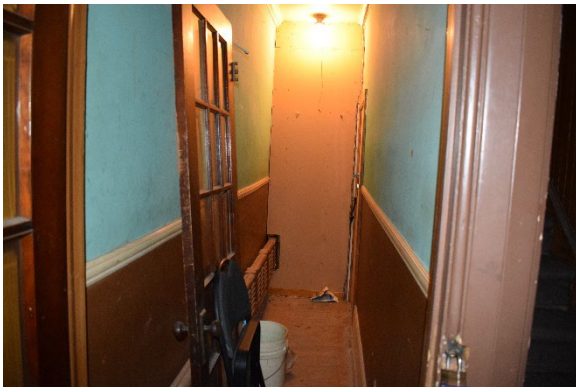


Plate 11 Hallway leading to basement access

The south apartment is numbered as Apartment One. The front door and exterior door trim are replacements, but the interior door trim is historic. The apartment consists of a living room, a kitchen, a bedroom, and a bathroom. The entrance door opens into the living room (Plate 12). There is a one over one sash wood window on the east wall, with wood trim and sills. Each wall is plastered except for the south wall which is stuccoed. The south wall also has a small single pane fixed wood window, with wood trim. There is chair rail moulding running the perimeter of the room. The ceiling is a drop tile ceiling. Dividing the living room from the kitchen is a large wood feature that has two square columns which rest on built in shelves. The kitchen has a plaster ceiling, plaster walls, a laminate floor, and a one over one wood sash window on the south wall, with wood trim. A doorway leads from the kitchen to the bathroom and bedroom. The door is a replacement, but the door trim appears original. The bathroom has laminate flooring, plaster walls with a tiled shower area, and a plater ceiling with partial crown moulding (Plate 13). The doorway has wood trim, but the door is a replacement. The bedroom has plaster walls, a drop ceiling, and wall to wall carpeting (Plate 14). During fieldwork, the current tenant mentioned that there were plaster mouldings above the drop ceiling, but it was not confirmed. On the west wall is an exterior



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4 Site Description

April 23, 2025

replacement door, with wood door trim. On the south wall is a window with wood trim, and a one over one wood sash window (Plate 15).

Across the entrance hall from Apartment One is Apartment Two. Apartment Two has plaster walls, wood sash windows with wood trim, and an exterior access door similar to apartment one (Plate 16). The bathroom had a tile floor, with a cast iron radiator, claw foot bathtub, and single pane frosted glass window with wood trim (Plate 17). The first storey of the double height enclosed porch is accessed through this unit, although it was not possible to see into it during fieldwork due to occupancy.



Plate 12 Apartment One interior, showing view from kitchen to living area



Plate 13 Apartment One interior, showing crown moulding on bathroom ceiling



Plate 14 Apartment One interior, showing bedroom with exterior door



Plate 15 Apartment Two interior, showing historic window





Plate 16 Apartment Two exterior access door

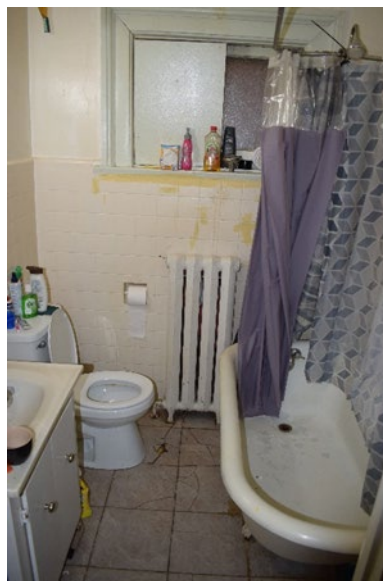


Plate 17 Apartment Two bathroom with clawfoot bathtub and cast iron radiator

The basement is accessed through a doorway and down a short flight of wood steps (Plate 18). The basement is divided into several rooms. The brick and stone foundations of the building are visible throughout, as are the timber floor joints of the first storey (Plate 19 to Plate 20). Pipes and wiring run throughout the basement and some pipes are wrapped in newspapers, some which were observed to date to 1955. In the main basement room, timber support beams are visible and wood shelves have been built into the walls. A section of the wall houses modern electrical panels and fuse boxes. The foundations, floor joists, underside of the first storey flooring, and shelves have been whitewashed. In the south side room are the original coal chutes for the building, that have now been closed off. This room now holds the water heaters for the building and has a laminate floor with a drop ceiling (Plate 21). A stud and drywall wall separates this room from the one next to it, which also has old coal shoots on its south wall. In this room are two sinks: one is a large metal double sink, likely dating to the late 19th or early 20th century, and the other is a 20th century porcelain sink (Plate 22). The sink room has a poured concrete floor and a drop ceiling. The west room in the basement contains the modern furnace, as well as older, mid-20th century furnaces (Plate 23). The building foundation in this room has been parged with concrete, although sections of the foundation are still visible. The floor is poured concrete, with an empty spot where a previous heating source may have been located (Plate 24).



Plate 18 Stairs down to basement



Plate 19 Basement interior, showing brick and stone foundations



Plate 20 Basement interior, showing whitewashed floor joists



Plate 21 Basement interior, showing south side room with coal chute



Plate 22 Basement interior, showing large metal double sink



Plate 23 Basement interior, showing furnaces



Plate 24 Basement interior, showing spot where previous heat source may have stood

The stairs leading from the entrance hall of the building to the second floor are carpeted, with wood paneling on the lower half of the walls and plaster on the upper half (Plate 25). The stairs end in a landing on the second floor, with two doors leading to the two residential units on the second storey. Access was not provided to one unit. The entrance to the available unit opens into a hallway, with the kitchen on the south side, and a living room on the north side (Plate 26). The hall has hardwood flooring, wood baseboards, plaster walls, a chair rail moulding, and a drop ceiling. At the end of the hallway is a cast iron radiator, and a window with wood trim. The hallway turns to the left and a bathroom is located at its end, with a wood door and trim, tile flooring, and a cast iron radiator (Plate 27). There is a built-in cabinet on the east side of the hallway.

The kitchen has a tile floor, with plaster walls and a plaster ceiling with crown moulding (Plate 28). There is a one over one wood sash window on the south wall, with wood trim, and a cast iron radiator located next to it. A plaster wall, with the same crown moulding as the rest of the room, cuts abruptly into the window. It is unclear if this was the original interior layout of the room, or if the wall was added at a later date. This wall separates the kitchen from the hallway that connects to the bathroom, and also has the same built in cabinet.

The living room has a hardwood floor with three plaster walls and a plaster ceiling. The north wall is stuccoed but has the same trim as the rest of the room. The west wall has a one over one wood sash window with wood trim (Plate 29). The baseboards, chair rails, and picture rails around the room are likely original. A doorway on the east wall leads to the bedroom (Plate 30). The door is a replacement, but the door trim is likely original. The north wall has a wood and glass pane door that provides access to the second storey of the enclosed porch (Plate 31). The porch is constructed of wood, including a wooden ceiling, all of which is likely original (Plate 32).

Documentation and Salvage Report – 59 Elizabeth Street North and Railroad Street Cultural Heritage Landscape

4 Site Description

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Plate 25 Interior, looking back down staircase leading to second storey

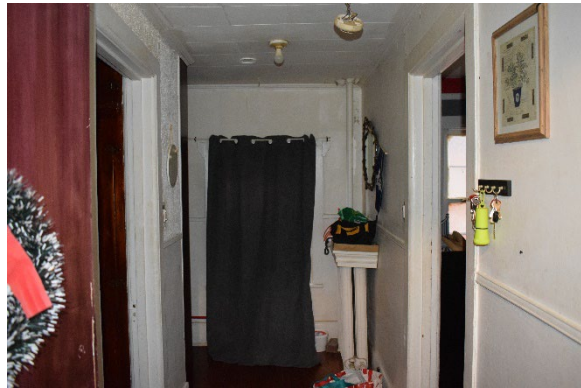


Plate 26 Apartment Three interior, showing entrance hall



Plate 27 Apartment Three interior, showing hallway to bathroom



Plate 28 Apartment Three interior, showing kitchen with crown moulding



Plate 29 Apartment Three living area with wood window and trim



Plate 30 Apartment Three living room wall





Plate 31 Apartment Three interior, showing living area with door to enclosed porch at right



Plate 32 Apartment Three interior, showing enclosed porch

4.2 Railroad Street Cultural Heritage Landscape

The Railroad Street CHL 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 CHL 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. All streets have a poured concrete sidewalk that extends parallel to the roadway (Plate 33 and Plate 34). 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 (Plate 35). The CHL consists of the properties at 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 (Plate 36 to Plate 42). These properties generally have grassed front lawns with a limited number of mature trees. Each property is accessed using a paved driveway.

Documentation and Salvage Report – 59 Elizabeth Street North and Railroad Street Cultural Heritage Landscape
4 Site Description
April 23, 2025



Plate 33 Railroad Street looking east



Plate 34 Railroad Street looking west



Plate 35 Mill Street North looking north



Plate 36 17 Railroad Street, looking south



Plate 37 19 Railroad Street, looking south



Plate 38 31 Railroad Street, looking south



Documentation and Salvage Report – 59 Elizabeth Street North and Railroad Street Cultural Heritage Landscape

4 Site Description

April 23, 2025



Plate 39 35 Railroad Street, looking south



Plate 40 52 Mill Street North, looking east



Plate 41 50 Mill Street North, looking east



Plate 42 55 Elizabeth Street North, looking west



5 Salvage

5.1 Description of Proposed Undertaking

The proposed development includes construction of two residential towers of 55 and 58 storeys connected by a podium with outdoor amenities and retail. The development requires the removal (demolition) of the existing building at 59 Elizabeth Street North and of the removal of all portions of the Railroad Street CHL. The proposed design of the development does not retain existing portions of 59 Elizabeth Street North or of the Railroad Street CHL *in situ*. Select salvaged elements will be reinstated as part of the property's landscaping plan.

5.2 Materials Identified for Salvage

The HIA prepared for the proposed development assessed options for the potential retention or incorporation of 59 Elizabeth Street North or of the Railroad Street CHL (Stantec 2025). Due to project constraints, it was determined that retention and or incorporation of the existing structure was not feasible. As a result, documentation and salvage was recommended as an appropriate mitigation measure. Through the selective salvage of identified heritage attributes and supportive materials, the CHVI of the property can be retained, albeit in a different context. These salvaged materials will provide a tangible and physical link to the 59 Elizabeth Street North and to the Railroad Street CHL and be used to facilitate the interpretation and commemoration of the structures.

The following is a recommended list of building components to be salvaged from 59 Elizabeth Street North:

- Representative sample of bricks from the exterior walls of 59 Elizabeth Street North (approximately 1 wooden pallet's worth of material for the property)
- Potential plaster moldings located in Apartment One (to be confirmed on site by demolition contractor)
- Clawfoot bathtub
- Cast iron radiators

The following is a recommended list of building components to be salvaged from the Railroad Street CHL:

- Representative samples of bricks from contributing properties located within the CHL (approximately 1 wooden pallet's worth of material per property)
 - A provision of bricks will be salvaged from the Railroad Street CHL segregated by individual property for use by the City of Brampton by the Client and will be shipped to the City's storage yard at 82 Railroad Street.



5.3 Removal

It is recommended that the demolition contractor complete an inventory of the components identified for salvage using a heritage asset tracking form. Each individual element identified for salvage is to be catalogued and tagged prior to removal from the site. A sample tracking sheet can be found in Appendix C. The tracking sheet for each element will include a distinct item number, brief condition note, location information, and a photograph. The catalogue of tracking sheets also necessitates the need for a key plan that indicates the location of each individual element that is being moved into storage for the duration of the project. All tracking sheets will be compiled in a single document and will be kept with the individual responsible for the movable assets. A copy of the tracking sheets should also be filed with the City for reference.

Prior to crating or packing of salvaged materials, it is recommended that the contractor clean the built components of dust, dirt, or organic material to reduce the risk of damage during the storage process. Cleaning will address visual grime on the built components. Gentle cleaning methods are to be used, and abrasive or strong chemical cleaning products or methods are to be avoided.

Built elements may be stored on wooden pallets and separated per property (ie. one pallet for each property). Individual pieces may not be stored directly against another built element; spacers (Wood with a protective chemically stable padding or wrap) are to be used to separate each element. Built elements that have a higher risk of damage during the transportation process should be crated and wrapped using chemically stable padding and wrapping (polyurethane ester or ether foam) to limit movement during transport. Alternatively, individual supports for the components can be carved from thick polyethylene foam.

5.4 Storage

Location

While the principal components identified for salvage have been located outside and have been subject to many different weather conditions, their storage in a controlled environment is required due to their removal from their original condition. Once deconstructed, the identified components will be subject to new environmental conditions which they have not adjusted to since their original installation. Should the components be stored in an uncontrolled environment, there is an increased risk of rapid deterioration. This would have an adverse impact to restoration and reinstatement activities.

The salvaged elements should be stored in a closed and monitored area. Closed spaces will protect the built elements from dust, pollutants, and changes in relative humidity. Water damage is a threat to storage areas in any location. Water or steam pipes are a hazard due to potential leaks and condensation, therefore the selected storage area shall be located away from pipes or, if this is not possible, the pipes should be inspected regularly. If there is risk of flooding, locate storage areas above the flood plain and install water detectors and sump pumps if necessary. As a further precaution, store objects off the floor on shelves, platforms, or blocks, and cover them loosely with plastic sheeting. Temperature and relative humidity levels must be monitored at regular intervals to avoid extremes and



excessive fluctuations. Adequate air circulation is required to discourage mould growth and pest habitation.

Monitoring

Storage areas must prohibit smoking and the storage or consumption of food and beverages in storage areas and be identified by appropriate signage. Storage areas shall remain locked with entry into the storage area and movement of objects in or out of storage tracked and controlled by authorized personnel. Work not related to the function of the storage area must be done elsewhere.

Regular monitoring should be carried out to confirm the condition of the stored elements and to identify risks to the elements before they occur. The storage area must be kept clean and organized to facilitate regular monitoring. Based on the conditions of the storage location, monitoring should be completed on a monthly basis and include inspecting for insects, dust, and debris. If necessary, based on environmental conditions, regular housekeeping procedures must be followed including vacuuming the facilities and washing the floors without cleaning compounds that may damage the stored items. The storage conditions shall also be noted. Changes to the conditions shall be addressed and the root cause be determined to prevent additional changes to the storage conditions.



6 Commemoration

A Heritage Commemoration Plan is being prepared under separate cover and includes strategies to incorporate the materials identified in Section 5.2 into the proposed development landscaped areas. The Heritage Commemoration Plan also includes verbiage and photographs that are recommended for use in a commemorative display.



7 Conclusion

The Documentation and Salvage Report for 59 Elizabeth Street North and for the Railroad Street CHL identified materials that are recommended to be salvaged prior to demolition in Section 5.2. These materials include:

- Representative sample of bricks from the exterior walls of 59 Elizabeth Street North (approximately 1 wooden pallet's worth of material for the property)
- Potential plaster moldings located in Apartment One of 59 Elizabeth Street North (to be confirmed on site by demolition contractor)
- Clawfoot bathtub of 59 Elizabeth Street North
- Cast iron radiators of 59 Elizabeth Street North
- Representative samples of bricks from contributing properties located within the CHL (approximately 1 wooden pallet's worth of material per property)
 - A provision of bricks will be salvaged from the Railroad Street CHL segregated by individual property for use by the City of Brampton by the Client and will be shipped to the City's storage yard at 82 Railroad Street.

Additionally, the Documentation and Salvage Report outlines the proposed removal and storage methods that Tribute (Railroad Street) Limited shall complete which include:

- Completing an inventory of components identified for salvage using a heritage asset tracking form.
- Cleaning the salvaged components of any dust, dirt, or organic material to reduce the risk of damage during the storage process.
- Storage of salvaged components on wooden pallets in a controlled environment.
- Regular monitoring of stored components to confirm the condition of the stored elements and to identify risks to the elements before they occur.

The salvaged materials shall be considered for commemoration and integration within the proposed development based on the recommendations of the Heritage Commemoration Plan.



8 References

City of Brampton. 2023. *Documentation and Salvage Plan Terms of Reference*. On file with Stantec.

Library and Archives Canada. 1871. District 39, Subdistrict E, Reel C-9958.

Library and Archives Canada. 1881. District 140, Subdistrict C, Reel C-13252.

Library and Archives Canada. 1901. District 103, Subdistrict A, Reel T-6490.

ONLand. 2023. *Peel County (43), Brampton, Plan 4; Block 1 To 12*. Electronic Document:
<https://www.onland.ca/ui/43/books/41409/viewer/176368288?page=1>. Last Accessed: September 19, 2023.

Quinton, Cathy. 1983. *Building Images: An Architectural Review of Brampton Past*. Brampton Heritage Board. Electronic Resource: [Building Images: An Architectural Review Of Brampton Past : Corporation of the City of Brampton : Free Download, Borrow, and Streaming : Internet Archive](#). Last Accessed: September 19, 2023.

Stantec Consulting Ltd. 2025. *Heritage Impact Assessment 17-35 Railroad Street Brampton*. On file with Stantec.



Appendices



Appendix A Photo Log



Documentation and Salvage Report – 59 Elizabeth Street North and Railroad Street Cultural Heritage Landscape
Appendix A Photo Log
April 23, 2025

File Size: 859 megabytes

Camera: Nikon D5300

Table 1 Photograph Log – 59 Elizabeth Street North

File name	Description
DSC_0617	Street address number sign
DSC_0618	Ceiling of entrance vestibule
DSC_0620	Entrance vestibule doors looking west
DSC_0621	Ceiling detail, entrance vestibule
DSC_0622	Hallway to basement with radiator
DSC_0623	Floor of hallway to basement
DSC_0625	Radiators in hallway to basement
DSC_0626	Wall and ceiling detail in hallway to basement
DSC_0627	Hallway to basement
DSC_0629	Basement staircase
DSC_0631	Basement timber beam
DSC_0632	Basement foundation wall
DSC_0633	Basement staircase and wall
DSC_0634	Boiler room
DSC_0635	Boilers in boiler room
DSC_0636	Boiler room wall
DSC_0637	Coal chute in boiler room
DSC_0638	Porcelain sink
DSC_0639	Walls in sink room
DSC_0640	Entrance to sink room
DSC_0642	Metal sink in sink room
DSC_0643	Power outlet in sink room
DSC_0644	Coal chute in sink room



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File name	Description
DSC_0645	Faux fireplace
DSC_0646	Oil barrels
DSC_0647	Cardboard boxes on walls
DSC_0648	Concrete reinforced foundation
DSC_0649	Piping and floor joists
DSC_0650	Electrical equipment in basement
DSC_0651	Opening in floor slab
DSC_0653	Basement wall with concrete reinforcement
DSC_0655	Basement wall with concrete reinforcement
DSC_0656	Pipes wrapped in newspaper
DSC_0657	Wood floor joists
DSC_0658	Brick wall in basement
DSC_0659	Stone foundation wall
DSC_0660	Floor joists with electrical wiring
DSC_0661	Electrical panel in basement
DSC_0662	Partition wall in basement
DSC_0664	Window in unit 2
DSC_0665	Rear entrance to unit 2
DSC_0667	Bathroom in Unit 2
DSC_0669	Unit 1 window
DSC_0670	Unit 1 windowsill
DSC_0673	Living room window in Unit 1
DSC_0675	Kitchen window in Unit 1
DSC_0677	Kitchen cabinets in Unit 1
DSC_0678	Kitchen in Unit 1
DSC_0681	Kitchen in Unit 1
DSC_0682	Kitchen in Unit 1
DSC_0683	Bedroom in Unit 1



Documentation and Salvage Report – 59 Elizabeth Street North and Railroad Street Cultural Heritage Landscape
Appendix A Photo Log
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File name	Description
DSC_0684	Ceiling in bedroom of Unit 1
DSC_0685	Bathroom of Unit 1
DSC_0687	Ceiling of bathroom of Unit 1
DSC_0690	Living room ceiling in Unit 1
DSC_0691	Living Room of Unit 1 from Kitchen
DSC_0693	Entrance hall of Unit 3
DSC_0695	Kitchen of Unit 3
DSC_0696	Radiator and window in Unit 3
DSC_0698	Living room of Unit 3
DSC_0699	Window in Unit 3
DSC_0700	Door to porch, Unit 3
DSC_0701	Door to bedroom, Unit 3
DSC_0702	Ceiling of porch, Unit 3
DSC_0703	Enclosed porch, Unit 3
DSC_0704	Enclosed porch, Unit 3
DSC_0705	Windows of enclosed porch, Unit 3
DSC_0707	Unit 3 flooring and baseboard
DSC_0708	Ceiling and cornice in Unit 3
DSC_0709	Bathroom in Unit 3
DSC_0711	Stairs to ground level
DSC_0715	Main entrance
DSC_0716	Coal chute, south elevation
DSC_0717	Window, south elevation
DSC_0718	Exhaust vent, south elevation
DSC_0721	First storey window, south elevation
DSC_0722	Second storey windows, south elevation
DSC_0723	Second storey window, south elevation
DSC_0726	Second storey windows, south elevation



Documentation and Salvage Report – 59 Elizabeth Street North and Railroad Street Cultural Heritage Landscape
Appendix A Photo Log
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File name	Description
DSC_0727	South elevation, looking east
DSC_0728	Spalling bricks, south elevation
DSC_0729	South elevation, looking east
DSC_0730	South elevation, looking east
DSC_0732	West elevation and chimney, looking north
DSC_0733	West elevation, looking north
DSC_0734	Spalling bricks, west elevation
DSC_0735	First storey window, west elevation
DSC_0736	Second storey windows, west elevation
DSC_0737	Typical window, west elevation
DSC_0738	Second storey window, west elevation
DSC_0739	Chimney, west elevation
DSC_0740	Second storey balcony, looking east
DSC_0741	West elevation and chimney, looking east
DSC_0743	West elevation, looking south
DSC_0745	Second storey balcony, looking south
DSC_0746	First storey balcony, looking south
DSC_0747	Two-storey balcony, looking south
DSC_0751	North elevation, looking south
DSC_0753	North elevation, looking southwest
DSC_0755	North elevation, looking west
DSC_0756	Main entrance, looking west
DSC_0758	Stone entrance steps, looking west
DSC_0759	East elevation second storey, looking west
DSC_0760	East elevation, looking west
DSC_0761	Mature tree on property, looking west
DSC_0762	South elevation, looking northwest
DSC_0768	59 Elizabeth Street North, looking southwest



Documentation and Salvage Report – 59 Elizabeth Street North and Railroad Street Cultural Heritage Landscape
Appendix A Photo Log
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Table 2 Photograph Log – Railroad Street CHL

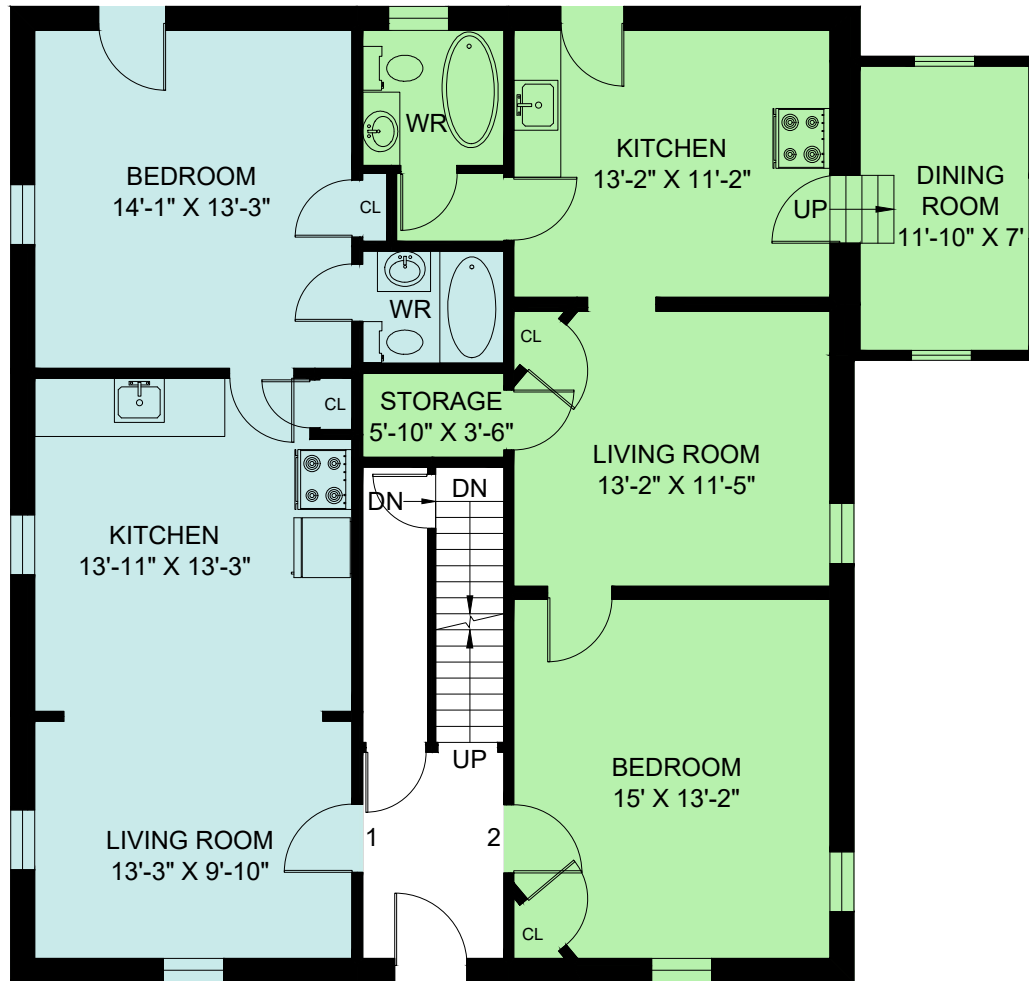
File name	Description
DSC_0752	17 Railroad Street, looking south
DSC_0763	55 Elizabeth Street North, looking west
DSC_0765	Railroad Street at Elizabeth Street North, looking west
DSC_0766	Railroad Street looking east
DSC_0767	55 Elizabeth Street North, looking southwest
DSC_0771	19 Railroad Street, looking south
DSC_0772	19 Railroad Street, looking southeast
DSC_0773	17 and 19 Railroad Street, looking southeast
DSC_0774	Railroad Street, looking southeast
DSC_0775	Railroad Street, looking southeast
DSC_0776	31 Railroad Street, looking south
DSC_0777	Rail alignment adjacent to Railroad Street, looking northwest
DSC_0779	35 Railroad Street, looking south
DSC_0780	31 Railroad Street, looking southeast
DSC_0781	Railroad Street, looking east
DSC_0784	Mill Street North, looking north
DSC_0785	52 Mill Street North, looking east
DSC_0786	50 Mill Street North, looking east
DSC_0787	48 Mill Street North, looking southeast
DSC_0788	48 Mill Street North, looking east
DSC_0789	Mill Street North, looking north
DSC_0790	Mill Street North, looking south



Appendix B Building Drawings







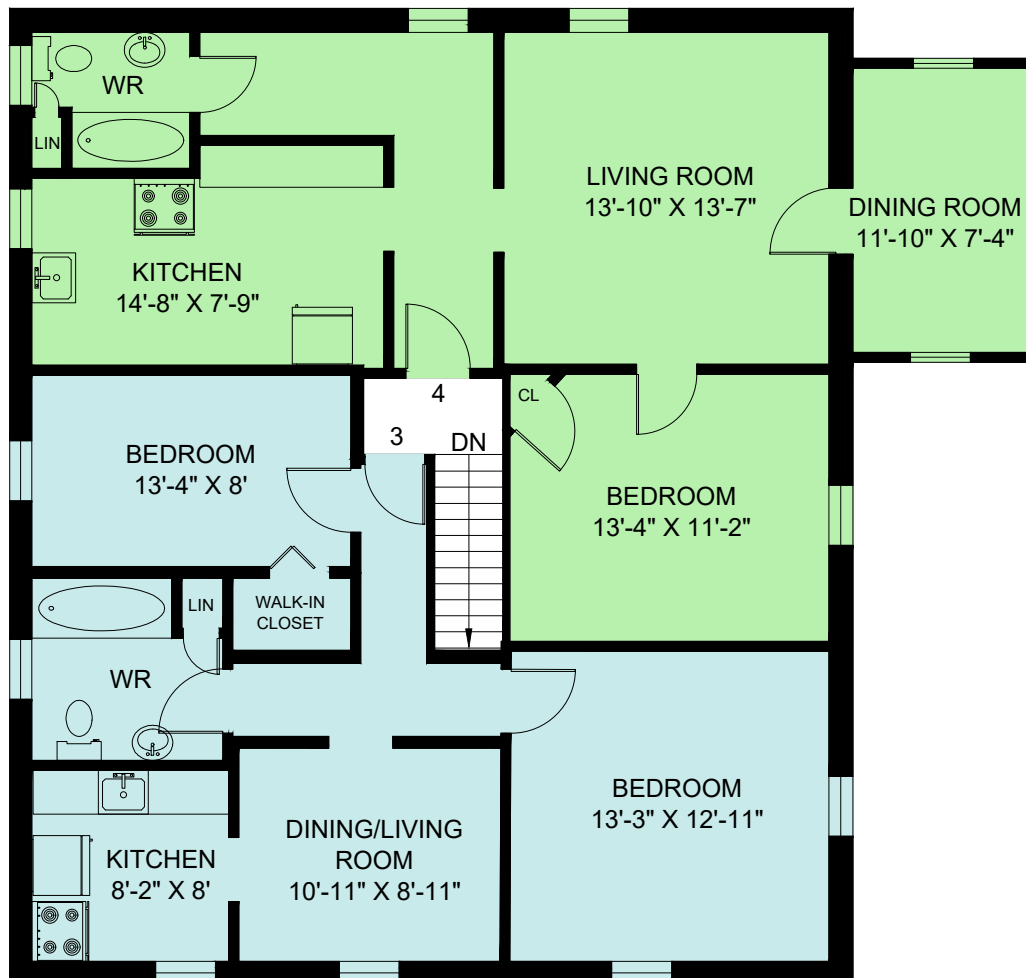


LEGEND		
	UNIT 1 (LIVABLE AREA)	629 SQ.FT.
	UNIT 2 (LIVABLE AREA)	772 SQ.FT.
	NON LIVABLE AREA	126 SQ.FT.

AREA STANDARD APPLIED: HCRA DIRECTIVE FLOOR AREA CALCULATIONS.
NOTE: ACTUAL USABLE FLOOR SPACE MAY VARY FROM THE STATED FLOOR AREA.

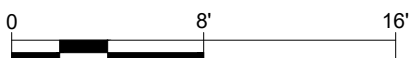




<div><div>Professional Engineers Ontario <small>AUTHORISED BY THE ASSOCIATION OF PROFESSIONAL ENGINEERS OF ONTARIO TO OFFER PROFESSIONAL ENGINEERING SERVICES.</small></div></div>	ADDRESS: 59 ELIZABETH STREET NORTH BRAMPTON, ON	DRAWING DATE: August 23, 2024	DATE MEASURED: July 29, 2024	SCALE: 1/8" = 1'-0"	
	DISCLAIMER:	<div>Drawings are to be used for preliminary planning purposes only and are not to be used for quantity estimates or construction. Dimensions must be site verified prior to using for any other purpose. No warranty is made or implied as to the accuracy of dimensions. Measurements and slopes for inaccessible areas are obtained using best estimates. This drawing is subject to additional terms and conditions as outlined in the contract.</div>		DRAWN BY: SW	
PREPARED FOR: TRIBUTE COMMUNITIES 1815 IRONSTONE MANOR UNIT 1 PICKERING, ON L1W 3W9	DRAWING TITLE: 1ST FLOOR PLAN 1,401 SQ.FT.			PREPARED BY: Planit Measuring® 1-800-933-5136 info@planitmeasuring.com	

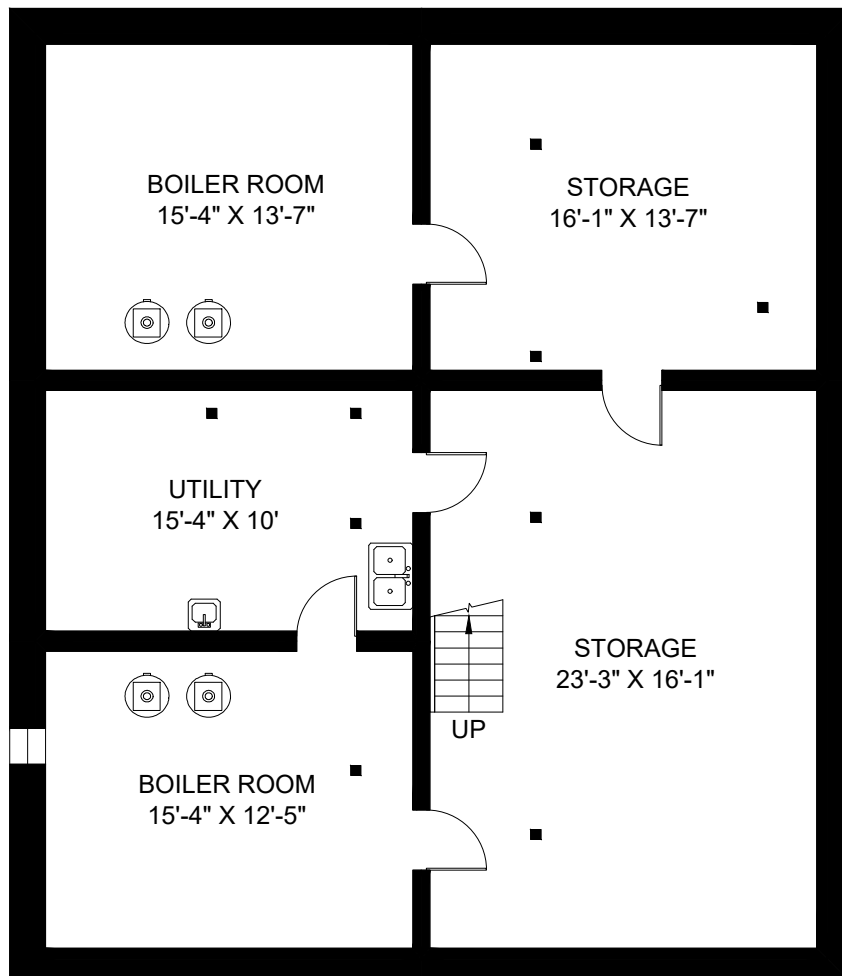


LEGEND		
	UNIT 3 (LIVABLE AREA)	687 SQ.FT.
	UNIT 4 (LIVABLE AREA)	797 SQ.FT.
	NON LIVABLE AREA	41 SQ.FT.

AREA STANDARD APPLIED: HCRA DIRECTIVE FLOOR AREA CALCULATIONS.
NOTE: ACTUAL USABLE FLOOR SPACE MAY VARY FROM THE STATED FLOOR AREA.





<div><div>Professional Engineers Ontario</div><div>AUTHORISED BY THE ASSOCIATION OF PROFESSIONAL ENGINEERS OF ONTARIO TO OFFER PROFESSIONAL ENGINEERING SERVICES.</div></div>	ADDRESS: 59 ELIZABETH STREET NORTH BRAMPTON, ON	DRAWING DATE: August 23, 2024	DATE MEASURED: July 29, 2024	SCALE: 1/8" = 1'-0"	
	DISCLAIMER: Drawings are to be used for preliminary planning purposes only and are not to be used for quantity estimates or construction. Dimensions must be site verified prior to using for any other purpose. No warranty is made or implied as to the accuracy of dimensions. Measurements and slopes for inaccessible areas are obtained using best estimates. This drawing is subject to additional terms and conditions as outlined in the contract.	DRAWN BY: SW	CHKD BY: PM		
PREPARED FOR: TRIBUTE COMMUNITIES 1815 IRONSTONE MANOR UNIT 1 PICKERING, ON L1W 3W9	DRAWING TITLE: 2ND FLOOR PLAN 1,484 SQ.FT.	PREPARED BY: Planit Measuring® 1-800-933-5136 info@planitmeasuring.com			



LEGEND		
	NON LIVABLE AREA	1,428 SQ.FT.

AREA STANDARD APPLIED: HCRA DIRECTIVE FLOOR AREA CALCULATIONS.
NOTE: ACTUAL USABLE FLOOR SPACE MAY VARY FROM THE STATED FLOOR AREA.



<div><div>Professional Engineers Ontario</div><div>AUTHORISED BY THE ASSOCIATION OF PROFESSIONAL ENGINEERS OF ONTARIO TO OFFER PROFESSIONAL ENGINEERING SERVICES.</div></div>	ADDRESS: 59 ELIZABETH STREET NORTH BRAMPTON, ON	DRAWING DATE: August 23, 2024	DATE MEASURED: July 29, 2024	SCALE: 1/8" = 1'-0"		
	PREPARED FOR: TRIBUTE COMMUNITIES 1815 IRONSTONE MANOR UNIT 1 PICKERING, ON L1W 3W9	DRAWING TITLE: BASEMENT PLAN 0 SQ.FT.	DISCLAIMER: Drawings are to be used for preliminary planning purposes only and are not to be used for quantity estimates or construction. Dimensions must be site verified prior to using for any other purpose. No warranty is made or implied as to the accuracy of dimensions. Measurements and slopes for inaccessible areas are obtained using best estimates. This drawing is subject to additional terms and conditions as outlined in the contract.		DRAWN BY: SW CHKD BY: PM PREPARED BY: Planit Measuring® 1-800-933-5136 info@planitmeasuring.com	

Appendix C Sample Tracking Form



Salvage Inventory Form Template

Salvage Inventory						
Original Location: <i>Address & Resource Name</i>				Storage Location: <i>Address</i>		
Material Owner Information: <i>Contact Name</i> <i>Company Name</i> <i>Email</i> <i>Phone</i>				Heritage Consultant Information: <i>Contact Name</i> <i>Company Name</i> <i>Email</i> <i>Phone</i>		
Salvage Contractor Information: <i>Contact Name</i> <i>Company Name</i> <i>Email</i> <i>Phone</i>				Storage Location Contact Information: <i>Contact Name</i> <i>Company Name</i> <i>Email</i> <i>Phone</i>		
Item #	Type of Material	Date of Salvage	Date of Storage	Planned Use for Material <i>(indicate if unknown)</i>	Photo of Material	Comments/Additional Details