

# AGENDA



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## HERITAGE ADVISORY COMMITTEE

THE CORPORATION OF THE CITY OF MISSISSAUGA

**TUESDAY, JUNE 17, 2014 – 9:30 A.M.**

**COUNCIL CHAMBER**

**SECOND FLOOR, CIVIC CENTRE**

300 CITY CENTRE DRIVE, MISSISSAUGA, ONTARIO, L5B 3C1

<http://www.mississauga.ca/portal/cityhall/heritageadvisory>

### Members

Councillor George Carlson, Ward 11 (CHAIR)  
Councillor Jim Tovey, Ward 1 (VICE-CHAIR)  
Robert Cutmore, Citizen Member  
David Dodaro, Citizen Member  
Mohammad N. Haque, Citizen Member  
James Holmes, Citizen Member  
Rick Mateljan, Citizen Member  
Cameron McCuaig, Citizen Member  
Michael Spaziani, Citizen Member  
Michelle Walmsley, Citizen Member  
Matthew N. Wilkinson, Citizen Member

**NOTE: Heritage Advisory Committee Members are encouraged to visit the properties listed on agendas prior to Committee meetings in order to gain information and context.**

CONTACT PERSON: Mumtaz Alikhan, Legislative Coordinator, Office of the City Clerk

Telephone Number: 905-615-3200, ext. 5425; Fax Number: 905-615-4181

Email Address: [mumtaz.alikhan@mississauga.ca](mailto:mumtaz.alikhan@mississauga.ca)

CALL TO ORDERAPPROVAL OF AGENDADECLARATIONS OF CONFLICT OF INTERESTDEPUTATIONSMATTERS TO BE CONSIDERED

1. Approval of Minutes of Previous Meeting held on May 20, 2014
2. Request to Demolish a Listed Property Within a Cultural Landscape – 49 Queen Street South (Ward 11)

RECOMMENDATION FOR APPROVAL

That the property located at 49 Queen Street South, which is listed on the City's Heritage Register as part of the Streetsville Core Cultural Landscape, is not worthy of heritage designation, and consequently, that the owner's request to demolish the structures be approved and that the appropriate City officials be authorized and directed to take the necessary action to give effect thereto, as described in the Corporate Report dated May 20, 2014, from the Commissioner of Community Services.

3. Request to Alter a Heritage Designated Property, Old Port Credit Village Heritage Conservation District – 41 Bay Street (Ward 1)

RECOMMENDATION FOR APPROVAL

That the request to alter the property at 41 Bay Street, as described in the Corporate Report dated May 21, 2014 from the Commissioner of Corporate Services, be approved.

4. Request to Demolish a Heritage Listed Property Within a Cultural Landscape 3031 Churchill Avenue (Ward 5)

RECOMMENDATION FOR APPROVAL

That the property at 3031 Churchill Avenue, which is listed on the City's Heritage Register as part of the War Time Housing Cultural Landscape in Malton, is not worthy of heritage designation, and consequently, that the owner's request to demolish the structure be approved and that the appropriate City officials be authorized and directed to take the necessary action to give effect hereto, as described in the Corporate Report dated May 21, 2014 from the Commissioner of Community Services.

5. Request to Demolish a Heritage Listed Property Within a Cultural Landscape  
3032 Churchill Avenue (Ward 5)

RECOMMENDATION FOR APPROVAL

That the property at 3032 Churchill Avenue, which is listed on the City's Heritage Register as part of the War Time Housing Cultural Landscape in Malton, is not worthy of heritage designation, and consequently, that the owner's request to demolish the structure be approved and that the appropriate City officials be authorized and directed to take the necessary action to give effect hereto, as described in the Corporate Report dated May 12, 2014 from the Commissioner of Community Services.

6. Request to Demolish a Heritage Listed Property Within a Cultural Landscape  
1407 Stavebank Road (Ward 1)

RECOMMENDATION FOR APPROVAL

That the property at 1407 Stavebank Road, which is listed on the City's Heritage Register as part of the Mineola West Neighbourhood Cultural Landscape, is not worthy of heritage designation, and consequently, that the owner's request to demolish the structure be approved and that the appropriate City officials be authorized and directed to take the necessary action to give effect hereto, as described in the Corporate Report dated May 12, 2014 from the Commissioner of Community Services.

7. Request to Demolish a Heritage Listed Property Within a Cultural Landscape  
52 Inglewood Drive (Ward 1)

RECOMMENDATION FOR APPROVAL

That the property at 52 Inglewood Drive, which is listed on the City's Heritage Register as part of the Mineola West Neighbourhood Cultural Landscape, is not worthy of heritage designation, and consequently, that the owner's request to demolish the structure be approved and that the appropriate City officials be authorized and directed to take the necessary action to give effect hereto, as described in the Corporate Report dated May 12, 2014 from the Commissioner of Community Services.

8. Monthly Update Memorandum from Heritage Planning - Nil

9. Status of Outstanding Issues Chart from the Heritage Advisory Committee  
Chart prepared by Mumtaz Alikhan, Legislative Coordinator with respect to the status of outstanding issues from the Heritage Advisory Committee for receipt.

10. SUBCOMMITTEE UPDATES FROM CHAIRS

Heritage Designation Subcommittee

Public Awareness Subcommittee

11. INFORMATION ITEMS

- (a) Notice of Public Information Centre – Municipal Class Environmental Assessment Study for Second Line West Pedestrian/Cyclist Crossing of Highway 401

Letter dated May 16, 2014 from AECOM notifying that the Second Line West vehicular crossing of Highway 401 is being removed to accommodate the widening of Highway 401.

DATE OF NEXT MEETING – Tuesday, July 22, 2014 at 9:30 a.m., Council Chamber

OTHER BUSINESS

ADJOURNMENT

# MINUTES



## HERITAGE ADVISORY COMMITTEE

THE CORPORATION OF THE CITY OF MISSISSAUGA

**TUESDAY, MAY 20, 2014 – 9:30 A.M.**

**COUNCIL CHAMBER  
SECOND FLOOR, CIVIC CENTRE  
300 CITY CENTRE DRIVE, MISSISSAUGA, ONTARIO, L5B 3C1  
[www.mississauga.ca](http://www.mississauga.ca)**

MEMBERS PRESENT:

Councillor George Carlson, Ward 11 (CHAIR)  
Councillor Jim Tovey, Ward 1 (VICE-CHAIR)  
Robert Cutmore, Citizen Member  
David Dodaro, Citizen Member  
James Holmes, Citizen Member  
Rick Mateljan, Citizen Member  
Cameron McCuaig, Citizen Member  
Matthew N. Wilkinson, Citizen Member

MEMBER ABSENT:

Mohammad N. Haque, Citizen Member  
Michael Spaziani, Citizen Member  
Michelle Walmsley, Citizen Member

STAFF PRESENT:

Laura Waldie, Heritage Coordinator  
Mark Warrack, Cultural Planner, Culture Division  
Mumtaz Alikhan, Legislative Coordinator

CALL TO ORDER – 9:33 A.M.

APPROVAL OF AGENDA

**Approved** (R. Mateljan)

DECLARATIONS OF CONFLICT OF INTEREST

DEPUTATIONS

MATTERS CONSIDERED

1. Approval of Minutes of Previous Meeting

Minutes of the meeting held April 22, 2014.

**Approved** (J. Holmes)

2. Demolition of a Designated Part V Structure – 1050 Old Derry Road, Meadowvale Village Heritage Conservation District (Ward 11)

Mr. Christopher Wallace, Architect, distributed his Client's response to the Corporate Report from staff dated May 16, 2014 summarizing concerns with the Report and its recommendation. He then introduced Mr. Paul Oberst, Architect and member of the Canadian Association of Heritage Consultants. The Property Owner, Mr. Neil O'Connor, was also in attendance.

Mr. Oberst noted that changes over the years in the Meadowvale Village Heritage Conservation District have been significant with substantial additions to many original buildings while preserving the character of Meadowvale Village. He said provincial guidelines express a municipality's ability to manage or control change to protect and enhance the character of a district and noted that the operative word is "change."

Mr. Oberst said that staff have taken no notice of the contents of Appendix 1, the Heritage Impact Assessment (HIA), that he prepared for the property.

Mr. Wallace reviewed the design proposal and said that in terms of dormer, porch and window treatments, the design was in full compliance with the Design Guidelines of 2003. The two-car garage proposed will have a loft over it given the topography of the site, and the size of the house complies with the new guidelines specifically formulated for Meadowvale Village currently in the process of approval. He discussed the side and back elevations, as well as the site plan. He challenged the notion that the proposed house is grandiose because there is a larger Hush Development property behind, and he

also suggested that the proposed building is in character and scale with the remainder of the streetscape. Mr. Wallace said that in terms of renovation, the heritage values of retaining the centre portion is more than offset by the improved scale of the new house.

The Committee raised the following issues notwithstanding the conflicting guidelines:

- Will the proposed building to look like it was there longer than the one being demolished;
- In terms of renovations, would the building work within the 1930s Craftsman Style inspired brick building;
- Layering of history as opposed to faking it;
- Scale of the proposed building to the neighbourhood

Messrs. Wallace, Oberst and O'Connor responded. The proposed building will look older than 1930 in keeping with the character of the architecture that the Meadowvale Village Heritage District was created to preserve and protect. The guidelines state that sustainable use be found for a heritage building and the present 900 sq. ft. building does not represent sustainable use and is architecturally difficult to design. Mr. Wallace proposed that the existing structure could be moved to another location in Meadowvale at the developer's cost, however the response from the local Heritage Committee was that the house does not have sufficient heritage value. Mr. O'Connor noted that it made no sense that this building must be preserved because it is brick when similar properties have been demolished previously. Mr. Wallace noted that the proposed development does accurately represent the relative scale of the buildings in the neighbourhood.

The Committee concluded that the structure is sound and that although the property may not be worthy of a heritage designation, it does make up the character of the area. The Committee further noted that if the property was vacant or if the structure was unstable requiring demolition, then the proposal would be acceptable.

#### RECOMMENDATION

HAC-0023-2014

That the property owner's request to demolish the structures on the property located at 1050 Old Derry Road, which is Designated under Part V of the Ontario Heritage Act as part of the Meadowvale Village Heritage Conservation District be denied, as described in the Corporate Report dated April 28, 2014, from the Commissioner of Community Services, and that Heritage Planning Staff work with the proponent with respect to building an appropriate addition to the back of the property in a style that is representative of the era.

**Approved** (J. Holmes)

3. Request to Demolish Structures on a Heritage Listed Property - 6432 Ninth Line (Ward 10)

In response to M. Wilkinson's concerns, Ms. Waldie confirmed that except for the

dwelling structure, the barn and outbuilding structures on the property were not worthy of a heritage designation.

RECOMMENDATION

HAC-0024-2014

That the barn and outbuilding structures located on the property at 6432 Ninth Line, which is individually listed on the City's Heritage Register, is not worthy of heritage designation, and consequently, that the owner's request to demolish the structures be approved pending the following conditions as described in the Corporate Report dated April 23, 2014 from the Commissioner of Community Services:

1. The dwelling structure is retained and,
2. That solid wood board hoarding be installed at a distance of five (5) metres around the perimeter of the dwelling structure.

(Ward 10)

**Approved** (M. Wilkinson)

4. Request to Demolish a Heritage Listed Property Within a Cultural Landscape, 3110 Merritt Avenue (Ward 5)

Ms. Laura Waldie, Heritage Coordinator, Culture Division, advised that Ms. Anne Gillespie, Gillespie Heritage Consulting, has indicated that as Malton lacks site plan controls as well as design guidelines to aid infill housing, she would no longer prepare Heritage Impact Statements for Malton. Ms. Waldie advised that the Culture Division will be reviewing the Malton Community Node to address Heritage conservation principles to protect the character of the neighbourhood.

The Committee felt that Ms. Gillespie's work was invaluable, that a copy of the Heritage Impact Statement be forwarded by staff to Ward 5 Councillor for information, and that a report on the number of properties within the War Time Housing (Malton) Cultural Landscape be brought back to the Committee.

RECOMMENDATION

HAC-0025-2014

1. That the property at 3110 Merritt Avenue, which is listed on the City's Heritage Register as part of the War Time Housing (Malton) Cultural Landscape, is not worthy of heritage designation, and consequently, that the owner's request to demolish the structure be approved and the appropriate City officials be authorized and directed to take the necessary action to give effect hereto, as described in the Corporate Report dated April 12, 2014 from the Commissioner of Community Services (Ward 5); and
2. That staff be directed to bring back a report detailing the number of properties within the War Time Housing (Malton) Cultural Landscape.

**Approved** (Councillor J. Tovey)



5. Designated Heritage Property Grants 2014

Ms. Waldie noted that the property at 271 Queen Street South had been removed from the list of 2014 Designated Heritage Property Grants because it is in a transition of ownership and the new owners will not qualify for the Heritage Property Grant this year.

RECOMMENDATION

HAC-0026-2014

That the Heritage Property Grant Program requests be approved, as amended with the removal of 271 Queen Street South, as outlined in the report from the Commissioner of Community Services, dated April 25, 2014.

**Approved** (D. Dodaro)

6. Caledon Heritage Foundation 4<sup>th</sup> Annual Heritage Bus Tour

Invitation to the Caledon Heritage Foundation 4<sup>th</sup> Annual Heritage Bus Tour at 9:00 a.m. on May 29, 2014 to Churches/Sites/Cemeteries.

RECOMMENDATION

HAC-0027-2014

1. That the invitation to the Caledon Heritage Foundation 4<sup>th</sup> Annual Heritage Bus Tour on May 29, 2014 to Churches/Sites/Cemeteries be received; and
2. That Heritage Advisory Committee Citizen Members be authorized to attend the Caledon Heritage Foundation 4<sup>th</sup> Annual Heritage Bus Tour on May 29, 2014, and that funds be allocated in the Heritage Advisory Committee's 2014 budget (Account #28609) to cover \$40 per person for tickets, and to cover approximately \$500 for mileage costs.

**Approved** (R. Cutmore)

7. Ontario Medal for Good Citizenship

Invitation from the Minister of Citizenship and Immigration dated April 2014 to nominate a deserving citizen for the Ontario Medal for Good Citizenship for receipt.

RECOMMENDATION

HAC-0028-2014

That the letter dated April 2014 from Mr. Michael Coteau, Minister of Citizenship and Immigration, entitled *Ontario Medal for Good Citizenship* requesting participation by nominating a deserving citizen, be received for information.

**Received** (M. Wilkinson)

8. Notice of Commencement – Detail Design – GWP 2163-10-00 - Queen Elizabeth Way (QEW) and Highway 403 Structural Rehabilitation and Replacements from Trafalgar Road to Winston Churchill Boulevard

Ministry of Transportation (MTO) Notice of Commencement of a Detail Design for the rehabilitation and/or replacement of bridge structures.

RECOMMENDATION

HAC-0029-2014

That the Ministry of Transportation (MTO) Notice of Commencement – Detail Design GWP 2163-10-00 for the rehabilitation and/or replacement bridge/culvert structures Queen Elizabeth Way (QEW) and Highway 403 from Trafalgar Road to Winston Churchill Boulevard, be received for information.

**Received** (C. McCuaig)

9. Transfer of Microfilm Land Registry Records to Thunder Bay, Ontario

Letter dated May 12, 2014 from Service Ontario confirming that there are no plans to transfer Microfilm Land Registry Records to Thunder Bay, Ontario.

RECOMMENDATION

HAC-0030-2014

That the letter dated May 12, 2014 from the Central Production and Verification Services Branch of Service Ontario confirming that there are no plans for future removal and transfer of land registry documents to a central office in Thunder Bay in 2015 be received for information.

**Received** (M. Wilkinson)

10. Monthly Update Memorandum from Heritage Planning

RECOMMENDATION

HAC-0031-2014

That the memorandum dated April 28, 2014 from Laura Waldie, Heritage Coordinator – Planning, providing a monthly update from Heritage Coordinators be received for information.

**Received** (Councillor J. Tovey)

11. Status of Outstanding Issues Chart from the Heritage Advisory CommitteeRECOMMENDATION

HAC-0032-2014

That the chart dated May 8, 2014 prepared by Sacha Smith, Legislative Coordinator with respect to the status of outstanding issues from the Heritage Advisory Committee be received for information.

**Received** (R. Cutmore)

12. SUBCOMMITTEE UPDATES FROM CHAIRS

Heritage Designation Subcommittee - Nil  
Public Awareness Subcommittee - Nil

OTHER BUSINESS

- (a) M. Wilkinson spoke to the 2014 Heritage Mississauga Awards “*The Credits*” scheduled for November 13, 2014, and submission deadline for nominations is June 30, 2014.

RECOMMENDATION

HAC-0033-2014

That the information item from Matthew Wilkinson with respect to the 2014 Heritage Mississauga Awards Event “*The Credits*” to be held on November 13, 2014, be received for information.

**Received** (Councillor F. Dale)

- (b) M. Wilkinson noted that Heritage Mississauga has a Pavilion at *Carassauga – Festival of Cultures* scheduled from May 23 to 25, 2014 which will also feature a HAC Exhibit.
- (c) M. Wilkinson advised of the recent passing of Brian Gilchrist, Reference Archivist at the Peel Art Gallery Museum and Archives (PAMA). His lifelong interest in genealogy and local history will be missed by the genealogical and archival community.
- (d) R. Cutmore requested that the input from the Committee’s Planning Session held on April 22, 2014 be brought to the next meeting in order to keep track of the next steps. Ms. Waldie will prepare a Memorandum of the follow-up from the Planning Session.

DATE OF NEXT MEETING – Tuesday, June 17, 2014 at 9:30 a.m., Council Chamber

ADJOURNMENT – 10:24 A.M. (Councillor J. Tovey)



# Corporate Report

Clerk's Files

Originator's  
Files

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**DATE:** May 20, 2014

**TO:** Chair and Members of the Heritage Advisory Committee  
Meeting Date: June 17, 2014

**FROM:** Paul A. Mitcham, P. Eng., MBA  
Commissioner of Community Services

**SUBJECT:** **Request to Demolish a Listed Property Within a Cultural  
Landscape  
49 Queen Street South  
(Ward 11)**

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**RECOMMENDATION:** That the property located at 49 Queen Street South, which is listed on the City's Heritage Register as part of the Streetsville Core Cultural Landscape, is not worthy of heritage designation, and consequently, that the owner's request to demolish the structures be approved and that the appropriate City officials be authorized and directed to take the necessary action to give effect thereto, as described in the Corporate Report dated May 20, 2014 from the Commissioner of Community Services.

**BACKGROUND:** The subject property was Listed on the City's Heritage Register in 2005 as part of the Streetsville Core Cultural Landscape. This area is recognized as a significant cultural landscape because it retains a portfolio of heritage buildings of a consistent scale and portrays a period landscape of a small village with a commercial core element.

In July 2011, the property owner submitted Site Plan application SPI 11/129, in support of a new application to remove the existing single detached building and to replace it with a new two storey commercial office building. The subject property is adjacent to a Designated property located at 47 Queen Street South. A second property,

adjacent and located to the rear, located at 5 Ellen Street, is also proposed to be demolished as part of this Site Plan Application. However, because it is not listed on the City's Heritage Register, it is not subject to a Heritage Permit for demolition. The Heritage Impact Statement prepared by Joan Burt Architect is attached as Appendix 1. Landscaping and urban design matters will be reviewed as part of the Site Plan review process to ensure the project respects the character of the surrounding Cultural Landscape and adjacent heritage Designated property.

**COMMENTS:**

Section 27. (3) of the *Ontario Heritage Act* states that "structures or buildings on property listed on the City's Heritage Register cannot be demolished without 60 days' notice to Council. This allows Council time to review the property's cultural heritage value and to determine if the property merits designation, as set out under Regulation 9/06 of the *Ontario Heritage Act*. In order to merit designation, one or more of the following three criteria must be satisfied:

1. The property has design value or physical value;
2. The property has historical value or associative value;
3. The property has contextual value.

In addition, Section 27. (5) of the *Ontario Heritage Act*, states that Council may require the applicant to submit plans in support of a demolition application for a property included on the city's Heritage Register.

Furthermore, because this subject property is located adjacent to a Designated heritage property, located at 47 Queen Street South, 7.4.1.12 of the Mississauga Official Plan states that: "The proponent of any construction, development, or property alteration that might adversely affect a listed or designated cultural heritage resource or which is proposed adjacent to a cultural heritage resource will be required to submit a Heritage Impact Statement, prepared to the satisfaction of the City and other appropriate authorities having jurisdiction." Heritage Planning staff requested that the heritage consultant address any negative impacts to the cultural heritage attributes of the proposal to the Designated property.

The Heritage Impact Statement concludes the property at 49 Queen Street South is not worthy of heritage Designation under Regulation 9/06 of the *Ontario Heritage Act*. The existing structure does not illustrate a style, trend or pattern; have any direct association with an important person or event; illustrate an important phase in the city's social or physical development; nor does it illustrate the work of an important designer. It is Heritage Planning's opinion that the subject property does not warrant heritage conservation.

**FINANCIAL IMPACT:** There is no financial impact.

**CONCLUSION:** The property owner of 49 Queen Street South has requested permission to demolish a structure on a property within a Cultural Landscape listed on the City's Heritage Register. The subject property is not worthy of designation and the request for demolition should, therefore, be recommended for approval.

**ATTACHMENTS:** Appendix 1: Heritage Impact Statement by Joan Burt Architect



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Paul A. Mitcham, P. Eng., MBA  
Commissioner of Community Services

*Prepared By: Laura Waldie, A/Senior Heritage Coordinator*

# HERITAGE IMPACT ASSESSMENT



47 Queen Street South

49 Queen Street South

## **RTD BUSINESS CENTRE PROPOSED MIXED USE DEVELOPMENT 49 QUEEN STREET SOUTH, STREETSVILLE, ONTARIO**

Prepared by  
**JOAN BURT ARCHITECT**

**FEBRUARY 2014**

**To the Reader**

**Property Owner:**

2112836 Ontario Inc.

Contact: Mory Diab

T - 905 817 0391

**Project Manager:**

Orion Pacific Engineering Inc.  
50 Burnhamthorpe Road West  
Suite 401

Mississauga Ontario L5B 3C2

Contact: Ned A. Naami, PEng

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nnaami@orionpacificeng.com

**Project Architect:**

RALLY Architects

Contact Rafid Kustou, B.Sc.ENG.ARCH.,OAA

T - 416 494 9764

rallyarch@gmail.com

**Prepared by:**

Heritage Consultant

Joan Burt Architect.

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**RTD BUSINESS CENTER  
PROPOSED MIXED USE DEVELOPMENT  
49 QUEEN STREET SOUTH, STREETSVILLE, ONTARIO**

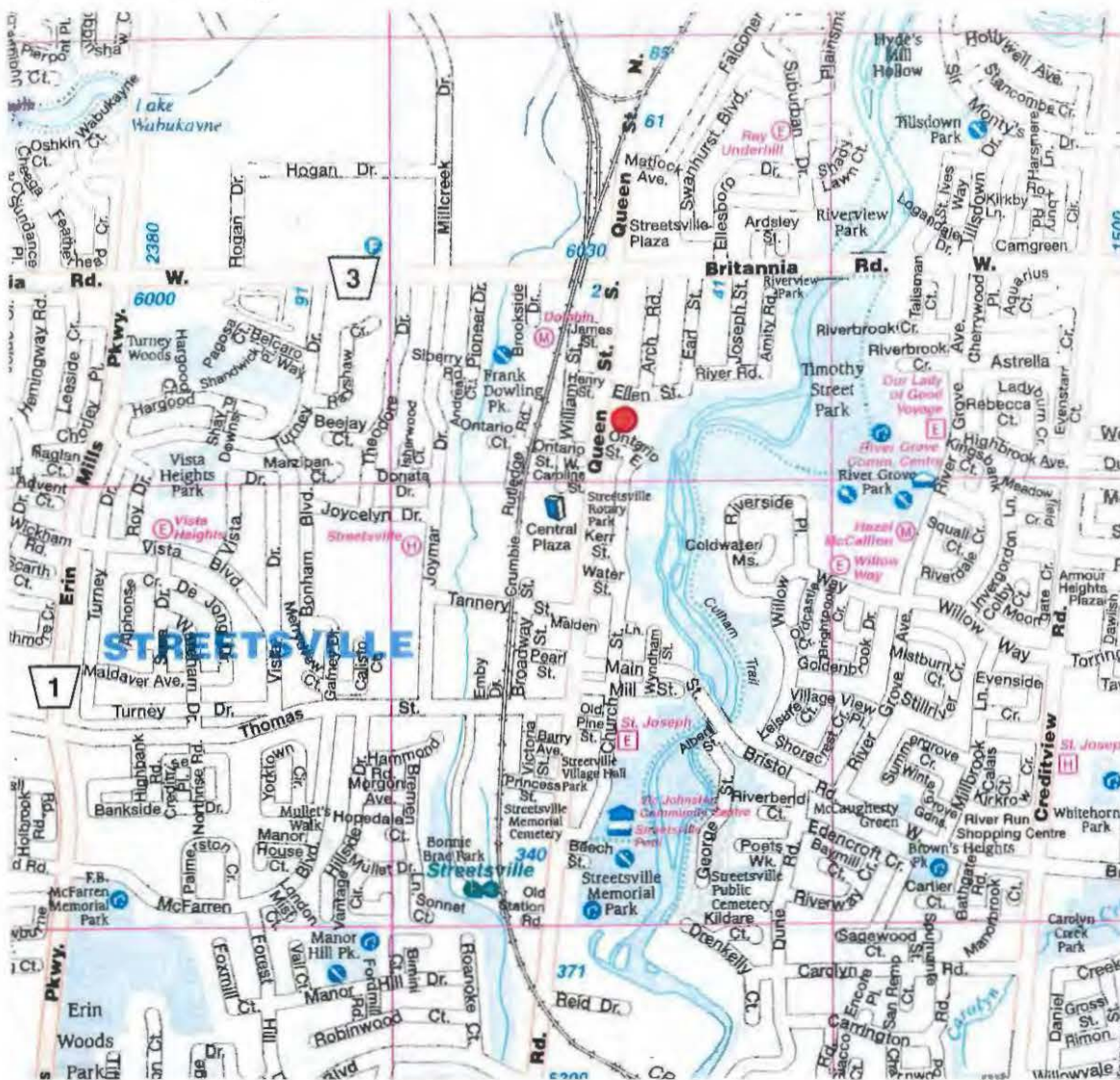
To the Reader

**Table of Contents**

|     |                                                                                          |    |
|-----|------------------------------------------------------------------------------------------|----|
| 1.0 | Introduction to the Site                                                                 |    |
| 1.1 | Location Map .....                                                                       | 1  |
| 1.2 | Legal Description .....                                                                  | 1  |
| 1.3 | Zoning.....                                                                              | 1  |
| 1.4 | Planning Approval Being Sought.....                                                      | 1  |
| 1.5 | Aerial View of Site and Surroundings .....                                               | 2  |
| 2.0 | Present Site Description                                                                 |    |
| 2.1 | Survey of the Property .....                                                             | 3  |
| 2.2 | Site Condition .....                                                                     | 4  |
| 2.3 | Present Site Condition .....                                                             | 4  |
| 2.4 | Present Buildings on the Site .....                                                      | 4  |
| 3.0 | Site History                                                                             |    |
| 3.1 | Site Chronology .....                                                                    | 7  |
|     | 49 Queen Street South                                                                    |    |
|     | 5 Ellen Street                                                                           |    |
| 3.2 | Hyde and Rutledge Land Division Plan .....                                               | 9  |
| 4.0 | Contextual Description .....                                                             | 11 |
| 4.1 | Streetscapes.....                                                                        | 11 |
| 4.2 | Contextual Value.....                                                                    | 12 |
| 4.3 | Adjacent Heritage Building .....                                                         | 13 |
| 5.0 | Applicable Policies                                                                      |    |
| 5.1 | Ontario Provincial Policy Statement .....                                                | 14 |
| 5.2 | Ontario Heritage Act.....                                                                | 14 |
| 5.3 | Design Guidelines Historic Streetsville .....                                            | 14 |
| 6.0 | The Proposed Mixed Use two Storey Development Drawings .....                             | 15 |
| 7.0 | Comments on the Proposed Mixed Use two Storey Development<br>Impact on Orange Hall ..... | 25 |
| 8.0 | Recommendations and Conclusion.....                                                      | 29 |
|     | Sources .....                                                                            | 30 |
|     | Joan Burt Architect Qualifications .....                                                 | 31 |

## 1.0 INTRODUCTION TO THE SITE

### 1.1 Location Map



● Site Location:  
49 Queen Street South  
& 5 Ellen Street

### 1.2 Legal Description

**PART OF LOTS 112 & 113**  
ACCORDING TO HYDE & RUTLEDGE'S PLAN  
OF THE VILLAGE OF STREETSVILLE  
REFERRED TO AS PLAN No. STR-2  
CITY OF MISSISSAUGA  
(REGIONAL MUNICIPALITY OF PEEL))

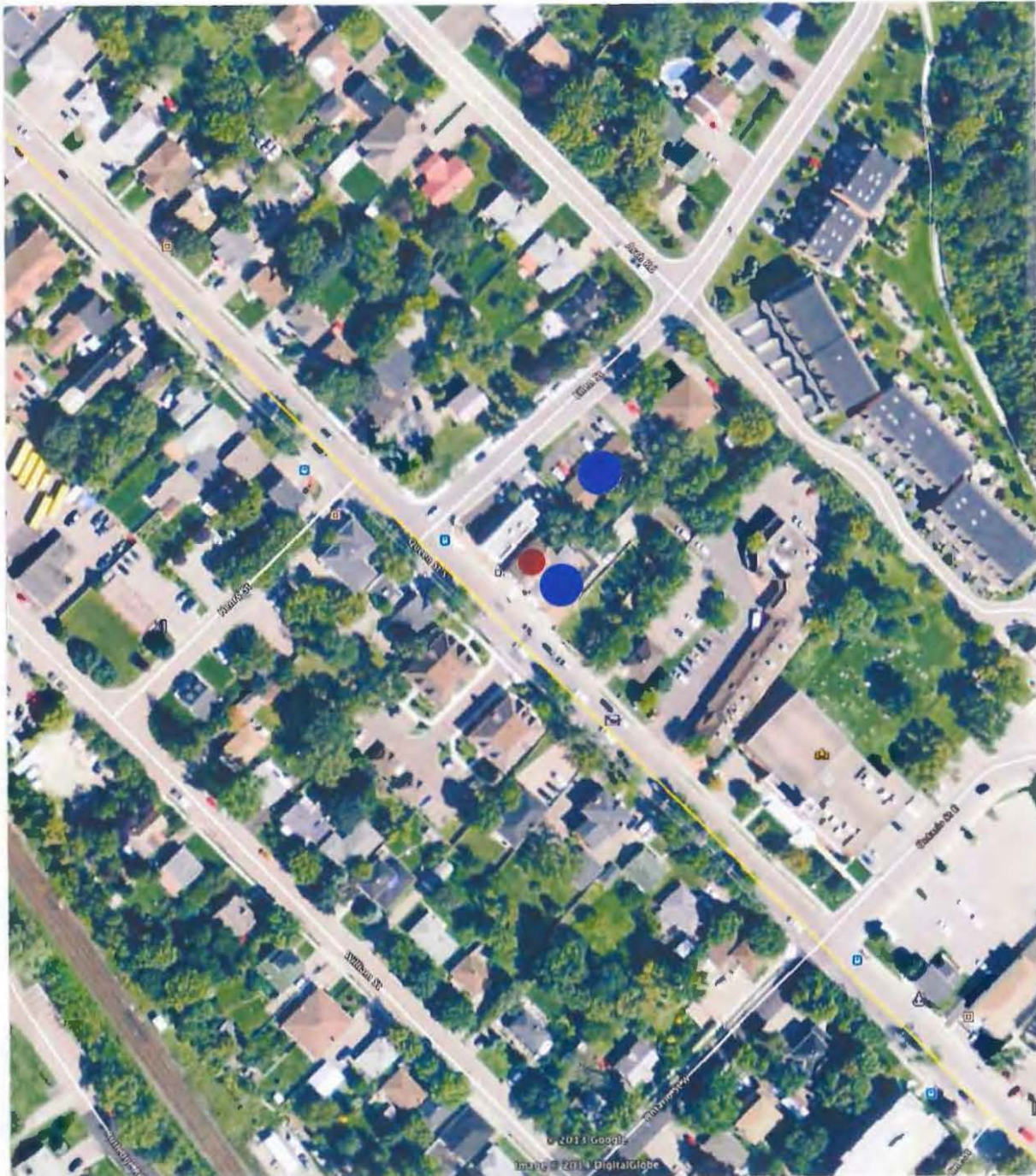
### 1.3 Zoning - C4

### 1.4 Planning Approval Being Sought

Site Plan Approval - Application No. 11-129

### 1.5 Aerial View of Site and Surroundings

The aerial view shows the location 49 Queen Street South and 5 Ellen Street, as well as the designated Orange Hall.



● 49 Queen Street South & 5 Ellen Street

● Orange Hall - 47 Queen Street South

**PART 2:**  
LOCATION OF BUILDING No. 49 ENCLOSES ON THE SOUTHEAST LIMIT OF PART 1 PLAN 43R-6715, AS SHOWN IN PART 1. THE EAVES ON BUILDING No. 49 AND THE EAVES ON BUILDING No. 47 ENCLOSES ON THE NORTHWEST LIMIT OF PART 1 PLAN 43R-6715, AS SHOWN ON PART 1.  
NO EASEMENTS ARE RECITED IN THE PARCEL REGISTER. RIGHT-OF-WAY AS SHOWN ON PART 1.  
THIS SURVEY IS MADE FOR ORION PACIFIC ENGINEERING INC.


SCALE 1: 300  
6m 0 6 12  
H. PILLER CORPORATION LTD.  
METRIC:  
DISTANCES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

SURVEYORS REAL PROPERTY REPORT  
PART 1:  
**PART OF LOTS 112 & 113**  
ACCORDING TO HYDE & RUTLEDGE'S PLAN  
OF THE VILLAGE OF STREETSVILLE  
REFERRED TO AS PLAN No. STR-2  
CITY OF MISSISSAUGA  
REGIONAL MUNICIPALITY OF PEEL

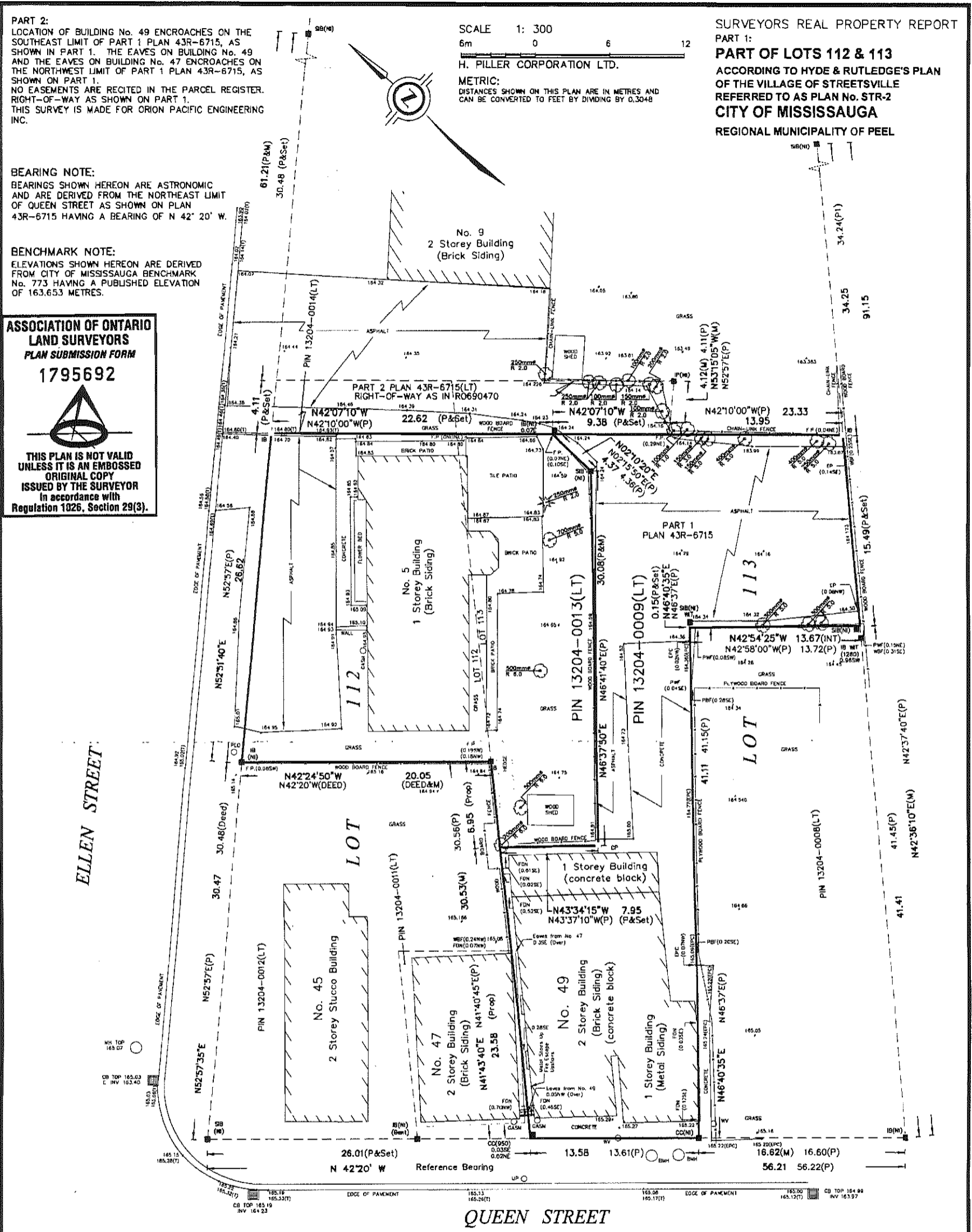
**BEARING NOTE:**  
BEARINGS SHOWN HEREON ARE ASTRONOMIC AND ARE DERIVED FROM THE NORTHEAST LIMIT OF QUEEN STREET AS SHOWN ON PLAN 43R-6715 HAVING A BEARING OF N 42° 20' W.

**BENCHMARK NOTE:**  
ELEVATIONS SHOWN HEREON ARE DERIVED FROM CITY OF MISSISSAUGA BENCHMARK No. 773 HAVING A PUBLISHED ELEVATION OF 163.653 METRES.

**ASSOCIATION OF ONTARIO  
LAND SURVEYORS  
PLAN SUBMISSION FORM  
1795692**



**THIS PLAN IS NOT VALID  
UNLESS IT IS AN EMBOSSED  
ORIGINAL COPY  
ISSUED BY THE SURVEYOR  
In accordance with  
Regulation 1926, Section 29(3).**



**2.0 Present Site Description**  
**2.1 Survey of Property**

- LEGEND:**
- |                                                                       |                                             |
|-----------------------------------------------------------------------|---------------------------------------------|
| ■ DENOTES MONUMENT FOUND                                              | CB DENOTES CATCH BASIN                      |
| SIB DENOTES STANDARD IRON BAR                                         | MH DENOTES MAN HOLE                         |
| IB DENOTES IRON BAR                                                   | BMH DENOTES BELL MAN HOLE                   |
| IP DENOTES IRON PIPE                                                  | GASM DENOTES GAS METER                      |
| CC DENOTES CUT CROSS                                                  | WV DENOTES WATER VALVE                      |
| CP DENOTES CONCRETE PIN                                               | UP DENOTES UTILITY POLE                     |
| (P) DENOTES PLAN 43R-6715                                             | PED DENOTES BELL PEDESTAL                   |
| (P1) DENOTES SURVEY PLAN BY TARASICK, McMILLAN LTD. (FEB. 25TH, 1987) | F.P. DENOTES FENCE POST                     |
| (M) DENOTES MEASURED                                                  | PBF DENOTES PLYWOOD BOARD FENCE             |
| (NT) DENOTES INTERSECTION                                             | PWF DENOTES POST WIRE FENCE                 |
| (PROF) DENOTES PROPORTION                                             | WBF DENOTES WOOD BOARD FENCE                |
| WT DENOTES WITNESS                                                    | FDN DENOTES BUILDING FOUNDATION             |
| (NI) DENOTES NOT IDENTIFIED                                           | (T) DENOTES TOP OF CURB                     |
| (1280) DENOTES ANTON KIKAS                                            | EP DENOTES EDGE OF CURB                     |
| W.H. DENOTES WEST OF HURONTARIO STREET                                | EPC DENOTES EDGE OF CONCRETE PAVING         |
| N,E,W,S DENOTES NORTH, EAST, WEST & SOUTH RESPECTIVELY                | DT DENOTES DECIDUOUS TREE                   |
|                                                                       | CT DENOTES CONIFEROUS TREE                  |
|                                                                       | SD DENOTES TRUNK DIAMETER AND SPREAD RADIUS |

**SURVEYOR'S CERTIFICATE:**  
I CERTIFY THAT:  
1. This survey and plan are correct and in accordance with the Surveys Act and the Surveyors Act and the regulations made under them;  
2. The survey was completed on the 20th day of December, 2010.

*20 DEC. 2010*  
DATE  
HELMUT PILLER  
Ontario Land Surveyor

**H. Piller Corporation Ltd.**  
TORONTO 416 - 488 - 1174 CANADA

|                   |                     |                        |                |
|-------------------|---------------------|------------------------|----------------|
| DRAWN BY:<br>F.C. | CHECKED BY:<br>C.T. | DATE:<br>DEC. 20, 2010 | REFERENCE No.: |
|-------------------|---------------------|------------------------|----------------|

## 2.2 Site Condition

49 Queen Street South is located immediately to the south of 47 Queen Street South, which is a Designated Heritage Building. The Ontario Provincial Policy Statement requires a Heritage Impact Assessment for the proposed development on any lands adjacent to designated buildings to assess the impact of the new development on the Heritage Building. The intent of this is to ensure that the heritage attributes of the heritage building will be conserved.



1989 Photograph

47 Queen Street South  
Designated Heritage Building

49 Queen Street South

## 2.3 Present Site Condition

The following information should be read along with the Survey Plan in Section 2.1.

The site is located on the east side of Queen Street South, two properties to the south of Ellen Street. It is an L - shaped site, which might be referred to as a drive though property, however driving though is not proposed. The site faces on Queen Street South and wraps around the two corner properties and comes out on Ellen Street. The Survey Plan contains the dimensions of the site, as well as the configuration.

It is a relatively flat site with no especially distinguishing features. Access to parking for 49 Queen Street is off Ellen Street at the east end of the site.

## 2.4 Present Buildings on the Site

There are two buildings on the site, one at 49 Queens Street South and the other at 5 Ellen Street.

**49 Queen Street South** is a 2 storey brick, stone, concrete block, and siding building with a 1 storey frame and metal siding building which has been annexed to the south side. The first floor is a retail shop, occupied by a butcher; the second floor is office.

From the following Site History and the architecture of the building it appears that the building was built some time in the late 1920's or early 30's. It has a brick boomtown front, behind which is a relatively low - pitched gable roof. On the south side there are 5 windows, and none on the first floor, the rear elevation is partly obscured by a wrap around later one storey addition and a stair addition to the second floor in metal siding. The 1989 photo shows that the configuration of the front elevation is the same as the present one, with the minor installation of new windows.



West Elevation



East Elevation



South Elevation

This building is unremarkable architecturally, and is not a rare, or unique example of its style, type, expression, material or construction method and does not display a high degree of craftsmanship or technical achievement.

**5 Ellen Street** is a one - storey residential brick or brick veneer bungalow, with a low - pitched gable roof with large overhangs. It has an attached garage, as well as parking along the front elevation facing Ellen Street. From its appearance and the Chain of Title, it was likely built in the early 1950's.



**North Elevation**



**South Elevation**



**East Elevation**



**West Elevation**

**Access to Parking for  
49 Queen Street South  
Right of Way**

This building is an unexceptional bungalow of the time and is not a rare, or unique example of its style, type, expression, material or construction method and does not display a high degree of craftsmanship or technical achievement.

Neither of these two buildings fit the Criteria for buildings that have design value or physical value as outlined in the Ontario Heritage Act.

### 3.0 Site History

#### 3.1 Site Chronology (Chain of Title)

##### 49 Queen Street South, Mississauga

1841 Henry Rutledge receives from the Crown 100 ac. W. ½ Lot 5, Con. 4 WHS Twp. Toronto

1856 The following Plan was registered:

Plan STR - 2 entitled PLAN SHOWING RECENT IMPROVEMENTS AND SUBDIVISION INTO BUILDING LOTS OF A TRACT OF LAND IN THE WEST END OF STREETSVILLE IN THE COUNTY OF PEEL BEING THE PROPERTY OF MESSERS HYDE AND RUTLEDGE - See following Plan

This plan shows the location of the subject lot.

1938 Nellie Rutledge - being of unsound mind is ordered to sell lot 113 STR - 2

1938 Nellie Rutledge sells Lot 113 to Elizabeth Hoey & Logan Hoey for \$2,600

1951 Elizabeth Hoey & Logan Hoey sells Pt. of lot 113 to James Edmund Hammond for \$100

1958 James Edmund Hammond sells Lot 113 to Sam Leang & Leang Seid Tay Kay, as j.t. for \$250

1978 Leang Seid Tay Kay's widow sells Pt of Lot 113 to Leang Seid Tay Kay & Wing Kong Leang for \$20,000

1984 Leang Seid Tay Kay & Wing Kong Leang sells the right of way to Wing Kong Leang & Ngan Nga Leang

1986 The City of Mississauga Designates, as architectural value and interest, Orange Hall at 47 Queen Street South ( pt of Lot 112)

2004 Ngan Nga Leang & Wing Kong Leang transfer Part Lot 113, being Part 1, 43R-6715 to 813029 Ontario Inc for the sum of \$480,000

2006 813029 Ontario Inc. transfers Part Lot 113 being Part 1, 43R-6705 to 2112836 Ontario Inc. for the sum of \$480,000

**2112836 Ontario Inc. is the present owner of 49 Queen Street, Mississauga.**

##### 5 Ellen Street

1842 Richard Caslor receives from the Crown 100 ac. W. ½ Lot 5, Con. 4 TWP of Toronto

1852 Richard Caslor sells 7 ½ ac Lot 5 Conc. 4 to John C. Hyde for 169 pds 5 shgs

1855 John C. Hyde sells to Thomas Gibbs - land and price not known as the document is missing.

1863 Thomas Gibbs sells to John Taylor - land and price unreadable



- 1856 Plan STR-2 is registered
- 1920 Christina Maud Halsey (formerly Taylor) sells Pt. W. ½ Lot 5. con 4 (Pt. Lot 112 & 113. Plan STR-2) to George Christopher Thomas Rutledge.
- 1921 George Christopher Thomas Rutledge sells to Robert Caves the above property for \$1000
- 1944 Robert Caves sells the above property to Joseph Tilley & Clara A. Tilley for \$4500
- 1949 Joseph Tilley and Clara A. Tilley sell Pt Lot 111 and 113 to Elmen Previl & Iris Previl for \$9000
- 1951 Iris Pevil sells Pt. Lot 111 and 113 to Dragutin Novakovic & Nicholas Novakovic in partnership for \$9000
- 1952 Dragutin Novakovic & Nicholas Novakovic sell to Dragutin Novakovic for \$3250(no description of the property)
- 1953 Dragutin Novakovic sells Pt. Lot 111 and 113 to George C. Ferguson & Kathleen Olive Ferguson for \$19,900
- 1955 There is a Quit Claim from George C. Ferguson & Kathleen Olive Ferguson to Dragutin Novakovic
- 1955 Draugutin Novakovic sells Pt. Lot 111 and 113 to Kam Seto for \$15,000
- 1956 Kam Seto sells the same property to Sam Leang & Wing Leang as partneship property for \$21,000
- 1959 Sam Leang & Wing Leang grants the above property to Sam Leang & Leang Seid Tay Kay for Nil
- 1959 Sam Leang & Leang Seid Tay Kay sell Pt of Pt Lot 111 and 113 to James Edmund Hammond for \$500
- 1979 Leang Seid Tay Kay & Wing Kong Leang made a correction to the above land to James Edmond Hammond (See sketch following)
- 1984 Leang Seid Tay Kay & Wing Kong Leang transfer Pt Lot 112 & 113. Pt 1. 43R-6715 t/w right of way over Pt.2 to Wing Kong Leang & Ngan Nga Leang for \$30,000
- 1994 The Estate of James Edmund Hammond transfers Pt of Pt Lot 111 and 113 to Norma Ruth Hammond for Nil cost
- 2006 Norma Ruth Hammond transfers pt Lot 111 &113 to Norma Ruth Hammond and Nancy Burns for 97,500
- 2007 Norma Ruth Hammond transmits the above property to Nancy Burns and Donna Wood - Estate of Norma Ruth Hammond
- 2007 Nancy Burns and Donna Wood sells the same property to 2112836 Ontario Inc. for \$550,000

**2112836 Ontario is the present owner of 5 Ellen Street, Mississauga**

5 STA

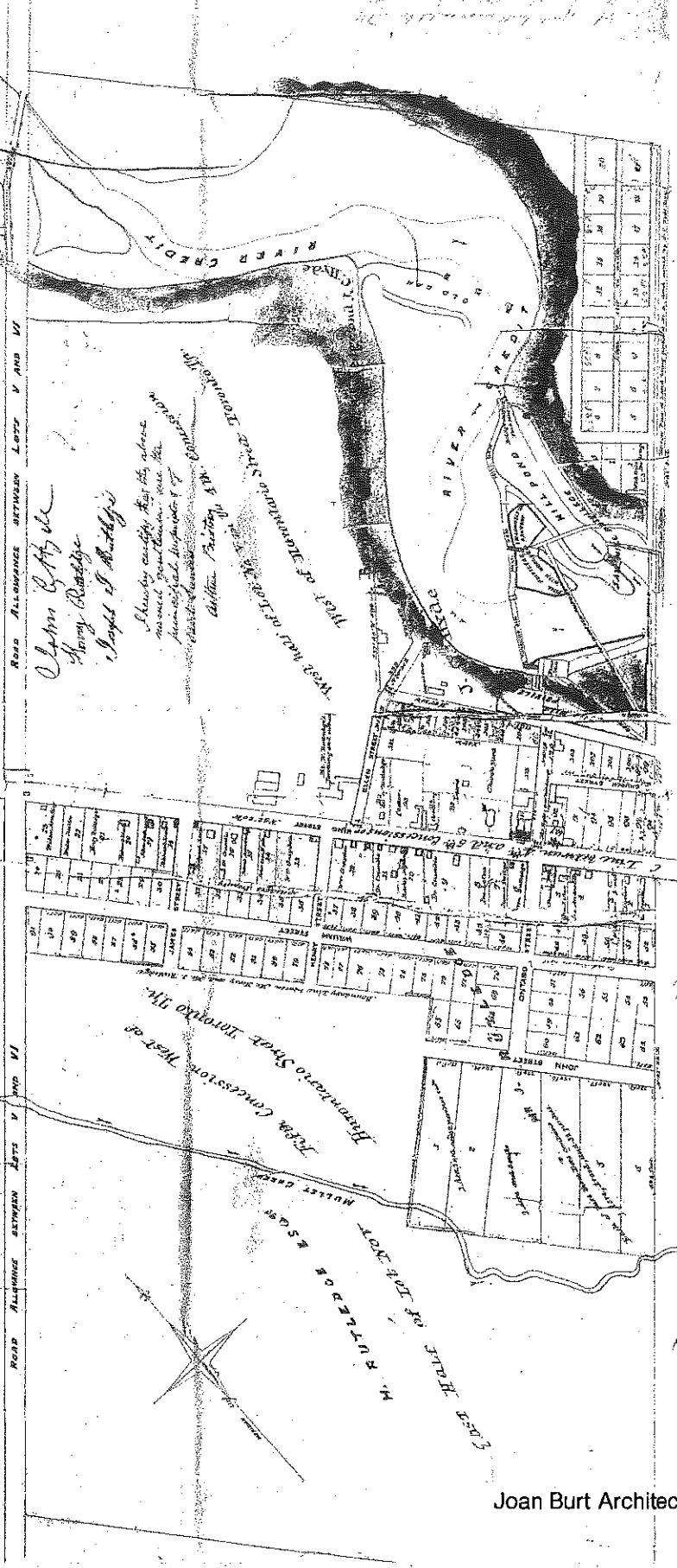
STR-2

**PLAN SHEWING RECENT IMPROVEMENTS AND SUBDIVISION INTO BUILDING LOTS OF A TRACT OF LAND IN THE WEST END OF STREETSVILLE IN THE COUNTY OF PEEL BEING THE PROPERTY OF MESS<sup>RS</sup> HYDE & RUTLEDGE**

*I hereby certify this to be a correct plan of the property mentioned in the title.*

*John of Carleton*

*Amster 55 George and Geneva  
 Stangers and Civil Engineers  
 Hamilton and Toronto  
 26th 23rd 1886*



From the Site Chronology and the 2.4 Present Buildings Section, the property has no historical value or associative value as it does not:

- have direct association with a theme, event, belief, person, activity, organization or institution that is significant to the community *or*
- yield or have the potential to yield information that contributes to an understanding of a community or culture *or*
- demonstrate or reflect the work or ideas of an architect, artist, builder, designer or theorist who is significant to the community.

**4.0 Contextual Description**

**4.1 Streetscape**

The site is at the north end of Historic Streetsville just south of Ellen Street. Presently this area has some historic buildings, mixed residential and commercial buildings, as well as empty land. It is not as homogeneous as the area farther to the south, which has many more historic buildings, and generally compatible development. This gives the area a more cohesive and historic character.

In the Design Guidelines for Historic Streetsville, it is noted that the area to the north of Ellen Street is an area in transition.

**Queen Street South**



Residence

Ellen Street

Dental Office  
 45 Queen Street South

Orange Hall - 1855  
 Designated  
 47 Queen Street South

49 Queen Street South

Empty Lot  
 53 Queen Street South

Office  
 57 Queen  
 Street South

Open Plaza  
 63 Queen Street South

**Ellen Street**



9 & 11 Ellen Street  
 Attached Triplex

Entry to Parking - Right of Way  
 behind 49 Queen Street South

5 Ellen Street

Dental Office  
 Parking

Dental Office  
 with parking

## 4.2 Contextual Value

### 5 Ellen Street

This bungalow is situated between the parking for the dentist office and the right of way that is the access to the parking for the buildings on Queen Street South, as well as the apartment building to the east. Its location does not make it part of the residential district to the east, nor is it related to the commercial area to the west.

### 49 Queen Street South

This building is situated immediately south of the 1955 Classical Revival Orange Hall. It has a disparate front elevation: the north section is a two - storey shop and office with a boomtown front, and the south section is a one - storey shed. This building is not design compatible with Orange Hall and does not contribute to the character of the area, nor does it have any special meaning or relationship to the community.

Neither of these two properties have contextual value because they:

- are not important in defining ,maintaining or supporting the character of the area *or*
- are not physically, functionally, visually or historically linked to their surroundings *or*
- are not landmarks



View Looking North to 49 Queen Street South

### In summary

49 Queen Street South and 5 Ellen Street do not fit the Criteria for Determining Cultural Heritage Value or Interest.

### 4.3 Adjacent Heritage Building

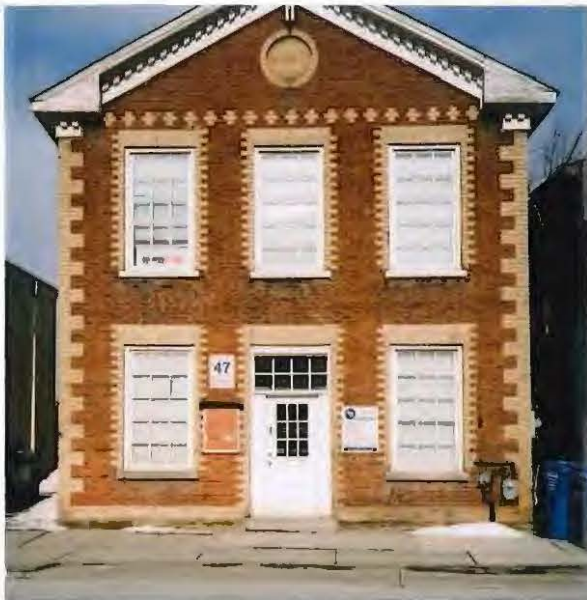
Orange Hall - Designated Building  
47 Queen Street South, Streetsville

Orange Hall was built in 1855, by William Grayson and his son John, in the Classical Revival style. William Grayson was the first founder and the master of Orange Lodge. Classical Revival was based on intensive studies of Greek and Roman buildings, and was concerned with the application of Greek plans, proportions and details to buildings. This style was used in many civic and residential buildings in Ontario.

Orange Hall has symmetrical elevations and features a Grecian cornice and a circular detail (possibly a covered over window) in the tympanum of the gable front. It has exceptionally tall windows, (which were 6 over 6 double hung, since replaced) on the south, north and east elevations, as shown in the 1989 photograph. It is an exemplary example of an Ontario Classical Revival building. It is presently used for offices.

#### Significant Design Features

The following features are for consideration when assessing the compatibility of the proposed new building at 49 Queen Street South.



- function of the building is a Meeting Hall and this use is embodied in the design
- small scale building with a large concept
- two - storey rectangular building
- gable roof
- symmetrical front elevation with large central front door, now replaced
- tall windows dominate the street facade
- decorative cornice (Grecian)
- red brick building with buff brick quoins ,brick jack arches, jamb trim, base course and cruciform decorative band in line with the eaves
- circular element in the tympanum
- located 1.5 m back of the front property line

## **5.0 Applicable Policies and Documents Reviewed**

### **5.1 Ontario Provincial Policy Statement (Excerpt)**

#### **2.6 Cultural Heritage and Archeology**

2.6.3 Planning Authorities shall not permit *development* and *site alteration* on *adjacent land* to *protected heritage property* except where the proposed *development* and *site alteration* has been evaluated and it has been demonstrated that the *heritage attributes* of the *protected heritage property* will be *conserved*.

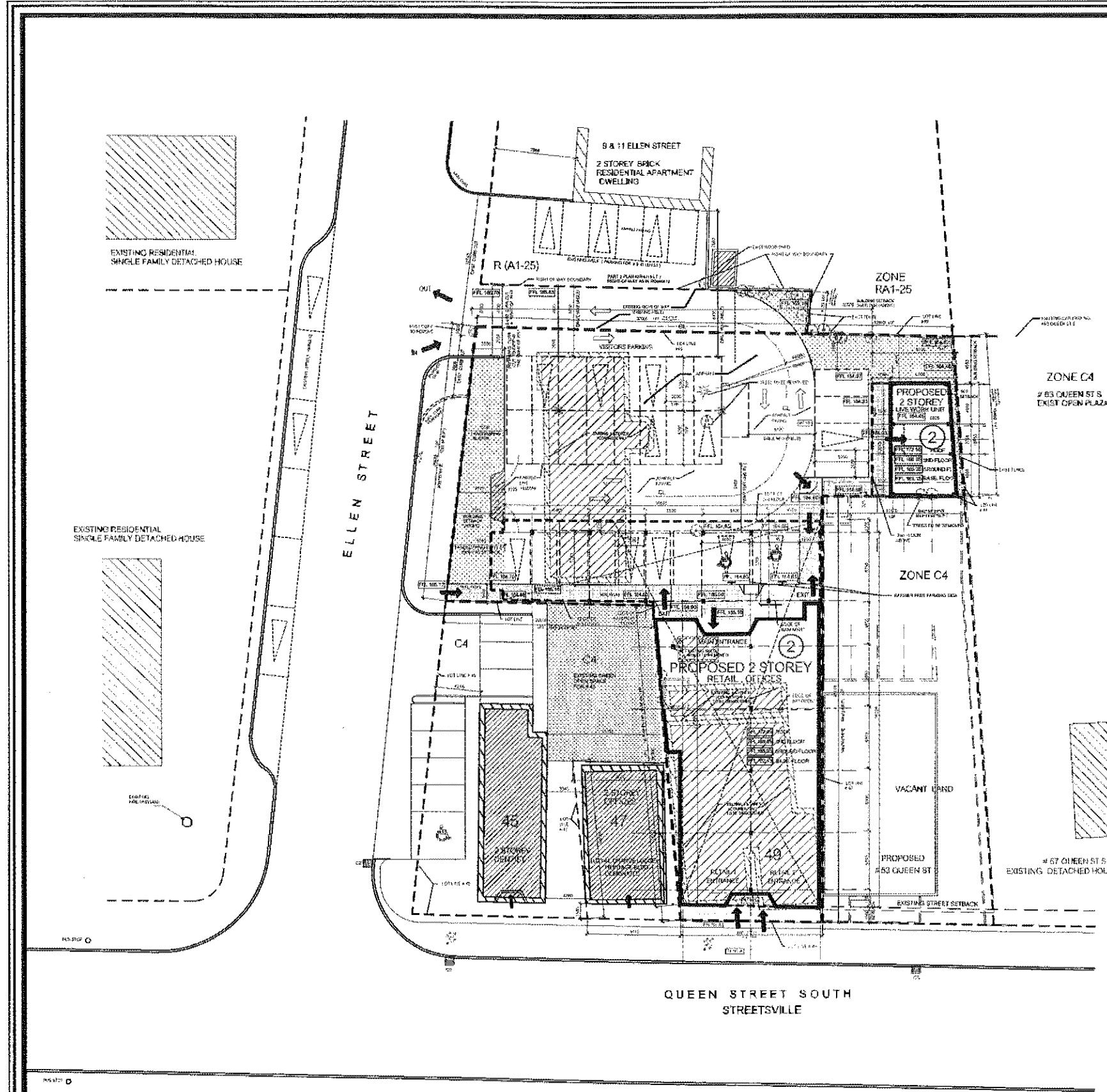
### **5.2 Ontario Heritage Act**

### **5.3 Design Guidelines Historic Streetsville**

The guidelines, set forth in the above document relevant to the proposed development at 49 Queen Street South, will be used to assess the suitability of the design of the new project with respect to the Historic Downtown. These guidelines will be considered under the following headings:

- Heritage Character
- Building Height and Massing
- Style and Materials
- Rhythm and Proportion,
- Fenestration, Entrances,
- Rear and Side Elevations
- Building Set Backs
- Parking
- Awnings
- Signs
- Landscape

In accordance with The Ontario Heritage Act, the proposed project should ensure that the heritage attributes of the adjacent Heritage Building (Orange Hall) are conserved. The proposed project needs to be compatible with the salient characteristics of Orange Hall, which were outlined in Section 4.0.



SITE PLAN

**SITE PLAN APPLICATION # W11 SP 11/129**  
**R T D CENTRE - MIXED USE DEVELOPEMENT**  
 49 QUEEN STREET SOUTH, MISSISSAUGA

**PROJECT BRIEF**  
 NEW CONSTRUCTION: 2 STOREYS WITH PARTIAL BASEMENT, OFFICES AND COMMERCIAL/RETAILS ADJACENT TO EXISTING HERITAGE BUILDING (LOYAL ORANGE LODGE): 47 QUEEN ST S.  
 The property forms part of the Streetsville Village Core Cultural Landscape and the Mississauga Road Scenic Route Cultural Landscape

| ZONING - CAR PARKING CALCULATION                                                                                                                                                                                                                                                                                                                                                     |                     | SITE STATISTICS                                                                                                                                                                                                                                                                                                                                                              |       |                       |         |         |                          |                     |           |                         |                     |   |           |                     |  |       |  |      |  |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|-----------------------|---------|---------|--------------------------|---------------------|-----------|-------------------------|---------------------|---|-----------|---------------------|--|-------|--|------|--|
| REQUIRED CAR PARKING, ZONING BY-LAW:<br>RETAIL STORES - ZONE C4: 4 CARS / 100 m <sup>2</sup> (3.1.2.2 - 41.2)<br>OFFICES: 3.2 CARS / 100 m <sup>2</sup> (3.1.2.2 - 31.1)<br>RESIDENTIAL: 1.25 CAR PER 1 BEDROOM APT (3.1.2.1 - 2)<br>HANDICAPPED: 2 CARS (3.1.3.1, FROM 25 TO 50 NEED 2)<br>TYPICAL CAR SPACE SIZE: 2.8 m x 5.2 m<br>LOADING SPACE IS NOT REQUIRED (3.1.2 - 3.1.4.3) |                     | <table border="1"> <thead> <tr> <th>ZONE</th> <th>REQD</th> <th>PROVDED</th> <th>NOTES</th> </tr> </thead> <tbody> <tr> <td>C4</td> <td>34</td> <td>34</td> <td></td> </tr> </tbody> </table>                                                                                                                                                                                |       | ZONE                  | REQD    | PROVDED | NOTES                    | C4                  | 34        | 34                      |                     |   |           |                     |  |       |  |      |  |
| ZONE                                                                                                                                                                                                                                                                                                                                                                                 | REQD                | PROVDED                                                                                                                                                                                                                                                                                                                                                                      | NOTES |                       |         |         |                          |                     |           |                         |                     |   |           |                     |  |       |  |      |  |
| C4                                                                                                                                                                                                                                                                                                                                                                                   | 34                  | 34                                                                                                                                                                                                                                                                                                                                                                           |       |                       |         |         |                          |                     |           |                         |                     |   |           |                     |  |       |  |      |  |
| <b>CAR PARKING CALCULATION</b><br>BUILDING 1: 270 m <sup>2</sup> (270 / 100 = 2.7) x 4 = 10.8 CARS<br>BMT LOBBY GFA = 35 m <sup>2</sup> (35 / 100 = 0.35) x 4 = 1.4 CARS<br>OFFICE LOBBY GFA = 45 m <sup>2</sup> (45 / 100 = 0.45) x 3.2 = 1.4 CARS<br>TOTAL CAR PARKING REQUIRED FOR BUILDING 1 = 13.6 CARS                                                                         |                     | <table border="1"> <thead> <tr> <th>REQUIRED PARKING AREA</th> <th>PROVDED</th> <th>NOTES</th> </tr> </thead> <tbody> <tr> <td>BUILDING 1 (RESIDENTIAL)</td> <td>13.6 m<sup>2</sup></td> <td></td> </tr> <tr> <td>BUILDING 2 (COMMERCIAL)</td> <td>20.4 m<sup>2</sup></td> <td></td> </tr> <tr> <td>TOTAL</td> <td>34.0 m<sup>2</sup></td> <td></td> </tr> </tbody> </table> |       | REQUIRED PARKING AREA | PROVDED | NOTES   | BUILDING 1 (RESIDENTIAL) | 13.6 m <sup>2</sup> |           | BUILDING 2 (COMMERCIAL) | 20.4 m <sup>2</sup> |   | TOTAL     | 34.0 m <sup>2</sup> |  |       |  |      |  |
| REQUIRED PARKING AREA                                                                                                                                                                                                                                                                                                                                                                | PROVDED             | NOTES                                                                                                                                                                                                                                                                                                                                                                        |       |                       |         |         |                          |                     |           |                         |                     |   |           |                     |  |       |  |      |  |
| BUILDING 1 (RESIDENTIAL)                                                                                                                                                                                                                                                                                                                                                             | 13.6 m <sup>2</sup> |                                                                                                                                                                                                                                                                                                                                                                              |       |                       |         |         |                          |                     |           |                         |                     |   |           |                     |  |       |  |      |  |
| BUILDING 2 (COMMERCIAL)                                                                                                                                                                                                                                                                                                                                                              | 20.4 m <sup>2</sup> |                                                                                                                                                                                                                                                                                                                                                                              |       |                       |         |         |                          |                     |           |                         |                     |   |           |                     |  |       |  |      |  |
| TOTAL                                                                                                                                                                                                                                                                                                                                                                                | 34.0 m <sup>2</sup> |                                                                                                                                                                                                                                                                                                                                                                              |       |                       |         |         |                          |                     |           |                         |                     |   |           |                     |  |       |  |      |  |
| BUILDING 2: 1 BEDROOM RESIDENTIAL APARTMENT (WORKLINE UNIT)<br>1 CAR PER UNIT = 62 CAR FOR VISITORS                                                                                                                                                                                                                                                                                  |                     | <table border="1"> <thead> <tr> <th>BUILDING</th> <th>FLOOR</th> <th>PROVDED</th> <th>NOTES</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>1ST FLOOR</td> <td>13.6</td> <td></td> </tr> <tr> <td>2</td> <td>1ST FLOOR</td> <td>20.4</td> <td></td> </tr> <tr> <td colspan="2">TOTAL</td> <td>34.0</td> <td></td> </tr> </tbody> </table>                                    |       | BUILDING              | FLOOR   | PROVDED | NOTES                    | 1                   | 1ST FLOOR | 13.6                    |                     | 2 | 1ST FLOOR | 20.4                |  | TOTAL |  | 34.0 |  |
| BUILDING                                                                                                                                                                                                                                                                                                                                                                             | FLOOR               | PROVDED                                                                                                                                                                                                                                                                                                                                                                      | NOTES |                       |         |         |                          |                     |           |                         |                     |   |           |                     |  |       |  |      |  |
| 1                                                                                                                                                                                                                                                                                                                                                                                    | 1ST FLOOR           | 13.6                                                                                                                                                                                                                                                                                                                                                                         |       |                       |         |         |                          |                     |           |                         |                     |   |           |                     |  |       |  |      |  |
| 2                                                                                                                                                                                                                                                                                                                                                                                    | 1ST FLOOR           | 20.4                                                                                                                                                                                                                                                                                                                                                                         |       |                       |         |         |                          |                     |           |                         |                     |   |           |                     |  |       |  |      |  |
| TOTAL                                                                                                                                                                                                                                                                                                                                                                                |                     | 34.0                                                                                                                                                                                                                                                                                                                                                                         |       |                       |         |         |                          |                     |           |                         |                     |   |           |                     |  |       |  |      |  |
| <b>TOTAL CAR PARKING REQUIRED = 34 CARS</b><br><b>CAR PARKING PROVIDED = 34 CARS</b>                                                                                                                                                                                                                                                                                                 |                     |                                                                                                                                                                                                                                                                                                                                                                              |       |                       |         |         |                          |                     |           |                         |                     |   |           |                     |  |       |  |      |  |

**KEY MAP**

**SURVEYOR'S REAL PROPERTY REPORT**

**PART OF LOTS 112 & 113**  
 ACCORDING TO HYDE & RUTLEDGE'S PLAN  
 OF THE VILLAGE OF STREETSVILLE  
 REFERRED TO AS PLAN NO. STR-2  
 CITY OF MISSISSAUGA  
 REGIONAL MUNICIPALITY OF PEEBLES

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**NOTES**  
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**ORION PACIFIC ENGINEERS INC.**  
 TEL: 905.887.5500  
 www.orionpacific.com

**RALLY ARCHITECTS**  
 TEL: 416.618.0764  
 www.rallyarchitects.com

**PROJECT TITLE:**  
 RTD BUSINESS CENTRE  
 2 STOREYS NEW BUILDING  
 OFFICES - COMMERCIAL

**OWNER:** 2117895 ONTARIO INC.

**ADDRESS:**  
 49 QUEEN STREET SOUTH,  
 STREETSVILLE, MISSISSAUGA, ON, L5M 1K5

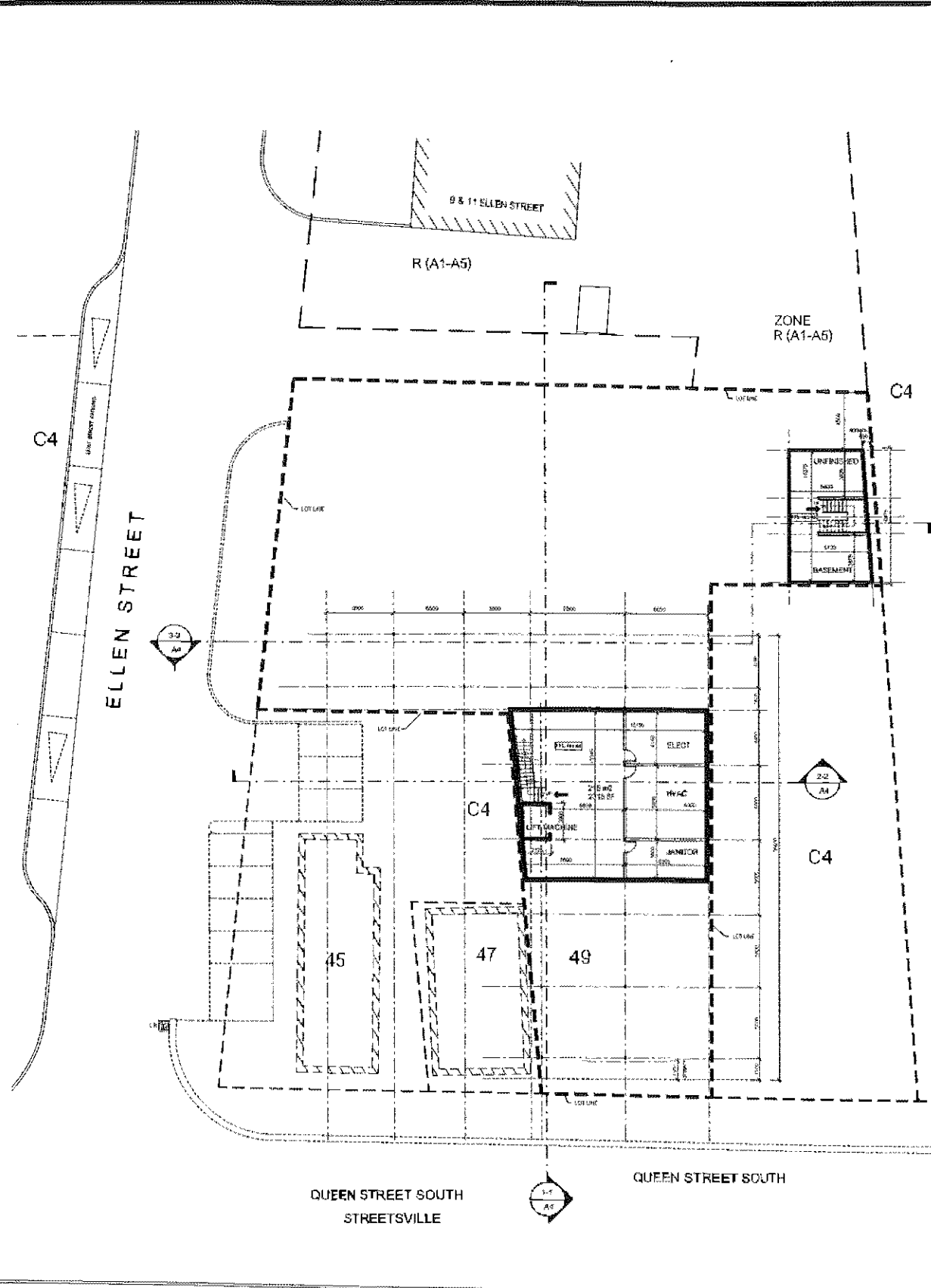
**DRAWING TITLE:** SITE PLAN  
 SITE STATISTICS

| REV. | DATE       | DESCRIPTION                                   |
|------|------------|-----------------------------------------------|
| 2    | 2025-2012  | SITE PLAN APPROVAL APPLICATION - HERITAGE     |
| 1    | 14-25-2014 | DISPLETE APPLICATION CITY COUNCIL DEC 06 2013 |

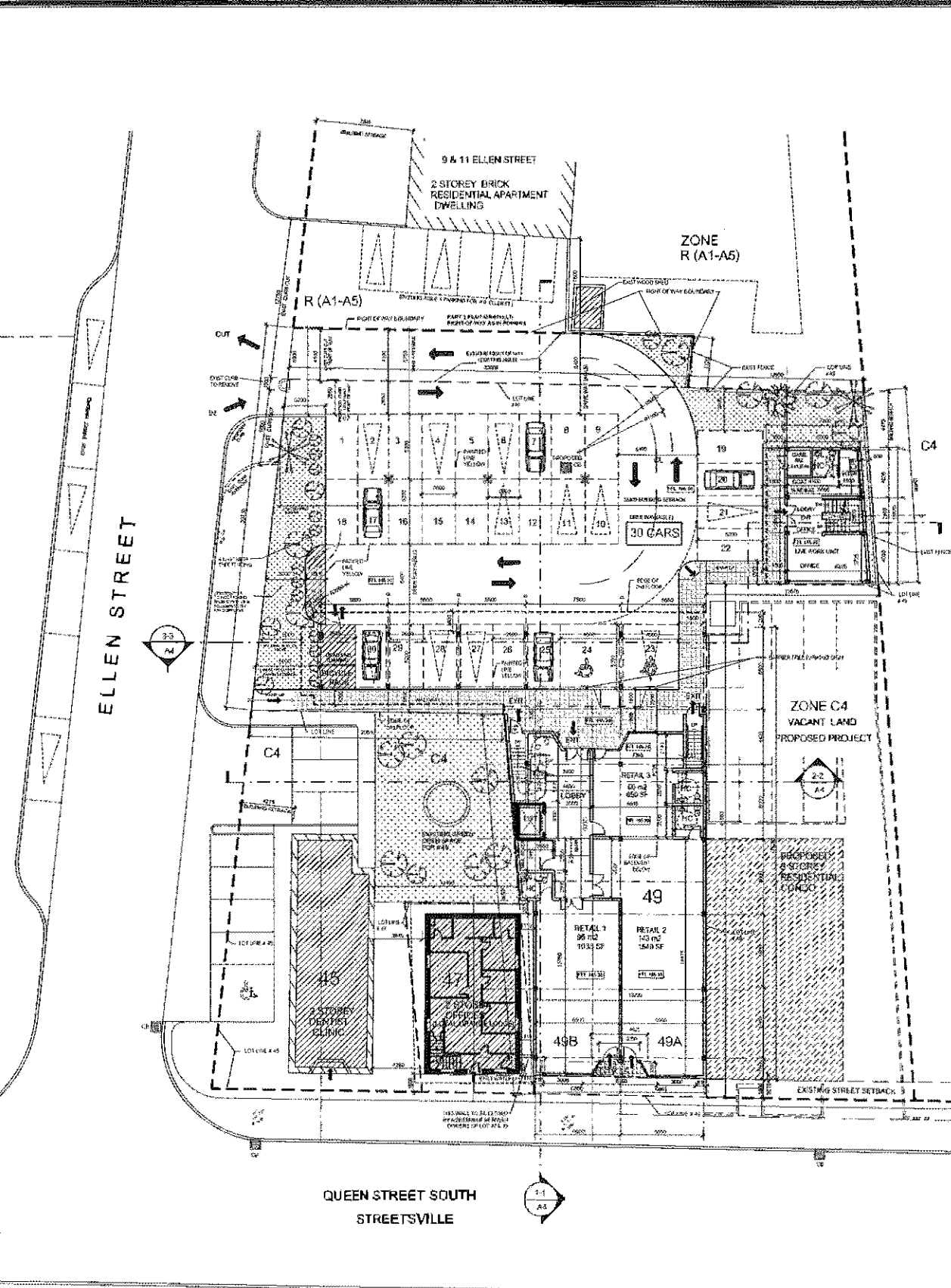
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| DATE       | CHECKED BY | FORWARD       | DATE       |
| 09-11-2014 | RFK        | 09-30-14      | 09-30-14   |

1 A1

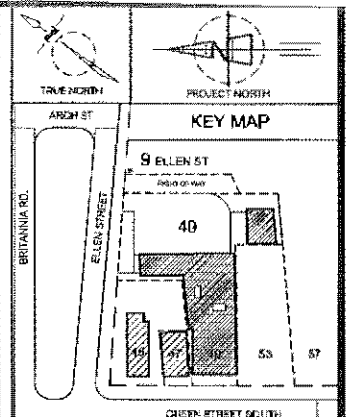




**SITE PLAN  
 BASEMENT FLOOR**



**SITE PLAN  
 GROUND FLOOR**



**SURVEYOR'S REAL PROPERTY REPORT**  
 PART OF LOTS 112 & 113  
 ACCORDING TO HYIE A. RUTLEDGE'S PLAN  
 OF THE VILLAGE OF STREETSVILLE  
 REFERRED TO AS PLAN No. STR-2  
 CITY OF MISSISSAUGA  
 REGIONAL MUNICIPALITY OF PEELE

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**ORION PACIFIC ENGINEERING INC.**  
 2200 SHEPPARD AVENUE EAST  
 UNIT 104 MISSISSAUGA, ONT. L4X 1L3 CANADA  
 TEL: 905.276.1832  
 www.orionpac.com

**RAFID KUSTOU**  
**RALLY Architects**  
 TEL: 416.464.8754 rafidk@rally.com  
 5100N  
 DATE: \_\_\_\_\_  
 COMMENT: \_\_\_\_\_



**PROJECT TITLE:**  
 RTD BUSINESS CENTRE  
 2 STOREYS NEW BUILDING  
 OFFICES - COMMERCIAL

**OWNER:** 2112909 ONTARIO INC

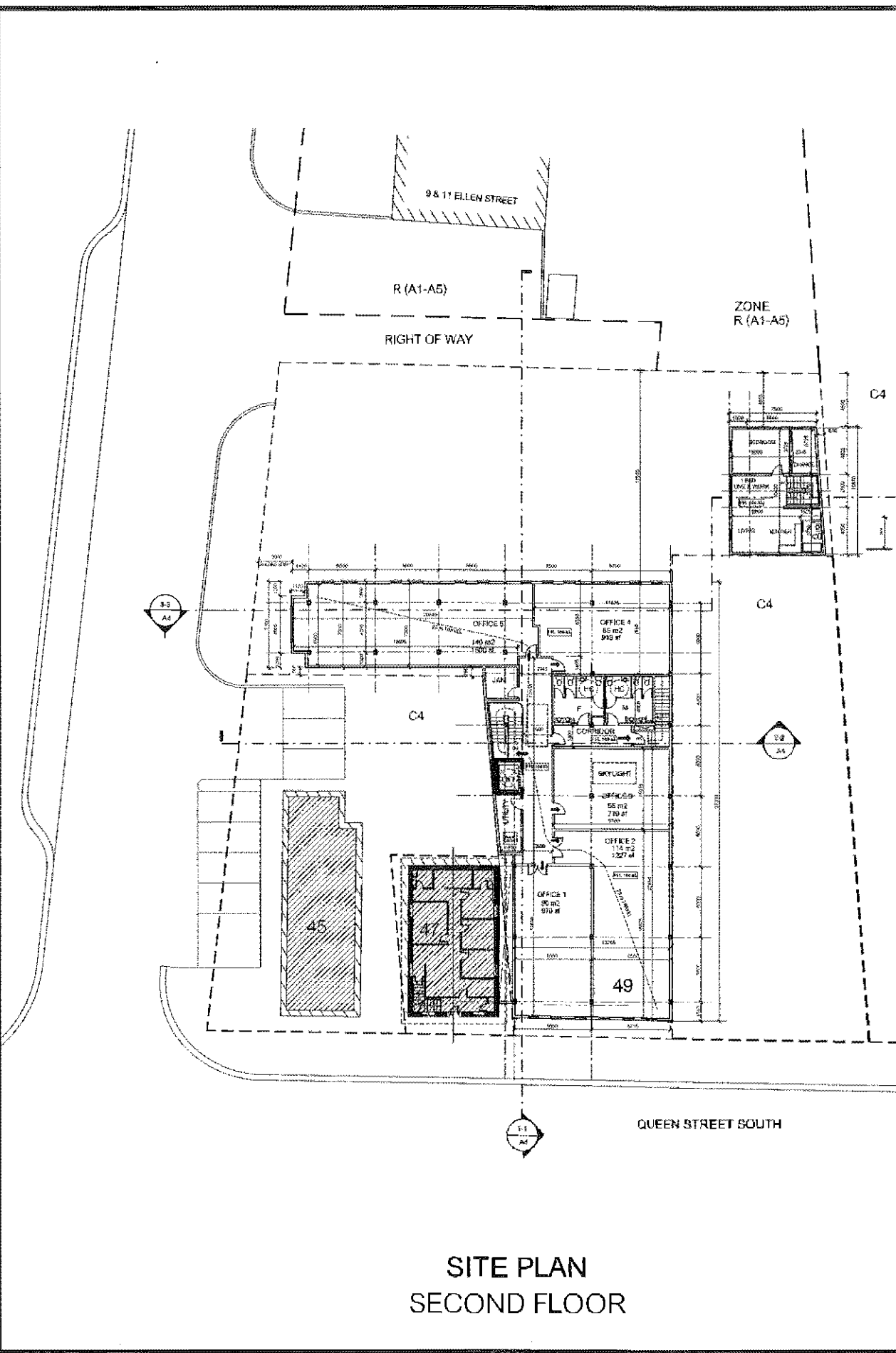
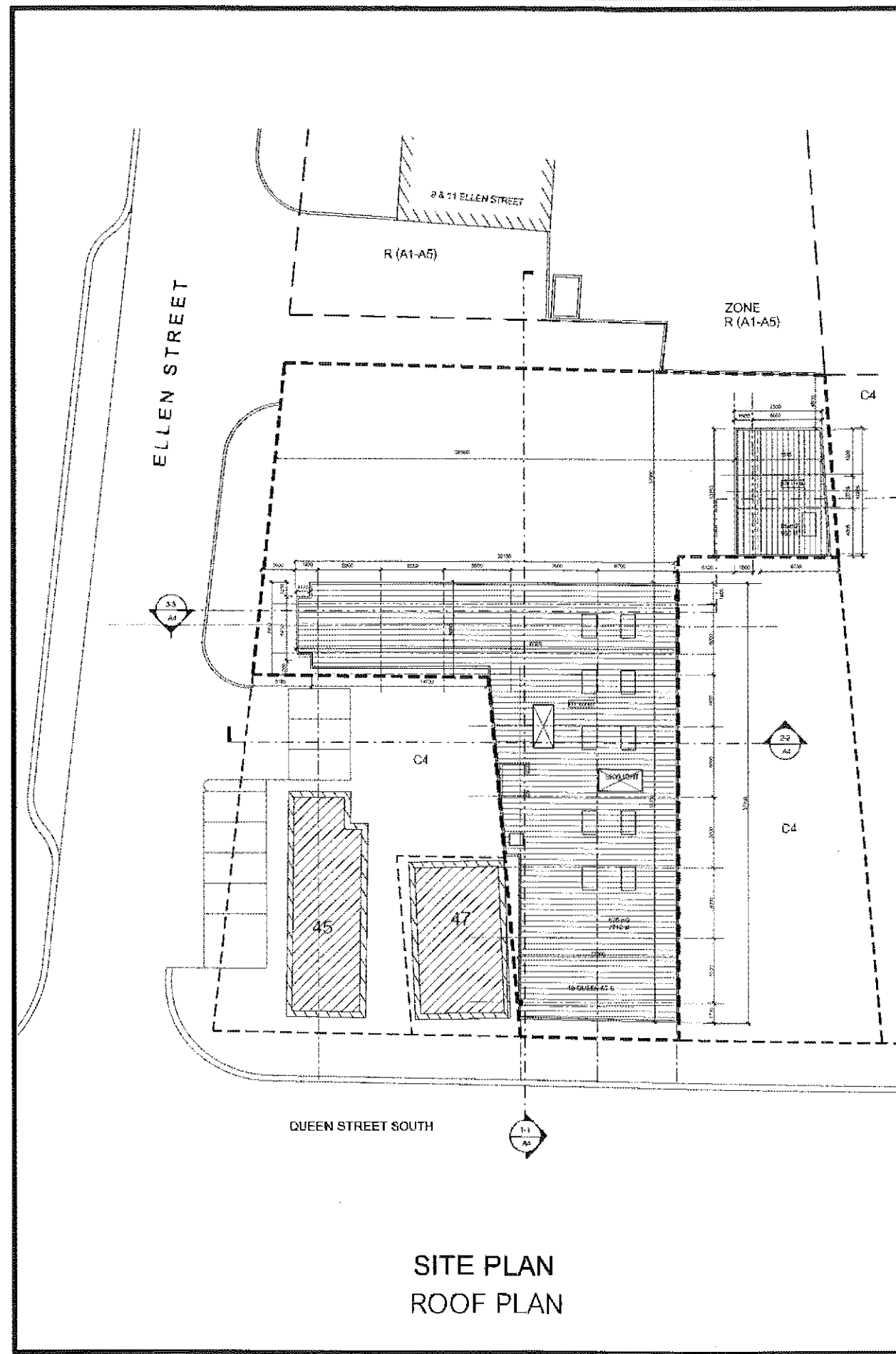
**ADDRESS:**  
 49 QUEEN STREET SOUTH,  
 STREETSVILLE, MISSISSAUGA, ON, L5M 1K5

**DRAWING TITLE:** GROUND LEVEL  
**SITE PLAN**

**REVISION:**

| REV | DATE       | DESCRIPTION                                      |
|-----|------------|--------------------------------------------------|
| 0   | 28-06-2014 | SITE PLAN APPROVAL APPLICATION - NEW LAYOUT      |
| 1   | 14-03-2014 | COMPLETE APPLICATION - CITY COMMENTS DEC 16 2013 |

| SCALE | DRAWING          | APPLICATION # | REV. NO. | DATE         |
|-------|------------------|---------------|----------|--------------|
| 1:1   | RALLY ARCHITECTS | MP 111219     | 2        | SEPT 26 2014 |



TRUE NORTH PROJECT NORTH

ARC 1 ST KEY MAP

9 ELLEN ST

49

58 57

QUEEN STREET SOUTH

SURVEYORS REAL PROPERTY REPORT

**PART OF LOTS 112 & 113  
 ACCORDING TO HYDE & RUTLEDGE'S PLAN  
 OF THE VILLAGE OF STREETSVILLE  
 REFERRED TO AS PLAN No. STR-2  
 CITY OF MISSISSAUGA  
 REGIONAL MUNICIPALITY OF PEELE**

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RAFID KUSTOU  
**RALLY Architects**  
 TEL: 416-464-8764 rafid@rallyarch.com  
 3300  
 DATE  
 COPYRIGHT  
**RALLY ARCHITECTS**

PROJECT TITLE:  
**RTD BUSINESS CENTRE  
 2 STOREYS NEW BUILDING  
 OFFICES - COMMERCIAL**

OWNER: 2112656 ONTARIO INC

ADDRESS:  
 49 QUEEN STREET SOUTH,  
 STREETSVILLE, MISSISSAUGA, ON, L6M 1K5

DRAWING TITLE:  
 2ND FLOOR  
 ROOF PLAN

REVISIONS:

| REV | DATE       | DESCRIPTION                                       |
|-----|------------|---------------------------------------------------|
| 2   | 25-06-2012 | SITE PLAN - PROVAL APPLICATION / NEW LAYOUT       |
| 1   | 14-03-2014 | COMPLETE APPLICATION / ONLY COMMENTS REC 05 05 13 |

SCALE: 1/8" = 1'-0"

DATE: SEP 28 2012

DRAWN BY: RAFID K

CHECKED BY: SWENERT

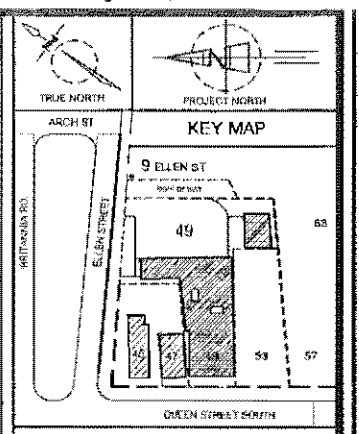
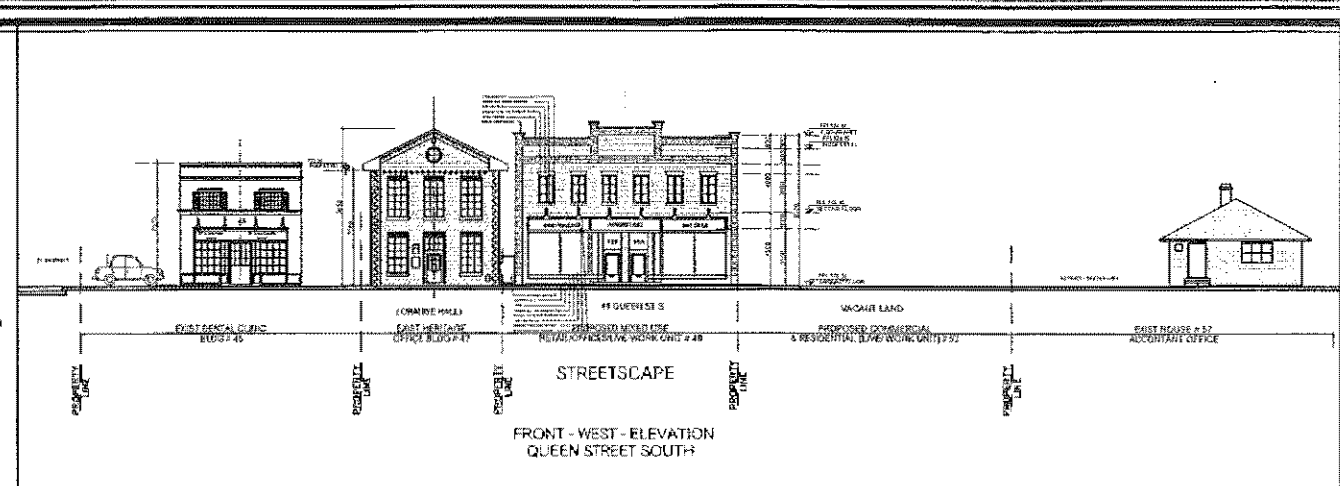
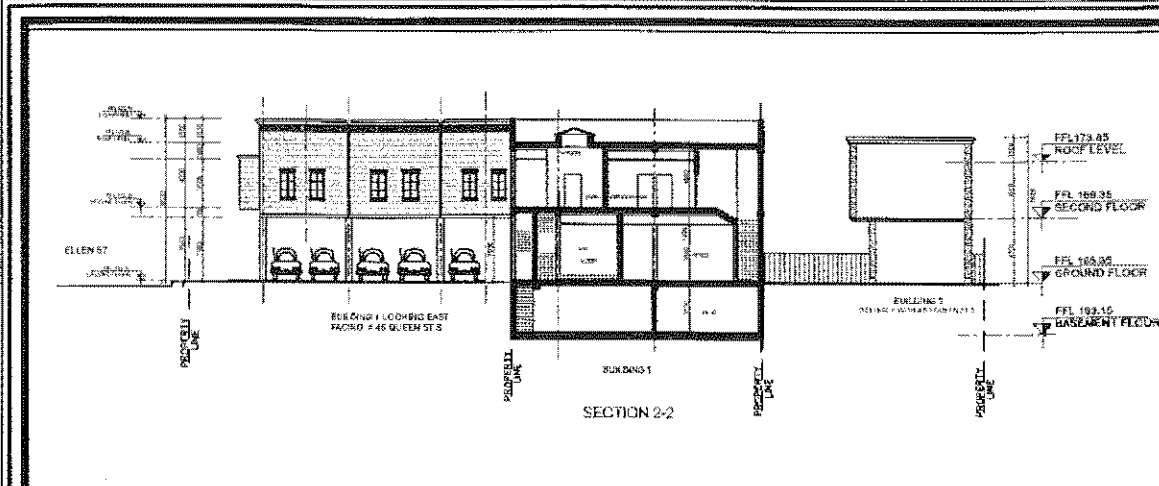
APPLICATION # 12110

SP 11738

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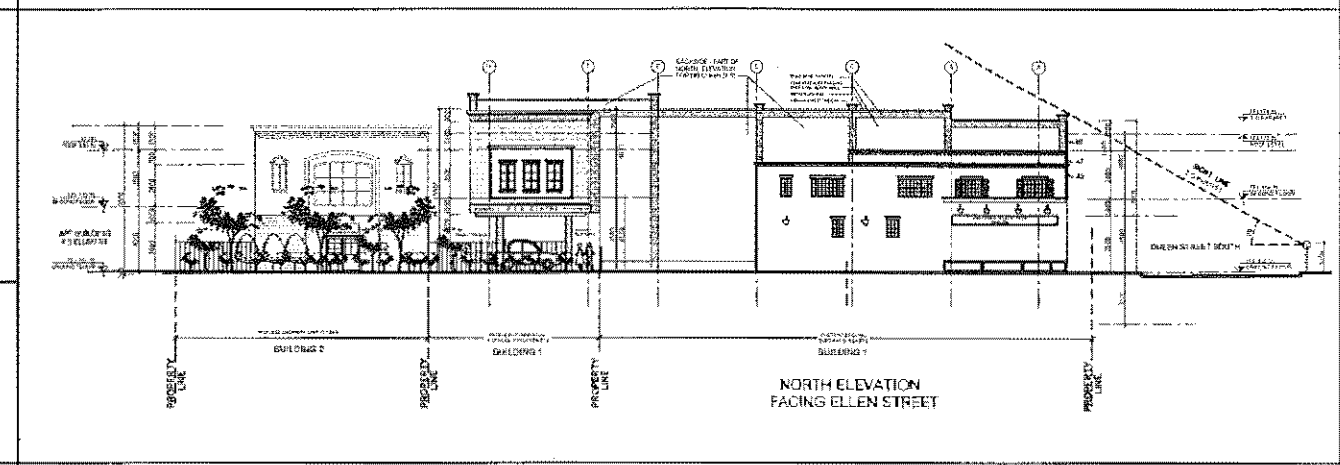
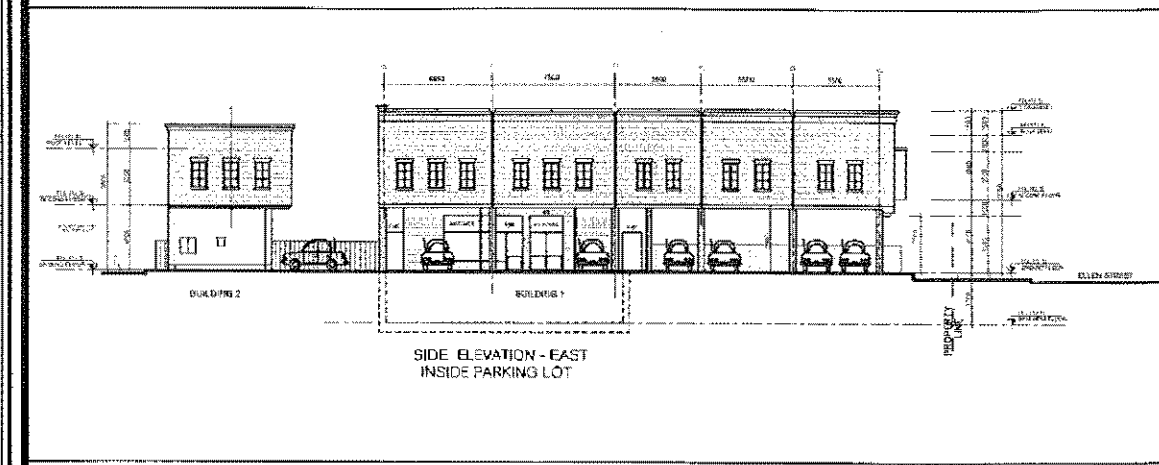
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PROJECT MAP 23-2124

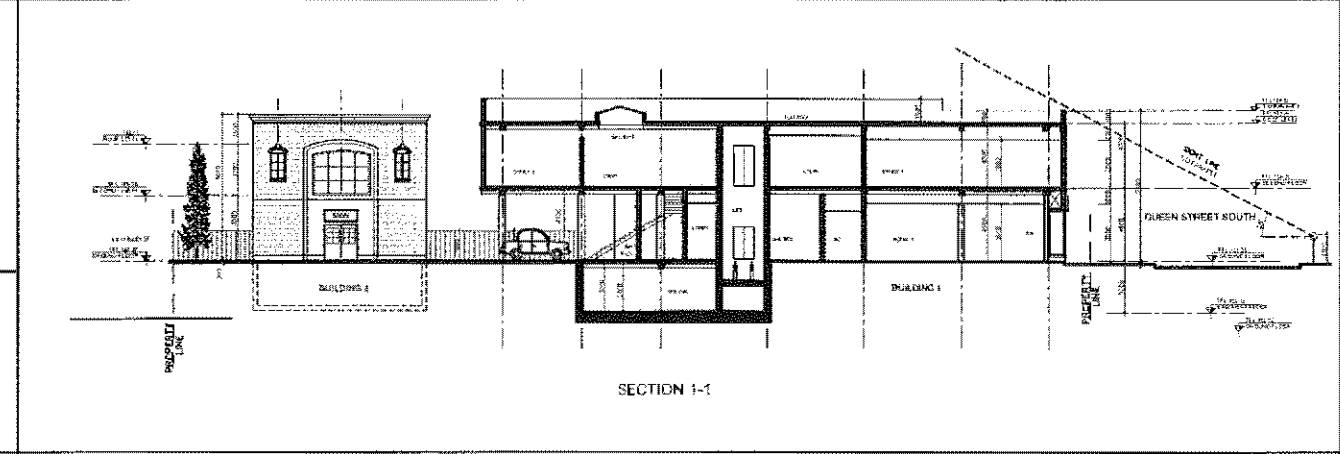
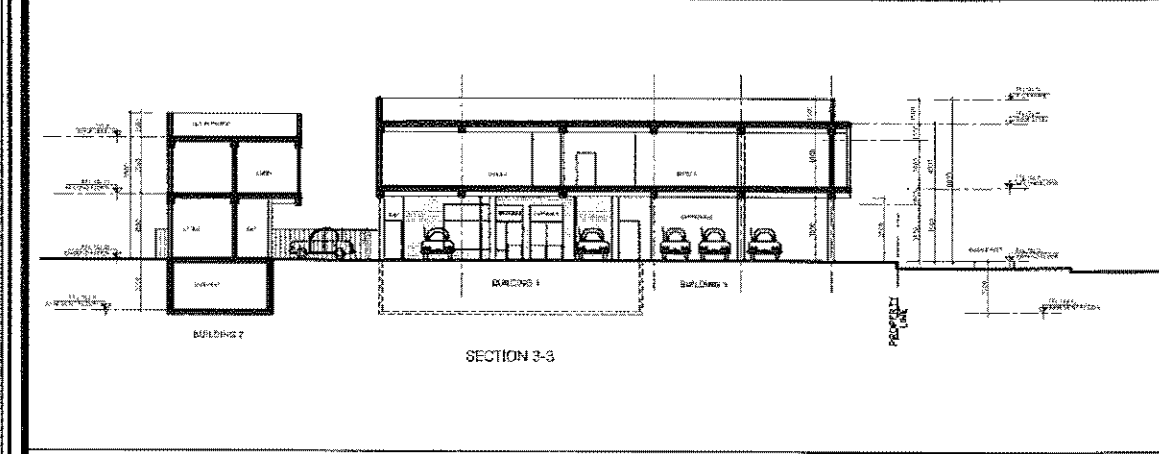


SURVEYORS REAL PROPERTY REPORT  
PART OF LOTS 112 & 113  
ACCORDING TO HYDE & RUTLEDGE'S PLAN  
OF THE VILLAGE OF STREETSVILLE  
REFERRED TO AS PLAN No. STR-2  
CITY OF MISSISSAUGA  
REGIONAL MUNICIPALITY OF PEEI

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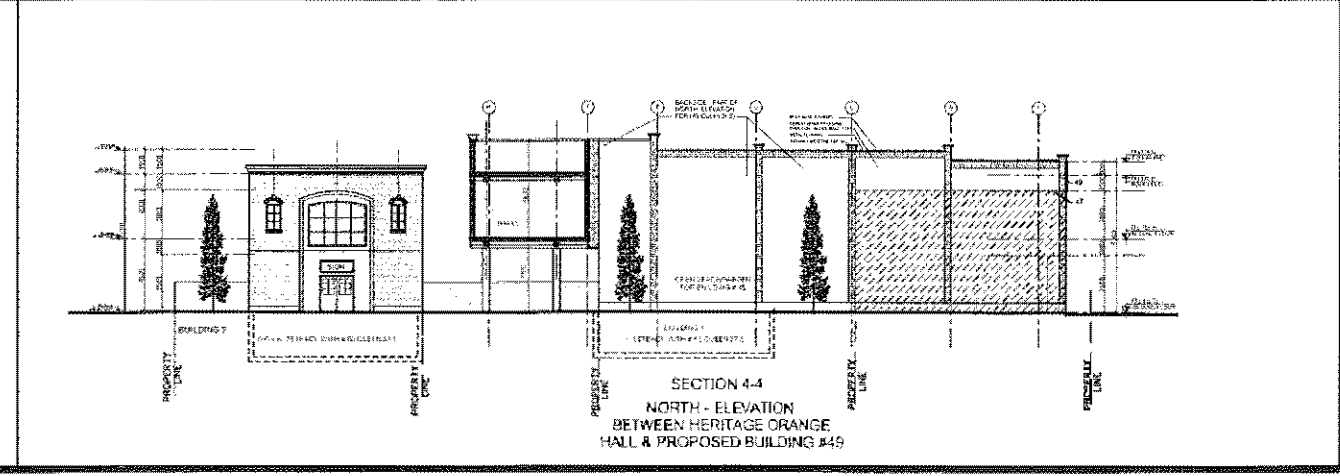
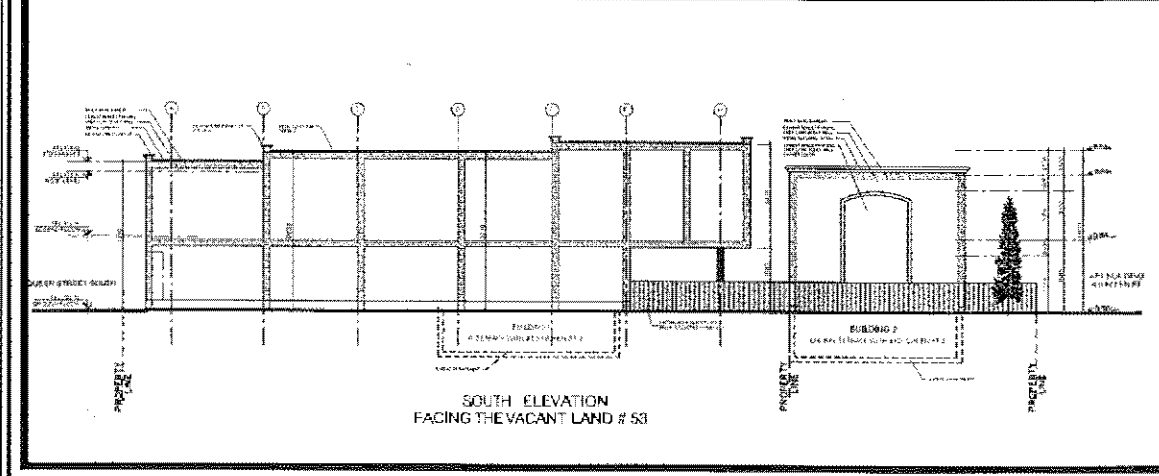
RAFIK KUSTOU  
RALLY Architects  
TEL: 416-494-8754  
DATE: \_\_\_\_\_  
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PROJECT TITLE:  
RTD BUSINESS CENTRE  
2 STOREYS NEW BUILDING  
OFFICES - COMMERCIAL

OWNER: RTD/2020 ONTARIO BDC

ADDRESS:  
49 QUEEN STREET SOUTH,  
STREETSVILLE, MISSISSAUGA, ON, L5M 1K5

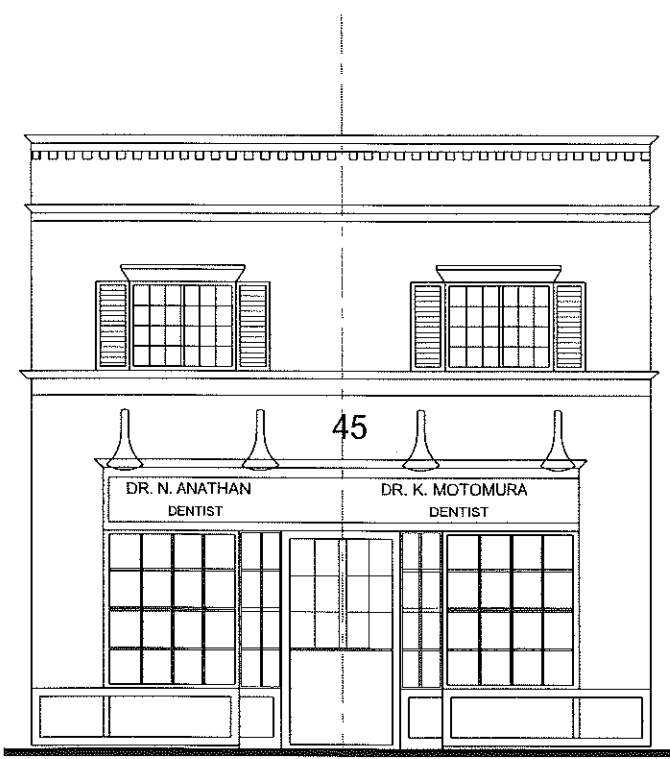
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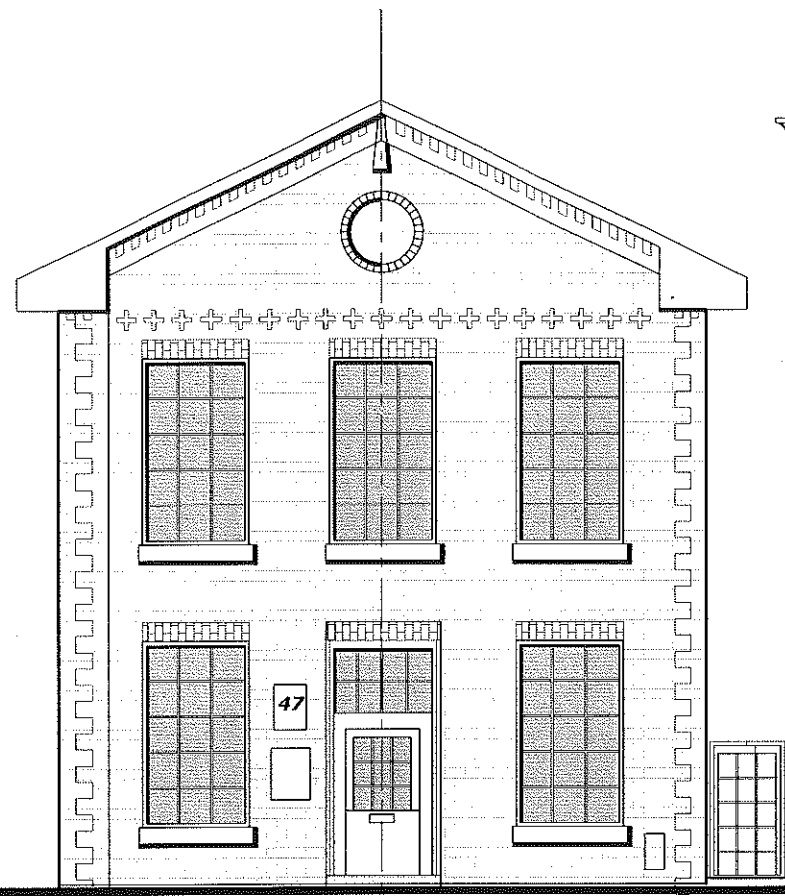
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| 1   | 14-04-2020 | COMPLETE APPLICATION - CITY COMMENTS 06/06/20 |

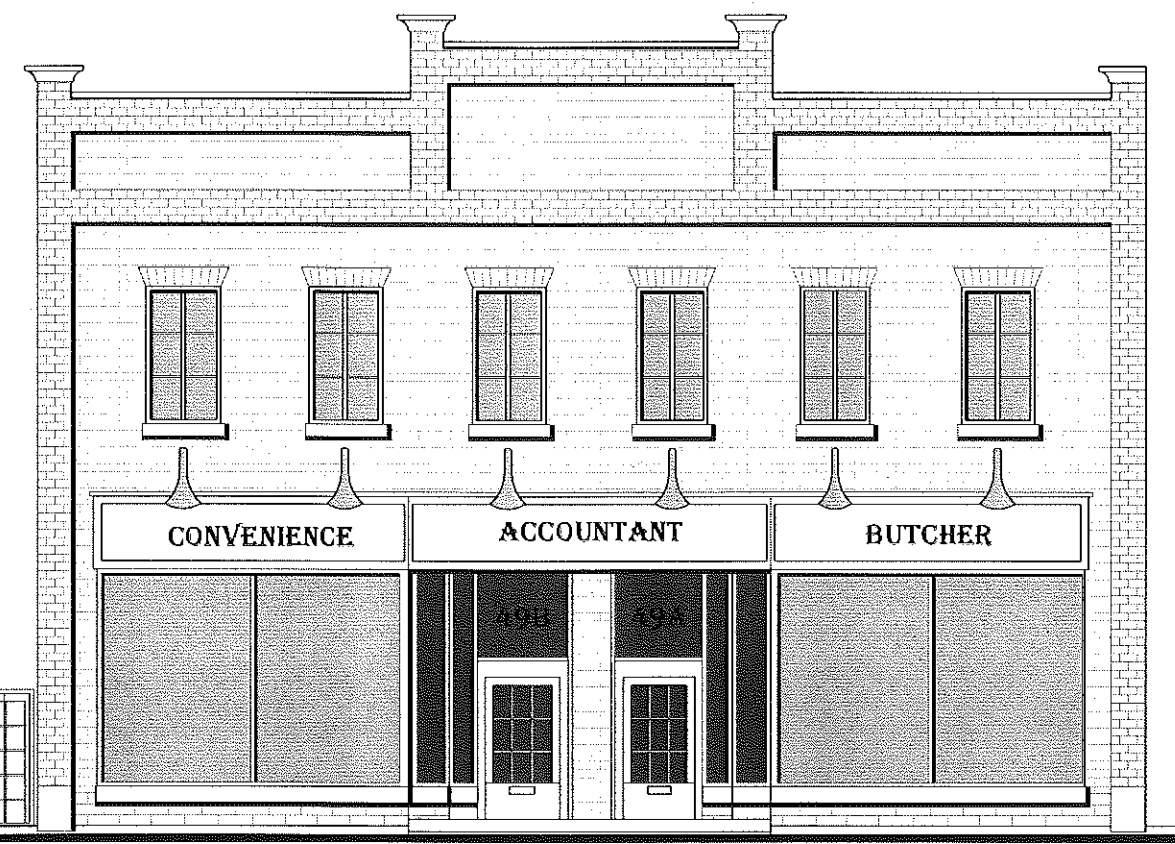
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| DATE:    | CHECKED BY: | PROJECT #:   |      |       |
| 10/20/20 | RAFIK       | 183-0018     |      |       |



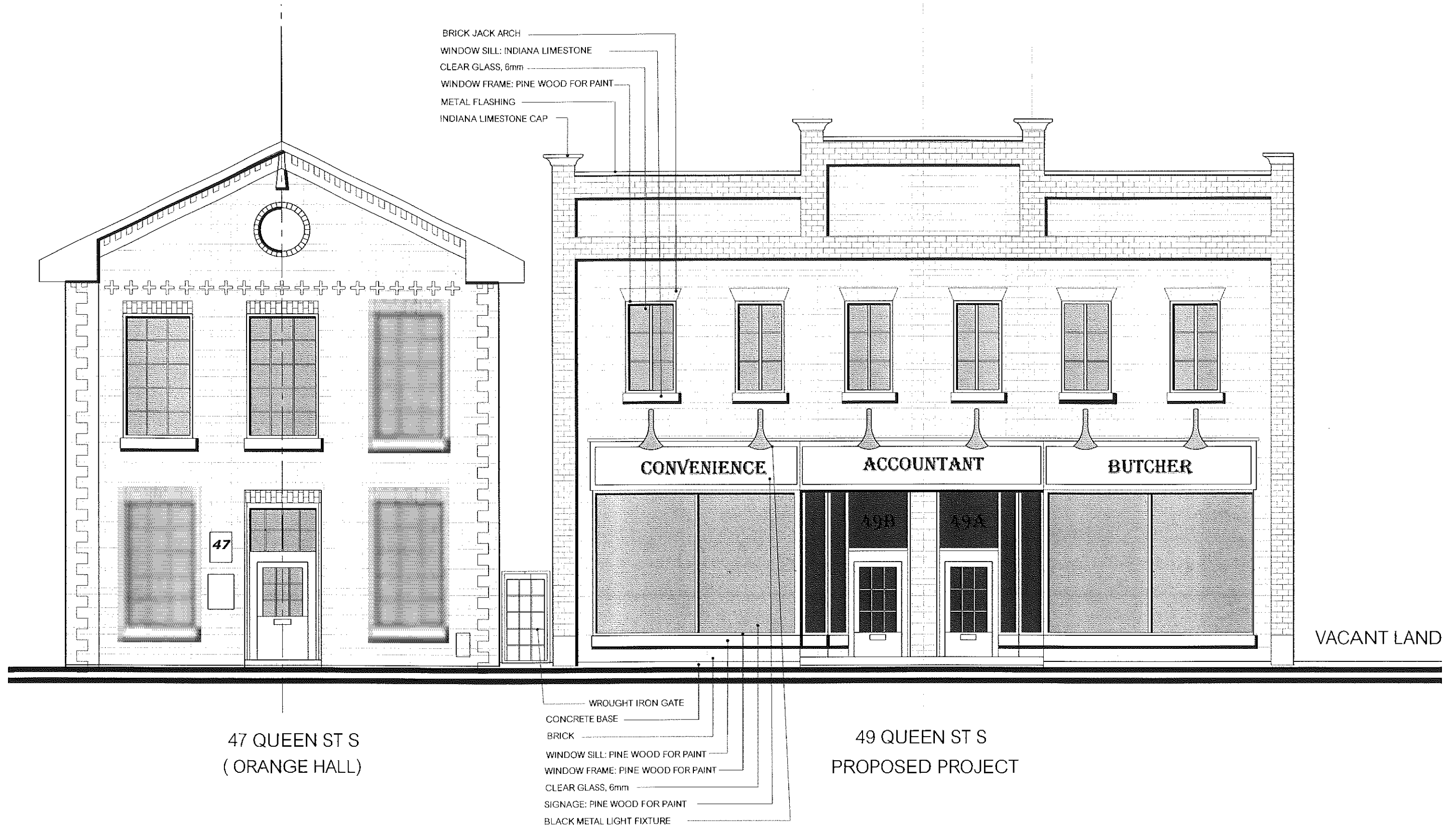
45 QUEEN ST S

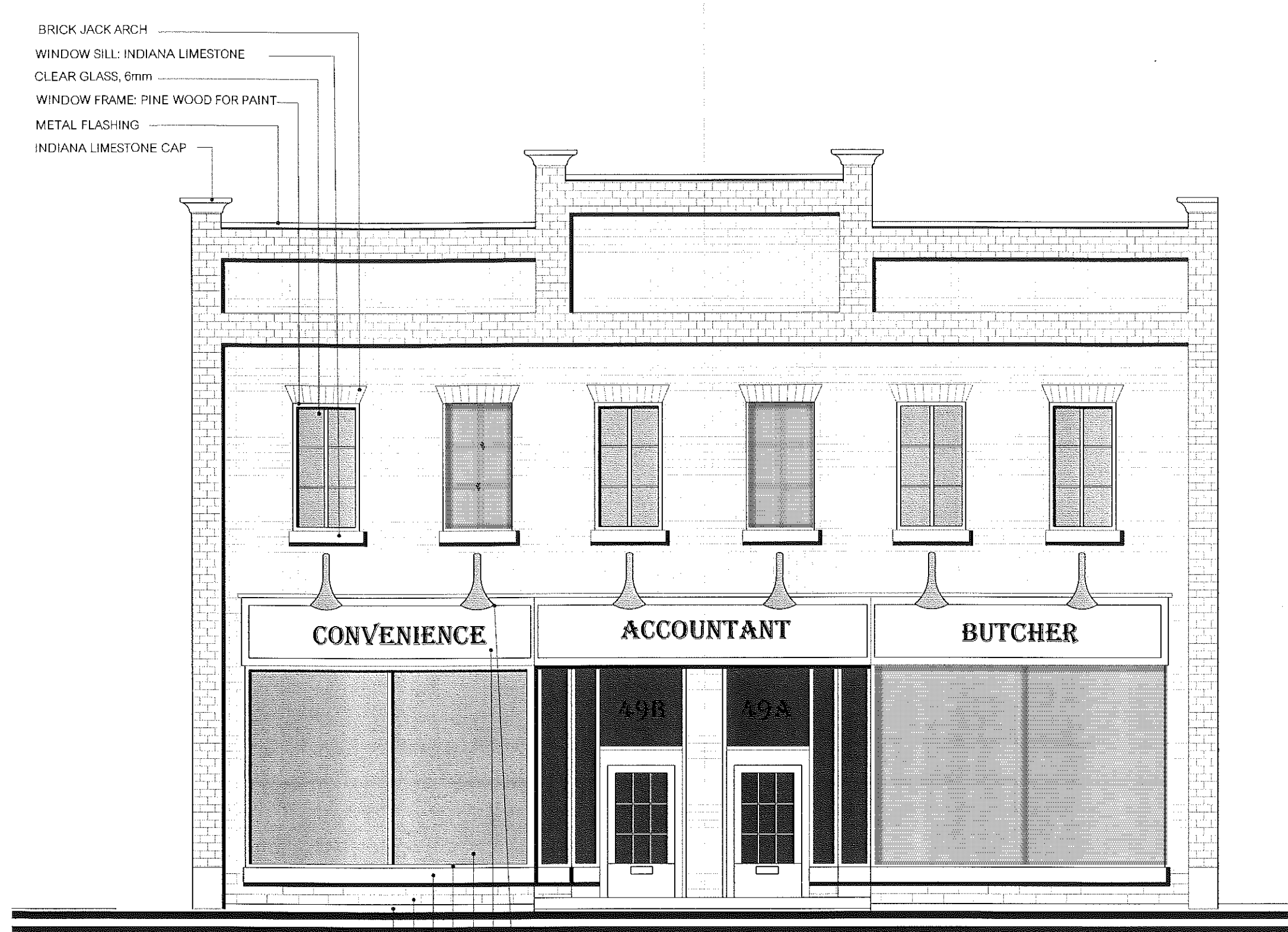


47 QUEEN ST S  
(ORANGE HALL)



49 QUEEN ST S  
PROPOSED PROJECT

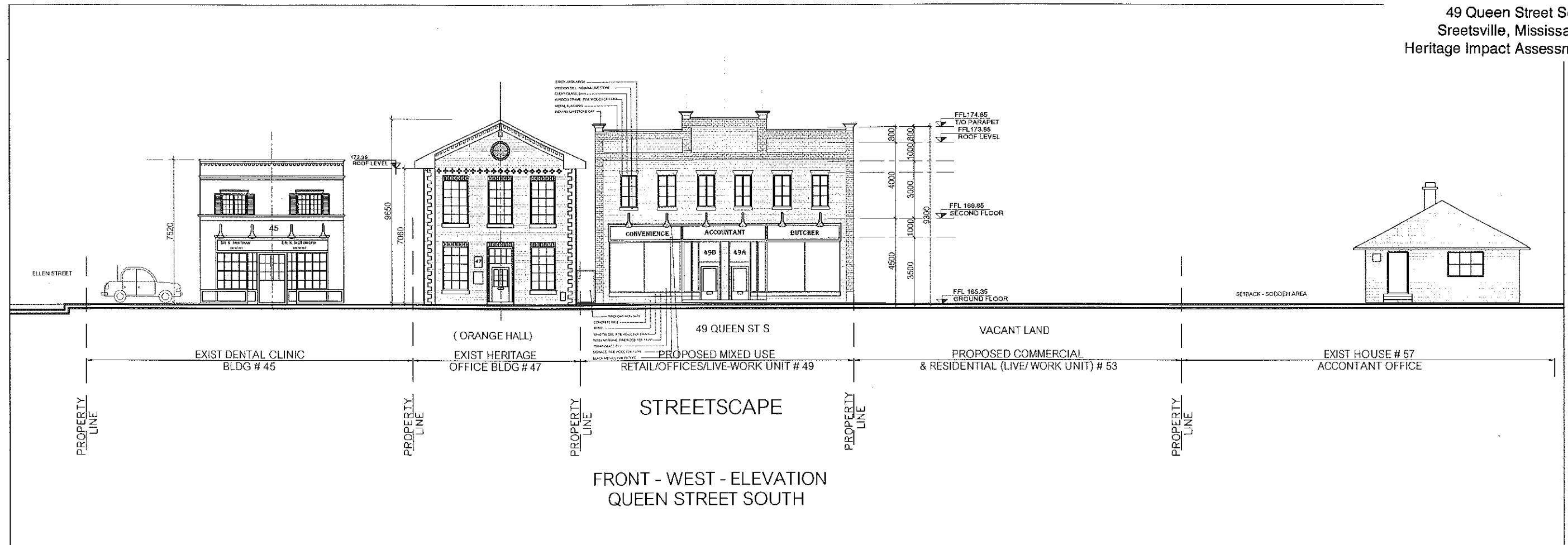




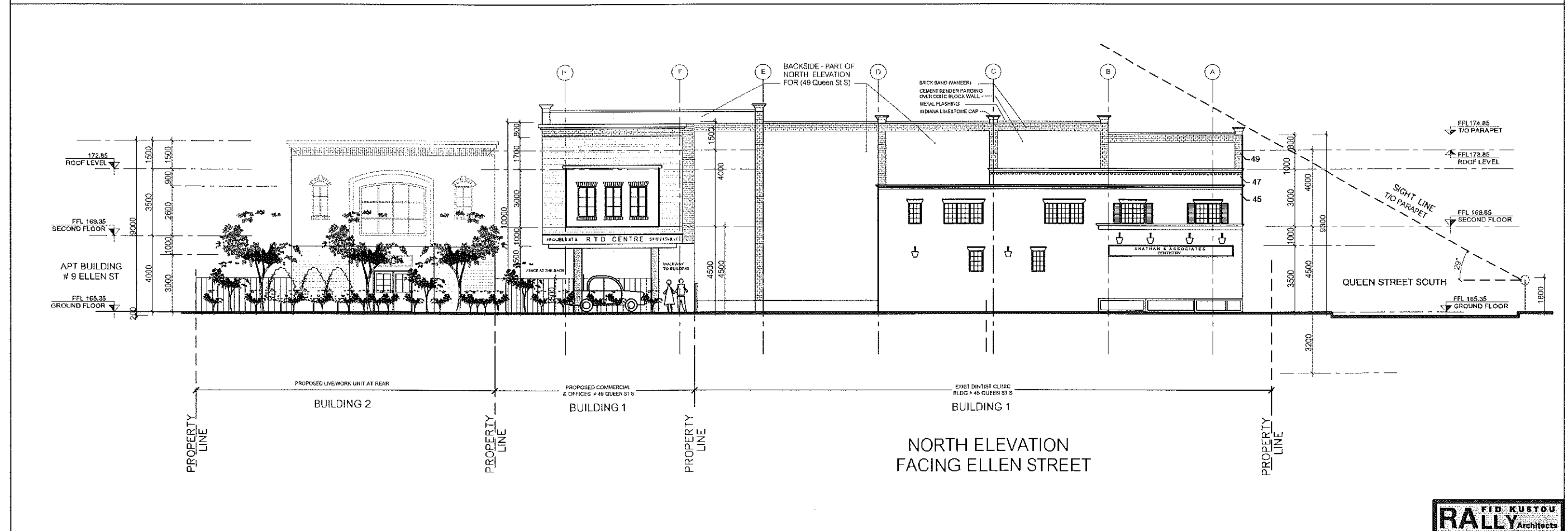
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WINDOW SILL: INDIANA LIMESTONE  
CLEAR GLASS, 6mm  
WINDOW FRAME: PINE WOOD FOR PAINT  
METAL FLASHING  
INDIANA LIMESTONE CAP

WROUGHT IRON GATE  
CONCRETE BASE  
BRICK  
WINDOW SILL: PINE WOOD FOR PAINT  
WINDOW FRAME: PINE WOOD FOR PAINT  
CLEAR GLASS, 6mm  
SIGNAGE: PINE WOOD FOR PAINT  
BLACK METAL LIGHT FIXTURE

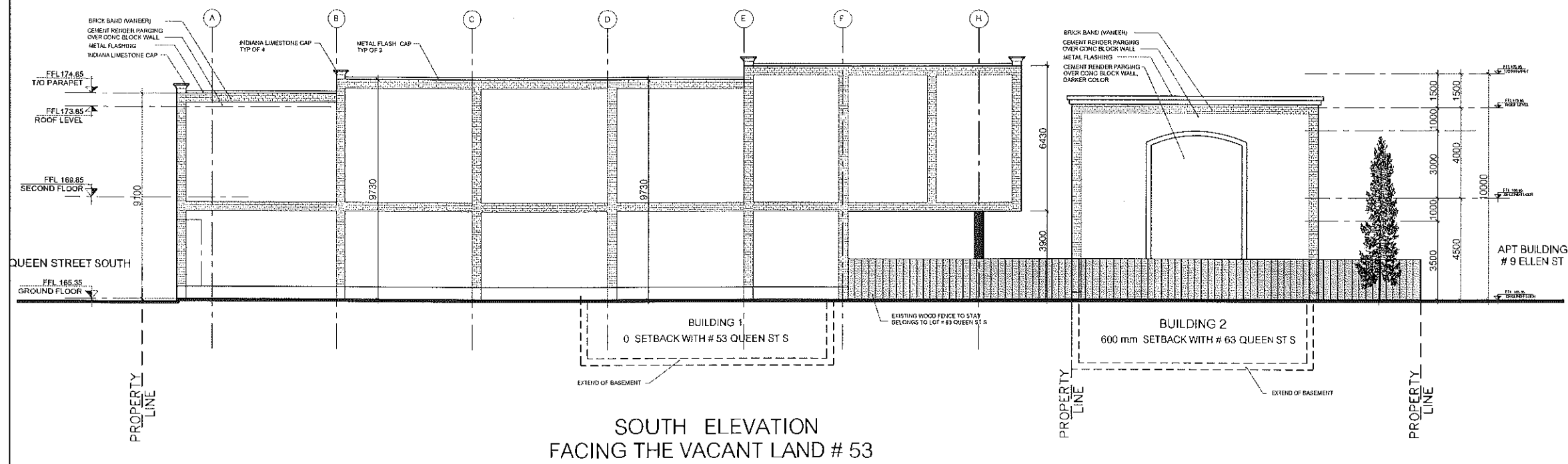
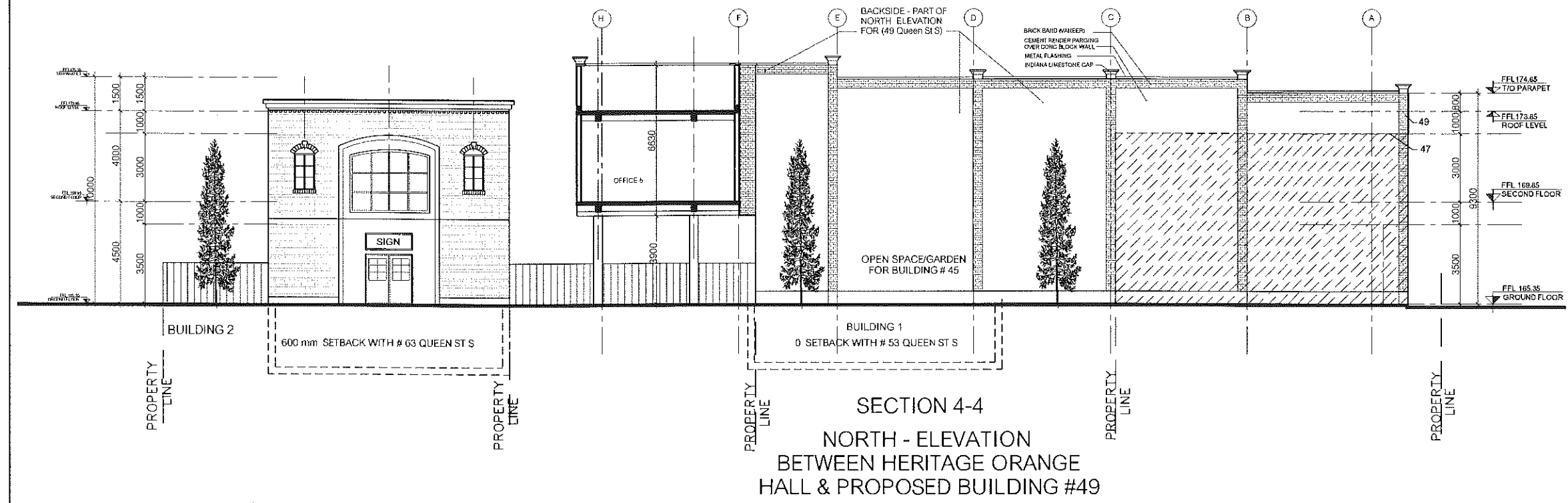
49 QUEEN ST S  
PROPOSED PROJECT



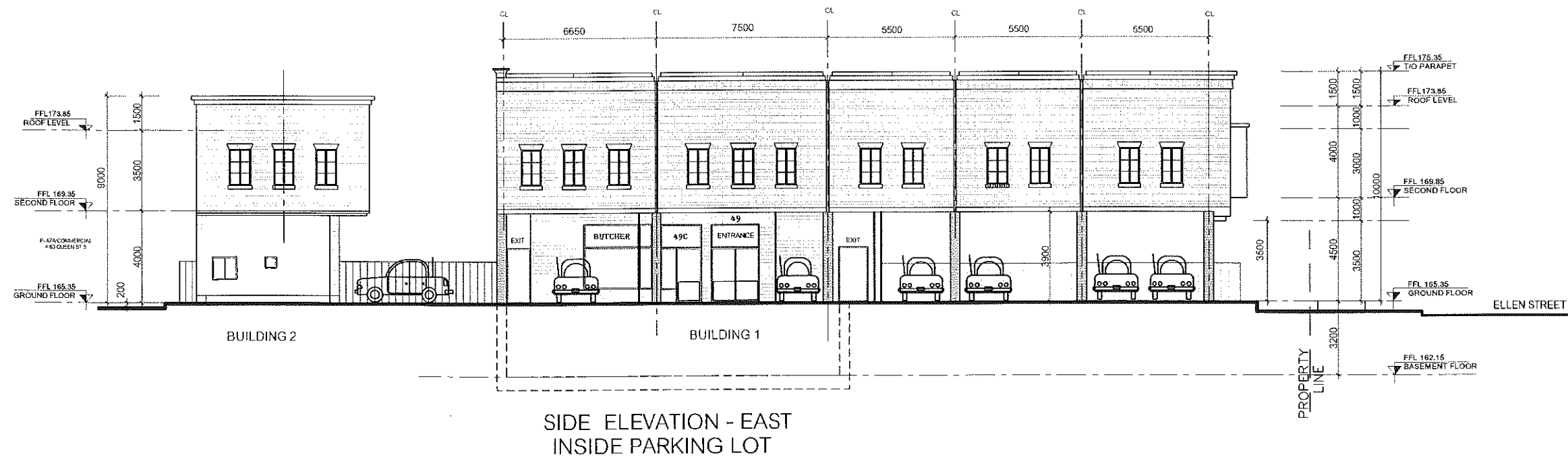
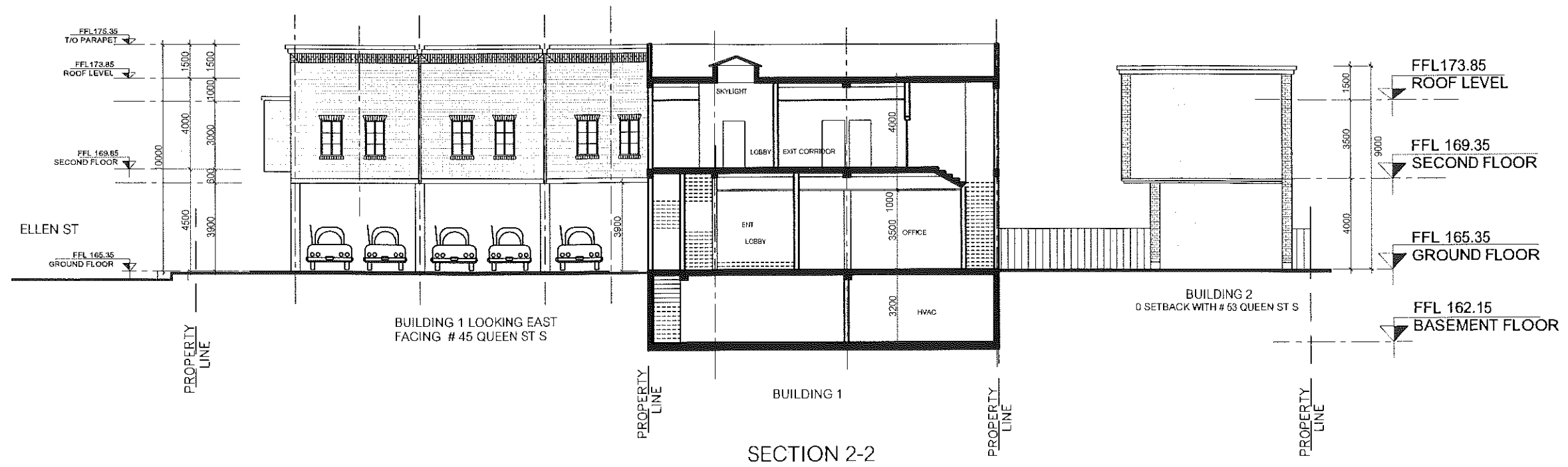
FRONT - WEST - ELEVATION  
 QUEEN STREET SOUTH



NORTH ELEVATION  
 FACING ELLEN STREET







## **7.0 Comments on the Proposed Mixed Use Two - Storey Development's Impact on Orange Hall: the Adjacent Heritage Building**

### **General Description of the Proposed Development**

The proposed building has three retail stores on the first floor, two accessed from Queen Street South and one accessed from Ellen Street. Also accessed from Ellen Street is the entrance Lobby for the offices that are located on the second floor. This building is L shaped, with a two - storey block on Queen Street South and a leg of the L at the rear which has a second storey on columns with car parking underneath (on grade). To the east of this building (at the rear of 49 Queen Street South) is also ca parking. The car parking is accessed from Ellen Street, by a right - of - way at the north - east corner of the site.

At the south - east corner of the property there is a small building, that has an office which belongs to the residential apartment above, and garbage facility on the first floor. This building is also accessed off Ellen Street. It is a private live/work building for the owner.

### **Building Height and Massing**

The facade on Queen Street South indicates the height of the parapet on the proposed building is approximately at the mid point of the gable roof of the adjacent Orange Hall. The higher center panel is level with the ridge of the Heritage Building and emphasizes the vertical in the proposed building, which is compatible with the vertical expression in Orange Hall. Both buildings are two - storey.

The C4 Zoning By-Law allows a maximum height of 12.5 m. - 3 storeys (6.2.1 (11.1) - 0308-2011) for a flat roof and 16.0 m. - 3 storeys for a sloped roof. The proposed building height is 9.15 m. to the low parapet, and 9.7 m. to the highest parapet, which is equal to the roof ridge of Orange Hall. The proposed building height is less than the allowable height.

There is an adjacent vacant lot to the south of the proposed building that has the same C4 Zoning with a maximum building height of 12.5 m. for a flat roof or 16 m. for a sloped roof, and any new development would likely take advantage of this allowable height. If so, the proposed elevation for the new development at 49 Queen Street South would make a transition between the Heritage Building and the expected height of a new building to the south.

The facade of the proposed building is articulated into two shop fronts, and has brick banding to show that it is divided into smaller units, thus breaking up the visual massing.

The height of the proposed building and the modulated front façade reduces the scale of the new building to keep the scale and massing compatible with the Heritage Building.

### **Style and Materials**

The function of the proposed buildings is mixed use (retail, offices and residential). The building takes its form from the design of the typical Ontario shops / residential buildings in the Streetsville Downtown Core. The shops on the first floor are highly visible having a high level of transparency of over 60% clear glass, to encourage an interaction between the pedestrians and the shops. The brick facade on the second floor, with large windows, makes the second floor function more anonymous. This is most appropriate on the main street of Streetsville. Many of the downtown buildings in Streetsville have parapet walls, as does this one. Its function in the proposed building is to mask the mechanical equipment on the roof.

As in the Classical Revival Orange Hall, the proposed building has a symmetrical facade with a central entry.

The new design makes reference to the Heritage Building by acknowledging the contrasting brick edges but does not emulate the quoins. There is a predominance of red brick buildings in the downtown core. Orange Hall is red brick with buff details. Red brick is used in the new project, but is not accented in buff so as to not detract from Orange Hall.

The framing around the two proposed first floor shop fronts is wood, as it allows more opportunity for interesting detailing and the freedom to select colours.

### **Rhythm and Proportion**

The proposed building is not part of a cluster of shops as it would be if it were farther to the south. The most influential building to the proposed project is Orange Hall, and both buildings have two quite different functions. However, the proposed building respects the pattern of façade divisions of Orange Hall by ensuring that the horizontal and vertical architectural orders are aligned with the Heritage Building, namely the top of the first floor windows, the signage panel with the space between the first and second floor windows, the top of the second floor windows, and the lower band, which marks the roof, with the eaves (approximately) as well as the repetition of the windows.

The proportions not the size of the window openings in the proposed building are the same as the Heritage Building but have casement windows to emphasize the vertical rather than the original double hung windows of Orange Hall. The brick corner piers and relatively tall windows emphasize the vertical. The focus on the center of the building with the central entry and centre focus of the parapet reflects the same focus as in Orange Hall. The rhythm and proportion of the proposed building compliment and reinforce the Heritage Building but does not copy it.

### **Fenestration and Entrances**

The windows in Orange Hall are extremely large relative to the size of the front facade. The high proportion of windows to brickwork makes this a rather unique building. There was no attempt to emulate this design - feature as it would have detracted from the unique character of Orange Hall. However, as noted above, the windows in the proposed building are of the same proportion as the Heritage Building.

The original entrance doorway in Orange Hall with transom was extremely generous for the size of the building. The proposed building also has a generous entry, but does not have the grandeur of Orange Hall, which is more in keeping with the function of a store.

### **Colour**

It is early to select the colour or colours that would be appropriate for the trim on the proposed building. The type of shop may have some influence on the colour selection. Whatever the colour, it should be consistent for the whole building. Possible trim paint colours might be charcoal grey, black, off white, or a medium grey. Samples should be provided for approval at a later date.

### **Rear and Side Elevations**

The north side of 49 Queen Street South is set close to the Heritage Building and very little of this elevation can be seen. It has been proposed that the brick pier return on the north elevation and the balance of the elevation would be stucco. At the present time there is no building to the south, but a building is planned for this area that would be close to the property line. It is proposed that this elevation would be stucco as it would have very limited viewing. The rear of the building and the L section are finished with two materials, brick and stucco.

### **Building Set Backs**

It is proposed that the building setback on Queen Street South would be the same as Orange Hall. This would seem to be the most appropriate setback, as it will not detract from the Heritage Building and would give a uniform setback for the street.

The proposed setback on Ellen Street for the main building would align with the side setback of the 45 Queen Street South, which is on the corner of Ellen Street and Queen Street South. This too seems to be appropriate as it gives a uniform street facade.

The proposed small building at the south - east corner of the lot is set to the rear of the car parking, rather like an out building or a service building. Although, it is the usual practice to bring this building up close to Ellen Street to shield the parking from the street, in this case, the function of the building, office / residential (live/work unit) in the rear, lends the car parking lot some security, as it is occupied both in the day and the night. The screening of the parking lot can be accomplished by landscaping which is not too high nor too dense, which would make the first block on Ellen Street more cohesive than if the small building was at the street. The location of the proposed building at the rear of the lot has no impact on the Heritage Building

### **Car Parking**

Parking off Ellen Street behind 49 Queen Street South is most appropriate and complies with the recommendation in the Guidelines. In this location it has no impact on Orange Hall.

### **Awnings**

There are no awnings proposed on the west elevation. The sidewalk is not wide in this area and a projecting awning on 49 might obscure part of the façade of Orange Hall, therefore no awning is desirable in this location.

### **Signs**

A traditional wood sign is proposed that runs over the top of the shop fronts, and is illuminated by lights from above. This is the signage that is favoured in the Streetsville Downtown Core and is in keeping with the design of the building. This will be compatible with Orange Hall.

### **Landscape**

At this time no landscape plan was provided.

## **8.0 Recommendations & Conclusion**

The following recommendations are made with respect to the proposed building drawings in Sections 6.0 and also comments in Section 7.0.

### **Recommendations**

- At a later date a materials and colour schedule, as well as samples of the exterior materials should be submitted for review and approval.
- Detail drawings for the significant area, such as shop facades, windows, trim & sills, front entry doorway, sign, cornices, brick piers, should be provided for review and approval.

### **Conclusion**

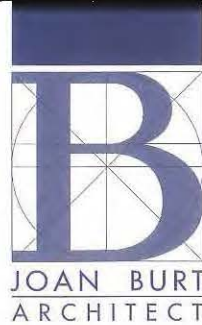
The proposed building at 49 Queen Street South will not have a negative impact on the adjacent Heritage Building, (Orange Hall), and the protected Heritage Property will be conserved. The proposed building will also be compatible with the Design Guidelines for Historic Streetsville.

From the heritage point of view, the location of parking facing Ellen Street, with suitable landscape screening, will have no impact on the Heritage Building (Orange Hall). This landscaped area will make a welcome transition from the parking which is along the Ellen Street side of the dentist office, to the parking for the semi detached triplexes at 9 & 11 Ellen Street.

The location of the small live/work building at the south - east corner of the site, will have no impact on the Heritage Building (Orange Hall),

## Sources

- The Ontario Heritage Act
- The Ontario Provincial Policy Statement
- City of Mississauga Cultural Landscape Inventory
- Design Guidelines Historic Streetsville
- Mississauga Inventory of Heritage Buildings
- Linda Clark  
Title Searcher
- Standards and Guidelines for the  
Conservation of Historic Places in Canada
- The Ancestral Roof  
Domestic Architecture in Upper Canada  
By Marion MacRae & Anthony Adamson
- Well - Preserved  
The Ontario Heritage Foundations Manual  
of Principles and Practice  
for Architectural Conservation  
Mark Fram
- Architectural Graphic Standards 1932 Edition  
Ramsey / Sleeper



## Joan Burt Architect

### Qualifications

Joan Burt is an architect and a member of the Ontario Association of Architects License # 1466, and The Canadian Association of Heritage Professionals

### Firm's History

The firm of Joan Burt Architect was established in 1958. The firm specializes in a combination of residential, commercial, and heritage work. This includes restoration, renovations and additions, new construction, architectural interiors, as well as planning & development.

Joan Burt Architect has received the following awards and recognition:

- Beautify Toronto Award for work to buildings on Berkeley Street between King and Adelaide including the Klaus Neinkamper Building which was featured in a *Canadian Interiors* publication (City of Toronto Designated List)
- Niagara-on-the-Lake Historical Society recognition for dismantling, relocating and reconstructing an 1840 Port Hope house to 115 Ricardo Street, Niagara-on-the-Lake.
- Plaques for Heritage Buildings, Toronto Historical Board, City of Toronto Sesquicentennial, including Belmont Street, No.'s 4, 14, 16, 18, 20; Alpha Avenue No.'s 4, 9, 11, 13; Beaconsfield Avenue, No.57
- Credited with having started the revitalization of Cabbagetown at a time when the City of Toronto was planning major demolition in the area.

### Project Experience

Joan Burt, principal of the firm, graduated from the University of Toronto School of Architecture, in 1956. At that time the curriculum had a strong basis in a traditional architectural approach. As well as contemporary design there was a strong emphasis on architectural history, and structural design.

From the beginning, the focus of her practice has been the restoration of downtown Toronto districts and buildings. Experience was acquired by locating architecturally significant buildings to restore and renovate, matching a client to the building, performing architectural services that included both exterior facade and the interior spaces and assisting with the marketing of the project.



The firm of Joan Burt Architect has revitalized architecturally significant building areas in Toronto that include: Belmont Street, Cabbagetown, King and Berkeley, King and Jarvis, King and Wilkins, the Beaches and outside of Toronto in Niagara-on-the-Lake, St. Anns and Collingwood, as well as The Dundalk Community Improvement Plan

Joan Burt has 20 years experience as Chair of the Department of Design at the Ontario College of Art. She was the founder of a multi-disciplinary Department of Design that included Environmental Design (Interior Design), Ceramics, Textiles (woven and printed), and Glass. The curriculum that she developed had a strong basis in History of Design and the Decorative Arts.

Because of our interest in interior design and the decorative arts, the firm has also focuses on interior architecture (interior design) for our own architectural client projects, independent client projects, as well as consultant to other architects.

### **Architectural Specialization**

Joan Burt Architect heritage projects provide for contemporary life while retaining the historical architecture of the building. The projects range from small restorations to large Toronto developments. The scope of these projects include all aspects of heritage work including restoration, dismantling heritage buildings and reconstruction, to the restoration of the exterior and interior, as well as making alterations and/or additions to accommodate new living patterns within heritage buildings.

The nature of projects undertaken by our firm requires a major design component and a highly specialized hands-on approach. Consultants are retained as required, such as: architectural historians, structural engineers, landscape architects, and mechanical and electrical engineers, all who have experience with heritage work.

The skills available include: Heritage Impact Statements, historical research and detailing, technical detailing, specification writing, photography, model making, and architectural rendering. The firm has a strong liaison with traditional craftsmen in both architecture and the decorative arts.

### **Contact Information**

Joan Burt, B. Arch, OAA, CAHP  
Joan Burt Architect  
310 Delaware Avenue  
Toronto, Ontario, M5H 2T8  
Telephone: (416) 533-0072  
Email [joanburtarchitect@rogers.com](mailto:joanburtarchitect@rogers.com)



# Corporate Report

Clerk's Files

Originator's  
Files

---

**DATE:** May 21, 2014

**TO:** Chair and Members of the Heritage Advisory Committee  
Meeting Date: June 17, 2014

**FROM:** Paul A. Mitcham, P. Eng, MBA  
Commissioner of Community Services

**SUBJECT:** **Request to Alter a Heritage Designated Property**  
**Old Port Credit Village Heritage Conservation District**  
**41 Bay Street**  
**(Ward 1)**

---

**RECOMMENDATION:** That the request to alter the property at 41 Bay Street, as described in the Corporate Report dated May 21, 2014 from the Commissioner of Community Services, be approved.

**BACKGROUND:** According to the Old Port Credit Heritage Conservation District Plan, the subject property dates to the early 1850s and was constructed by Alexander and Elizabeth McGregor, the original Crown Grantees. The house underwent major remodelling and expansion in 1900. Thus, it is Heritage Planning staff's opinion that the structure's current Gothic Revival appearance suggests the end of the nineteenth century with its size, shape, and form. The subject property is classified as a Building of Historical Interest in the HCD Plan based on its architectural merits.

The current property owners have applied for a Heritage Property Grant. The property owners are proposing to make the following alterations to the structure:

- replace the deck footings to correct crookedness caused by the

- sunken foundation;
- replace the existing handrails and raise them to 36 inches to meet the current Ontario Building Code regulations;
- install new square-cut columns and railings;
- replace the circa 1970s aluminum siding with Maibec wood siding on one wall of house;
- remove the existing strapping, insulation and siding and install Tyvek weather-proofing and strapping to original wood cladding and ridged Styrofoam insulation between strapping and
- remove two vinyl windows and replace them with new double-hung wood windows of same size.

**COMMENTS:**

In reviewing this Grant application, it has been determined that a Heritage Property Permit is also required because the subject property is classified as a Building of Historical Interest.

Section 2.2.2 c of the Old Port Credit HCD Plan states that property owners should “make alterations or additions to any building of historic interest in keeping with the architectural character of the building”. Section 2.2.2.8, the HCD Plan also states: “When repairing, altering, adding to or restoring buildings of historic interest, property owners will have regard for:

- a. the building’s historic materials and distinctive features;
- b. the building’s history as documented in the district Building Inventory, fire insurance and other plans, historic photographs and other historical sources and as revealed on the building itself;
- c. the building’s structural support and its physical condition; and,
- d. the plan’s guiding principles for the conservation of buildings of historic interest (Section 4.0).

It is Heritage Planning staff’s opinion that the alterations proposed for the subject property conform to the HCD Plan and represents appropriate applications of conservation planning models.

**FINANCIAL IMPACT:** There is no financial impact.

**CONCLUSION:** The property owners of 41 Bay Street have requested permission to alter a structure located within the Old Port Credit HCD. Heritage Planning staff recommend the owner's request for alteration be approved.

**ATTACHMENTS:** Appendix 1: Images of Building  
Appendix 2: Product information



---

Paul A. Mitcham, P. Eng, MBA  
Commissioner of Community Services

*Prepared By: Laura Waldie, A/Senior Heritage Coordinator-  
Planning*



Photo 1: Undated  
Source: Ida Bradley Scrapbook



Photo 2: April 2014



Photo 2: April 2014

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- Use shingles in dormers and gables. They will instantly bring out the richness of the surrounding siding.
- Think mouldings for a truly flawless finish. These small details make a huge impact.

#### **COORDINATE COLOURS**

- The choices are virtually endless, so let your own personal taste guide the way!
- Combine solid and natural looking stains to draw the eye to your home's best features.
- For a professionally-designed look, stick to tried-and-true combinations of complementary and contrasting shades.

For more great ideas, visit the MAIBEC INSPIRATIONS section at [www.maibec.com](http://www.maibec.com).





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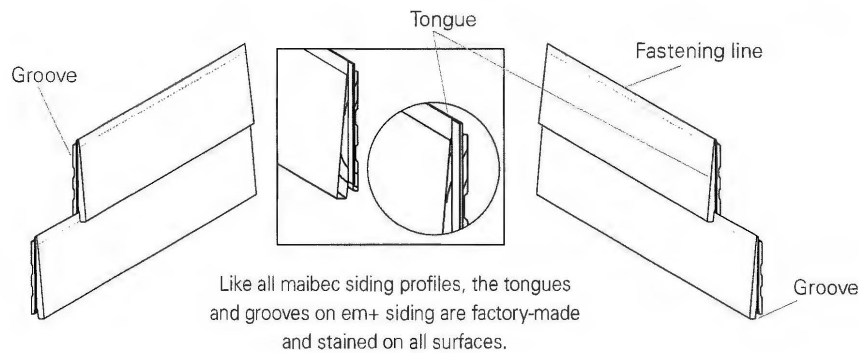
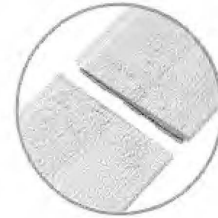
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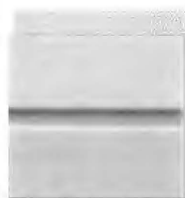
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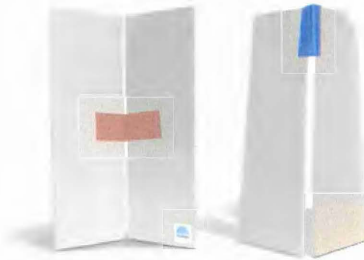
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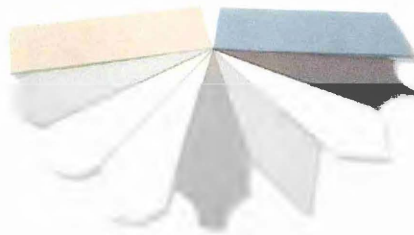
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| 3. 1" fascia<br>1" x 3" 1" x 4" 1" x 5"<br>1" x 6" 1" x 7" 1" x 8"<br>1" x 9" 1" x 10" 1" x 12**           | 6. Window drip mould<br>2" x 3"* |
|                                                                                                            | 7. Universal corner<br>2" x 4**  |
|                                                                                                            | 8. Victorian<br>2" x 3**         |

\* These mouldings are not available in natural tones. However, they are available in the equivalent solid colours.



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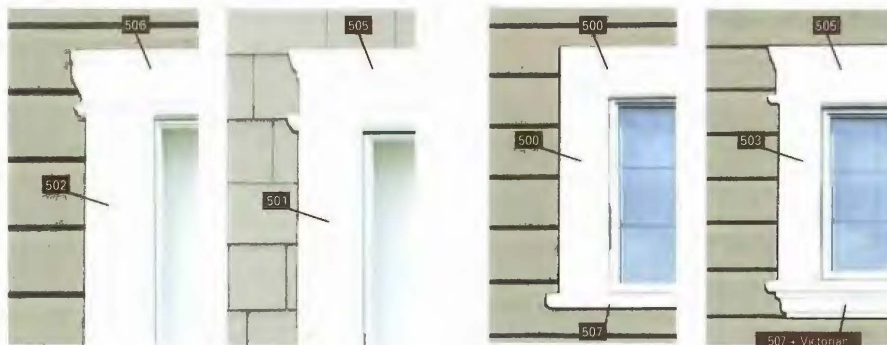
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- |                                       |                                 |
|---------------------------------------|---------------------------------|
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| 3. Flat casing 500<br>2" x 4"         | 7. Flat pediment 505<br>2" x 6" |
| 4. Fluted casing 501<br>2" x 5"       | 8. Window sill 507<br>2" x 4"   |

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Architectural mouldings are not available in natural tones. However, they are available in the equivalent solid colours.

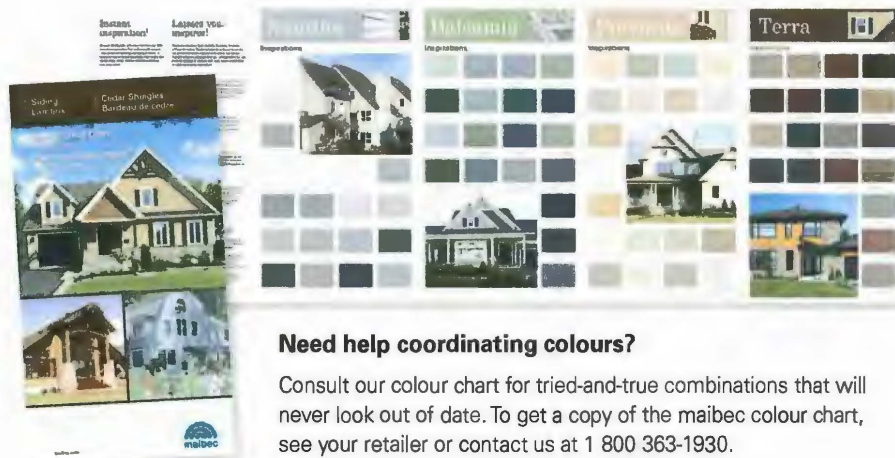
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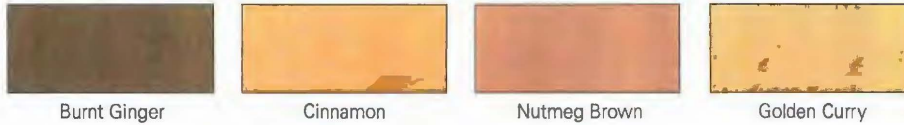
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| Regular mouldings       | ✓                   | ✓                                                                              | ✓                    | Natural tones*                 |
| Architectural mouldings | ✓                   |                                                                                | ✓                    |                                |

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# Corporate Report

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**DATE:** May 21, 2014

**TO:** Chair and Members of the Heritage Advisory Committee  
Meeting Date: June 17, 2014

**FROM:** Paul A. Mitcham, P. Eng., MBA  
Commissioner of Community Services

**SUBJECT:** **Request to Demolish a Heritage Listed Property Within a Cultural  
Landscape  
3031 Churchill Avenue  
(Ward 5)**

---

**RECOMMENDATION:** That the property at 3031 Churchill Avenue, which is listed on the City's Heritage Register as part of the War Time Housing Cultural Landscape in Malton, is not worthy of heritage designation, and consequently, that the owner's request to demolish the structure be approved and the appropriate City officials be authorized and directed to take the necessary action to give effect thereto, as described in the Corporate Report dated May 21, 2014 from the Commissioner of Community Services.

**BACKGROUND:** The property owner has applied to Heritage Planning to demolish the existing structure and build a two storey replacement structure. The subject property was Listed on the City's Heritage Register in 2005 as part of the Malton War Time Housing Cultural Landscape. This cultural landscape is noted for the consistent scale of built features; the direct association with an important person or event and the important phase in Mississauga's social or physical development.

The original Crown Grantee for Lot 11, Concession 7 was King's College (presently University of Toronto), which received a two-

hundred (200) acre parcel in 1808. One hundred (100) acres of the original 200 acre parcel was sold to Alexander McDonald in 1842, remaining in the McDonald family until 1890 when Thomas Codlin purchased 95 acres of the west half of Lot 11. Codlin retained ownership of most of this parcel until 1942 when Wartime Housing Corporation (WHC) acquired the property. The WHC designed several inexpensive, homes to accommodate the flood of wartime aircraft workers and their families to the Malton area. After the war ended, these homes were then sold to the workers for between \$2,500 and \$4,500. The subject property is the H22 design and is a modest, rectangular 24' x 28' floor plan. The H22 is one of four basic designs built by WHC between 1942 and 1945.

This planned subdivision is located opposite the northeast corner of Pearson International Airport. The neighbourhood is close to where the original Malton Terminal was located and remains close to the present airplane manufacturing and service industry. Although some of the original houses have been altered many still retain characteristics typical of the period.

**COMMENTS:**

Section 27. (3) of the *Ontario Heritage Act* states that structures or buildings on property listed on the City's Heritage Register cannot be demolished without 60 days' notice to Council. This allows Council time to review the property's cultural heritage value and to determine if the property merits designation, as set out under Regulation 9/06 of the *Ontario Heritage Act*. In order to merit designation, one of the three following criteria must be satisfied:

1. The property has design value or physical value;
2. The property has historical value or associative value;
3. The property has contextual value.

Furthermore, Section 27. (5) of the *Ontario Heritage Act* states that Council may require the applicant to submit plans in support of a demolition application for a property included on the city's Heritage Register. Plans for the replacement dwelling have been included in the submitted Heritage Impact Statement from Gillespie Heritage Consulting (Appendix 1). This area of Mississauga is not subject to Site Plan Control. It is Heritage Planning staff's opinion that the proposed new build is consistent with new development in the area. The new design does not detract from the heritage attributes of the Cultural Landscape as identified in the Historical Association section



of L-RES-5 of the Cultural Landscapes Database.

The author of the Heritage Impact Statement concludes the house at 3031 Churchill Avenue is not worthy of heritage designation under Regulation 9/06 of the *Ontario Heritage Act* based on its individual architectural, historical significance or contextual value. Heritage Planning staff have reviewed the Heritage Impact Statement, and have no concerns with this opinion.

**FINANCIAL IMPACT:** There is no financial impact.

**CONCLUSION:** The property owner of 3031 Churchill Avenue has requested permission to demolish a structure on a property listed within a Cultural Landscape on the City's Heritage Register. The subject property comprises one of many homes built in the Victory Housing style and does not hold any particular historical, architectural or contextual interest which would warrant heritage designation under Part IV of the *Ontario Heritage Act*. As such, the request for demolition should be recommended for approval.

**ATTACHMENTS:** Appendix 1: Heritage Impact Statement by Ann Gillespie



---

Paul A. Mitcham, P. Eng., MBA  
Commissioner of Community Services

*Prepared by: Laura Waldie, A/Senior Heritage Coordinator*

# Heritage Impact Statement

3031 Churchill Avenue

*Malton Victory Village Cultural Landscape*  
City of Mississauga

16 May 2014



Revised Facade Elevation A - 5

**Gillespie Heritage Consulting**

2 Mayfair Court, Dundas, ON L9H 3P2 905 627 8607

## CONTENTS

|     |                                                                                 |    |
|-----|---------------------------------------------------------------------------------|----|
| 1   | INTRODUCTION.....                                                               | 1  |
| 1.1 | Intent of Heritage Impact Statement for 3031 Churchill Avenue.....              | 1  |
| 1.2 | Background on the Malton Victory Village Cultural Landscape.....                | 2  |
| 2   | HISTORICAL AND ARCHITECTURAL BACKGROUND.....                                    | 2  |
| 2.1 | Malton, its Airport and Related Industries .....                                | 2  |
| 2.2 | Wartime Housing in Canada.....                                                  | 4  |
| 2.3 | Wartime Housing Ltd. Land Acquisition and Victory Village.....                  | 8  |
| 2.4 | Victory Village since WWII .....                                                | 9  |
| 3   | 3031 CHURCHILL AVENUE: SETTING AND SITE DESCRIPTION .....                       | 11 |
| 3.1 | Present Setting and Cultural Background .....                                   | 11 |
| 3.2 | Site Description .....                                                          | 12 |
| 4   | 3031 CHURCHILL AVENUE: HISTORY, ARCHITECTURE, AND CULTURAL HERITAGE VALUE ..... | 12 |
| 4.1 | Chain of Ownership and Building History .....                                   | 12 |
| 4.2 | Historical Associations.....                                                    | 13 |
| 4.3 | Cultural Heritage Value .....                                                   | 15 |
| 5   | PROPOSED NEW RESIDENCE.....                                                     | 17 |
| 5.1 | Replacement Dwellings in the Malton Victory Village Cultural Landscape .....    | 17 |
| 5.2 | Description of Proposed New Residence and Landscaping.....                      | 17 |
| 5.3 | Design Evaluation.....                                                          | 18 |
| 6   | CONCLUSIONS AND RECOMMENDATIONS.....                                            | 21 |
| 6.1 | Existing Dwelling .....                                                         | 21 |
| 6.2 | Proposed New Residence and Landscaping.....                                     | 21 |
| 6.3 | General.....                                                                    | 21 |
| 7   | SOURCES, CONTACTS, SITE VISITS AND QUALIFICATIONS.....                          | 24 |
| 7.1 | Sources .....                                                                   | 24 |

|     |                                     |    |
|-----|-------------------------------------|----|
| 7.2 | Contacts.....                       | 25 |
| 7.3 | Site Visits .....                   | 25 |
| 7.4 | Qualifications of the Author.....   | 25 |
| 8   | ILLUSTRATIONS .....                 | 27 |
| 9   | SITE VISIT PHOTOGRAPHS.....         | 56 |
| 9.1 | Setting .....                       | 56 |
| 9.2 | Subject Property – Exterior .....   | 64 |
| 9.3 | Subject Property – Interior.....    | 70 |
|     | APPENDIX A: Chain of Ownership..... | 79 |

# 1 INTRODUCTION

## 1.1 Intent of Heritage Impact Statement for 3031 Churchill Avenue

Figure 1; Figure 2; Cover illustration

The property at 3031 Churchill Avenue was purchased by Jagjit Singh Arora and Balwinder Singh Hans in May 2012 but was recently sold to a local realtor, Tirth Singh (closing date: 14 May 2014). It is situated in a planned wartime subdivision located in the community of Malton in the north-east corner of the City of Mississauga. The lot is occupied by a small wartime bungalow which is currently rented. The new owner's intent is to demolish the existing dwelling and replace it with a larger two-storey residence, similar to the one already built at 7157 Lancaster Avenue and also designed by architect Desmond Roychaudhuri.<sup>1</sup>

The property is located in an area identified as a significant "cultural landscape" (residential category) in the *Cultural Landscape Inventory for the City of Mississauga*. In this report, the area is referred to as War Time Housing (Malton) in the Residential Landscape category, which includes 13 residential areas.<sup>2</sup> It is also referred to as the Malton Victory Housing Cultural Landscape but the term preferred by the author of this report and used henceforth is the *Malton Victory Village Cultural Landscape*, given that the entire planned subdivision known as Victory Village comprises the cultural landscape. All properties located within its boundaries (similarly to other cultural landscapes throughout Mississauga) have subsequently been added to the City's Heritage Register. Accordingly, Heritage Planning staff requires that a Heritage Impact Statement be prepared by a qualified heritage consultant for the substantial alteration/enlargement of an existing dwelling or its total replacement.<sup>3</sup>

This Heritage Impact Statement adheres to the *Cultural Landscape Heritage Impact Statement Terms of Reference* prepared by the Community Services Department of the City of Mississauga in June 2012. Its completion and acceptance by Heritage Planning staff, the Heritage Advisory Committee and City Council is a condition of obtaining a Demolition and Building Permit. In contrast to other residential cultural landscapes, such as Mineola West and Lorne Park, this

---

<sup>1</sup> The author of this report completed a Heritage Impact Statement for 7157 Lancaster Avenue in May 2011.

<sup>2</sup> Landplan Collaborative Ltd., *Cultural Landscape Inventory* (January 2005); available on the CM website: [www5.mississauga.ca/pdfs/Cultural\\_Landscape\\_Inventory\\_Jan05.pdf](http://www5.mississauga.ca/pdfs/Cultural_Landscape_Inventory_Jan05.pdf) > L-RES-5 War Time Housing (Malton). All properties located in one of the approximately 60 *cultural landscapes* are listed on the City's Heritage Register regardless of individual architectural / historic interest. Cultural landscapes and features include historic settlements; agricultural, industrial, urban, residential, civic and natural areas; parks; scenic views; scenic roadways; bridges; and wall formations.

<sup>3</sup> Under the provisions of Section 27 (1.2) of the Ontario Heritage Act, "the owner of the property shall not demolish or remove a building or structure on the property or permit the demolition or removal of the building or structure unless the owner gives the council of the municipality at least 60 days notice in writing of the owner's intention to demolish or remove the building or structure or to permit the demolition or removal of the building or structure". In the case of the City of Mississauga, a 60-day delay of demolition is imposed once the Heritage Impact Statement has been approved by Heritage Planning staff, subject to approval by the Heritage Advisory Committee and City Council within this 60-day period.

area is not subject to Site Plan Control. For properties located in designated Site Plan Control areas, Site Plan approval must be obtained before a Building Permit is issued and designs for replacement dwellings are evaluated in accordance with the City's *Design Guidelines and Site Plan Requirements [for] New Dwellings, Replacement Housing and Additions* (April 2007). While these guidelines would be applicable to properties within the Malton Victory Village Cultural Landscape, they cannot technically be enforced through any planning process. Moreover, the Malton District Policies of Mississauga Plan (Section 4.19) provide no policies that specifically address the Malton Victory Village Cultural Landscape.

## 1.2 Background on the Malton Victory Village Cultural Landscape

### Figure 3; Figure 4

The Malton Victory Village Cultural Landscape is located on the east side of Airport Road north of Derry Road. The original subdivision, which became known as "Victory Village", and the present-day cultural landscape with the same boundaries, encompasses all or sections of Victory Crescent, McNaughton Avenue, Churchill Avenue, Merritt Avenue, Etude Drive and Lancaster Avenue. It comprises a fairly homogeneous residential subdivision of wartime and post-war housing consisting largely of 1 to 1 ½ storey frame houses with medium to steep-pitched, side-gabled roofs and central doorways. However, this character has been increasingly threatened by the incremental intrusion of larger two-storey suburban dwellings into the area, which can be discouraged but not prevented without imposing additional planning controls.

As described in the *Cultural Landscape Inventory*, Section L-RES-5:

This planned subdivision is located opposite the north-east corner of Pearson International Airport. The neighbourhood is close to where the original Malton Terminal was located and remains close to the present airplane manufacturing and service industry. Although some of the original houses have been altered with newer porches, dormers, raised basements and garages, many retain characteristics typical of the period with 1 to 1 roof pitches, central front doors, picture windowed living rooms to one side, kitchen and eating areas on the opposite side and bedrooms and bathrooms to the rear. According to local sources, one in four of the houses was moved from Bramalea Road when the airport was expanded in 1950. The relocated houses and lots sold for \$2,500.00 each. The street names in the area, including Churchill Avenue and Victory Crescent, act as reminders that this area was developed during the post-war period [and also the war period as later described]. Its significance lies in the fact that it retains a number of post-war houses which represent some of the first mass produced housing in the GTA.

## 2 HISTORICAL AND ARCHITECTURAL BACKGROUND

### 2.1 Malton, its Airport and Related Industries

#### Figure 5; Figure 6; Figure 7

Malton originated as a small farming community, centred on the north-south boundary between Toronto Gore and Toronto Townships (now Airport Road). Malton was ceded to Toronto Township in 1952, and then incorporated into the Town of Mississauga in 1967, and finally the City of Mississauga in 1974.

One of the earliest and most influential settlers was Richard Halliday, a native of Malton in Yorkshire, England, and blacksmith who arrived in 1819. The village of Malton developed around the “four corners” of what is now the intersection of Derry and Airport roads, and by 1850 the village consisted of a general store, a cobbler’s shop, a small hotel and blacksmith’s shop. The arrival of the Grand Trunk Railway in 1854 provided local farmers with easier access to markets and contributed significantly to the development of Malton as a major grain handling and export centre. Malton was awarded the county seat in 1859, which it held for one year, and was incorporated as a police village in 1914.

In 1937 Malton was chosen as the site for a new international airport for the Trans-Canada Airlines (the precursor of Air Canada). 13 farms south of Derry Road were purchased in 1937-8 by the City of Toronto and farm buildings were levelled for the construction of runways and a terminal building. With the outbreak of WWII, the new airport also became the base for the Commonwealth Air Training Plan where aviation bombing practices were held. In 1938, the National Steel Car Company of Montreal opened an aircraft factory on lands to the east of the airport and south of Derry Road. The factory, which first manufactured the Avro Anson and Westland Lysander, brought hundreds of employees to Malton. In 1941 or 42, the plant was taken over by the federal government as part of the war effort for use as a centre for allied aircraft production and the company was then renamed Victory Aircraft Ltd. With a workforce of 10,000, housing was immediately needed for many of its workers and families. This resulted in the construction of a nearby subdivision to the east of Airport Road and north of the plant, known as Victory Village.

At the end of the war, the assets of Victory Aircraft Ltd. were sold to A.V. Roe Canada Ltd., a subsidiary of the British Hawker Siddely Group, the largest conglomerate of aeronautical manufacturers in the world. In 1949, this company began manufacturing the C-102 “Jetliner”, North America’s first jet passenger plane and CF100 “Canuk” fighter jets for the Royal Canadian Air Force. A.V. Roe is best known for the development of the CF105 Arrow fighter jet, the “Avro Arrow”, which was to have been the most advanced of its kind in the world. By the end of the 1950s an extensive industrial area had developed east of the airport and south of Derry Road, which included A.V. Roe Canada and Orenda Engines Ltd. (originally a division of A.V. Roe but now owned by Magellan Aerospace Corporation). Unfortunately for Malton, the production of this supersonic fighter jet, unveiled in October 1957, was short-lived.<sup>4</sup> Production was abruptly terminated in February 1959 by Prime Minister John Diefenbaker, largely as a cost-saving measure, and the company was sold in the 1960s to the American company, McDonnell-Douglas. This company, in turn, was taken over by Boeing, which demolished most of the original Victory Aircraft buildings between 2003 and 2004. A major expansion of Malton Airport in 1963 resulted in its reopening by Prime Minister Lester B. Pearson in 1964 and its renaming as Lester B. Pearson International Airport.<sup>5</sup>

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<sup>4</sup> Although the Arrows manufactured in Malton were production models rather than prototypes, the Arrow program was terminated before the aircraft entered service with the RCAF.

<sup>5</sup> The research for this section was undertaken for the Heritage Impact Statement for 7157 Lancaster Avenue and re-used in this report: sources included: Kathleen Hicks, *Malton: Farms to Flying*, Part 3, 1900-1950; Heritage

## 2.2 Wartime Housing in Canada

### 2.2.1 History

The first national housing legislation was introduced during the Great Depression, beginning with the Dominion Housing Act of 1935, which provided \$20 million in loans and helped finance 4,900 housing units over 3 years. The Government of Canada continued to be involved in housing during the Second World War. By 1940, a war-related industrial boom had created overcrowded conditions and serious housing shortages, which in turn, disrupted industrial production. In 1940 some defence industries, such as Small Arms Ltd. in Long Branch, responded by constructing temporary housing for employees close to their plants.

On January 1st, 1940, Wartime Housing Ltd. was established as a Crown corporation by the Department of Munitions and Supply to address this crisis. Its mission was to acquire tracts of land in many communities and build non-profit, subsidized rental housing for workers employed in industries supporting the war effort. Between 1941 and 1947, approximately 32,000 rental units (mostly single-family dwellings) were erected across the country to accommodate munitions workers, servicemen's families and, after the war, returning veterans.

In 1944, Wartime Housing Ltd. moved beyond its original strict mandate to providing accommodation for defence-industry workers because of the threat of evictions and homelessness for the families of soldiers fighting overseas. To address this problem, a Veterans' Housing Program was created to provide affordable housing for returning veterans. The National Housing Act of 1946 created Central Mortgage and Housing Corporation (CMHC) and the following year a large proportion of the housing built for Wartime Housing Ltd. was transferred to CMHC.

In 1949 the remaining assets of Wartime Housing Ltd. were taken over by CMHC, which then proceeded to register all wartime and post-war surveys as legal plans of subdivision with the intent of selling off the individual lots and houses. Once a plan of subdivision was registered in the local registry office, lots could be sold to private owners but this occurred gradually over time, depending on the tenants' circumstances. Existing tenants would be offered the first right of purchase but if a tenant turned down the offer, then the lot with house was advertised on the free market. Gradually divested of its initial role as landowner and landlord, CMHC evolved a mandate which now includes the provision of mortgage loan insurance and mortgage-backed securities and the development of housing policy and programs.<sup>6</sup>

### 2.2.2 Character of the Wartime Subdivisions

The wartime subdivisions were originally intended to provide temporary housing, with the federal government pledging to remove them soon after the war. However, it was soon

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Mississauga's website ([www.heritagemisissauga.com/page/Malton](http://www.heritagemisissauga.com/page/Malton)) and other sources cited in that report (footnote 5).

<sup>6</sup> The research for this section was also undertaken for the Heritage Impact Statement for 7157 Lancaster Avenue (with sources cited in footnote 6) and re-used for this report.



realized that these new planned residential neighbourhoods could provide permanent, low-cost housing for working class families as well as communal amenities. The establishment of a tenant relations department encouraged the development of community centres, which served a wide range of civic functions. Typically, they provided space for prenatal clinics, libraries, garden clubs, cooking and sewing classes, first aid courses, supervised children's play, youth organizations, home improvement associations, and community councils.

The uniqueness of wartime housing subdivisions stems not from the style or construction of the individual houses but their *raison d'être*, as a response to the unique housing needs created during WWII and their planned nature based on City Beautiful principles. Characteristic features included interesting street layouts with boulevards, crescents, cul-de-sacs, and curved roadways. Streetscapes were homogenous but not uniform with a mix of house forms based on standard Wartime Housing Ltd. plans for modest 1 and 1 ½ storey dwellings. Roadways were surfaced with gravel, wood board sidewalks and walkways were laid, and trees were planted. These subdivisions typically also included park reserves for outdoor recreational use and community centres, and possibly also an elementary school. The lots were relatively large compared to the size of the houses which combined with the boulevards and park spaces created an overall feeling of spaciousness.

As these wartime subdivisions evolved into their present-day form, alterations and additions were progressively made to the original dwellings, roadways were paved, concrete sidewalks were laid and trees matured. Compared to the barren character of the new subdivisions, today these neighborhoods are often enhanced by an abundance of mature deciduous and coniferous trees on boulevards and in public parks, an asset worthy of preservation for future generations of residents.

### 2.2.3 House Design and Construction

#### Figure 8 to Figure 14

For the first time in Canada, during World War II dwellings were constructed on a large scale using prefabricated components that could be quickly assembled on site by relatively unskilled labourers, thereby adopting the mass-production techniques of wartime industries.<sup>7</sup>

Two sources provide detailed information on the construction of wartime dwellings: "Wartime Housing", a short documentary produced by the National Film Board in 1943 and an article entitled "Wartime Housing and Architectural Change, 1942-1992," published in 1995.<sup>8</sup> The documentary, which promotes the work of Wartime Housing Ltd, provides valuable insight into the standardized, prefabrication techniques employed to expedite construction of urgently

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<sup>7</sup> A general overview of Canadian wartime housing and its significance is provided by John Blumenson, *Ontario Architecture: A Guide to Styles and Building Terms, 1784 to the Present* (Fitzhenry & Whiteside: 1990), Chapter 24: Victory Housing (1940-50), pp. 219-223; and Thomas Wicks, "Wartime Housing", blog posted on the Spacing Toronto website, October 2007: <http://spacingtoronto.ca/2007/12/12/wartime-housing>

<sup>8</sup> "Wartime Housing", National Film Board documentary by Graham McInnes, 1943; available online at [www.nfb.ca/film/wartime\\_housing](http://www.nfb.ca/film/wartime_housing); Annmarie Adams and Pieter Sijpkens, "Wartime Housing and Architectural Change, 1942-1992." (see SOURCES: Section 7.1.2.)

needed housing for industry workers. Blueprints of standard designs were prepared by architects employed by the company and distributed to local contractors. Built house forms represented many variations of two basic models of frame construction: a single storey and a 1 ½ storey: H1 (24' square with a living room, two bedrooms, kitchen and bathroom on one floor); H2 (same plan reversed); H22 (a slightly larger version of H1: 24' x 28') and H12 with same footprint as H22 but with an additional two bedrooms in an attic area beneath the steep-pitched roof. Roofs took the following forms: hipped with a low pitch, side or front gabled with medium or steep pitches, all with very shallow eaves. The different floor plans generated both symmetrical and asymmetrical facades. The 1 ½ storey models had steeply pitched gable roofs with attic space for two additional bedrooms but dormers were omitted as a cost and labour saving measure. Overall both the one and 1 ½ storey designs represent simplified interpretations of the Colonial Revival style, with the 1 ½ storey model often referred to by historians as Cape Cod Colonial. The characteristic multi-paned vertical sash window design chosen for wartime housing was a typical feature of this style.

According to the NFB documentary, teams of specialized tradesmen (carpenters, plumbers, electricians, etc.) worked in an assembly like manner in three shifts, enabling an entire dwelling to be erected in less than 36 hours. However, it is known that there was a problem then as today with “jerry builders”; hence, many wartime subdivision may have been built up to speed but not to the standards expected by Wartime Housing Ltd.

As the dwellings were intended to be temporary and dismantled after the war, the first plans did not include basements, except where necessitated by harsh winter conditions, as was the case in central Canada. **(Figure 11)** As documented in the NFB film, the first site work was the erection of a temporary structure to mill the lumber and prefabricate floor, wall and roof sections, and doors and windows, etc. The first step in the construction of an individual dwelling was to bore holes several feet deep to insert creosoted cedar posts or less commonly concrete posts poured on site. Floor beams (sills) were then attached to the row of levelled posts (two or three rows depending on the depth of the house). A typical floor, wall, ceiling or roof section consisted of framing with a backing of wood planks or possibly plywood. Floor sections with outer boards covered with tar paper were first attached to the sills. Wall sections were then erected nailed to the sills and bolted together. Next the ceiling sections were hoisted up and into place on the wall sections and bolted together and to the wall sections. Finally two triangular sections were erected at each of the two gable ends and then the rectangular sections were raised into place and attached to the gable sections. At this stage, the exterior house framing was complete and work could proceed on the exterior finishes and the installation of window units and doorways. Rolls of tar paper were nailed to the wood sheathing and the outer cladding nailed on. The most common siding materials were clapboard, wood shingles, or composite shingles.<sup>9</sup> Window units comprising a wood frame with a multi-paned vertical sash window were entirely prefabricated in several standard sizes (including painting). It is assumed that, given the extremes of Canadian climate, the wartime

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<sup>9</sup> It is assumed that the term “composite shingles” refers to ones made of asbestos-cement, a mixture of portland cement reinforced with asbestos fibers. It was commonly used as a siding material on wartime and post-war housing for economical and practical reasons.

dwellings were provided with storm windows. Doorway frames were similarly prefabricated and installed without the doors, which were subsequently hinged to the frames. Door designs typically featured panelling with multi-paned glazing in the upper panes. The 1943 NFB documentary also shows that storm doors may also have been provided for extra weather protection. Once the roof sheathing was covered with asphalt shingles the dwelling was now weather tight. A prefabricated “fuel box” was added to the rear facade to provide wood or coal storage for a centrally-located heating stove, vented by a pipe through the roof. A final finishing task was painting the exterior cladding, shown in the NFB film to be done with a spray gun.

Interior work began by insulating the floor sections with rock wool, laying the subfloor and the installation of electric outlets and wiring. Interior wall sections were similarly insulated with rock wool stuffed into the spaces between the studs; tar paper was then stapled to the studs and the finish material consisting sheets of pressed wood or gypsum boards nailed to the framing. These prefabricated panels, the precursor of modern drywall, were much more time and cost effective than traditional lath and plaster.<sup>10</sup> Flooring typically consisted of narrow strip tongue-and-groove hardwood in the living and bedroom areas and linoleum or asphalt tile in the kitchen and bathroom. Baseboards and trim were cut to size on site from specially milled dimensioned lumber. Interior doors in wartime and early post-war housing were a solid panelled type.<sup>11</sup> Wartime dwellings were all provided with interior plumbing: every plan included a bathroom, with a toilet, sink and bathtub and a kitchen counter with a sink. By the 1940s, electric stoves were widely available for cooking. Dwellings with no basements were equipped with a heating stove, also referred to as a “space heater”, which was located centrally on the main floor as indicated by a central chimney or metal vent pipe.<sup>12</sup>

#### **2.2.4 Alterations and Additions since the 1940s**

Alterations, upgrades, and additions often began soon after the tenants or prospective buyers took possession of the previously rented dwellings. Some documentation indicates that CMHC was supposed to construct basements under the wartime dwellings prior to their sale but it is not clear to what extent that happened. It is known that many were sold without this amenity. According to the article “Wartime Housing and Architectural Change”, CMHC installed partial basements in the houses in the Montreal’s St. Laurent wartime neighbourhood prior to their sale from 1964 on.<sup>13</sup> As most residents would have preferred full basements to provide additional living space, the task fell upon each new owner with help from neighbours to jack up and support the dwelling, while the ground below was excavated deeper. A full basement, in both wartime and postwar dwellings, was built of poured concrete or concrete block walls

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<sup>10</sup> According to a 2000 CMHC publication on post-war 1 ½ storey houses, early post-war models had interior walls finished in lath and plaster, which was gradually replaced by drywall in the 1950s. (CMHC, *Renovating Distinctive Homes – 1 ½ Storey Post-War Homes*, p. 8)

<sup>11</sup> CMHC, op. cit., pp. 8-9.

<sup>12</sup> According to the previously cited article “Wartime Housing and Architectural Change”, these space heaters were found to be inadequate by most residents of wartime houses in the St. Laurent neighbourhood of Montreal. (p. 18)

<sup>13</sup> Ibid. p. 23.

resting on concrete footings, with a poured concrete floor. With a full basement, the ground floor heating stoves could be replaced with a coal-fired boiler distributing heat through radiators and greatly improving comfort levels in winter. During the 1950s home heating systems underwent more improvements with the installation of oil-burning furnaces and additional insulation. Aluminum storm doors and windows were also commonly added to further improve insulation value. A very common alteration was the enlargement of the street-facing living room window to create a picture window consisting of a square fixed pane with narrow vertical sash units on either side, as illustrated by a number of examples in a Dundas enclave (City of Hamilton), including one at 101 Head Street with its original 1950s window preserved intact.<sup>14</sup> (Figure 15) Original asphalt shingles were replaced or covered with new asphalt-shingles; and roofs were extended with wider soffits and the installation of eaves troughs and downspouts to better drain water away from the foundation walls. During this decade, when car ownership became increasingly common, owners built free-standing garages in the rear yards or added a carport or garage to the side of the house.

In the course of the next few decades, common alterations included rear additions, new front and back porches, covering of original siding with aluminum and later vinyl siding, replacement of original windows with vinyl-clad, thermopane units; and replacement of original wood doors with insulated doors made of steel or fibreglass. These changes have invariably altered the exterior appearance of the original dwellings, to a lesser or greater degree and sometimes almost beyond recognition. However, unless the house has been substantially enlarged and renovated, the original interior wall partitions and doorways are usually still largely intact. Common alterations include layers added to wall and floor surfaces, such as wallpaper, wood panelling, vinyl tile, laminate flooring, acoustic ceiling tile, etc. Kitchen and bathroom plumbing fixtures have been replaced, and in some cases, more than once. Small energy-efficient gas furnaces have replaced older furnaces in basements. If there is no basement, a furnace may be installed on the main floor or heating is provided by a wood-burning stove and supplementary electric space heaters.

## 2.3 Wartime Housing Ltd. Land Acquisition and Victory Village

### Figure 15 to Figure 18

In the course of 1942, Wartime Housing Ltd. proceeded to purchase or expropriate parcels of farmland owned by Fred Codlin, on the east side of 6<sup>th</sup> line (now Airport Road) north of the Malton Side Road (Derry Road). In 1939, Fred Codlin had partnered with a developer (Egvin Kay Ltd.) to register a land subdivision agreement for the construction of 41 dwellings, but with the outbreak of WWII, this plan was abandoned. The final boundaries of the property acquired by

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<sup>14</sup> While cycling through this part of the far west end Dundas adjacent to the industrial area, the author of this report stopped to look at the house and had the good fortune of encountering the owner in his front yard. He indicated that a number of wartime bungalows had been relocated to this area from West Hamilton in 1954, put on full basements, and then sold as subsidized housing to low income families. He and his wife had wanted to purchase 101 Head Street at that time but were not eligible. However, they were able to acquire it in 1965. The exterior siding is wood clapboard, which the current owner installed over the original wood shingles. Miraculously, all of the original windows have been preserved intact.

Wartime Housing Ltd. are shown on Plan H-20-A, registered with the Deed of Land as Instrument 3431 on October 29, 1942. Excluded was a 50' wide strip of land in the south-east corner conveyed to the National Steel Car Company<sup>15</sup> and a truncated L-shaped parcel owned by E. Johnson (according to the Deed of Land). In the end, Wartime Housing Ltd. acquired all of Codlin's property in Lot 11 except the excluded strip, which in total comprised 91.4 acres.<sup>16</sup>

It is speculated that the Victory Village subdivision was surveyed immediately following the registration of the Deed of Land and plans for the subdivision drawn up by Wartime Housing Ltd. as quickly as possible, given the urgency of the housing situation in Malton. A small subdivision for the construction of 200 dwellings, surveyed by H.C. Sewell, OLS, was intended to provide rental housing for workers at the Victory Aircraft plant and their families. It became known as Victory Village. All of the rectangular lots were a standard size: 40' wide and 100' deep. After the war, these houses continued to accommodate families of workers engaged in aircraft production and related aeronautical manufacturing, a primary industry providing employment for up to 12,000 men and women through the 1950s. The industrial complex, concentrated around Airport Road and Derry Road East was demolished in recent history, leaving only the housing subdivision as a visible reminder of this important aspect of Malton's history.<sup>17</sup>

The Plan of Subdivision shows the layout of the streets, the number and shape of the building lots and two plots set aside for park space and a public school. The irregularly shaped Block A became Victory Park. A public school (now Malton Bible Chapel) was built on the rectangular Block B at the corner of Churchill Avenue and Victory Crescent and a community centre, known as Victory Hall was built on parkland to the north of the school site facing Victory Crescent. The informal street layout included one curvilinear roadway: Victory Crescent. The park and streets were given war-related names. For example, Churchill Avenue was named after England's prime minister, Winston Churchill; Lancaster Avenue after the Lancaster Bomber, and McNaughton after Lieutenant-General Andrew McNaughton, Commanding Officer of the Canadian Army during WWII. As was typical of wartime housing, the dwellings were all modelled on a few standard plans and partially prefabricated off-site to expedite construction.

## 2.4 Victory Village since WWII

**Figure 3; Figure 4; Figure 7; Figure 19**

Central Mortgage and Housing Corporation had the Plan of Subdivision registered in the County of Peel Registry Office in February 1952, after which individual lots and houses were first offered for sale to existing tenants. Unfortunately, there is no known dated plan showing the number of lots developed by 1952. It might be assumed that houses were built on all 200 lots

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<sup>15</sup> See Section 2.1 for background on the National Steel Car Company. The purpose of the 50' strip is not known.

<sup>16</sup> The title search undertaken by Paul Dilse for his Heritage Impact Statement for the property at 7181 Lancaster Avenue (August 2013) yielded a survey plan dated April 1942 which shows three parcels of land acquired by Wartime Housing Ltd. (H-20) but not the final boundaries shown on Plan H-20-A. (**Figure 15** and **Figure 16**)

<sup>17</sup> Previously cited CM report, "Proposed Zoning and Design Guidelines for Malton Victory Housing Cultural Landscape", p. 2.

during the war, given the critical need, but according to local sources cited in the Site Description for the *Malton Victory Housing Cultural Landscape*, one in four of the houses were moved from Bramalea Road when the airport was expanded in 1950. According to a 2008 CM Corporate Report, the subdivision then contained only 192 dwellings, 21 of which had been replaced or substantially altered, but the number since demolished and replaced has not been enumerated.<sup>18</sup>

The original Victory Village subdivision is now surrounded by more recent residential development. All of the original streets except Churchill and McNaughton have since been extended. To the west of the original subdivision, on the west side of Airport Road (now a busy multi-lane street), appear to be typical 1960s two-storey mixed commercial / residential buildings with retail space on the ground floor and apartments above.

Victory Hall and Victory Public School are still standing but have not continuously served their original functions. In 1948 Victory Hall became an annex to Victory Public School. The school remained open until the 1960s and has since been converted to a place of worship, known as the Malton Bible Chapel.<sup>19</sup> With the opening of the Malton Community Complex in 1977, Victory Hall was used by the Malton Community Service group and remains a community centre at 3091 Victory Crescent. Victory Park must have been extended northward and westward when this area was developed post 1966.<sup>20</sup>

Prior to the turn of this century, changes to the housing stock within wartime/ early post-war subdivisions were mainly limited to alterations (e.g. new doors, windows, siding and porches) and additions to the houses as well as the construction of carports and garages. This is still the case in Kitchener's St. Mary's postwar neighbourhood of veterans' housing, now recognized and protected as the *St. Mary's Heritage Conservation District*, where there are tighter restrictions on the demolition and replacement of the original dwellings, as well as alterations and additions.<sup>21</sup> (Figure 20) In contrast, the wartime dwellings in the Malton Victory Village Cultural Landscape may be altered, enlarged and demolished without any such restrictions. Moreover, due to relatively high land prices in the Malton area, there is an escalating trend towards the demolition and replacement of the original housing, which threatens to undermine the special wartime character of this area.

Recently built replacement dwellings are a full two storeys with brick veneer or stone cladding and most have built-in garages for one or two vehicles. Their design is typical of new subdivision housing, which stylistically falls into the general category identified as *Neoelectic*.<sup>22</sup>

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<sup>18</sup> Previously cited CM report, "Proposed Zoning and Design Guidelines ...", pp. 2-3.

<sup>19</sup> Kathleen Hicks, *Malton: Farms to Flying*, "Victory Village-1942", pp. 138-40.

<sup>20</sup> Research for this paragraph was undertaken for the *Heritage Impact Statement for 7157 Lancaster Avenue...*, which also includes photographs of Victory Park, Victory Hall and the Malton Bible Chapel.

<sup>21</sup> The St. Mary's Heritage Conservation District was described in the *Heritage Impact Statement for 7157 Lancaster Avenue...*, completed by the author of this report in 2011 and recently explored through Google Street View.

<sup>22</sup> Term borrowed from *A Field Guide to American Houses: "Neoelectic, ca. 1965 to present"*, pp. 486-95.

Their footprints are larger than the existing original dwellings and with their increased height, these new houses have a considerably larger mass and footprint to yard ratio. In sum, they stand out rather than fit in sympathetically with the original wartime housing. If this trend is allowed to continue, the former Victory Village will lose its wartime heritage and increasingly take on the character of a typical middle-class suburban subdivision.

### **3 3031 CHURCHILL AVENUE: SETTING AND SITE DESCRIPTION**

#### **3.1 Present Setting and Cultural Background**

**Figure 1; Figure 2; Figure 3; Figure 4; Photo 1 to Photo 16:**

The Malton Victory Village Cultural Landscape is located within the planning district known as Malton, whose boundaries are shown on the Malton District Land Use Map. **(Figure 2)** To the north is the City of Brampton and to the east the City of Toronto. The oldest part of Malton, the former Police Village of Malton, is located west of Airport Road and north of Derry Road and was originally settled by immigrants of British descent.

After WWII, the demography of Malton changed significantly, beginning with an influx of Italian and Polish immigrants from the immediate post-war period through the 1960s. Since then, Malton's proximity to an international airport has attracted many immigrants from India (including a large Sikh community) and in recent years an increasing number from Pakistan, Sri Lanka, and Trinidad and Tobago. Malton's current population of over 40,000 consists largely of immigrants from these countries and seniors of Italian-Canadian descent.<sup>23</sup>

The broader setting for the subject property consists of the area defined as the Malton Victory Village Cultural Landscape, located on the east side of Airport Road north of Derry. Its immediate setting comprises Churchill Avenue, which extends from Airport Road to Lancaster Avenue and lies entirely within the boundaries of the original subdivision. The wide roadway of Churchill Avenue has one sidewalk on the side of the odd numbered properties, and similarly to other parts of the Malton Victory Village Cultural Landscape, is lined by trees of varying maturity. To date, there have been no drastic changes to the streetscape by the intrusion of new two-storey replacement residences. The lots throughout the original subdivision are all similar in size and depth (and rectangular in shape, except for some on the curved section of Victory Crescent). All 68 lots facing Churchill Avenue still have the standard rectangular lot size of 40 feet wide by 100 feet deep. The Churchill Avenue properties between Airport Road and Victory Crescent, including #3031, all back onto the rear yards of properties on the south side of McNaughton Avenue. To the west of #3031 is an original dwelling which was substantially enlarged in 1986 by a second storey and two-storey rear addition.<sup>24</sup> Large additions to existing dwellings were a precursor to the present trend towards total replacement in the Victory Village area.

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<sup>23</sup> Website sources: [www.malton.org/maltonhistory/intro.htm](http://www.malton.org/maltonhistory/intro.htm); [http://en.wikipedia.org/wiki/Malton,\\_Ontario](http://en.wikipedia.org/wiki/Malton,_Ontario)

<sup>24</sup> [www.mississauga.ca/portal/services](http://www.mississauga.ca/portal/services) > Building Permits for 3027 Churchill Avenue

## 3.2 Site Description

**Figure 3; Figure 4; Figure 21; Photo 1; Photo 2; Photo 16 to Photo 25** (lot and house exterior)

The subject property comprises a long, narrow 40' x 100' lot occupied by a wartime bungalow and a small metal shed in the west corner of the rear yard. A single-width asphalt driveway wraps around the rear of the house where it has a width of about 8', terminating at the deck. The rear yard is entirely enclosed by chain link fencing. On the driveway side, it runs from the rear property line and extends a few feet down the asphalt driveway. There is a wood gate that diagonally spans the distance from the rear corner of the house to the first post of the chain link fence. A concrete paving stone walkway abutting the concrete foundation of the front facade spans the area between the driveway and concrete stoop with side-facing steps. Soft landscaping is minimal and informal, consisting of grass cover, in the front and rear yards, an impressive mature Northern Catalpa tree in front of the house and some scrubby deciduous trees and shrubs close to the rear fence line.

## 4 3031 CHURCHILL AVENUE: HISTORY, ARCHITECTURE, AND CULTURAL HERITAGE VALUE

### 4.1 Chain of Ownership and Building History

**Figure 5; Figure 15 to Figure 18; Appendix A: Chain of Ownership**

The Crown grantee for the 200 acre parcel of land, identified as Lot 11, Concession 7 was King's College, founded in 1827. This grant was part of an endowment by Royal Charter of 225,000 acres of unsettled land to King's College in 1828, much of which was located in Toronto Township (now part of the City of Mississauga).<sup>25</sup> The entire lot 11 was sold in two 100 acre parcels respectively to Hugh Cook in 1841 and to Alexander McDonald in 1842. That same year, McDonald's property was willed to his wife Mary then passed on to his son Alex in 1853. Upon Alex's death it was willed to Eliza McDonald (wife or sister). The farm property stayed in the McDonald family until her death in 1890, when the west half of lot 11 north of the Grand Trunk Railway tracks, was sold by the Executor of her estate to Thomas Codlin (95 acres). Codlin retained ownership of most of this parcel until 1942, prior to which he partnered with a building company, Egvin Kay Ltd. to plan the small subdivision described in Section 2.3.<sup>26</sup> Through three transactions listed in Appendix A, the parcel of land shown in a survey plan registered with Deed of Land #3431 (**Figure 16**) was sold to or expropriated by Wartime Housing Ltd. in 1942. This deed also indicates that an odd-shaped parcel north of the G.T.R. tracks belonged to E. Johnston. Soon after Wartime Housing Ltd. acquired the property, the lands designated for a wartime housing subdivision were surveyed and developed. However, the Plan of Subdivision (#436) was not registered until 1952, by which time the Central Mortgage

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<sup>25</sup> Matthew Wilkinson, Heritage Mississauga. Founded by Royal Charter in 1827 as the first institution of higher learning in Upper Canada, King's College expanded to become the present-day University of Toronto.

<sup>26</sup> The title search did not reveal any transaction between Fred Codlin for the transfer of a parcel of land north of the CNR right-of-way to E. Johnston.



and Housing Corporation (CMHC) had acquired the assets of Wartime Housing Ltd. with the intent of selling the lots and dwellings, previously occupied by tenants of Wartime Housing Ltd.

The subject property comprising Lot 83, Plan 436 was first sold by Central Mortgage and Housing Corporation to in July 1956 to John E. and Beatrice E. Burdock, as joint tenants. That same month it was sold to Leonard W. Theobald; both deeds were registered on August 22<sup>nd</sup>. This strongly suggests that CMHC sold the property to the former tenants, who did not intend to stay in the house and immediately sold it to Theobald. In 1963, ownership was transferred to Leonard and Leona Theobald as joint tenants. A Certificate registered to Theobald's estate in October 1976 indicates that he likely passed away shortly before. His wife probably continued to live in the house, possibly right up until her own death. In 1992, the property was sold by the Estate of Leona Theobald to Kimberly Wawrow and Tracey-Ann Skolney, as joint tenants. The property changed hands twice more, in 2006 and 2010, before being purchased in May 2012 by Jagjit Singh Arora and Balwinder Singh Hans. On May 14, 2014, it was acquired by Tirth Singh, to be maintained as a rental property, pending approvals for the demolition and replacement of the existing dwelling.

In summary, 3031 Churchill Avenue to date has legally had 8 owners but effectively only 7, as the Burdocks, likely the original wartime tenants never lived on the subject property as legal owners. Lennard and Leona Theobald may then be considered the first and only long-term owners, who retained ownership between 1956 and 1992. It is conceivable that the Burdocks continued to live in the house as tenants but any such conclusion is speculative and cannot be ascertained from the title search documents.

## 4.2 Historical Associations

Given the humble nature of the existing wartime dwelling, it would not be expected to have any important historical associations with respect to the original tenants and succession of owners. Victory Village, as a whole, was built on farmland owned by the McDonald family from 1842 to 1890 and subsequently by the Codlin family up to 1942. Fred Codlin appears to have been a prosperous farmer and prominent member of the Malton community. Moreover, his intent to build a small subdivision on part of his property indicates that he had ambitions beyond farming. Kathleen Hicks, in her history of Malton, includes the following interesting facts about Fred Codlin. When the first telephone exchange was opened in Malton during WWI, Fred Codlin became the first resident to receive a telephone. The Codlins were also the first family in Malton to own an automobile: the Ford Model T.<sup>27</sup>

Collectively, all of the residential properties in the former Victory Village subdivision have an important historical association with the whole phenomenon of wartime industry and the need for expediently built temporary housing to accommodate the multitude of employees needed to meet the production demands of the war.

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<sup>27</sup> Kathleen Hicks, *Malton: Farms to Flying*, p. 97 (telephone); p. 103 (automobile).

### 4.2.1 Dwelling Exterior

**Photo 1; Photo 16 to Photo 24**

The existing one-storey dwelling is a variation of the standard H22 design, with a rectangular 24' x 28' floor plan. At some point, the house was raised onto a concrete block foundation but has no basement. It has a side-gabled medium-pitch roof and originally had a symmetrical facade with a central doorway. A small porch consists of a concrete stoop with side facing concrete steps, and an aluminum canopy with metal supports. The roof still largely maintains its original form, with virtually no eaves on the gable ends. The bungalow has been enlarged by a small rear addition with a doorway facing a large raised deck. The entire exterior has been clad in vinyl siding and all of the windows are vinyl thermopane replacement units with vinyl covering added to the original wood window frames. There are a total of 8 windows on the original bungalow and one window in the rear extension. The vinyl inserts were all fitted into the original frames except for the picture window in the living room, consisting of a fixed centre pane flanked by two casement windows. The other windows openings consist of the standard larger size for the living room and bedrooms and the smaller size for the kitchen and bathroom. The front and rear doorways are relatively recent replacement units.

Based on historic photos of wartime bungalows, one can easily visualize its original construction and appearance. The frame structure would have likely just been supported by timber posts and sat lower to the ground. The original exterior cladding, assumed to be intact beneath the vinyl siding and added insulation, would be clapboard or asbestos shingles. Fenestration would have consisted of the standard prefabricated multi-paned wood sash units (two sizes: six-over-six and four-over-four) and the front facade would have been symmetrical with two identical vertical sash windows. It is not known if this dwelling originally had a front porch. If so, it would have been based on one of the designs illustrated in historic plans and photos.

Based on the chain of ownership, it may be surmised that the bungalow was either raised on to a concrete block foundation by CMHC prior to sale in 1956 or by the Theobalds soon after. They would also have been responsible for enlarging the living room window and the small rear addition. The addition of the rear deck and replacement of windows and doors would have been done by the subsequent or subsequent two owners between 1992-and 2010.

### 4.2.2 Dwelling Interior

**Figure 22; Photo 26 to Photo 43**

This wartime dwelling had the standard rectangular floor plan with interior dimensions of 24' by 28'. Similarly to other examples in the neighbourhood, the interior was divided into six rooms: living room, two bedrooms (front and back), bathroom, kitchen and vestibule. The room configuration is very similar to the standard plan for a bungalow illustrated in **Figure 9**, in which a small bathroom is sandwiched between a rear kitchen and bathroom. Similarly, to this plan, #3031 has a small entrance vestibule. However, there are minor differences in room sizes and configuration. At #3031 both bedrooms and the bathroom open onto a short hallway. The only visible original hardwood flooring may be seen in the bathroom where some vinyl tile is

missing near the doorway. The original flooring likely survives below hardwood flooring probably installed in the 1950s or 60s. The pseudo parquet flooring in the vestibule, the left side of the living room and the hallway appears to be a more recent replacement for the hardwood flooring which was likely well-worn in this high traffic area after five to six decades of use. All of the original wall construction is intact. The two-panelled wood doors are assumed to be original, as may also be the case with the narrow arched doorway into the kitchen. The original rear door was removed when the laundry room was added and replaced with a hollow core flat slab interior door. Ceilings have been covered with acoustic tile. The typical central chimney would have originally been attached to a wood- or coal-burning stove; in its place today is a modern wood-burning stove. The traditional wood frame of the living room window with its projecting sill indicates that this window was likely enlarged by the first owners in the 1950s and resembled the one at 101 Head Street in Dundas. **(Figure 15)** This window, in turn, was recently replaced by the existing tripartite vinyl window with a fixed centre pane flanked by two narrower casement windows. The extension of the kitchen counter suggested that the water heater was originally located in the kitchen but when replaced in recent history was moved into the closet of the rear bedroom, where the wall and doorway have been removed. **(Photo 35)**

#### **4.2.3 Condition and Integrity**

Through a succession of owners, the existing dwelling has been maintained in good condition with energy-efficient improvements such as the relatively recent window and door installations. The architectural integrity of the original bungalow has been compromised only on the exterior by the replacement of the original doors and windows and the enlargement of the living room window. Likewise on the interior, original partition walls and doorways have not been altered; the archway between the kitchen and living room may be original. Original hardwood flooring is likely still in place beneath newer wood flooring. Overall, this small wartime bungalow has survived in good condition with a relatively high degree of integrity.

### **4.3 Cultural Heritage Value**

#### **4.3.1 Evaluation based on the Heritage Designation Criteria, Regulation 9/06 of the Ontario Heritage Act**

The following evaluation of the property is based on the *Criteria for Determining Cultural Heritage Value or Interest, O. Reg. 9/06*, of the Ontario Heritage Act (abbreviated as OHA). A property may be designated under Section 29 if it meets one or more of 9 criteria (3 in each category).

1. DESIGN OR PHYSICAL VALUE:

The existing dwelling at 3031 Churchill Avenue is typical in design of temporary housing built across Canada by Wartime Housing Ltd. between 1941 and 1945 based on standardized plans and built quickly and cheaply using prefabrication techniques. The existing dwelling largely retains its original form and original features such as door and window openings, except for the enlarged living room window. The original wood or asbestos shingle cladding is likely intact beneath the added insulation and vinyl siding.

Likewise, except for the living room window the original wood frames are preserved behind vinyl cladding. Individually, the dwelling is not a rare, unique, or early example of a style, type, expression, material or construction method; it does not display a high degree of craftsmanship or artistic merit; nor does it demonstrate a high degree of technical or scientific achievement. Hence, the existing dwelling does not have sufficient design or physical value to meet this criterion.

2. HISTORICAL OR ASSOCIATIVE VALUE:

Similarly to all of the properties in Victory Village, 3031 Churchill Avenue has distant historical associations with one of the early settlers of Toronto Gore Township, Alexander McDonald and family and subsequently the family of Fred Codlin, a well-known member of the Malton community in early 20<sup>th</sup> century. Given that all of the Victory Village housing was conceived as modest rental units for single families whose income was derived from employment in the nearby aircraft industries, it would not be expected that any of these dwellings would have a strong ranking in any of the three criteria under item 2: The Victory Village subdivision as a whole that has significance with respect to an organization/ institution, namely Wartime Housing Ltd. that had a huge impact on communities across Canada, including Malton, by providing the necessary housing for industry workers. However, individually, the subject property is not known to have any significance relating to a theme, event, belief, person, activity, organization or institution in the community; it is not known to possess any characteristics that contribute to an enhanced understanding of the community or culture; nor does it represent the work of a well-known architect, artist, designer or theorist in the community. Hence, it does not meet this criterion.

3. CONTEXTUAL VALUE

The subject property does have some contextual value with respect to criterion 3ii, in that it is physically, functionally, visually and historically linked to its surroundings, as are all the Victory Village properties with original dwellings of modest size on relatively large lots. The existing dwelling is certainly not a landmark (3iii) but the house and lot together, similarly to other properties retaining original housing stock, collectively define, maintain and support the character of the Malton Victory Village Cultural Landscape., defined by its surviving wartime dwellings, combination of straight and curvilinear streets with boulevards, central public park, original community hall and school building, all laid out and built according to plans developed by Wartime Housing Ltd.

As per the nine criteria set out in Regulation 9/06 of the Ontario Heritage Act, the subject property is not considered to be worthy of designation under Part IV of the Act. This conclusion supports its listing on the Heritage Register only as part of the Malton Victory Village Cultural Landscape and not for its individual architectural or historical significance or contextual value. However, the Malton Victory Village Cultural Landscape may be eligible for designation as a heritage conservation district under Part V of the Act, as was the case with the St. Mary's post-war housing subdivision in Kitchener.

### 4.3.2 Evaluation for Conservation according to the Provincial Policy Statement Definition

Part 2.6 of the *Ontario Provincial Policy Statement* (Cultural Heritage and Archeology) states that “Significant built heritage resources and significant cultural heritage landscapes shall be preserved.”<sup>28</sup> As there is no definition of *significant*, it must be assumed in the case of built heritage resources, to mean properties designated or eligible for designation under the Ontario Heritage Act. As concluded above, the subject property does not merit such designation on an individual basis (Part IV), only as part of a potential heritage conservation district (Part V).

## 5 PROPOSED NEW RESIDENCE

### 5.1 Replacement Dwellings in the Malton Victory Village Cultural Landscape

Cover illustration; Photo 4; Photo 15

As with other residential cultural landscapes in the City of Mississauga, current R4 zoning regulations work against the preservation of the defining character of the Malton Victory Village Cultural Landscape. They allow a maximum lot coverage of 40%, a maximum building height of 10.7 m (35’) and minimum sideyard setbacks of 1.2 m, which permits the construction of full two-storey houses with considerably larger footprints than the existing wartime dwellings. It has been observed that in most cases, the frontyard setbacks are the same as or slightly shallower than the existing wartime dwellings, thereby substantially reducing the depth of the backyards. Given that the lots are relatively narrow, the largest discrepancy is in the depth of the new houses. Viewed out of context, they cannot be distinguished in appearance from typical new subdivision housing, in terms of their massing, built-in garages, design and materials. However, within the context of the Malton Victory Village Cultural Landscape, they stand out in stark contrast to the wartime housing. Unfortunately, given the zoning provisions, lack of site plan control and absence of any design guidelines for new construction, little can be done to prevent the intrusion of these larger-scale residences.

### 5.2 Description of Proposed New Residence and Landscaping

Figure 23 to Figure 30; Cover illustration; Photo 15

At the time that the author of this report was retained to undertake the required Heritage Impact Statement, a site plan and set of architectural drawings had already been completed for building permit purposes by the project architect, Desmond Roychaudhuri. With a proposed lot coverage of 38.7% (slightly less than the 40% maximum) and two-storey height of 30’ 2” (short of the 35’ maximum allowed), the proposed new dwelling is comparable in size to the typical replacement residences built to date in this neighbourhood. Typically its depth is much greater than its width, reflecting the long narrow shape of the lots. The plans and elevations for this house are identical to the ones prepared by the same architect for 7157 Lancaster Avenue but

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<sup>28</sup> *Ontario Provincial Policy Statement*, p. 21 (see SOURCES: Section 7.1.3).

in mirror image. The proposed new dwelling is a two-storey frame structure with a hipped roof and a slightly projecting front section with a front-gabled roof. The front entrance, featuring double doors with a transom light, is protected by a shallow porch with steps to an above-grade landing. To the left is a projecting bay with a front-gabled roof, two overhead doors with transom windows for the double garage and a Palladian-style window above (bedroom). There is a shallow continuous projecting roof over the front porch and garage doors which wraps around the corners on both sides. There are few windows on the side elevations.

The proposed new residence is based on the same set of plans/ elevations as two already built at 3155 Merritt Avenue and 7157 Lancaster Avenue (mirror image) and one under construction at 7181 Lancaster Avenue (mirror image), all designed by the same architect. Given the context of other similar or almost identical replacement residences in the area, the facade design was considered to be generally acceptable. The only relatively minor flaw found in all three facades relates to the size of the Palladian-style bedroom window: visually, the window to wall surface area appeared to be too small. (Figure 26) For the proposed new residence at 3031 Churchill Avenue, two options to address this issue were therefore presented to the architect and client (Figure 28). The facade elevation was subsequently modified in accordance with Option B, as illustrated in the revised drawing A-5. (Figure 29)

The only landscaping shown on the proposed site plan is a double-width asphalt driveway. However, Mr. Singh has responded favourably to suggestions made by the author of this report and described and illustrated in Section 5.3.2. Mr. Singh advised at the time of our site visit, that the mature Northern Catalpa tree was to be removed. The composite site plan showing the footprint of the proposed new residence superimposed on that of the existing dwelling indicates that the setback of the front facade projection with the double garage doors aligns with the front facade of the existing dwelling and the replacement dwelling to the west and is deeper than the setback of the wartime dwelling to the east. (Figure 24) The westerly sideyard setback is less than the existing with the driveway extending along this side of the house. The easterly sideyard setback is slightly greater than the existing, in accordance with current zoning requirements. Given the greater depth of the proposed new residence, the backyard will be considerably shallower. There are no backyard trees or other landscaping features that will be adversely affected by the new construction. If preserved, the existing frontyard Catalpa tree would stand to the east of the driveway and the same distance from the new dwelling.

## 5.3 Design Evaluation

### 5.3.1 Cultural Landscape Criteria

The following checklist of criteria to be addressed for the Mineola West Cultural Landscape is found in the *City of Mississauga Cultural Landscape Inventory*, Section: L-RES-6. This Heritage Impact Statement must demonstrate how the proposed development will conserve the following criteria that define the character of Victory Village as a cultural landscape.

## LANDSCAPE ENVIRONMENT

**Scenic and Visual Quality:** The scenic/ visual quality of the site of the subject property, with respect to the proposed dwelling, will be adversely affected to the same extent as other properties where original bungalows and 1 ½ storey dwellings have been replaced by considerably larger and deeper two-storey dwellings. In the context of the mediocre, if not poor, design of these new houses, the design for the subject property is considered to be acceptable. The loss of the mature frontyard Catalpa tree would, however, have a negative impact on the scenic and visual quality of the site and Churchill Avenue streetscape.

**Natural Environment:** The natural environment would also be adversely affected by the loss of the mature Catalpa tree, which contributes to the many environmental benefits of the urban forest. Trees produce oxygen and remove carbon dioxide and contaminants from the atmosphere, collectively helping to reduce greenhouse gas emissions. Trees also help to reduce ozone levels in urban areas and provide shade in summer, mitigating the heat of summer and reducing the need for air conditioning. Trees provide habitat for birds and wildlife; they reduce urban runoff and erosion; and they also absorb sound and reduce noise pollution.<sup>29</sup> Each and every healthy native tree is an important component of the urban forest. The numerous mature trees within the former Victory Village collectively comprise a significant attribute of the area now identified as a cultural landscape. With the removal of individual trees for new construction, this asset is gradually being undermined.

**Landscape Design, Type and Technological Interest:** There are currently no landscaping or technological features of interest on the subject property and no proposed landscaping that will in any way enhance the site.

## HISTORICAL ASSOCIATIONS

**Illustrates Style, Trend, or Pattern:** Similarly to other larger replacement dwellings already approved and built in the Malton Victory Village Cultural Landscape, the size, design and construction of the proposed dwelling does not support the character of the neighbourhood as built, with its small 1 to 1 ½ storey wartime dwellings.

**Illustrates Important Phase in Mississauga's Social or Physical Development:** Victory Village represents a unique and historically significant component of Mississauga's WWII history and heritage and part of the important legacy of Wartime Housing Ltd, which played a vital role in the provision of adequate housing for industrial workers and their families across the country. However, the historical integrity of this wartime residential neighbourhood is slowly being eroded by the lack of protective measures such as tighter zoning regulations or district designation under Part V of the Ontario Heritage Act, as exemplified by the area of wartime housing in Kitchener, protected as the St. Mary's Heritage Conservation District.

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<sup>29</sup> Article entitled "Trees and the Environment" posted online at [www.cleanairgarden.com/plantingtrees.html](http://www.cleanairgarden.com/plantingtrees.html)

## BUILT ENVIRONMENT

**Aesthetic/ Visual Quality and Consistent Scale of Built Features:** The visual quality of existing wartime dwellings has inevitably been compromised to some extent by alterations and additions but the overall character of the Malton Victory Village Cultural Landscape will be much more seriously undermined by the current trend towards the construction of considerably larger and stylistically incompatible two-storey replacement houses with brick/stone cladding that differs from the clapboard or shingle siding of the original dwellings. This trend will also create a neighbourhood with housing of increasingly inconsistent scale. In this context, the design of the proposed new residence is considered to be generally acceptable, except for the size of the bedroom window addressed in the following section.

### 5.3.2 Mitigation Measures

#### Figure 25

The following mitigation measures address only landscaping issues, as the architect and client accepted one of the two options presented for enhancing the facade design and the front facade elevation was modified accordingly. Regarding the mature Northern Catalpa tree, which is located in the privately owned area of the front yard, it is recommended that a certified arborist be retained to assess the health of the tree, the feasibility of preserving it and determine the extent of damage that would be done to its root system from excavation work for the basement foundation walls.<sup>30</sup> If the tree cannot be saved, it is recommended that a suitable native species be planted by the owner to replace it or that a street tree be requested from the City's Urban Forestry Division, to be planted on the road allowance.<sup>31</sup> To mitigate the effect of water runoff and visually enhance the hard-surfaced landscaping, it is recommended that the driveway and sidewalk be integrated and that the driveway be reconfigured to narrow its width at the curb. (**Figure 25**) A more attractive alternative material to asphalt is also recommended, such as poured concrete (stamped or with an exposed aggregate finish), concrete pavers, interlocking brick, or bordered gravel. Regardless of the choice of material another important consideration is permeability. Permeable materials, which allow the movement of storm water through the ground surface, include gravel, porous asphalt, pervious concrete, and pavers (made of various materials).<sup>32</sup>

As the Malton Victory Village Cultural Landscape is *not* under Site Plan Control, property owners are *not* required to provide detailed plans for the site landscaping for a new

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<sup>30</sup> The City of Mississauga allows property owners to remove two trees on their own property within a calendar year. Any more requires a permit to be obtained. In the case of 3031 Churchill Avenue, this by-law will have no impact. For more information, visit the CM website: [www.mississauga.ca/portal/residents/urbanforestry](http://www.mississauga.ca/portal/residents/urbanforestry) > Private Tree Protection By-law.

<sup>31</sup> Property owners may request the City of Mississauga to plant a street tree on the boulevard/ road allowance. Urban forestry staff will review the request, approve or deny it. If approved, the resident can choose from a list of suitable native species. For more information, visit the Urban Forestry page of the CM website: [www.mississauga.ca/portal/residents/urbanforestry](http://www.mississauga.ca/portal/residents/urbanforestry) > Street Tree Planting.

<sup>32</sup> For more information on permeable paving, go to [http://en.wikipedia.org/wiki/Permeable\\_paving](http://en.wikipedia.org/wiki/Permeable_paving)



replacement dwelling. This contrasts with residential cultural landscapes under Site Plan Control, such as Mineola West, where property owners must provide:

- A tree inventory, location and protection plan prepared by a certified arborist.
- A detailed landscaping plan, showing the location of hard surface areas, fencing, plant beds, trees and shrubs, and identifying building hard surface materials and plant and tree species, etc. prepared by a certified landscape architect.

Overall, the mitigation of the visual impact of the new replacement dwellings could only be fully achieved by zoning that further restricts the lot coverage, the implementation of Site Plan Control in the this cultural residential landscape, and design guidelines, which address massing, height, setbacks, materials, window configuration, garages, porches, driveways, etc. that can be enforced by a regulatory process.

## **6 CONCLUSIONS AND RECOMMENDATIONS**

### **6.1 Existing Dwelling**

The evaluation of the existing wartime dwelling under the Ontario Heritage Act criteria for designation concluded that the subject property does not merit individual designation under Part IV of the Act. It is therefore recommended that the City approve the owner's application for a Demolition Permit. Nevertheless, it is one of a group of similar wartime dwellings, which collectively possess historic value as part of a subdivision planned by the Crown Corporation, Wartime Housing Ltd. This subdivision known as Victory Village has been recognized as the Malton Victory Village Cultural Landscape, which despite the still gradual intrusion of the newer replacement dwellings, may still be eligible for designation under Part V of the Act. District designation provides tools for better preserving the layout of the original 1941 Plan of Subdivision and the original housing stock. However, it is not known whether there would be any community or political support for a City initiative to undertake a heritage conservation district study. It seems unlikely, given the cultural transformation of the Malton area over the past 25 years.

### **6.2 Proposed New Residence and Landscaping**

The design of the proposed new residence with the revised front facade elevation is considered to be quite acceptable in the context of the new larger and taller replacement residences already approved by Heritage Planning staff, including the other three aforementioned ones designed by Desmond Roychaudhuri, and other examples either already built, under construction or in the planning stage. Frontyard landscaping recommendations were addressed in the previous section and have been verbally endorsed by the new owner.

### **6.3 General**

The author of this report has previously supported the general recommendations made by Heritage Planning Consultant Paul Dilse in his Heritage Impact Statement for 7181 Lancaster Avenue, as presented in the section, "Conclusions and Recommendations". However, after

completing four Heritage Impact Statements in this area and with no plans to undertake any more in the foreseeable future, the following recommendations (which incorporate and expand upon those made by Paul Dilse) are presented below with explanatory notes provided in the Footnotes.<sup>33</sup>

- That property owners and heritage consultants retained to prepare Heritage Impact Statements be provided with an information sheet or brochure outlining the steps and timelines involved in obtaining a Heritage Permit, a Demolition Permit and a Building Permit.<sup>34</sup>
- That the appropriate division of the City's Planning and Building Department be requested to investigate the possibility of imposing Site Plan Control on the Malton Victory Village Cultural Landscape, as is the case in other residential cultural landscapes in the City of Mississauga, such as Mineola West and Lorne Park. This would include the development of design guidelines for massing, cladding materials, built-in garages, setbacks, hard-surface materials, etc. It would also oblige property owners to retain certified arborists and landscape designers, to address tree preservation issues and provide more detailed landscaping plans.
- That City staff follow up with a site visit to each property in the Malton Victory Village Cultural Landscape for which a Heritage Permit, Demolition Permit, and Building Permit have been issued to determine whether all or any of the consultant's recommendations have been addressed.<sup>35</sup>
- Given the desirability of maintaining the configuration of the original plan of subdivision and original lot sizes (intended for modest single-family dwellings), that any applications for severances in the Malton Victory Village Cultural Landscape be closely monitored to

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<sup>33</sup> Paul Dilse, Heritage Impact Statement on the Property at 7181 Lancaster Avenue, Mississauga (Malton Community) Lot 193, Plan 436 .....August 12, 2013, pp. 10-11.

<sup>34</sup> For both consultants and property owners there needs to be more clarity on procedure and deadlines. For example, the 60-day waiting period commences from the date that a Heritage Impact Statement is accepted by Heritage Planning staff but within this period, the report still needs to be approved by the Heritage Advisory Committee and City Council, implying that the HAC and/or Council could still turn down a staff recommendation for approval. Another issue is the potential disruption of monthly HAC and Council meetings due to an upcoming election, as Heritage Planning staff has advised with respect to the summer/fall meeting schedule for 2014.

<sup>35</sup> The author of this report has been successful in persuading the property owners of 7161 Lancaster Avenue and 3110 Merritt Avenue and the owner/developer for 3031 Churchill Avenue to have their designers make the recommended changes to proposed facade elevations (incorporated into the set of drawings assumed to be the ones submitted for a Building Permit). Convincing owners/ designers to modify rudimentary site plans with any recommended landscaping enhancements has been more difficult and there is no guarantee that the recommendations will be implemented given the absence of Site Plan Control. For example, in the case of 3031 Churchill Avenue, the prospective owner (now the legal owner) agreed only via a brief email message that he supported the recommended frontyard landscaping improvements and tree preservation/ replacement measures.

determine if restrictions need to be imposed to prevent even larger replacement residences being built on widened lots.

- That a study be undertaken either by Heritage Planning staff, summer students (if any are hired) or a heritage consultant to assess the degree of architectural integrity that remains in the Malton Victory Village Cultural Landscape.<sup>36</sup>
- That a public meeting be organized by City staff (most likely Heritage Planning) to provide background information, to answer questions and distribute surveys to gauge the interest of property owners/ residents in protecting the Malton Victory Village Cultural Landscape as a heritage conservation district under Part V of the Ontario Heritage Act, using as an example Kitchener's post-war planned subdivision, now recognized and protected as the St. Mary's Heritage Conservation District.<sup>37</sup>
- That the feasibility of the following proposal be investigated by the City: to salvage a well-preserved wartime bungalow destined for demolition, relocate it to Victory Park and restore its exterior, as described in more detail in the two reports completed by the author of this report in 2014 for 7161 Lancaster Avenue and 3110 Merritt Avenue (see section 7.4 of either of these two reports).
- To raise public awareness of the wartime heritage of the former Victory Village, it is recommended that an interpretive plaque for the *Malton Victory Village Cultural Landscape*, similar to the one for St. Mary's Heritage Conservation District in Kitchener (**Figure 20**), be designed and fabricated for mounting at a suitable location in Victory Park –in front of a restored wartime dwelling (if implemented) or the community centre.

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<sup>36</sup> This could be achieved by identifying the best-preserved dwellings and streetscape sections and identifying by address the dwellings which have been enlarged with second storey additions, or totally replaced by two-storey residences, and sites under construction. This documentation could then be presented graphically on a map. The lists and map should be updated on an annual basis.

<sup>37</sup> As previously noted, it is highly unlikely that there would be much or any public support for a City-initiated study with this purpose in mind but at least the door could then be opened or firmly closed on the option of district designation.

## 7 SOURCES, CONTACTS, SITE VISITS AND QUALIFICATIONS

NOTE: A number of the sources cited below are online resources provided by the City of Mississauga on its website (abbreviated as CM). Navigation links are provided for documents available online.

### 7.1 Sources

#### 7.1.1 City of Mississauga and Heritage Mississauga Documents

Landplan Collaborative Ltd., *Cultural Landscape Inventory* (January 2005)

Property Information for 7161 Lancaster Avenue and other nearby properties: CM > Services Online > Plan & Build eServices > Property Information

City of Mississauga Zoning By-law and Index Map: CM > Residents > Planning & Building > Official Plans & Zoning By-laws > Zoning By-Law

City of Mississauga, *Cultural Landscape Heritage Impact Statement Terms of Reference*, June 2012

CM> Aerial Photos, 1952 to 2010: CM > eMaps > Map Layers > Aerial Photography

Heritage Mississauga website: [www.heritagemississauga.com/page/History](http://www.heritagemississauga.com/page/History)

#### 7.1.2 Secondary Sources

Annmarie Adams and Pieter Sijpkens, "Wartime Housing and Architectural Change, 1942-1992." PDF version found online: <http://people.mcgill.ca/files/annmarie.adams/1995AdamsASijpkensPWartimeHousingandArchitectualChange.pdf>; original source cited by Paul Dilse as *Vernacular Architecture*, V. 17 N. 2 (1995)

Donald Wetherell and Irene Kmet, *Homes in Alberta: Building, Trends, and Design 1870 – 1967* (University of Alberta Press: 1991)

Kathleen A. Hicks, *Malton: Farms to Flying* (Mississauga Library System: 2006)

*Mississauga's Heritage: The Formative Years, 1798-1879* (City of Mississauga: 1983)

John Blumenson, *Ontario Architecture: A Guide to Styles and Building Terms, 1784 to the Present* (Fitzhenry & Whiteside: 1990), Chapter 24: Victory Housing (1940-50), pp. 219-223

Central Mortgage and Housing Corporation, *Renovating Distinctive Homes—1 ½ Storey Post-War Homes*

*Ontario Architecture* website created by Shannon Kyles, Mohawk College, City of Hamilton: [www.ontarioarchitecture.com/Victory.htm](http://www.ontarioarchitecture.com/Victory.htm)

### 7.1.3 Miscellaneous

Ontario Ministry of Municipal Affairs and Housing, *Provincial Policy Statement*, 2005: PDF version available online at [www.mah.gov.on.ca/Asset1421.aspx](http://www.mah.gov.on.ca/Asset1421.aspx)

Former reports by Gillespie Heritage Consulting: see Section 7.4

Survey Plan, Site Plan, Architectural Drawings as cited in Section 8: Illustrations

Peel –Land Registry Office #43: title search documents referenced in APPENDIX ‘A’

Paul Dilse, *Heritage Impact Statement on the Property at 7181 Lancaster Avenue, Mississauga (Malton Community) Lot 193, Plan 436 .....August 12, 2013*

## 7.2 Contacts

Tirth Singh, owner of subject property and realtor (Best Home Realty Ltd. Brokerage)

Desmond Roychaudhuri, project architect

Laura Waldie, Heritage Co-ordinator, Community Services, City of Mississauga

Chris Aplin, M.C.A. Paralegal Services, Brampton (title search for 1370 Milton Avenue, completed August 2013)

Megan Hobson, Heritage Consultant & Conservation Specialist (consultant for 3032 Churchill Avenue)

In addition, the author of this report would like to acknowledge the much appreciated support and assistance of her spouse Stewart Patch: in particular for site visit photography, measuring the original dwelling, and proofreading the final report.

## 7.3 Site Visits

One site visit was made on March 29<sup>th</sup>, when Stewart Patch (spouse) and the author of this report met with the prospective property owner Tirth Singh and gained entry by the tenants. Photos were then taken of the site, setting and the house exterior and interior. Several more photos were taken by Megan Hobson on the occasion of an additional site visit made on May 5<sup>th</sup>. Two have been incorporated into this report (cover illustration and **Photo 18**)

## 7.4 Qualifications of the Author

The author of this Heritage Impact Statement, Ann Gillespie, graduated in 1985 from the Institute of Canadian Studies, Carleton University, Ottawa with an M.A. (1985) specializing in the history of Canadian architecture and building technology. Her thesis topic focused on the manufacture and use of decorative sheet-metal building components in Canada from 1870 to 1930 (galvanized iron cornices, pressed-metal ceilings, etc.).

After graduation she joined the Research Sub-committee of the Hamilton LACAC (Local Architectural Conservation Advisory Committee) and soon afterwards gained employment with

the City of Hamilton as a research assistant to Architectural Historian Nina Chapple. She remained with the City in the position of Heritage Researcher/ Planner for 16 years. During this time, she researched and prepared numerous designation reports for buildings to be designated under Part IV the Ontario Heritage Act and contributed to the research for and preparation of feasibility studies and plans for several heritage conservation districts in the former City of Hamilton, notably the *St. Boulevard Heritage Conservation District and Plan* (April 1992) for which she was the principal author. After taking early retirement at the end of 2001, she became a part-time heritage consultant and has been a member of CAHP (Canadian Association of Heritage Professionals) since 2002.

Most relevant to this report are the following Heritage Impact Statements previously undertaken for properties in the City of Mississauga by Gillespie Heritage Consulting:

*Heritage Impact Statement for 3110 Merritt Avenue, Malton Victory Village Cultural Landscape, City of Mississauga* (March 2014)

*Heritage Impact Statement for 7161 Lancaster Avenue, Malton Victory Village Cultural Landscape, City of Mississauga* (February 2014)

*Heritage Impact Statement for 3170 Milton Avenue, in the Mineola West Cultural Landscape, City of Mississauga* (September 2013)

*Heritage Impact Statement for 1171 Stavebank Road, in the Mineola West Cultural Landscape, City of Mississauga* (April 2013)

*Heritage Impact Statement for 350 Indian Valley Road, in the Mineola West Cultural Landscape, City of Mississauga* (October 2011)

*Heritage Impact Statement for 7157 Lancaster Avenue, Malton, City of Mississauga* (May 2011)

*Heritage Impact Statement for 60 Inglewood Drive, in the Mineola West Cultural Landscape, City of Mississauga* (March 2009)

*Heritage Impact Statement for 1525 Glenburnie Road, in the Mineola West Cultural Landscape, City of Mississauga* (February 2008)

*Heritage Impact Statement for 14 Princess Street, Streetsville, City of Mississauga* (December 2007)

*Heritage Impact Statement for 16 Front Street, Old Port Credit Heritage Conservation District, City of Mississauga* (November 2006)

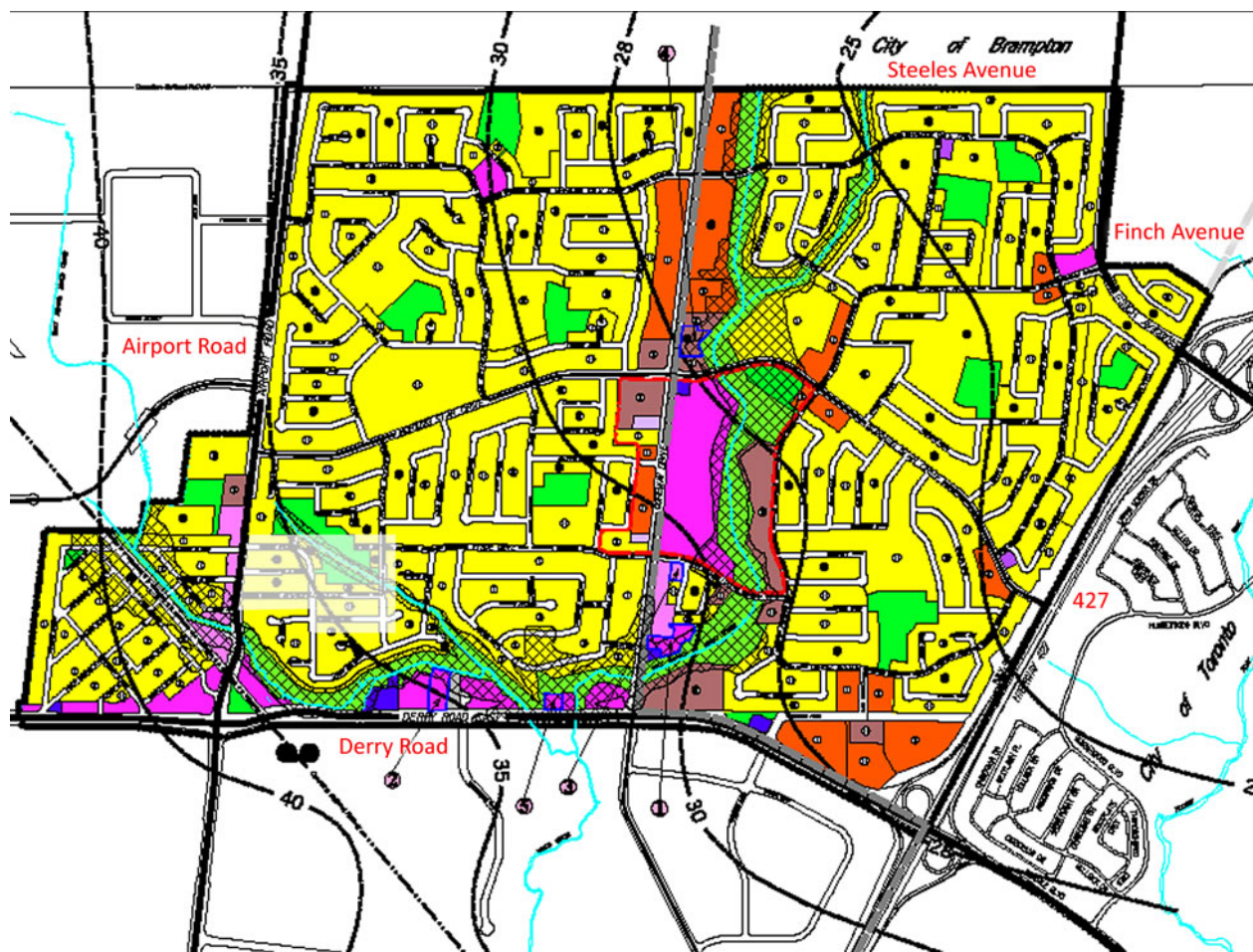
## 8 ILLUSTRATIONS

The following illustrations, identified as **Figure 1, 2**, etc., include maps, aerial photos, site plans and floor plans of the existing property and dwelling and for the proposed replacement residence. References to links from City of Mississauga website are abbreviated as CM > [specific page].



**Figure 1:** Section of the MapArt page showing the south-west part of Malton, City of Mississauga and the location of the Malton Victory Village Cultural Landscape.

SOURCE: MapArt Publishing, Ontario Atlas Series, *Book 2: Golden Horseshoe* (2002), p. 459; annotated by the author of this report to show the area encompassing the cultural landscape.



**Figure 2:** Section of the Malton District Land Use Map showing the shape and boundaries of the present-day neighbourhood and planning district of Malton at the northern and eastern borders of the City of Mississauga, with the City of Brampton to the north and the City of Toronto to the east. Semi-transparent white shaded area shows the location and approximate shape of the Malton Victory Village Cultural Landscape.

SOURCE: Mississauga Plan, Malton District Land Use Map, April 2010 ([www6.mississauga.ca/onlinemaps/planbldg/cityplan/malton.pdf](http://www6.mississauga.ca/onlinemaps/planbldg/cityplan/malton.pdf)), with white shading and text annotations by the author of this report.





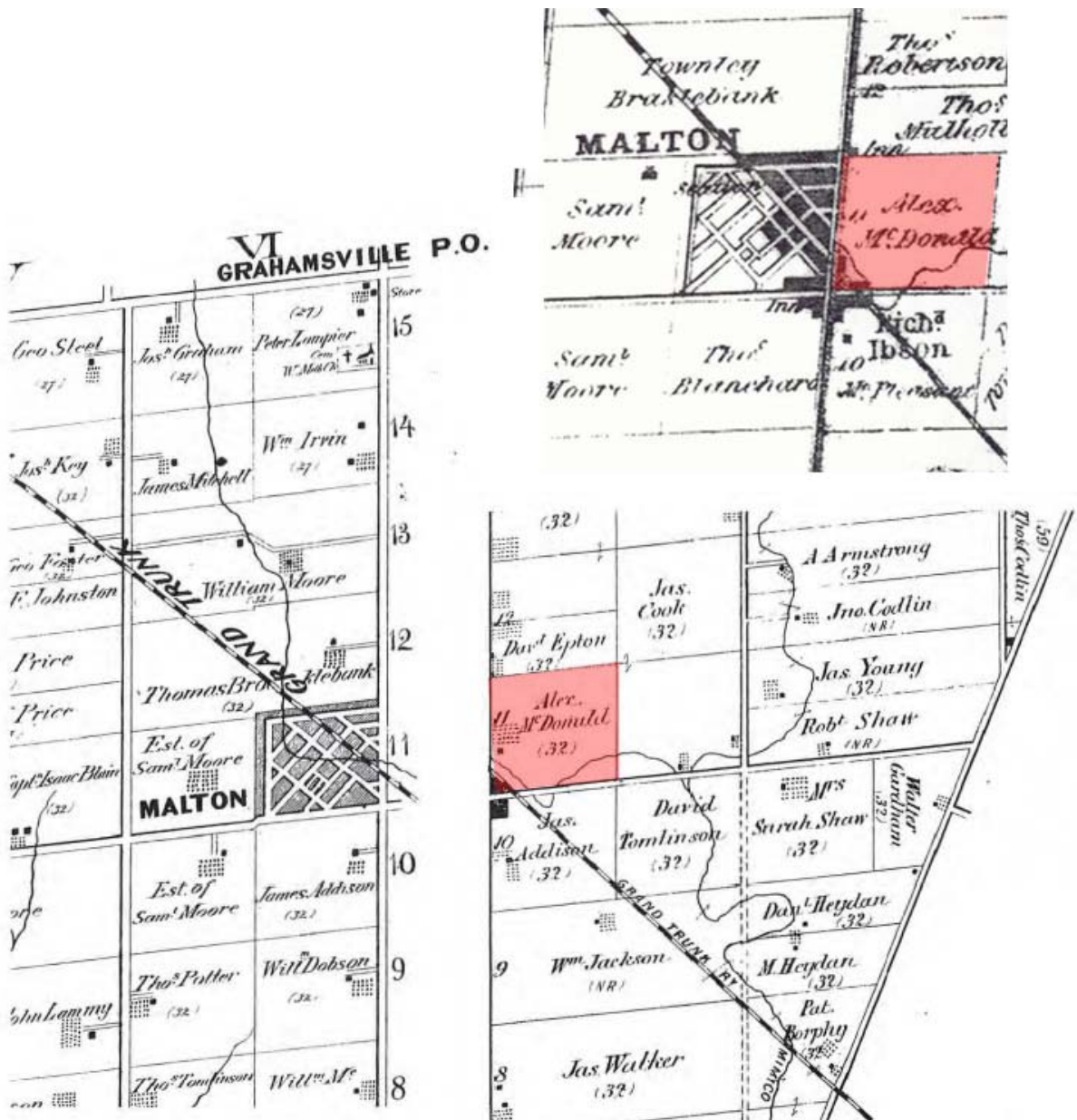
**Figure 3:** Map showing the boundaries of the Malton Victory Village Cultural Heritage Landscape, which corresponds to the boundaries of the original Victory Village subdivision, as shown on the 1952 Plan of Subdivision (see *Figure 18*). Subject property highlighted by red rectangle.

SOURCE: Digital copy provided by CM Heritage Planning staff and annotated by the author of this report (boundary line, north arrow and superimposed text).



**Figure 4:** 2013 aerial view showing the boundaries of the Malton Victory Village Cultural Landscape and the location of 3031 Churchill Avenue. When the residential subdivision to the north of Etude Drive was built, Victory Park was expanded to the north-west.

SOURCE: CM website > E-maps ([www.mississauga.ca/portal/services/maps](http://www.mississauga.ca/portal/services/maps)); annotated by the author of this report.



**Figure 5:** Section of the 1859 Tremain map (top) showing the layout of the village of Malton which evolved around and to the north-west of the “four corners”, where 6<sup>th</sup> line (now Airport Road) intersected with the Malton Side Road (now Derry Road). Below are two contiguous sections of the 1877 County of Peel Atlas. The diagonal railway line was built by the Grand Trunk Railway in 1854. Highlighted areas show the farmland owned by Alex McDonald north of the railway line directly east of the village, where land was expropriated for the Victory Village subdivision.

SOURCES: 1859 map segment from the Heritage Mississauga website:

[www.heritagemississauga.com/photo/Malton](http://www.heritagemississauga.com/photo/Malton)

1877 map segments: cropped and annotated version of Figure 13 of the Heritage Impact Statement for 7181 Lancaster Avenue completed by Heritage Planning Consultant Paul Dilse, August 2013 and credited as follows: “North Part of Toronto” and “Gore of Toronto” in J.H. Pope, Illustrated Historical Atlas of the County of Peel, Ont. (Toronto: Walker & Miles, 1877), pp.21 and 33.



**Figure 6:** Historic photos of Malton: view of Malton’s “four corners” intersection shown in the maps above, circa 1940; (below) terminal building for Malton Airport around the time of its opening in 1937.

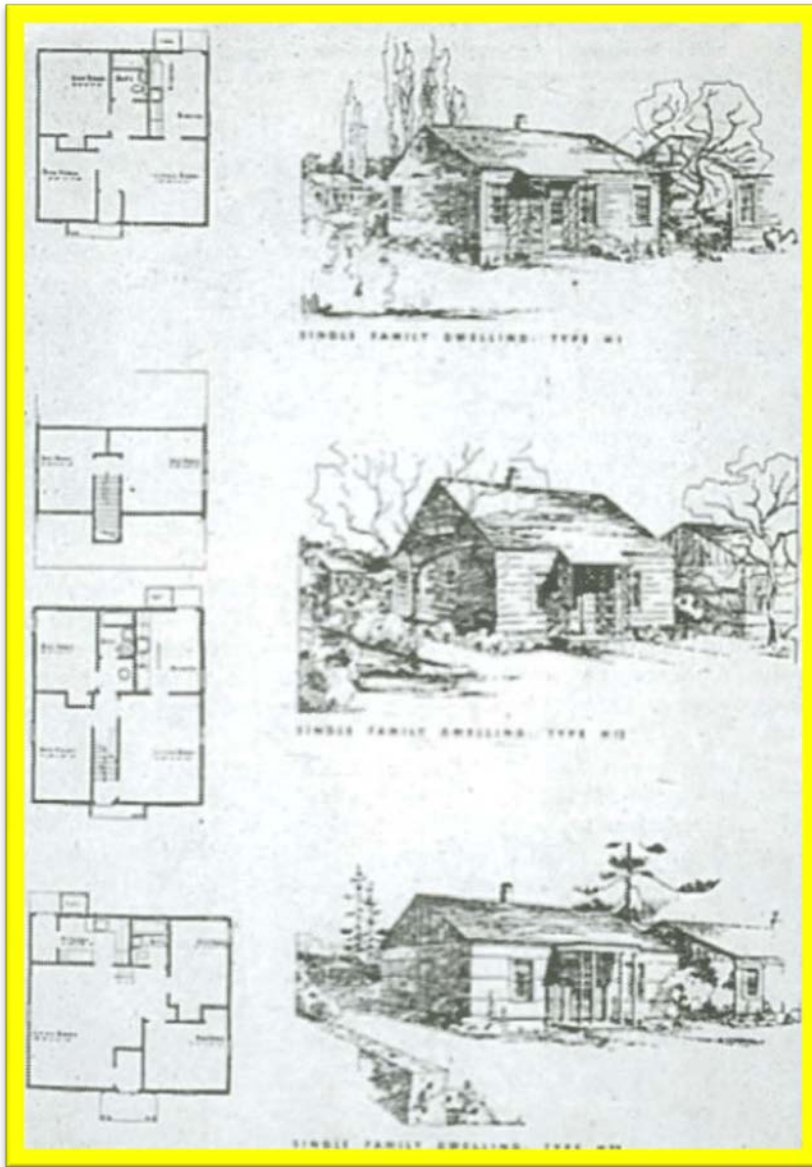
SOURCE (top photo): Cropped version of photo from the Heritage Mississauga website: [www.heritagemississauga.com/photo/Malton](http://www.heritagemississauga.com/photo/Malton); source of original unknown.

SOURCE (bottom photo): Cropped version of a real photo postcard posted on the website: [www.malton.org/maltonhistory/maltonairport.htm](http://www.malton.org/maltonhistory/maltonairport.htm)



**Figure 7:** Section of the 1954 aerial photograph showing Victory Village prior to the extension of streets for the expansion of residential development and the industrial lands to the south. Red circle shows the approximate location of 3031 Churchill Avenue.

SOURCE: CM website > E-maps ([www.mississauga.ca/portal/services/maps](http://www.mississauga.ca/portal/services/maps)); annotated by the author of this report.



**Figure 8:** Typical designs for wartime housing: three standard plans for one and 1 ½ storey dwellings with no basements.

SOURCE: Annmarie Adams and Pieter Sijpkens, "Wartime Housing and Architectural Change, 1942-1992," *Vernacular Architecture* V. 17 N. 2 (1995), p. 17; found online: <http://people.mcgill.ca/files/annmarie.adams/1995AdamsASijpkensPWartimeHousingandArchitectualChange.pdf>

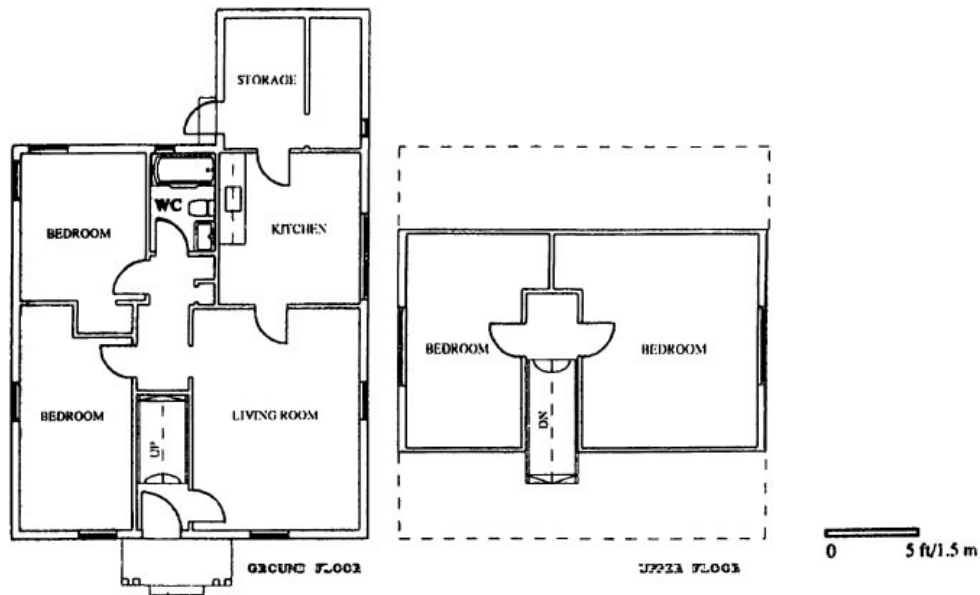


Figure 1a. Original layout of wartime homes: One-and-a-half-story, 24-x-28-foot (Cape Cod) unit.

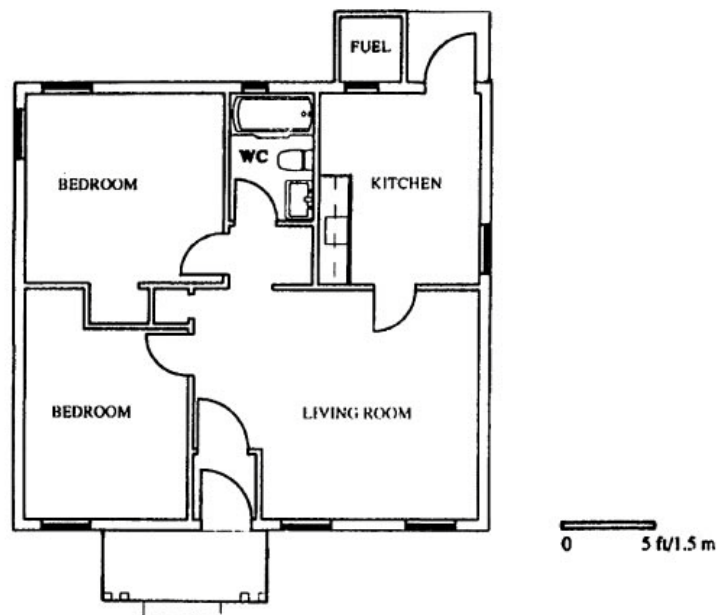


Figure 1b. Original layout of wartime homes: 24-x-24-foot bungalow.

**Figure 9:** More legible floor plans for a 24' x 24' bungalow and a 24' x 28' 1 ½ storey dwelling, showing the location of the fuel box beside the rear doorway (1b) and a larger divided storage room at the back of the 1 ½ storey dwelling which must have included the fuel box (1a).

SOURCE: Avi Friedman and Maria D. Pantepoulos, Space Management in Montreal's Wartime Housing, History and Society, Vol. 23 No. 2; found online: [www.housingeducators.org/Journals/H&S\\_Vol\\_23\\_No\\_2\\_Space\\_Management\\_in\\_Montreal's\\_Wartime\\_Homes.pdf](http://www.housingeducators.org/Journals/H&S_Vol_23_No_2_Space_Management_in_Montreal's_Wartime_Homes.pdf)



**Figure 10:** A typical streetscape of wartime housing in Peterborough, photographed shortly after completion in 1943. The houses shown were based on the same plan for a 1 ½ storey house with a steep-pitched, tight-eaved gable roof and projecting canopy over the front entrance with trellis-like supports; six-over-six paned sash windows. These dwellings had clapboard siding and the standard asphalt-shingled roofing. As was the case in many parts of Canada, these wartime dwellings had no basements and were supported on cedar or concrete posts. Heating was provided by a single stove on the main floor vented through a stove pipe (partially visible on the backside of the roofs).

SOURCE: John Blumenson, *Ontario Architecture: A Guide to Styles and Building Terms, 1784 to the Present*, figure 24-3, p. 221.





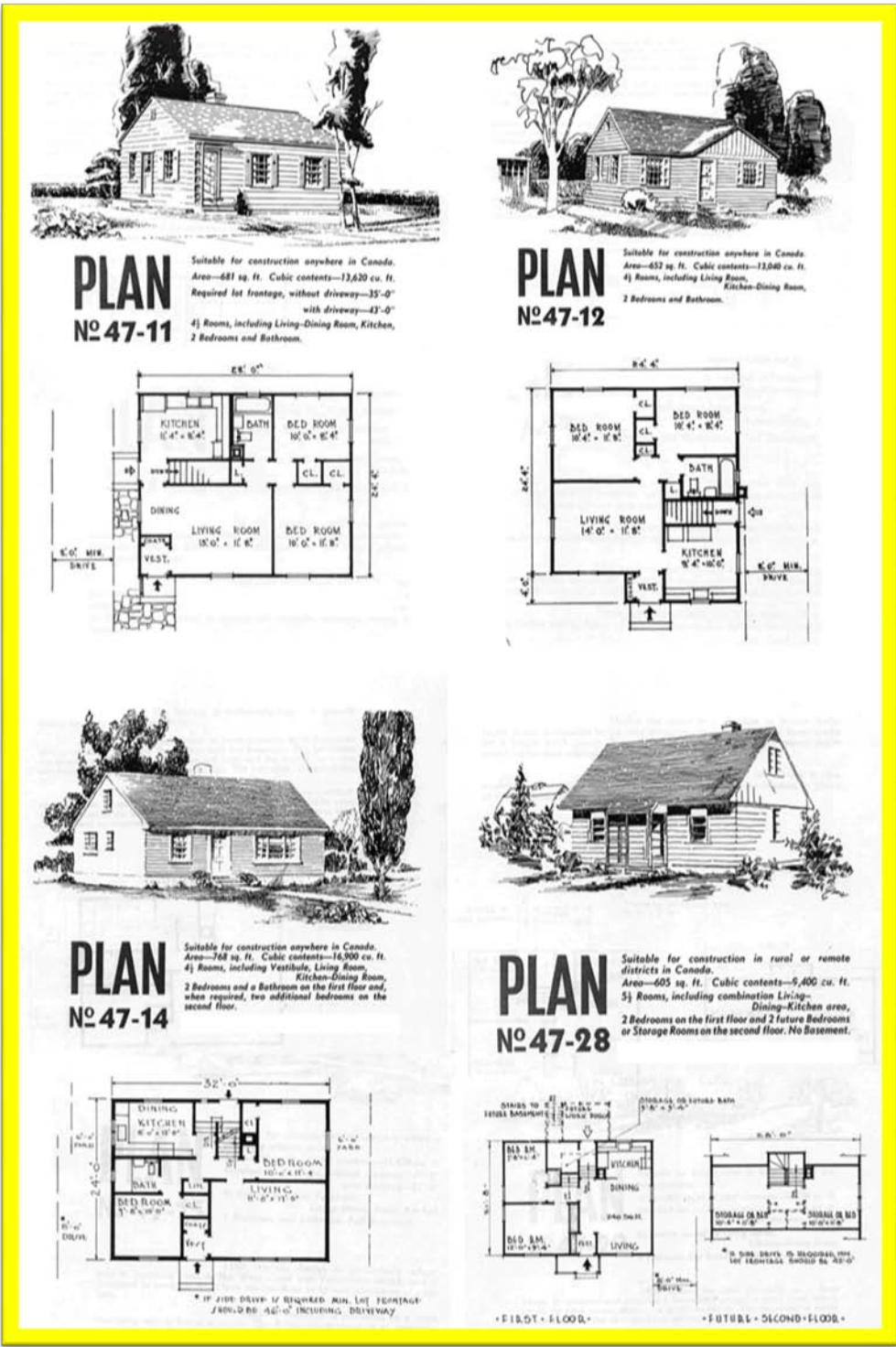
**Figure 11:** View of part of a streetscape of dwellings built by Wartime Housing Inc. in Edmonton in 1944, shortly after construction. In contrast to most wartime houses in Canada, these dwellings had full basements, a necessity for climatic reasons, with side chimneys suggesting that they were equipped with coal-burning furnaces in their basements.

SOURCE: Donald Wetherell and Irene Kmet, *Homes in Alberta: Building, Trends, and Design*, p. 178; original source of photograph: Public Archives of Alberta BL720.



**Figure 12:** A recently completed streetscape in the St. Mary's post-war neighbourhood in Kitchener, Ontario, circa 1948, which shows the wood board sidewalks and walkways to the front doorways. There appears to be a strip of land between the roadway and sidewalk.

SOURCE: Kitchener-Waterloo Record Photographic Record Collection, Dana Porter Library, University of Waterloo; used on the interpretive plaque for the St. Mary's Heritage Conservation District in Kitchener (*Figure 20*).



**Figure 13:** Renderings and floor plans for some standard post-war dwellings published by CMHC in 1947: “67 Homes for Canadians”, some with basements and some without (e.g. Plan 47-28 specifies no basement). These houses are similar in size and design to the wartime dwellings shown above.

SOURCE: Posted on the website: *Home from the War: St. Catherines’ Wartime Neighbourhoods*:  
<http://wartimehouses.com/the-homes/the-designs>



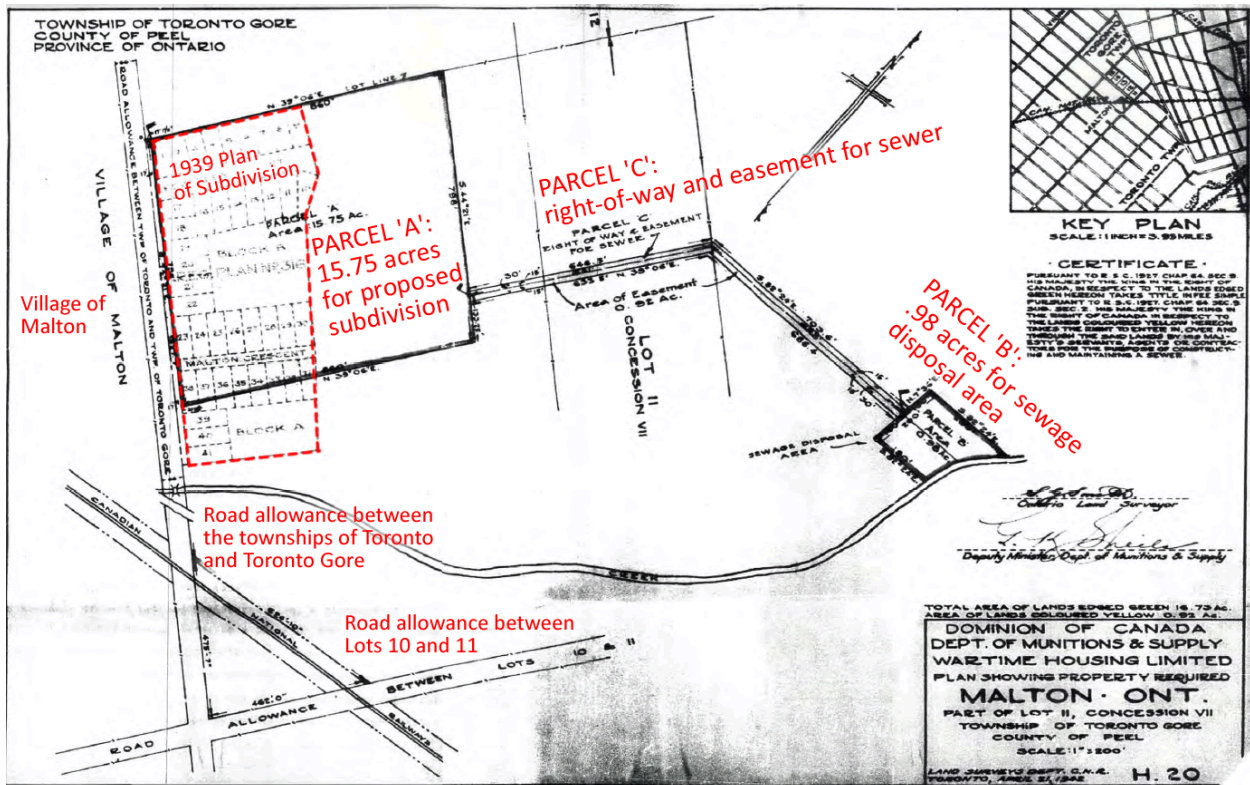
**Figure 14:** Similar streetscape view of north Toronto’s Winston Park shortly after the houses were built but before completion of the road (with gravel surface) or any sidewalks and front walkways. This post-war subdivision, now located just north of the 401, was clearly built with permanence in mind. It mainly consisted of 1 ½ dwellings, which appear to have been constructed with full basements and heated with coal boilers as indicated by the chimneys. A number of these houses are still standing with the usual alterations and additions made over time. The Winston Park area with its wide roadways and generous setbacks still retains its sense of spaciousness (as observed on Google street view).

SOURCE: August 1945 photograph accompanying an article by Thomas Wicks posted on the Toronto Spacing website: <http://spacing.ca/wire/2007/12/12/wartime-housing> Original source: City of Toronto Archives. *Globe and Mail* collection, SC 266, Item 98646.



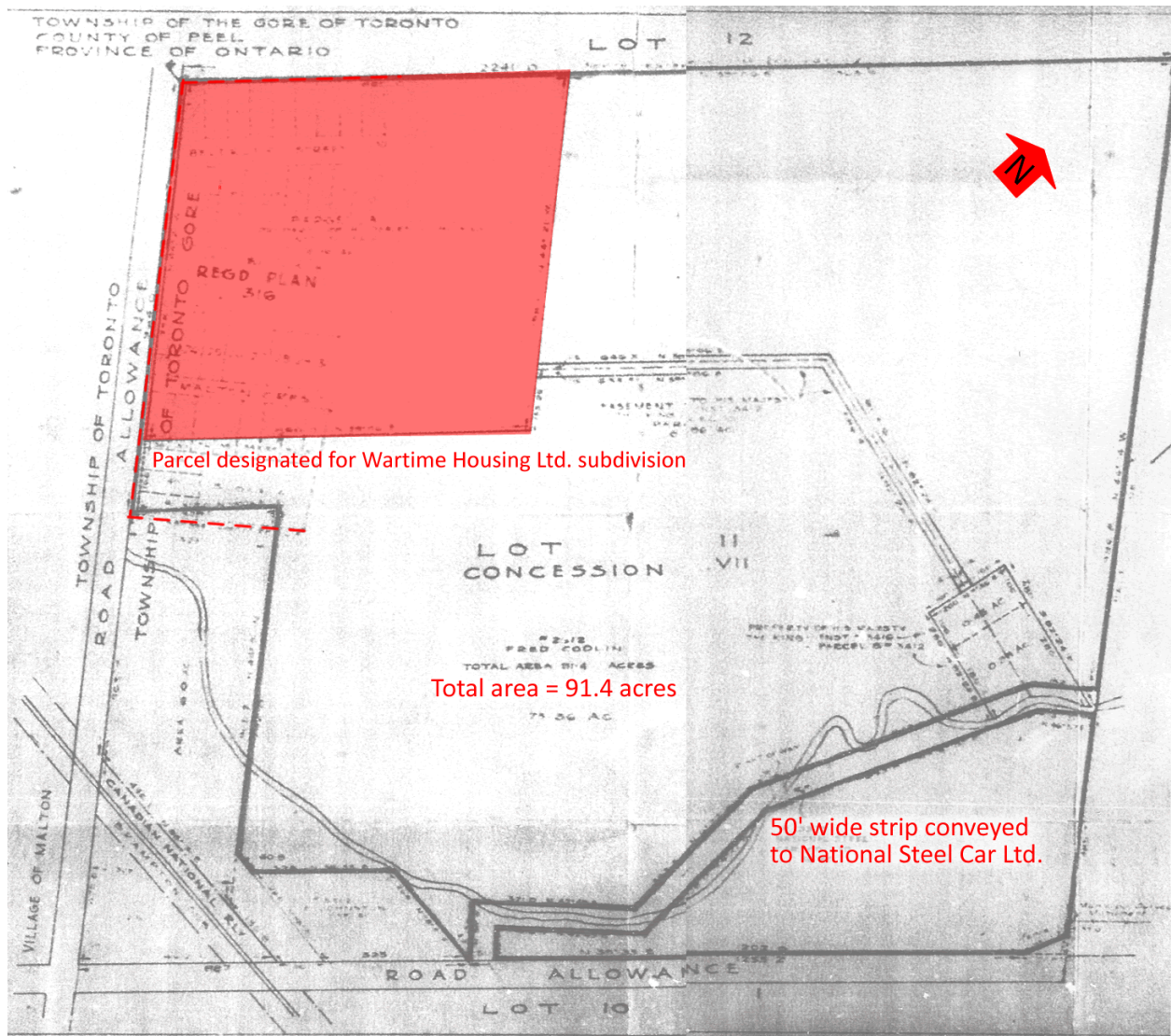
**Figure 15:** Collage of photos of wartime dwellings relocated to an enclave in Dundas in 1954 and set on full concrete block basements, where furnaces were installed and exterior brick chimneys added. They illustrate a common 1950s modification of dwellings based on a 24' X 28' plan: the enlargement of the frame of the living room window to accommodate a fixed centre pane with two narrow vertical sash windows on either side. (Top) 101 Head Street: a 1½ storey dwelling with an added garage, all sided with clapboard, and a detail of its original living room window with a near square centre pane and two narrow four-over-four sash windows. (Below) 99 Head Street: a 1-storey, vinyl clad dwelling with a similarly enlarged window (which appears to be a replacement for an earlier one but with the same configuration) and 91 Head Street: a 1½ storey dwelling, notable for the survival of its original asbestos shingle siding. Both dwellings have decorative roof gables; the one at #91 was clearly added at the same time as the projecting bay with a picture window.

SOURCE: Photos and photo collage by the author of this report, April 2014.



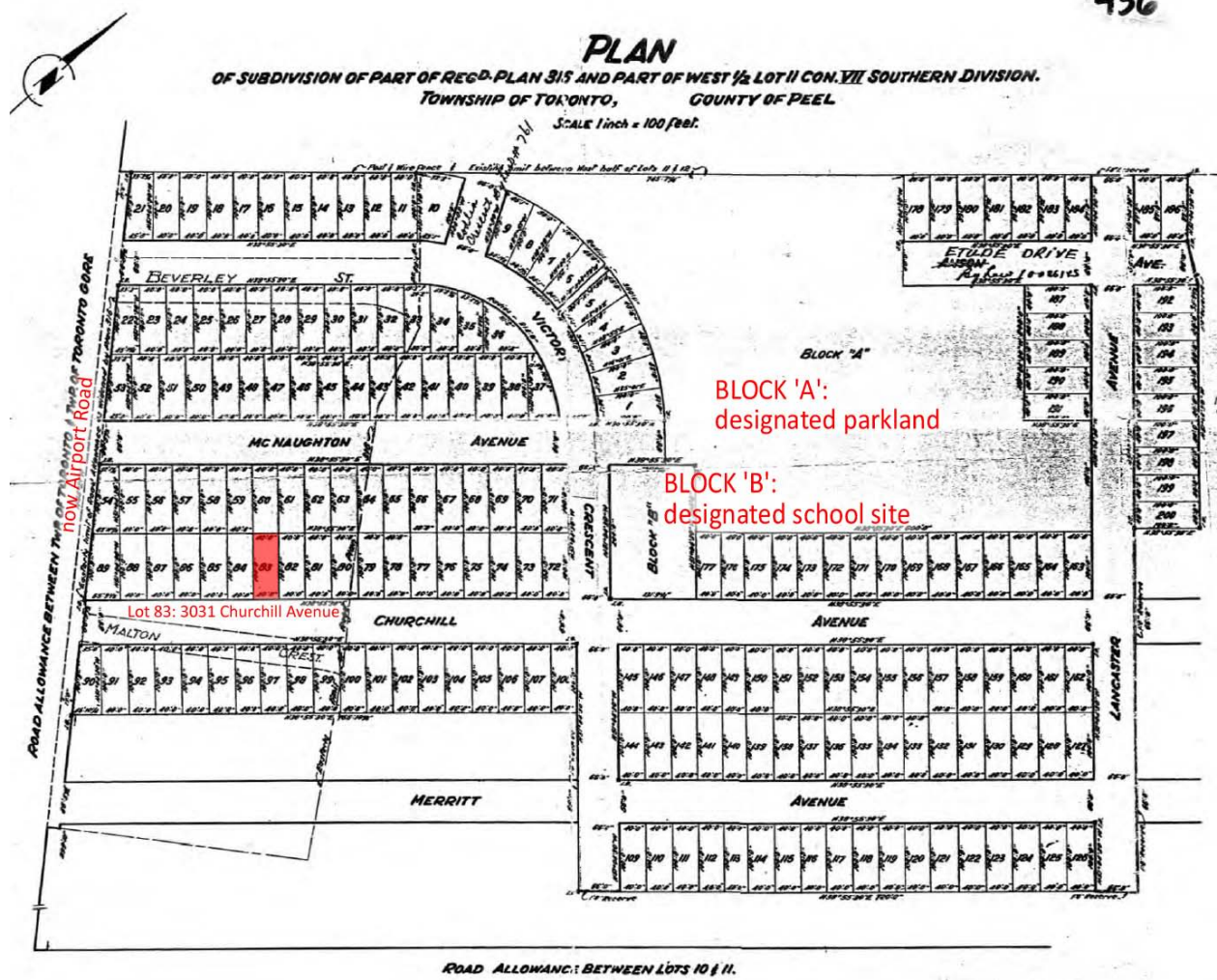
**Figure 16:** 1942 Survey Plan showing the three parcels to be expropriated for the proposed Victory Housing subdivision and the smaller area previously surveyed for property owner Fred Codlin in 1939, with boundaries and lots shown with dotted lines.

SOURCE: Original hard copy found by Heritage Planning Consultant Paul Dilse at the Peel Land Registry Office: S.G. Smith, "Dominion of Canada Dept. Of Munitions & Supply, Wartime Housing Limited, Plan Showing Property Required, Malton, Ont., Part of Lot 11, Concession VII, Township of Toronto Gore, County of Peel," Plan H 20, 21 April 1942, Toronto Gore Instrument #3412; digital copy from his Heritage Impact Statement for 7181 Lancaster Avenue (Figure 15) annotated by the author of this report.



**Figure 17:** The final plan of lands acquired by Wartime Housing Ltd. (H-20-A), dated [?] October 1942.

SOURCE: Scanned version of two photocopies made by Chris Aplin as part of the Deed of Land from Fred Codlin to “His Majesty the King in the Right of Canada”, dated 15 October 1942; highlighting and annotations by the author of this report.



**Figure 18:** Plan of Subdivision of part of Registered Plan 315 and Part of West ½ Lot 11 Conc. VII Southern Division, Township of Toronto, County of Peel; registered February 1952 by the Central Housing and Mortgage Corporation, showing the subject property (lot 83).

SOURCE: Full-size photocopy obtained by Chris Aplin from the Region of Peel Registry Office in 2011; digitized and annotated by the author of this report.



**Figure 19:** Section of the 1966 aerial photograph showing the expansion of the original subdivision to the south with the westward extension of Merritt Avenue as a cul-de-sac and the creation of a second cul-de-sac called Landen Court to the south.

SOURCE: CM website > E-maps; annotated by the author of this report.



# St. Mary's

## Heritage conservation district



Aerial view of the St. Mary's neighbourhood under construction, circa 1947. Kitchener-Waterloo Record Photographers Record Collection, Dana Pinner Library, University of Waterloo.



St. Mary's Heritage Conservation District boundaries

### What is a 'Heritage Conservation District'?

Heritage Conservation Districts form an integral part of our cultural heritage. They contribute to an understanding and appreciation of the cultural identity of the local community, region, province or nation. Heritage conservation district designation protects and enhances groups of properties that collectively give an area its special character. This character derives not only from individual properties that may be of architectural significance but also from the overall historic, natural, scenic, aesthetic, cultural, social or spiritual values of buildings, streets and open spaces seen together.

### Modern Planning

The St. Mary's neighbourhood represents some of the earliest local examples of suburban planning design, with its curved tree-lined streets, crescents and cul-de-sacs linked by pedestrian walkways. The landscape character of the St. Mary's neighbourhood is rich and varied with generous public open spaces and substantial tree plantings. These character-defining elements and significant landscape features provide a considerable physical asset and community amenity.



New home construction in the St. Mary's neighbourhood, circa 1946. Kitchener-Waterloo Record Photographers Record Collection, Dana Pinner Library, University of Waterloo.

### Why is St. Mary's a Heritage Conservation District?

The St. Mary's neighbourhood represents an important aspect of post-World War II construction, planning and development. In many respects, what would later become common features in the evolving Canadian suburban landscape are apparent in this neighbourhood. On May 15, 2002, the Ontario Municipal Board approved City of Kitchener By-law 2001-216 designating the St. Mary's heritage conservation district under the Ontario Heritage Act. Approximately 220 properties are included in this designation.

The establishment of a heritage conservation district in the St. Mary's neighbourhood serves to address the visible history of the community and help to protect and enhance those features that contribute to its post-war housing character.

### Wartime Housing in Kitchener

With the return of its veterans in 1945, Kitchener experienced a severe housing shortage and initiated the federal wartime housing construction program in 1946. The St. Mary's neighbourhood constitutes an important form of development and planning that had not been seen before in the City of Kitchener.

Two housing companies, Wartime Housing Limited and Housing Enterprises of Canada Limited had been created by the federal government in response to this housing crisis. The homes built by these companies represent a partnership between the public and private housing sectors, who provided funds; and the municipal government, who provided land. This joint venture produced low-cost rental housing in a time of considerable need.



Newly finished houses in the St. Mary's neighbourhood, circa 1946. Kitchener-Waterloo Record Photographers Record Collection, Dana Pinner Library, University of Waterloo.

### Characteristic Design Features

The homes in the St. Mary's neighbourhood are small 1 or 1½-story dwellings built at 480, 570 and 700 square feet (44.6, 53 and 65 square meters) before any additions. These were then known as "Wartime Housing", "Veterans' Housing" or "Victory Housing". Generally, these square frame houses were based on a simplified version of the Cape Cod style, but without dormers or much ornamentation. While in other Canadian cities, Veterans' Housing was built during wartime as temporary shelters without basements or furnaces; Veterans' Housing in Kitchener was built after the war and the homes were of better quality since they were designed to be more permanent structures.



Wartime Housing Limited houses are English and compact style with steep gable roof, side or no porch, side entrance, front chimney, a side or central front entrance, no basement, front construction and either lapboard or composite shingle siding.



The Housing Enterprises of Canada (HEC) development includes four different styles of HEC houses. This example is a single detached, one-storey, separate dwelling with a central chimney, front entrance and a central brick chimney. In general, HEC houses have big roofs, large or no porches, concrete and concrete block with, concrete dwelling and full basements.



Wartime Housing, 45 cents, 23 September 1976. © Canada Post Corporation (1991). Reproduced with permission.

### Shelter from the Storm

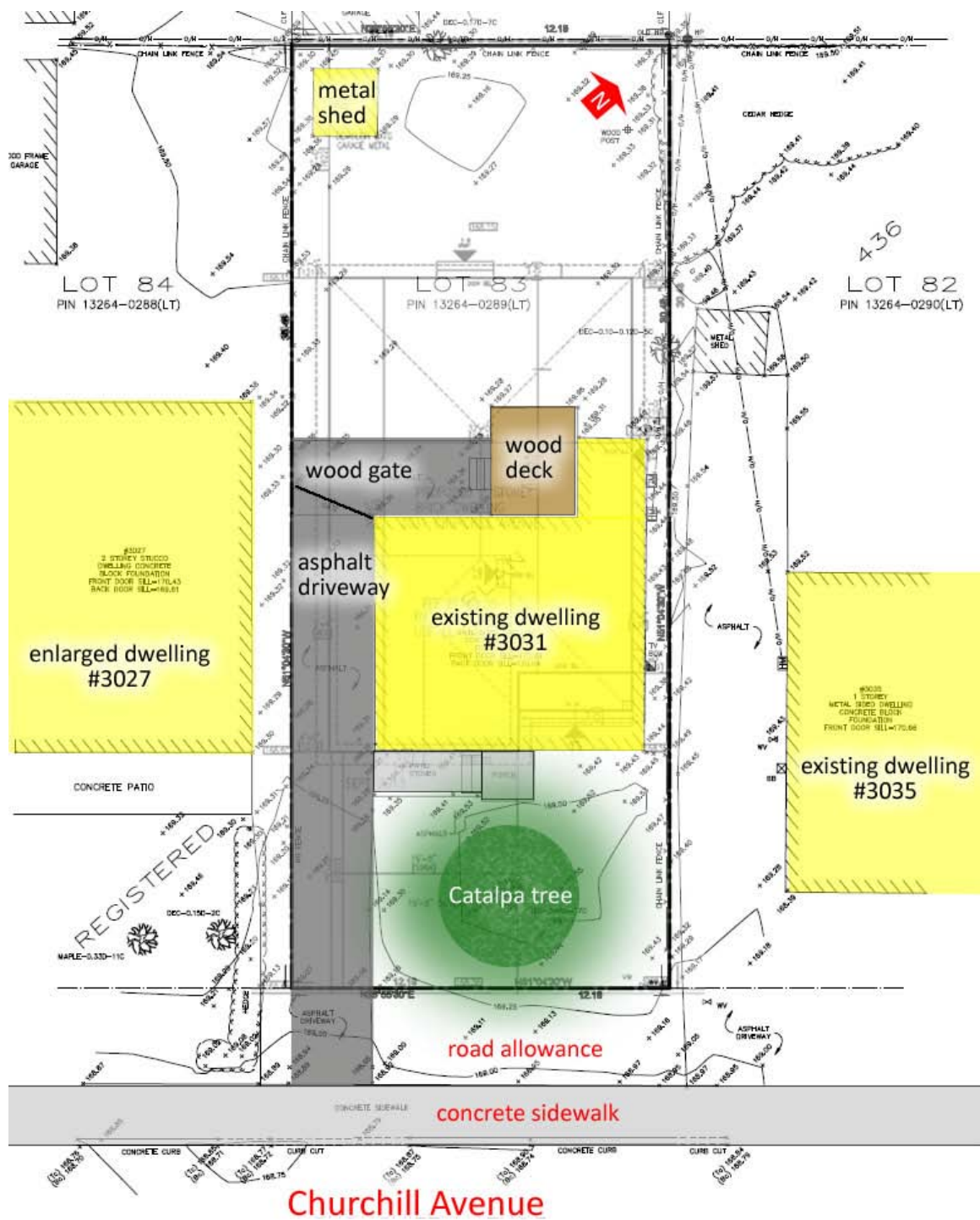
In 1998, Canada Post issued a nine-stamp series titled "Housing in Canada." Each stamp represented one of Canada's celebrated structures or styles. Veterans' Housing was one of the housing styles featured in this collection.

The distinctive nature of veterans' housing is generated not just from its design but from the history that was an important factor to their existence and from the welcoming neighbourhoods they created. They remain a significant reminder of the post-war era.



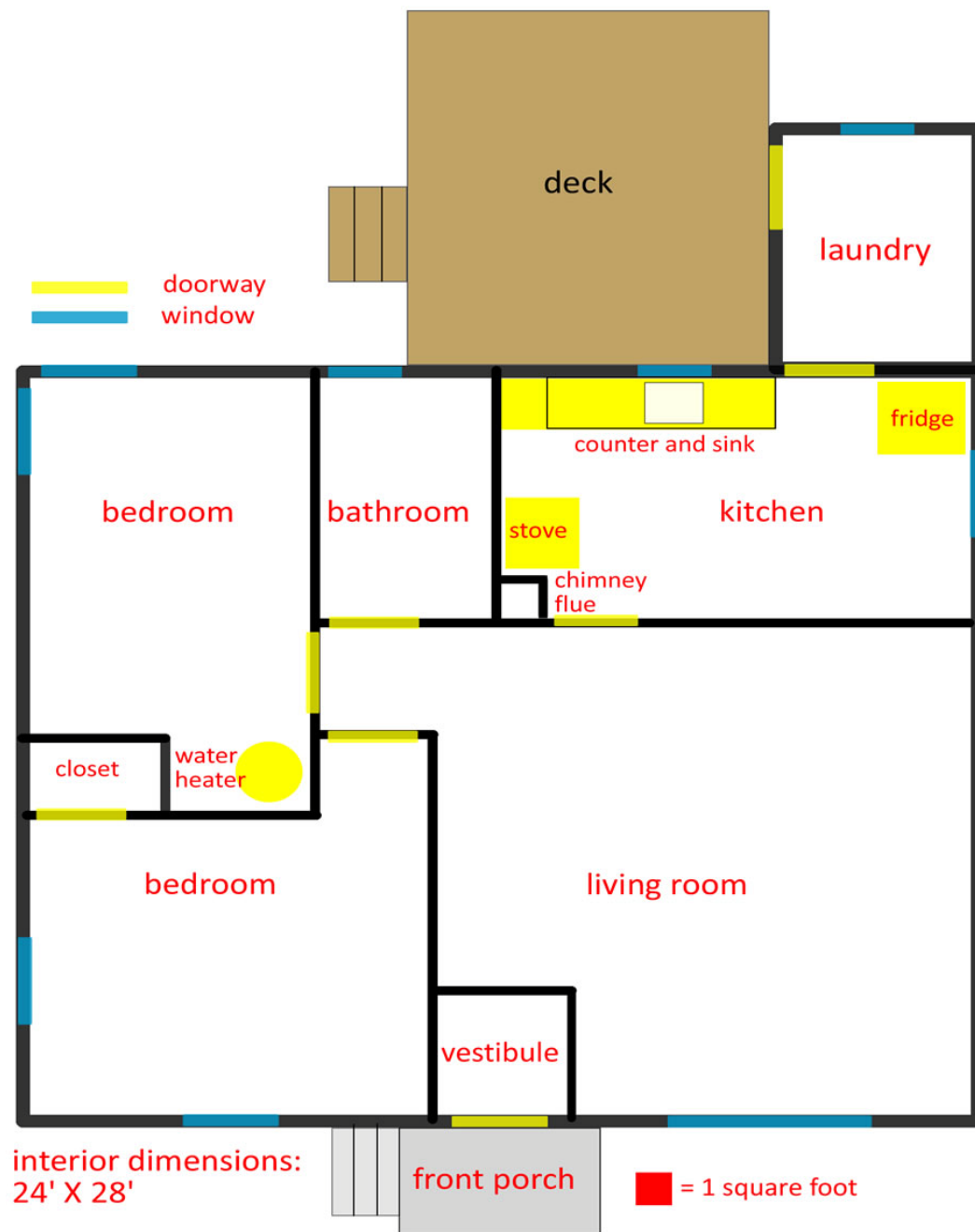
**Figure 20:** Interpretive plaque for the St. Mary's Heritage Conservation District in Kitchener, showing the boundaries of the district, typical house designs and historic photos.

SOURCE: PDF provided by City of Kitchener Heritage Planner Leon Bensason in 2011.



**Figure 21:** 2014 Plan of Survey for Lot 83 showing the existing one-storey frame dwelling, metal shed, asphalt surfacing that wraps around the rear facade and abuts the wood deck. A diagonal wood gate separates the driveway from the rear yard.

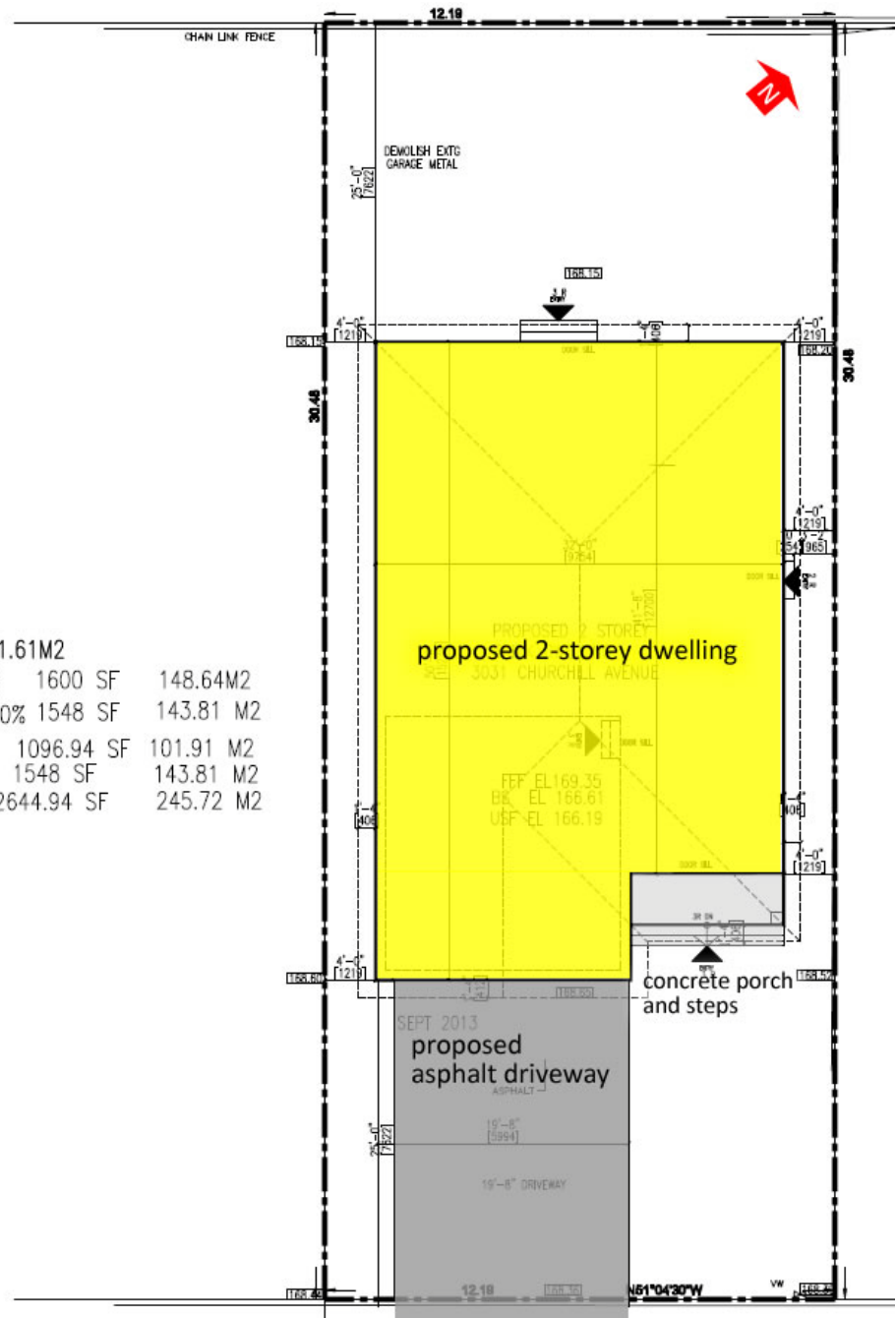
SOURCE: Ted Van Lankveld, OLS, Plan of Building Survey of Lot 83, Registered Plan 436, City of Mississauga, March 2014; cropped section of full plan provided in PDF format by the project architect, with highlighting and annotations by the author of this report.



**Figure 22:** Approximate floor plan of the existing dwelling showing the original rooms and rear addition. The outlined section of the existing countertop shows its original size. It is surmised that the water heater was originally located in this corner of the kitchen adjacent to the bathroom. The existing water heater is located in the rear bedroom closet.

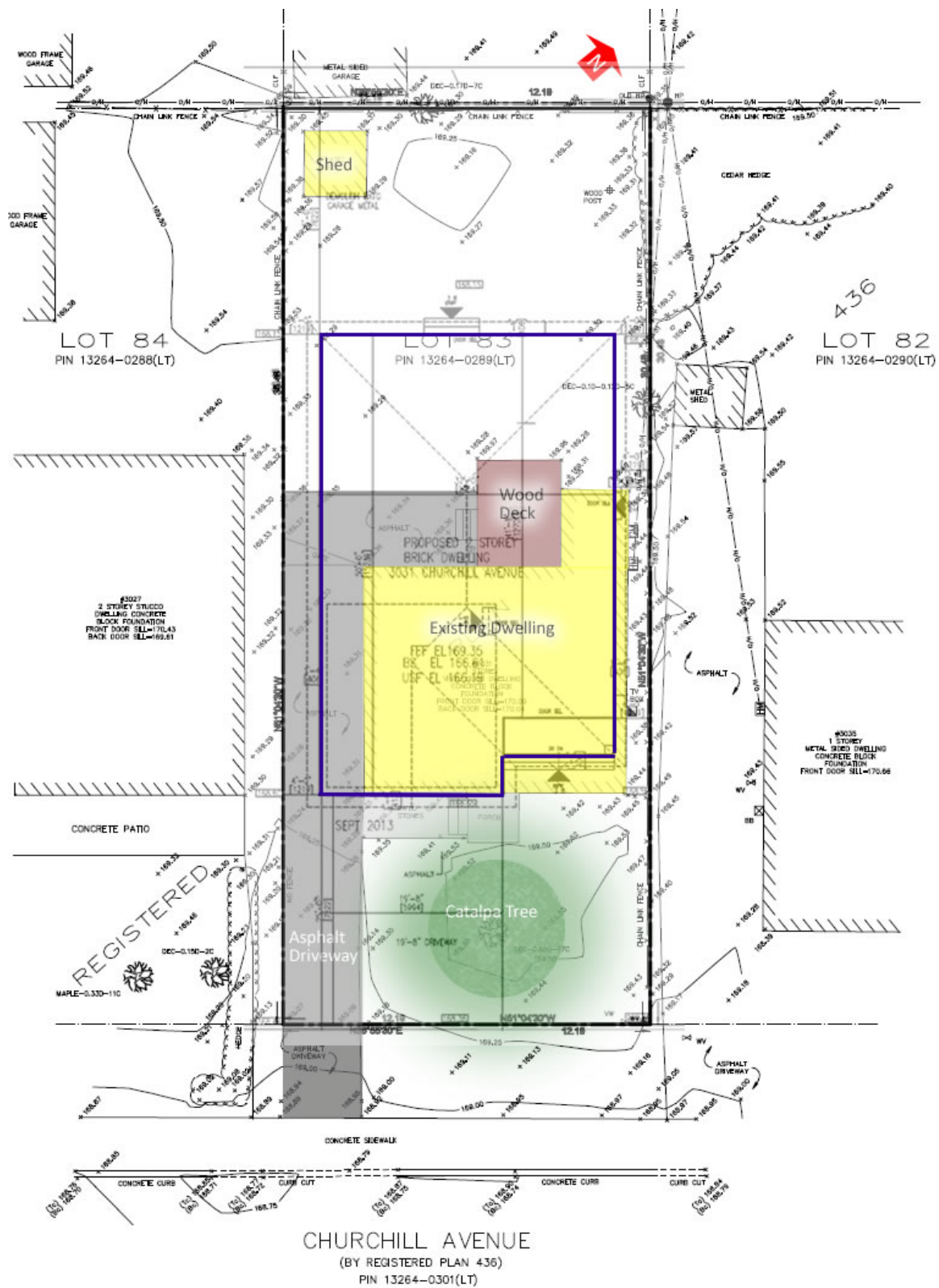
SOURCE: Drawing prepared by the author of this report based on the 2013 Plan of Survey and measurements taken on site with Stewart Patch.

|                        |         |            |           |
|------------------------|---------|------------|-----------|
| LOT AREA               | 4000 SF | 371.61M2   |           |
| LOT COVERAGE PERMITTED | 40%     | 1600 SF    | 148.64M2  |
| LOT COVERAGE PROVIDED  | 38.70%  | 1548 SF    | 143.81 M2 |
| MAIN FLOOR AREA        |         | 1096.94 SF | 101.91 M2 |
| SECOND FLOOR AREA      |         | 1548 SF    | 143.81 M2 |
| GROSS FLOOR AREA       |         | 2644.94 SF | 245.72 M2 |

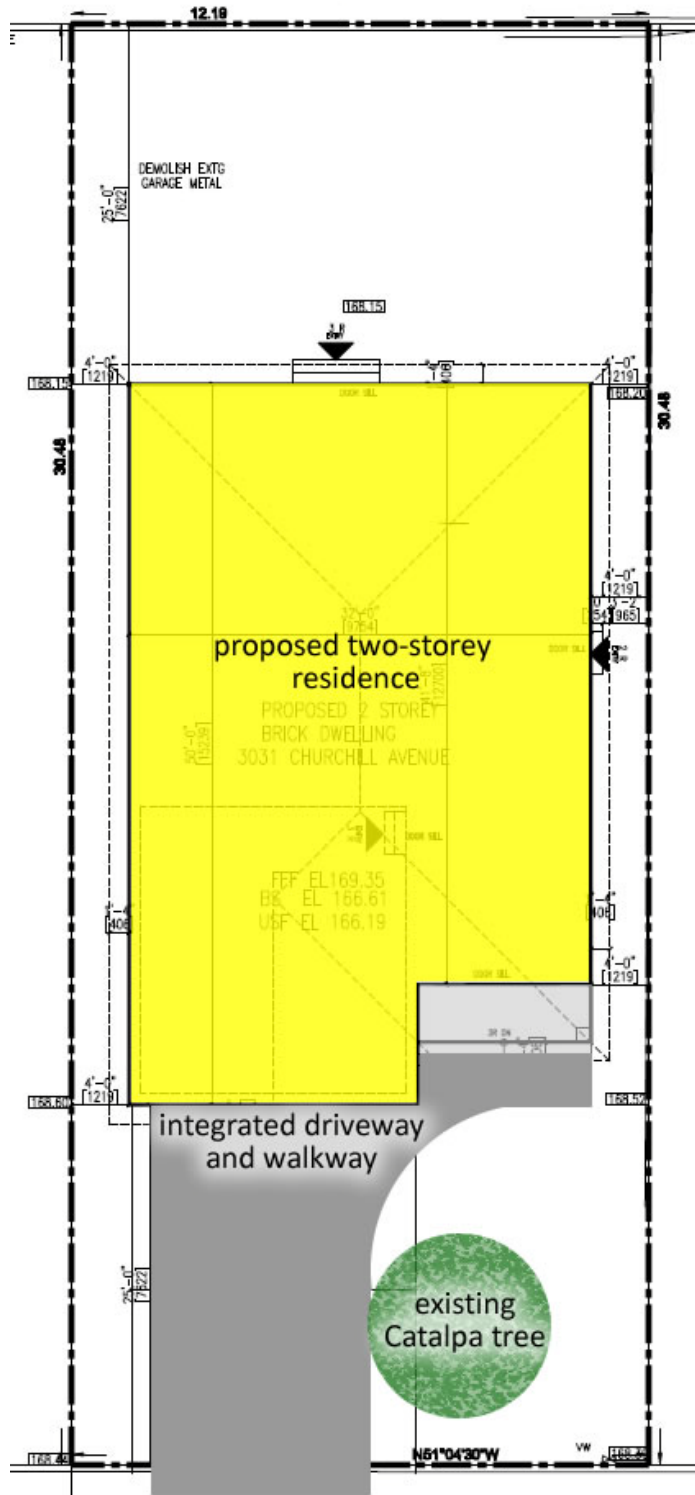


**Figure 23:** Original Site Plan showing the footprint of the proposed new dwelling, porch and driveway.

SOURCE: Cropped version of drawing A-1 (Site Plan) of the set of architectural drawings prepared by project architect Desmond Roychaudhuri (OAA) and dated February 2014, with annotations and highlighting by the author of this report. A streetscape elevation (A-10) was added in April 2014.



**Figure 24:** Composite plan with an overlay of the 2014 site plan (Figure 23) on the 2014 survey plan presented in Figure 21 and showing the location and footprint of the proposed new residence with respect to the existing bungalow.



**Figure 25:** Section of site plan showing the recommended treatment of the driveway and walkway to the front porch (material options: poured concrete, concrete pavers, bordered gravel or permeable asphalt) and the preservation of the existing Northern Catalpa tree.

SOURCE: Cropped version of drawing A-1 (Site Plan) shown in *Figure 23*, with recommended modifications made by the author of this report.



**7157 Lancaster Avenue**

**Figure 26:** Proposed front elevation for the new residence at 3031 Churchill Avenue with a photo of the front facade of the two-storey residence at 7157 Lancaster Avenue, built in 2011 according to the same set of floor plans in mirror image with an almost identical facade elevation.

SOURCE: Cropped section of drawing A-5 and cropped version of photo taken by Stewart Patch on the occasion of a site visit made to the adjacent property at 7161 Lancaster Avenue in October 2013. NOTE: The above and following elevations were derived from the same set of architectural drawings (A-1 to A-10) referenced above and provided in PDF format as an accompaniment to this report.

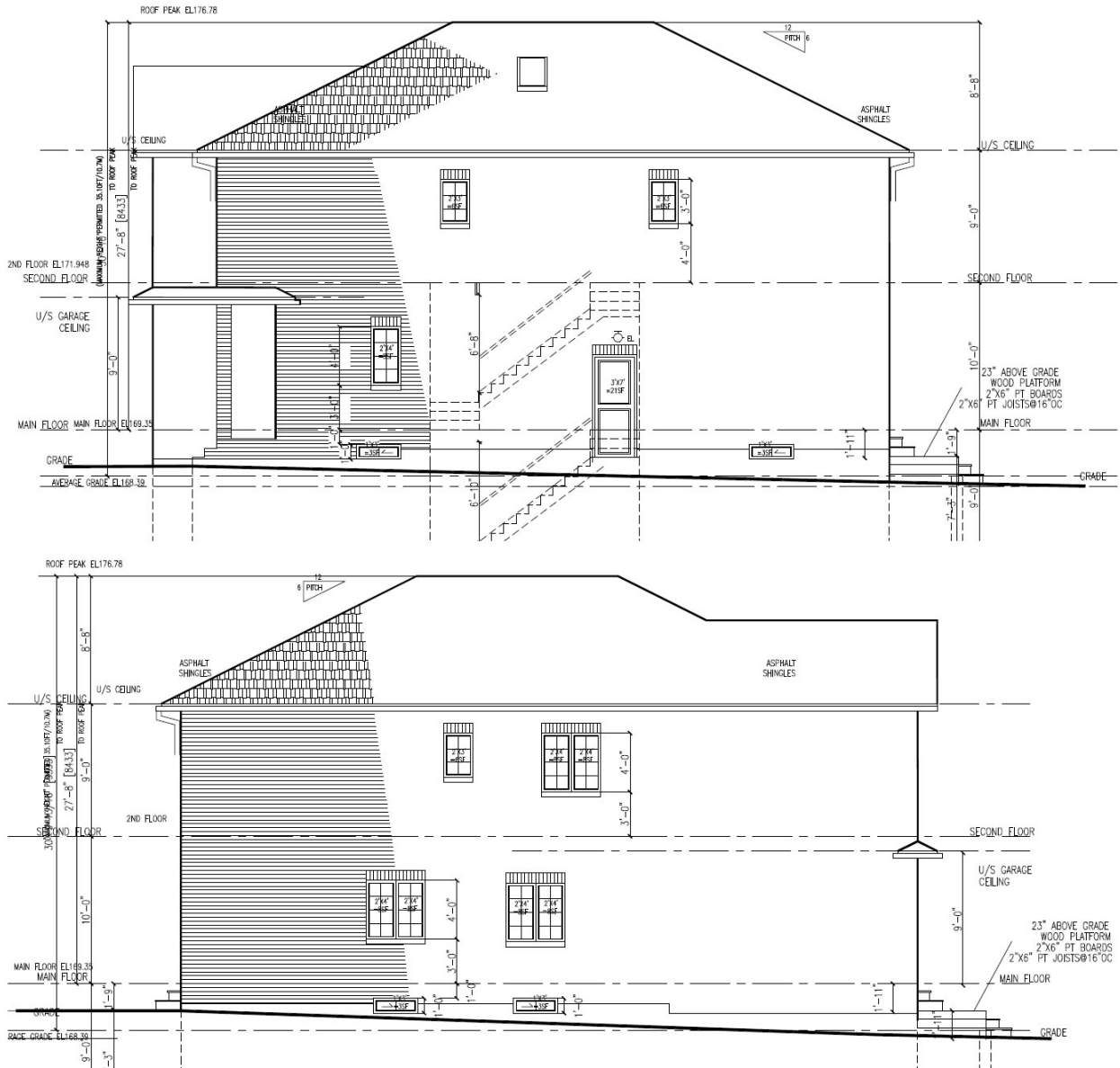
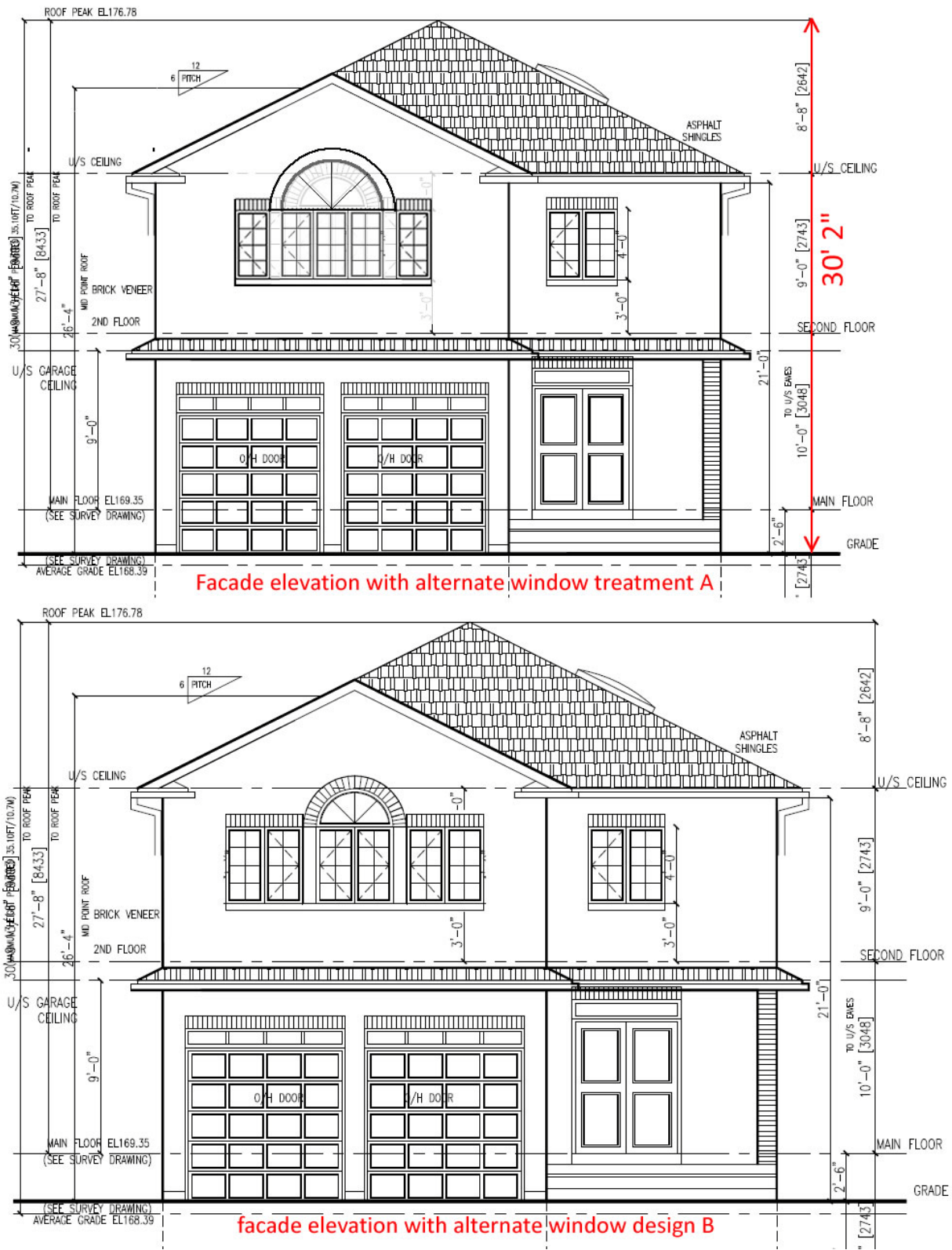


Figure 27: Top: side elevation on the porch side. Below: side elevation on the garage side.

SOURCE: Cropped section of drawing A-6.





**Figure 28:** Front facade elevation with two alternate designs for an enlarged bedroom window.

SOURCE: Cropped section of drawing A-5 with overlays and annotations by the author of this report.



**Revised Facade Elevation A - 5**

**Figure 29:** Front facade elevation as revised by the project architect, April 2014, in accordance with the preferred Option B.

SOURCE: Cropped section of drawing A-5 with coloured highlighting and annotations by the author of this report to clearly show the glazed areas.



**Figure 30:** Streetscape elevation of the section of Churchill Avenue from the corner of Airport Road to #3043. It shows the proposed two-storey dwelling at #3031 in the context of neighbouring original wartime dwellings (all one-storey except for #3023). Two more have been altered and enlarged by second storey additions (#3015 and #3027) and one has been replaced by a two-storey residence (#3019).

SOURCE: Drawing A-10 of set of architectural drawings prepared by Desmond Roychaudhuri; cropped and reconfigured to better fit the page size and annotated by the author of this report.

## 9 SITE VISIT PHOTOGRAPHS

NOTE: Photos taken by Stewart Patch, 28 March 2014 except where otherwise indicated.

### 9.1 Setting



**Photo 1:** View of the subject property looking north-west with an original bungalow to the right and an original dwelling enlarged by a second storey to the left. Also shows the majestic mature Northern Catalpa tree in the front yard of #3031. The Google streetview photo shows the tree in full leaf.



**Photo 2:** View from the same vantage point, showing the front west window of #3031, the adjacent two-storey residence at #3027 and further west at #3023 an original 1 ½ storey dwelling.



**Photo 3:** View of the 1 ½ storey dwelling with a large Norway pine in the front yard and a two-storey replacement residence partially visible to the left at 3019 Churchill Avenue.



**Photo 4:** A two-storey replacement dwelling built in 2009 at 3019 Churchill Avenue, which features a single-door double garage with a transom window, hipped roof, raised porch and brick veneer cladding.



**Photo 5:** View from the same vantage point looking north-west, showing the sidewalk on the north side and absence of one on the south-side.



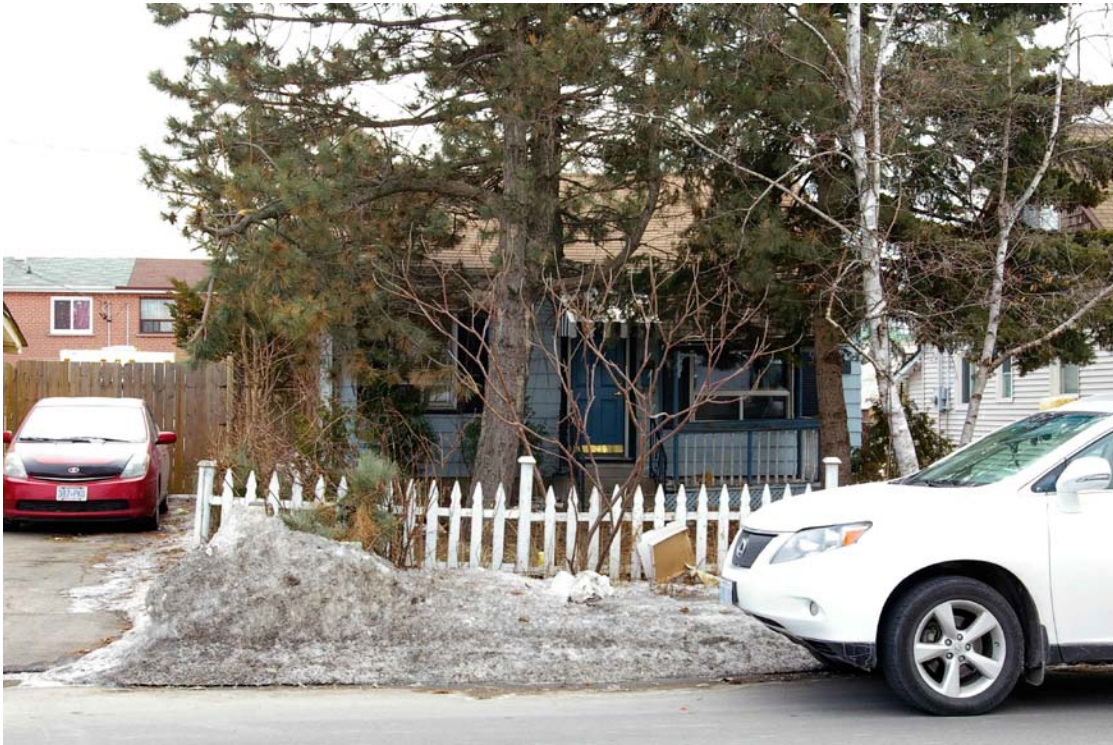
**Photo 6:** View looking north-east along Churchill Avenue towards Lancaster Avenue, with the wartime bungalow adjacent to #3031 visible in the foreground (#3035).



**Photo 7:** Adjacent dwellings at #3035 and #3039 to the east. Both are raised on higher foundations with windows indicating full basements. Both have shallower frontyard setbacks than #3031.



**Photo 8:** View of the south side of Churchill Avenue looking south-east from #3031 with the corner of the front yard of #3032 visible on the right.



**Photo 9:** Property directly opposite 3031 Churchill Avenue at #3032 with numerous trees obscuring the front facade of the wartime bungalow. A Heritage Impact Statement to demolish and replace this dwelling has been recently submitted by Megan Hobson.





**Photo 10:** To the west of 3032 Churchill Avenue: a 1 ½ storey dwelling with a front-gabled enclosed porch and a one-storey front-gabled bungalow with a substantial side-gabled rear extension.



**Photo 11:** South side of Churchill Avenue to the west of #3032 looking towards Airport Road.



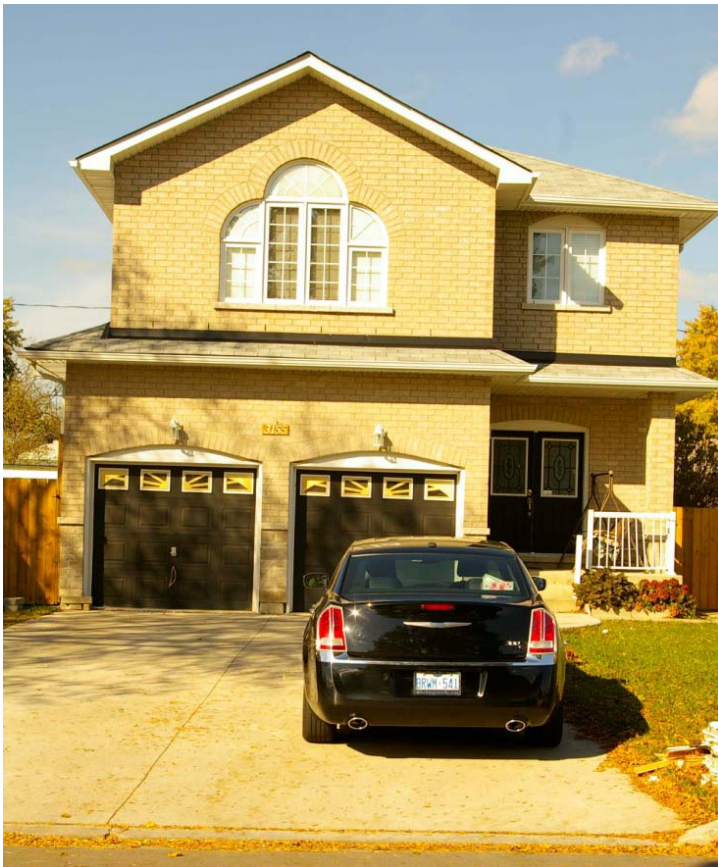
**Photo 12:** View from Churchill Avenue close to the intersection of Airport Road, looking south towards a long circa 1960s two-storey commercial block on the west side of the street.



**Photo 13:** Wartime bungalow at 3071 Churchill Avenue, notable for its two outside brick chimneys on the end walls.



**Photo 14:** Two 1 ½ storey dwellings on the south side of Churchill Avenue, both altered by enclosed porch extensions.



**Photo 15:** The two-storey replacement residence at 3155 Merritt Avenue designed by Desmond Roychaudhuri and built in 2008. Floor plans are assumed to be identical to the proposed residence for 3031 Churchill Avenue. Facade designs are similar but not identical. The concrete driveway and walkway, though partially obscured by the car appear to have an integrated design, as recommended for the subject property. See *Figure 25*.

## 9.2 Subject Property – Exterior



**Photo 16:** Front and west facades looking almost directly north.



**Photo 17:** Detail of concrete block foundation and vinyl siding on the front facade at the junction of the asphalt driveway and concrete paving stone walkway to the front porch.



**Photo 18:** View of the subject property from the same vantage point as *Photo 15* but showing fully the concrete stoop and side-facing concrete steps. Photo taken by Megan Hobson on May 5<sup>th</sup> at the request of the author of this report.



**Photo 19:** West facade on the driveway side looking north.



**Photo 20:** East facade looking north-west with a chain link fence demarcating the property line shared with 3035 Churchill Avenue.



**Photo 21:** Rear facade looking south-east. Shows the rear addition (laundry room) and windows to the right of the extension (from left to right): kitchen, bathroom and bedroom.



**Photo 22:** East corner of rear yard, with part of the rear yard of the adjacent property at #3035, including a small shed and a mature deciduous tree. Along the inside of the base of tree runs a length of corrugated iron sheets about 3' high.



**Photo 23:** View of the deck and west side facade of rear addition looking south-east, with a doorway leading to the laundry room and asphalt-surfaced area abutting the steps up to the deck.





**Photo 24:** West side of rear facade looking south, with the two-storey residence at #3027 partially visible on the right. On this side of the yard, the chain link fence extends several feet from the corner of the house to the rear property line.

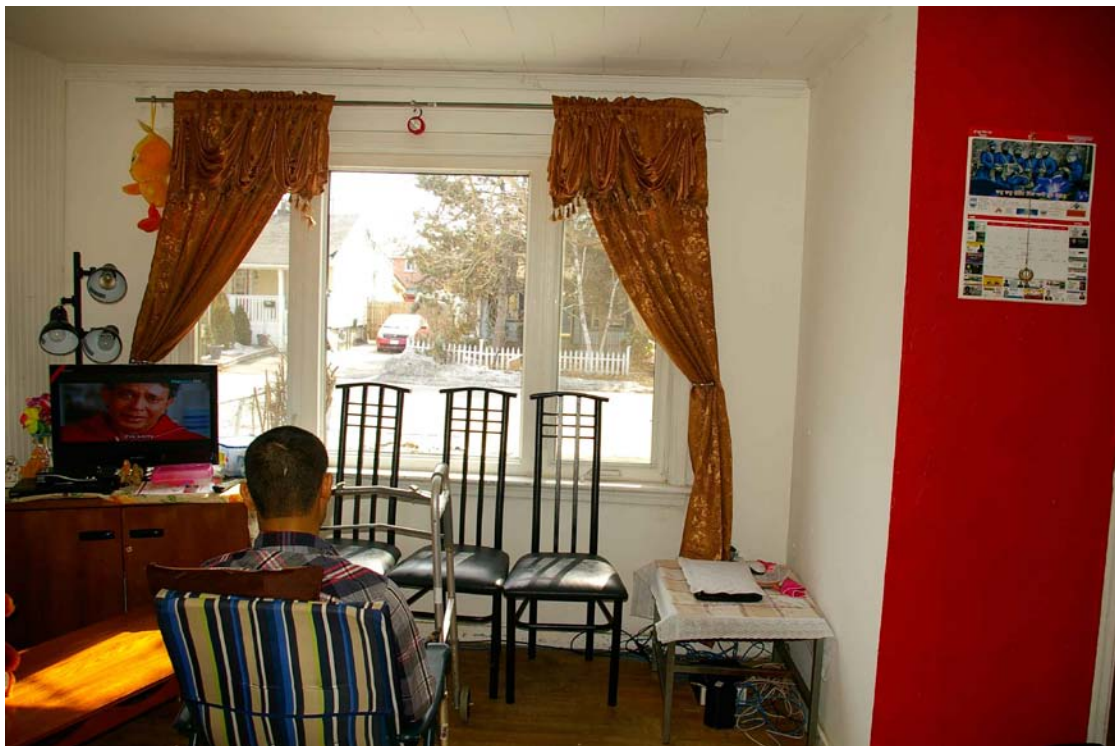


**Photo 25:** Rear yard with metal shed in the west corner looking north-west towards the rear yards of properties on McNaughton Avenue.

### 9.3 Subject Property – Interior



**Photo 26:** Living room looking through the picture window towards Churchill Avenue. The side wall is covered with vertical wood panelling (since painted).



**Photo 27:** Front of living room, with its picture window facing Churchill Avenue.



**Photo 28:** Living room looking towards the archway into the kitchen and showing the combination of hardwood and parquet flooring in the living room.



**Photo 29:** Rear wall of living room with the archway to the kitchen on the left.



**Photo 30:** Living room looking towards the short hallway to the rear bedroom and bathroom, with the archway to the kitchen on the right. The existing wood-burning stove stands in the same location as the original coal- or wood-burning stove, with the chimney flue directly behind in the kitchen.



**Photo 31:** View of the rear wall of the living room looking through the archway to the kitchen. The narrow archway with rounded corners is a curious feature: typical of 1940s residential design but not known to be characteristic of wartime housing.



**Photo 32:** View through the entrance vestibule doorway to the front entrance.



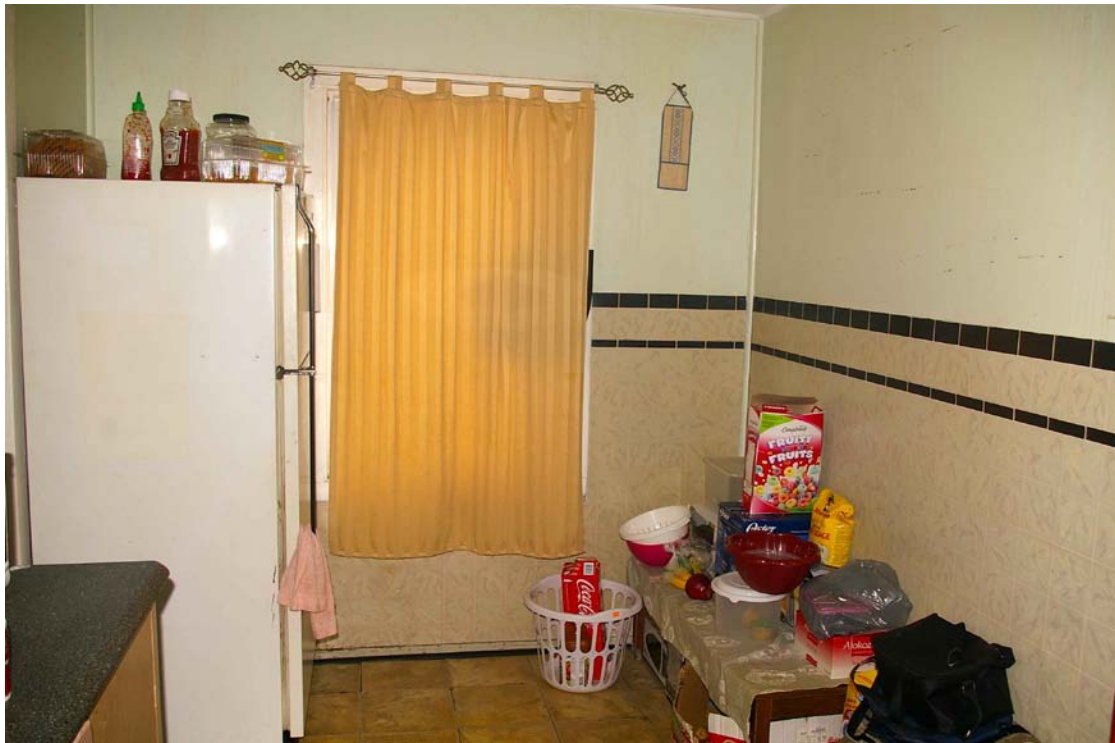
**Photo 33:** Rear bedroom doorway with bathroom doorway on the right.



**Photo 34:** West-facing side wall of the kitchen with the archway to the living room and the chimney flue on the left.



**Photo 35:** Rear wall of the kitchen, kitchen window and doorway to the laundry room on the right. It is surmised that the water heater was originally located in the corner beside the wall shared with the bathroom and when relocated the countertop was extended into this space.



**Photo 36:** Kitchen looking towards the window on the east wall with the corner of the counter and fridge side of refrigerator visible on the left. Obscured from view is the doorway between the counter and fridge. The glazed tiling, if not original, would have been installed in the 1950s.



**Photo 37:** Laundry room addition, looking towards the rear yard with the exterior doorway to the deck partially visible on the left.



**Photo 38:** Bathroom with window facing the backyard.

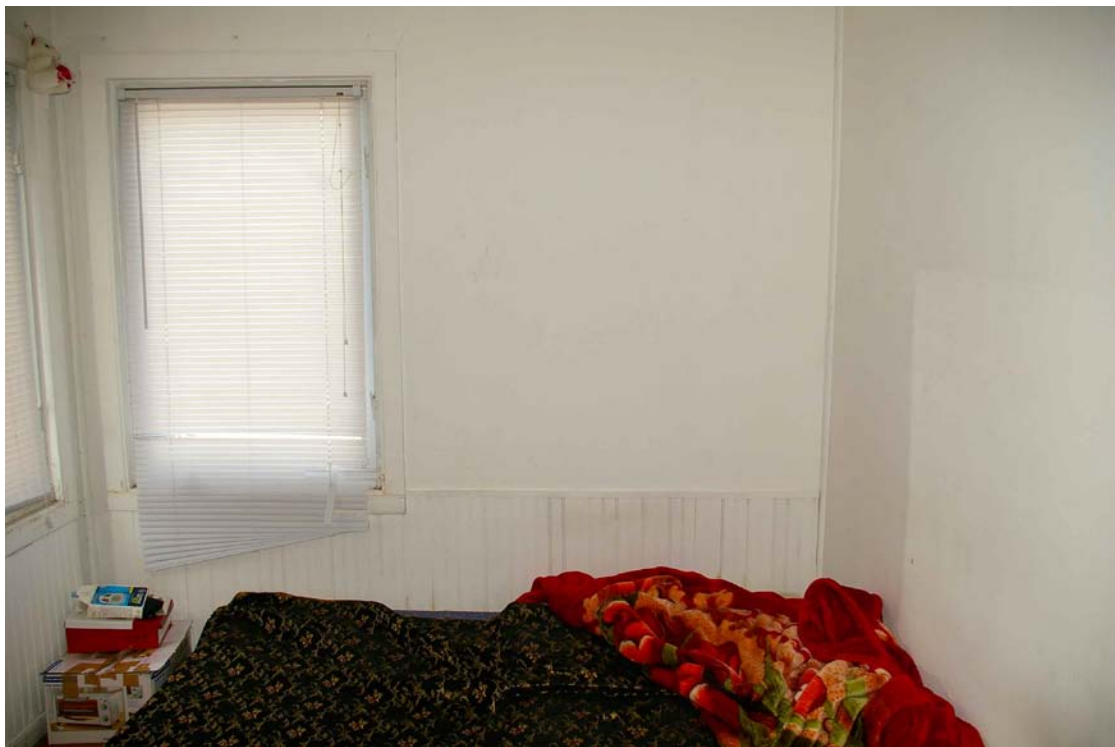


**Photo 39:** Close-up view of exposed original wood flooring in the bathroom below the vinyl tile in the area beside the wall section enclosing the bathtub.





**Photo 40:** Rear bedroom looking through the doorway into the hallway. Front wall and doorway to the closet appear to have been removed when a replacement water heater was installed (partially visible behind the door).



**Photo 41:** Rear wall of the rear bedroom showing the wood wainscoting running below the window sills on the exterior walls. Side (west-facing) window is partially visible on the left.



**Photo 42:** Front bedroom looking through the window facing Churchill Avenue, with the curtain-covered side window partially visible on the right.



**Photo 43:** Back wall of the front bedroom with the doorway partially visible on the right and an original closet (with door removed).

## APPENDIX A: Chain of Ownership

### LEGAL DESCRIPTION

Original crown grant: Lot 11, Concession 7, Township of Toronto Gore (South Division), County of Peel

Subject property: Lot 198, Plan of Subdivision 436.

NOTE: Legal terms for the sale of property evolved over time from B & S (Bargain and Sale); Grant to Transfer.

| Reg. Num. | Date<br>Yr/mth/day | Instrument Type | Grantor                                       | Grantee                                        | Lands                           |
|-----------|--------------------|-----------------|-----------------------------------------------|------------------------------------------------|---------------------------------|
|           | 1828/01/3          | Patent          | Crown                                         | King's College                                 | 200 acres (Lot 11)              |
| 21187     | 1841/11/11         | B & S           | King's College                                | Hugh Cook                                      | 100 acres (NE half)             |
| 22051     | 1842/07/01         | B & S           | King's College                                | Alexander McDonald                             | 100 acres (NW half)             |
| 30556     | 1842/07/31         | Will            | Alexander McDonald                            | [Mary McDonald, wife]                          | W ½ Lot 11                      |
| 50805     | 1853/07/18         | Indenture       | Mary McDonald<br>(widow)                      | Alex McDonald (son)                            | "                               |
| 1808      | 1863/07/31         | Will            | Alex. McDonald                                | Eliza McDonald<br>[relationship not specified] | "                               |
| 1218      | 1890/12/03         | B.&S.           | Executor of the Estate<br>of Eliza McDonald   | Thomas Codlin                                  | All W ½, north of<br>the G.T.R. |
| 2518      | 1913/09/08         | Will            | Thomas Codlin                                 | Fred Codlin                                    | "                               |
| 2518      | 1918/11/02         | B. & S.         | James Codlin et al.,<br>executors of the will | Fred Codlin                                    | "                               |
| 3306 (see | 1939/05/03         | Agreement       | Fred Codlin                                   | Egvin Kay Ltd. i                               | Land subdivision                |

|                       |            |                       |                                          |                                               |                                       |
|-----------------------|------------|-----------------------|------------------------------------------|-----------------------------------------------|---------------------------------------|
| note below)           |            |                       |                                          |                                               |                                       |
| 3379                  | 1941/06/25 | Grant                 | Frederick Codlin et ux.                  | National Steel Car Corporation Ltd.           | Pt W ½ [50' wide strip in SE. corner] |
| 3412                  | 1942/04/21 | Expropriation Plan    | Wartime Housing Ltd.                     | for easement and sewer                        | Pt.                                   |
| 341[?]                | 1942/06/05 | Expropriation Plan    | Wartime Housing Ltd.                     | for sewer, etc.                               | Pt.                                   |
| 3431 (see note below) | 1942/10/15 | Grant                 | Fred Codlin et ux. [wife]                | His Majesty the King in the Right of Canada * | Pt W ½ and O.L. [other lands]         |
| 436                   | 1952/01/28 | Plan [of subdivision] | Central Mortgage and Housing Corporation |                                               | Pt W ½ and O.L.                       |

**NOTE RE: INSTRUMENTS 3306 TO 3431**

Instrument #3306 was an agreement registered as Plan 316 on July 4, 1939 between Fred Codlin and a developer to lay out a small plan of subdivision on the west side of his property with 41 lots. This plan was soon abandoned when the federal government became interested in his property as the ideal site for a subdivision of wartime housing.

Instruments 3379 to 3431 all pertain to the acquisition of land parcels by Wartime Housing Ltd. from Fred Codlin. The Deed of Land between Fred Codlin and His Majesty the King (instr. 3431) is accompanied by the survey plan prepared by the federal Department of Munitions & Supply, Wartime Housing Limited (**Figure 16**), which shows the 1939 plan of subdivision. Excluded from Fred Codlin's property was a 50' wide strip of land in the south-east corner conveyed to the National Steel Car Company. (instrument #3379). It appears that Fred Codlin retained ownership of a truncated L-shaped portion of land abutting the CNR lands in the south-west corner of his property. The Deed indicates the Dominion of Canada paid \$20,000 for a 91.4 acre parcel of land, the boundaries of which are shown on the accompanying plan.

| TRANSACTIONS FOR LOT 83 OF PLAN 436 |                                       |          |                                                  |                                                             |               |
|-------------------------------------|---------------------------------------|----------|--------------------------------------------------|-------------------------------------------------------------|---------------|
| 98321                               | 1956/07/26<br>(registered 1956/08/22) | Grant    | Central Mortgage and<br>Housing Corporation      | Burdock, John E.<br>Burdock, Beatrice E.<br>(joint tenants) | LT 83, PL 436 |
| 98323                               | 1956/07/11<br>(registered 1956/08/22) | Grant    | Burdock, John E.<br>Burdock, Beatrice E.         | Theobald, Leonard W.                                        |               |
| 154463                              | 1963/05/23                            | Grant    | Theobald, Leonard                                | Theobald, Leonard W.<br>Theobald, Leona (joint<br>tenants)  |               |
| R01007156                           | 1992/05/29                            | Transfer | Theobald, Leone –<br>Estate of                   | Skolney, Tracey-Ann<br>Wawrow, Kimberly                     |               |
| PR1117065                           | 2006/08/11                            | Transfer | Skolney, Tracey-Ann<br>Wawrow, Kimberly          | Korkise-Binder, Suad                                        |               |
| PR1771021                           | 2010/01/29                            | Transfer | Korkise-Binder, Suad                             | Hossain, Gulnahr<br>Hossain, Mohammed<br>Motahar            |               |
| PR2192643                           | 2012/05/10                            | Transfer | Hossain, Gulnahr<br>Hossain, Mohammed<br>Motahar |                                                             |               |
|                                     | 2014/05/14                            | Transfer | Arora, Jagjit Singh<br>Hans, Balwinder Singh     | Tirth Singh                                                 |               |



# Corporate Report

Clerk's Files

Originator's  
Files

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**DATE:** May 12, 2014

**TO:** Chair and Members of the Heritage Advisory Committee  
Meeting Date: June 17, 2014

**FROM:** Paul A. Mitcham, P. Eng., MBA  
Commissioner of Community Services

**SUBJECT:** **Request to Demolish a Heritage Listed Property Within a Cultural Landscape**  
**3032 Churchill Avenue**  
**(Ward 5)**

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**RECOMMENDATION:** That the property at 3032 Churchill Avenue, which is listed on the City's Heritage Register as part of the War Time Housing Cultural Landscape in Malton, is not worthy of heritage designation, and consequently, that the owner's request to demolish the structure be approved and the appropriate City officials be authorized and directed to take the necessary action to give effect thereto, as described in the Corporate Report dated May 12, 2014 from the Commissioner of Community Services.

**BACKGROUND:** The property owner has applied to Heritage Planning to demolish the existing structure and build a two storey replacement structure. The subject property was Listed on the City's Heritage Register in 2005 as part of the Malton War Time Housing Cultural Landscape. This cultural landscape is noted for the consistent scale of built features; the direct association with an important person or event and the important phase in Mississauga's social or physical development.

The original Crown Grantee for Lot 11, Concession 7 was King's College (presently University of Toronto), which received a two-

hundred (200) acre parcel in 1808. One hundred (100) acres of the original 200 acre parcel was sold to Alexander McDonald in 1842, remaining in the McDonald family until 1890 when Thomas Codlin purchased 95 acres of the west half of Lot 11. Codlin retained ownership of most of this parcel until 1942 when Wartime Housing Corporation acquired the property. The Wartime Housing Corporation designed several inexpensive, homes to accommodate the flood of wartime aircraft workers and their families to the Malton area. After the war ended, these homes were then sold to the workers for between \$2,500 and \$4,500. The subject property is the H1 design, the most modest of the Victory homes built in Malton between 1942 and 1945.

This planned subdivision is located opposite the northeast corner of Pearson International Airport. The neighbourhood is close to where the original Malton Terminal was located and remains close to the present airplane manufacturing and service industry. Although some of the original houses have been altered many still retain characteristics typical of the period.

**COMMENTS:**

Section 27. (3) of the *Ontario Heritage Act* states that structures or buildings on property listed on the City's Heritage Register cannot be demolished without 60 days' notice to Council. This allows Council time to review the property's cultural heritage value and to determine if the property merits designation, as set out under Regulation 9/06 of the *Ontario Heritage Act*. In order to merit designation, one of the three following criteria must be satisfied:

1. The property has design value or physical value;
2. The property has historical value or associative value;
3. The property has contextual value.

Furthermore, Section 27. (5) of the *Ontario Heritage Act* states that Council may require the applicant to submit plans in support of a demolition application for a property included on the city's Heritage Register. Plans for the replacement dwelling have been included in the submitted Heritage Impact Statement from Megan Hobson (Appendix 1). This area of Mississauga is not subject to Site Plan Control. It is Heritage Planning staff's opinion that the proposed new build is consistent with new development in the area. The new design does not detract from the heritage attributes of the Cultural Landscape as identified in the Historical Association section of L-RES-5 of the Cultural Landscapes Database.

The author of the Heritage Impact Statement concludes the house at 3032 Churchill Avenue is not worthy of heritage designation under Regulation 9/06 of the *Ontario Heritage Act* based on its individual architectural, historical significance or contextual value. Heritage Planning staff have reviewed the Heritage Impact Statement, and have no concerns with this opinion.

**FINANCIAL IMPACT:** There is no financial impact.

**CONCLUSION:** The property owner of 3032 Churchill Avenue has requested permission to demolish a structure on a property listed within a Cultural Landscape on the City's Heritage Register. The subject property comprises one of many homes built in the Victory Housing style and does not hold any particular historical, architectural or contextual interest which would warrant heritage designation under Part IV of the *Ontario Heritage Act*. As such, the request for demolition should be recommended for approval.

**ATTACHMENTS:** Appendix 1: Heritage Impact Statement by Megan Hobson



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Paul A. Mitcham, P. Eng., MBA  
Commissioner of Community Services

*Prepared by: Laura Waldie, A/Heritage Coordinator*



# HERITAGE IMPACT STATEMENT



**3032 CHURCHILL AVENUE, MISSISSAUGA**  
**Malton War-time Housing Cultural Landscape**

**FINAL REPORT**  
**12 MAY 2014**

Megan Hobson, M.A., Dipl. Heritage Conservation

## Table of Contents

|                                  |    |
|----------------------------------|----|
| BACKGROUND & METHODOLOGY         | 3  |
| HERITAGE PLANNING CONTEXT        | 3  |
| LOCATION & SURROUNDINGS          | 4  |
| SITE DESCRIPTION                 | 4  |
| HISTORICAL CONTEXT               | 5  |
| HERITAGE VALUE                   | 7  |
| SITE PROPOSAL                    | 9  |
| IMPACTS ON HERITAGE VALUE        | 10 |
| MITIGATION MEASURES              | 11 |
| CONCLUSIONS & RECOMMENDATIONS    | 12 |
| QUALIFICATIONS OF AUTHOR         | 13 |
| BIBLIOGRAPHY                     | 13 |
| APPENDIX A: ILLUSTRATIONS        | 16 |
| APPENDIX B: LAND RECORDS         | 31 |
| APPENDIX C: REASONS FOR LISTING  | 32 |
| APPENDIX D: DEVELOPMENT PROPOSAL | 33 |

## **BACKGROUND & METHODOLOGY**

This report was prepared by heritage consultant Megan Hobson for the property owners of 3032 Churchill Avenue as a requirement for obtaining a demolition permit for a development proposal. The subject property is located in the *Malton War-time Housing Cultural Landscape* listed on the City of Mississauga's Municipal Register. This report was prepared in accordance with the City of Mississauga's *Terms of Reference for Heritage Impact Statements for Cultural Landscapes*.

A site visit was undertaken by Megan Hobson in April 2014 to assess and document the current condition of the property and its relationship to the surrounding built environment. Historical research was carried out, including a review of relevant primary and secondary sources, and a title search to determine past ownership of the property. Various stakeholders were consulted, including; the property owners, architect Pedro Pimentel, heritage coordinator at the City of Mississauga, Laura Waldie, and archivist at Heritage Mississauga, Matthew Wilkinson. Recent Heritage Impact Statements by Ann Gillespie and Paul Dilse for similar applications in the *Malton War-time Housing Cultural Landscape* were also reviewed.

## **HERITAGE PLANNING CONTEXT**

The subject property is located in a planned subdivision that has been identified by the City of Mississauga as a Cultural Landscape. This area is known as the *Malton War-time Housing Cultural Landscape* and has been on the City's Heritage Register since 2005 and is protected under Section 27 (1.2) of the *Ontario Heritage Act*. As such, a *Heritage Impact Statement* prepared by a qualified heritage consultant is required for any significant alteration or enlargement of an existing dwelling or its total replacement.

A cultural heritage landscape is defined in the Provincial Policy Statement (2005) as:

*a defined geographical area that human activity has modified and that has cultural heritage value. Such an area involves one or more groupings of individual heritage features, such as structures, spaces, archaeological sites, and natural elements, which together form a significant type of heritage form distinct from that of its constituent elements or parts. Heritage conservation districts designated under the Ontario Heritage Act, villages, parks, gardens, battlefields, mainstreets and neighbourhoods, cemeteries, trails, and industrial complexes of cultural heritage value are some examples.*

The City of Mississauga has no other special planning policies in place in the *Malton War-time Cultural Heritage Landscape*. There are no Site Plan Controls or Design Guidelines in place at the present time. The *Mississauga Plan* contains *Malton District Policies* but they do not specifically address the *Malton War-time Housing Cultural Landscape*.

At the time of Listing, it was notable that the original layout and much of the original war-time building stock in the *Malton War-time Housing Cultural Landscape* was intact. The character of the subdivision is defined by wide streets lined with modest one and one-and-a-half storey

frame houses. The subdivision has no sidewalks and the houses are set back from the road and typically have unfenced lawns in front.

Since war-time many of the individual houses within the *Malton War-time Housing Cultural Landscape* have been improved and enlarged. Until recently, these changes have been incremental and small in scale. New cladding and window replacements are typical, as are small additions such as porches and entry vestibules.

More recently there have been larger impacts to the area including demolition of individual houses to allow construction of two-storey residences that are noticeably different in style and character. If this trend continues, the 'consistent scale of built features' that currently defines the *Malton War-time Housing Cultural Landscape* will be altered. This trend is expected to continue, due to high land values and high demand for housing in the GTA.

## LOCATION AND SURROUNDINGS

The *Malton Wartime Housing Cultural Landscape* is located north of Pearson International Airport and is bounded by Derry Road on the south and Airport Road on the west. (Figure 1)

The subject property is situated on the south side of Churchill Avenue near Airport Road (Figure 3). As such, it is close to the west boundary of the *Malton War-time Housing Cultural Landscape*. (Figure 2) Airport Road is a main arterial road that has become a busy commercial strip lined with low-scale buildings containing a range of businesses and services. It is a heavily travelled route that connects to major commuter highways 403 and 407.

The lot is similar in size and character to lots throughout the subdivision. It is approximately 40 feet wide by 100 feet deep. The existing house is placed near the center of the lot. The rear yard is slightly larger than the front yard and there is a driveway on the west side of the property and no garage.

In general, Churchill Avenue retains much of its original character and is primarily characterized by one and one-and-a-half storey bungalows with uniform set-backs. However, this pattern appears to be changing, particularly in the section of Churchill Avenue closes to Airport Road. There is a newer two-storey house across the street from the subject property and another development is currently under review for a 2-storey house directly opposite at 3031 Churchill Avenue.

## SITE DESCRIPTION

The house at 3032 Churchill Avenue is a very modest three-bay, single-storey, wood-frame structure with a rectangular plan and side-gable roof. It is an example of the standard H-1 Plan developed by the War-time Housing Corporation in communities across Canada. The foundation is concrete block and there is no basement. The front entrance has of a concrete stoop covered by a metal canopy that is not original. A small wooden porch has been added on the front of the house that is not original. (Figure 12) The back door opens onto a wooden porch that is not original. The roof is asphalt shingle and the wall cladding is aluminum with a

wide horizontal profile. None of the original wood cladding remains. All of the original 6 over 6 wood sash windows have been replaced with modern metal window units. (Figures 4-6)

The interior appears to have been significantly altered and no original finishes or fixtures were apparent. The front door opens directly into the living room with two bedrooms on one side and a small bathroom and kitchen behind the living room on the other side. A shallow bump-out along the back of the house contains a breakfast nook. There is a small vestibule behind the kitchen that contains the water heater and a door to the back yard. A furnace was not visible, the house appear to be heated by a modern wood stove located a corner of the living room. Interior finishes include drywall, imitation wood paneling and brick cladding on the walls, laminate and vinyl on floors, and suspended-tile ceilings throughout. The overall condition of the interior finishes is very poor. (Figures 13-21)

The lot is level and there is a small front yard and a larger back yard. The front yard is grassed with three trees including a birch near the front of the property line and two evergreens close to the house. These trees are not as mature as other trees in the neighbourhood and do not date from 1942 when the subdivision was laid out. There is a white picket fence along the north (front) and east (side) boundaries. There is a narrow pedestrian path to the front door and a paved side-drive for vehicles. There is no garage. The back yard is grassed and enclosed with a chain-link fence. There is a small wooden shed in the south-east corner of the back yard. (Figures 7-9)

## HISTORICAL CONTEXT

The subject property is one of 200 standardized houses built by the Federal Government in 1942 to house war-time workers employed at the nearby Victory Aircraft manufacturing plant. The chart below provides a brief chronology of the transformation of this area from rural farmland in the 1850s to a planned subdivision in 1942. The manufacturing plant historically associated with Victory Village was demolished in 2005 but the aerospace industry continues to be a major employer in Mississauga and the Greater Toronto Area.<sup>1</sup>

| DATE    | EVENT                                                                                                                                          |
|---------|------------------------------------------------------------------------------------------------------------------------------------------------|
| c. 1820 | Earliest settlement in Toronto Township                                                                                                        |
| 1854    | Grand Trunk Railway line connects Malton to Toronto                                                                                            |
| 1855    | Subdivision of the Village of Malton, named after a place in Yorkshire County, England                                                         |
| 1867    | Malton chosen as the County seat                                                                                                               |
| 1868    | Brampton becomes the County seat                                                                                                               |
| 1937    | Toronto Harbour Commission purchases 13 farms (1,410 acres) to build an international airport and establish an aircraft manufacturing industry |
| 1938    | National Steel Car builds a manufacturing plant on the southwest corner of Airport and Derry Road                                              |

<sup>1</sup> City of Misissauga, Mississauga; Strength in Advanced Manufacturing. A Study in Automotive and Aerorspace Clusters (2006).

|      |                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1939 | World War II begins                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 1942 | Federal Government expropriates National Steel Car and sets up a crown corporation called Victory Aircraft that produced Avro Lancaster bombers from 1942-45.                                                                                                                                                                                                                                                                            |
| 1942 | The Canadian Government expropriates the north part of the former Fred Codlin farm and builds 200 houses for war-time workers. The sub-division is named ' <b>Victory Village</b> ' and the street names have war-time references such as Victory, McNaughton, Churchill and Lancaster. Land was set aside for an elementary school (Victory Public School), a community hall (Victory Community Hall) and a public park (Victory Park). |
| 1945 | Victory Aircraft manufacturing plant bought by A.V. Roe Canada                                                                                                                                                                                                                                                                                                                                                                           |
| 1949 | A.V. Roe begins working on the legendary Avro Arrow (CF-105), an advanced, supersonic, twin-engine, all-weather interceptor jet aircraft.                                                                                                                                                                                                                                                                                                |
| 1952 | Malton is ceded to Toronto Township                                                                                                                                                                                                                                                                                                                                                                                                      |
| 1959 | Manufacture of the Avro Arrow is cancelled by Prime Minister John Diefenbaker. About 15,000 employees at the Malton plant lose their jobs.                                                                                                                                                                                                                                                                                               |
| 1962 | A.V. Roe manufacturing plant bought by de Havilland Canada                                                                                                                                                                                                                                                                                                                                                                               |
| 1965 | de Havilland manufacturing plant bought by Douglas Aircraft                                                                                                                                                                                                                                                                                                                                                                              |
| 196? | Victory Public School closes, students transferred to Malton Public School                                                                                                                                                                                                                                                                                                                                                               |
| 1974 | Malton become part of the City of Mississauga                                                                                                                                                                                                                                                                                                                                                                                            |
| 1997 | McDonnell Douglas Canada manufacturing plant bought by Boeing Canada                                                                                                                                                                                                                                                                                                                                                                     |
| 2005 | Boeing Canada manufacturing plant demolished                                                                                                                                                                                                                                                                                                                                                                                             |

The northeast Toronto township of Malton was first settled in 1823. The building of the Grand Trunk Railway in the 1850's provided Malton with access to larger markets and the township prospered. The old Village of Malton was located west of Airport Road (the former town line between Toronto and Toronto Gore Townships) and north of Derry Road. The *1859 Tremaine Map* shows the old Village of Malton. (Figure 22) A 100-acre farm to the east of the village, located on the west half of Lot 11 in Concession, belonged to the McDonald family. Around the turn of the century, 95 acres of the McDonald tract located north of the Grant Trunk was sold to the Codlin family.

In 1937 the Codlin Farm along with several other farms south of Derry Road was purchased by the City of Toronto to construct the Malton Airport with federal and provincial government assistance. (Figure 23) Following this, Malton shifted from an agricultural to an industrial economy and became a world leader in aviation design and manufacturing. Major industries such as National Steel Car established manufacturing plants in Malton.

The Second World War spurred industrial development in Malton. The Malton Airport became a training facility for British Air Forces. The National Steel Car plant was expropriated by the Federal government and a crown corporation called Victory Aircraft was set up. War-time production required a large work force that built armaments and aircraft. The famous Avro Lancaster bombers were produced at the Victory Aircraft plant in Malton from 1942-45. (Figure 25)

In order to attract a skilled and permanent workforce, the Government financed the design and construction of a residential subdivision on undeveloped farmland close to the Victory Aircraft manufacturing plant. This subdivision contained modest but well designed single detached homes suitable for young families who could lease them at very reasonable rates. Monthly rents ranged from \$22-30. There were four basic models; *Type H1* (a one-storey 24' x 24' dwelling with a living room, two bedrooms, kitchen and bath), *Type H22* (a one-storey 24 ½ x 28' version of the Type H1), and *Type H12* (a two-storey 24' x 28' unit containing additional bedrooms on the second floor).<sup>2</sup>

In typical war-time spirit, the Malton War-time Housing subdivision was called *Victory Village* and the names of the streets contain war-time references such as Churchill, McNaughton and Lancaster. In a very short time, a healthy spacious neighbourhood was created with nearly identical houses on 40 x 100 ft. The large lots provided space for residents to establish Victory gardens to alleviate food shortages and improve the health of their families. (Figure 27) A park, school and a community center were included in the layout and close communities developed as the residents worked and lived together for a common purpose to support the war.<sup>3</sup>

Staff architects employed by the Wartime Housing Corporation designed inexpensive homes of non-essential materials that could be erected almost overnight by mass production. Sections of wall, floor and roof were prefabricated and assembled on site by skilled crews that could erect a house in less than 36 hours (Figure 24). The exterior was clad in wood shingle, clapboard or weatherboard. Interiors had hardwood floors. (Figure 26) Houses were heated by coal or wood burning stoves.

Although war-time housing was designed to be dismantled and moved after the war, in many communities this never happened.<sup>4</sup> After the war, the War-time Housing Corporation became the Canada Mortgage and Housing Corporation (CMHC), the federal crown corporation responsible for administering Canada's National Housing Act.<sup>5</sup> The CMHC oversaw the sale of war-time houses across the country and oversaw construction of new housing for returning Veterans. After the war, many families living in the Victory Village stayed on and purchased their homes. Prices typically ranged from \$2,500 to \$4,500.

## **HERITAGE VALUE**

Heritage values associated with the Malton Victory Village Cultural Landscape are identified in the City of Mississauga Cultural Landscape Inventory (L-RES-5). It is primarily valued for its historical associations with World War II because it is a representative example of a war-time housing subdivision. Heritage value is also attributed to the '*consistent scale of built features*' that is typical of war-time housing subdivisions. (see Appendix C: Reasons for Listing)

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<sup>2</sup> Adams and Sijpkens; pp. 17-18.

<sup>3</sup> National Film Board

<sup>4</sup> Ibid.

<sup>5</sup> Ann McAfee, 'Canada Mortgage and Housing Corporation', Canadian Encyclopedia (2006).

The subdivision is a physical reminder of Malton's involvement in the Second World War and the aviation industry in Canada.<sup>6</sup> (Figure 28) Much of this history is communicated by the names of the streets (Churchill, McNaughton, Lancaster) and the name of the public park (Victory Park) and the former Community Centre (Victory Hall). The area is known locally as Victory Village because of its war-time heritage and its association with the Victory Aircraft manufacturing plant. This nomenclature is important for preserving the area's heritage value. Victory Park and Memorial Hall are also important for preserving the area's historical associations with World War II.

The survival of much of the original war-time building stock gives the area a distinctive character. However, given the increase in land prices and the development pressure in this area, it is reasonable to expect that these houses will eventually be replaced by more substantial homes. This trend is already evident. Many streets in the subdivision now have at least one newer home and there are several new proposals that have been recently approved or are currently in the planning and approval stages.

The house at 3032 Churchill Avenue is a typical example of the most modest type of house built by the Wartime Housing Corporation in Malton. It is similar to war-time houses built across Canada between 1942 and 1945. After the war, once this property was transferred to private ownership, subsequent owners appear to have made a number of changes. Although the original roofline has been retained, changes to the original design include removal of the original wood cladding and wood sash windows, installation of modern replacement windows and exterior doors, the addition of poorly constructed wooden porches in the front and back, the removal of original interior finishes and the addition of new landscape elements in the front yard including two conifers and a birch tree and a low picket fence. In its present form and condition, this house does not contribute significantly to the heritage character of the streetscape.

This property does not warrant individual Designation under Part IV of the Heritage Act. This analysis is based on provincially mandated criteria outlined in Regulation 9/06. The rationale is outlined below:

#### **Compliance with Ontario Heritage Act, Ontario Regulation 9/06: Criteria for Determining Cultural Heritage Value or Interest**

According to Subsection 1 (2) of Ontario Regulation 9/06, Criteria for Determining Cultural Heritage Value or Interest, a property may be designated under section 29 of the Act if it meets one or more of the following criteria:

1. The property has design value or physical value because it,
  - i. is a rare, unique, representative or early example of a style, type, expression, material or construction method,
  - ii. displays a high degree of craftsmanship or artistic merit, or
  - iii. demonstrates a high degree of technical or scientific achievement.

*3032 Churchill Avenue is not rare or unique since it was built to standard plans used across Canada. It is somewhat representative of the smallest war-time houses erected during WWII by the Wartime Housing Corporation but has been much altered and is generally in poor condition. It*

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<sup>6</sup> Heritage Mississauga, Malton; *Founding a Village*.



*does not display a high degree of craftsmanship or artistic merit because it was intended as a temporary structure to be dismantled after the war. It demonstrates a moderate degree of technical achievement in the standardization and mass assembly process used in its design, fabrication and construction.*

2. The property has historical value or associative value because it,
  - i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community,
  - ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or
  - iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.

*3032 Churchill Avenue, as part of the larger Malton Cultural Landscape, is associated with Federal housing projects undertaken during World War II to provide temporary housing for war-time workers and their families. This association is significant to the history of Mississauga as a major center in Canada associated with the aviation industry and its significant contribution to the war effort. The historical associations are primarily reflected in the entire planned subdivision not by individual houses within the Malton Cultural Landscape. The physical fabric of the house does not yield information that contributes to an understanding of the community or its culture. As a mass-produced standard house type, it reflects the generic ideas of the Wartime Housing Corporation and is not associated with any particular architect, artist, builder, designer or theorist who is significant to the community.*

3. The property has contextual value because it,
  - i. is important in defining, maintaining or supporting the character of an area,
  - ii. is physically, functionally, visually or historically linked to its surroundings, or
  - iii. is a landmark.

*3032 Churchill Avenue has some contextual value as a component within the Malton Cultural Landscape. Individually it has some importance in defining the character of the area because it retains its original scale, but this importance has been eroded due to poorly constructed later additions and the removal of original exterior cladding, windows, and interior finishes. It is not a landmark building and there are better preserved examples of this standard house-plan in the survey.*

In conclusion, the subject property does not meet provincial criteria for individual Designation under Part IV of the Heritage Act.

## **SITE PROPOSAL**

The present owners plan to demolish the existing one-storey bungalow and replace it with a two-storey house with a full basement and an attached single-car garage. The architect for the new house is Pedro Pimentel. The new house will have a steeply pitched hipped roof with asphalt shingle. The wall cladding is brick veneer with stone veneer trim. Stylistically the new design is typical of suburban house designs found throughout the GTA. Architectural embellishments are modest and include segmentally arched windows with prominent keystones. Windows have a traditional character and have simulated divided lights. Two of the windows on the main façade have elliptical fanlights. (See Appendix D: Development Proposal, floor plans)

The site plan indicates that the footprint of the new house does not exceed the maximum allowable lot coverage. Although somewhat larger than the existing dwelling, it is located in the center of the lot and set back approximately 8 meters from Churchill Avenue. This is compatible with the original layout of the subdivision and is consistent other new houses on this block. (See Appendix D: Development Proposal, Site Plan)

## **HERITAGE IMPACTS**

The City of Mississauga has developed criteria for identifying the significant values associated with cultural landscapes. The *Cultural Landscape Inventory* provides a checklist of the specific attributes associated with the *Malton War Time Housing Cultural Landscape*.<sup>7</sup> A *Heritage Impact Statement* must demonstrate how the proposed development will conserve these attributes.<sup>8</sup> A list of these attributes and a conservation strategy is outlined below.

### **Built Environment**

- **consistent scale of built features**

*The proposed development includes demolition of a small one-storey war-time bungalow and construction of a new two-storey suburban house in its place. The increase in building height from one-storey to two-storeys is not significant and will not have a major impact on the cultural landscape. The original subdivision included one and one-and-a half-storey houses. A two-storey residence does not represent a significant increase in building height. Furthermore, the streetscape on Churchill Avenue already includes some newer two-storey homes. A set-back of approximately 8 meters is proposed so that the original character of the streetscape be preserved, which is defined, by landscaped front yards and no sidewalks. The new development includes an attached side garage. The front of the garage will not protrude from the front plane of the house and access to the garage from the street will be from an existing side driveway that will be slightly widened and re-paved.*

### **Historical Associations**

- **illustrates a style, trend or pattern**

*The Malton War-time Housing cultural landscape is a relatively intact example a subdivision built by Wartime Housing Limited between 1941 and 1945. These developments were standardized across the country with only minor variations. Although these subdivisions were considered to be temporary housing, many of these houses are still in use. The proposed development involves demolition of a very modest war-time bungalow that has not been well maintained, does not retain any original features on the interior or exterior and is generally in poor condition. The house was constructed without a basement. This house is not rare or unique in the neighbourhood and there are several identical house plans that are better preserved on Churchill Avenue and other streets in the subdivision.*

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<sup>7</sup> Cultural Landscape Inventory; War Time Housing (Malton) L-Res-5. Included as an Appendix to this report.

<sup>8</sup> City of Mississauga, Terms of Reference for Cultural Landscape Heritage Impacts Statements, 2013. Included as an Appendix to this report.

- **direct association with important person or event**

*The Malton War-time Housing subdivision is associated with Wartime Housing Limited, a crown corporation formed in 1941 to finance, design and construct housing for workers in areas where there was a shortage of suitable housing. After the war, Wartime Housing Limited became the Canadian Housing and Mortgage Corporation (CMHC). The development proposal will result in the loss of 1 of 200 original houses in the subdivision. The historical association is conveyed by the whole area and not by its component parts.*

- **illustrates an important phase of social or physical development**

*The Malton War-time Housing subdivision illustrates the physical development of the small rural crossroads village of Malton. War-time conditions accelerated the growth of this area due to the rapid increase in industrial production and the federally funded construction of the Malton subdivision that provided 200 new homes on spacious paved streets with modern amenities such as water, sewage, hydro and telephone lines. The development proposal will result in the loss of one of the original war-time houses but it will be replaced by a new home that will support the ongoing use historically associated with this area since 1942 as a residential subdivision comprised of detached single-family homes. The renewal of the housing stock will change the individual built forms but the original lot divisions and street layout will be conserved.*

#### **Other**

- **Historical or Archaeological Interest**

*The Malton War-time Housing subdivision has historical interest because of its connection with Federal housing projects carried out during World War II that provided temporary housing and amenities for workers and their families close to major war-time production centers across Canada. The development proposal will not significantly impact the historical associations of this area.*

## **MITIGATION MEASURES**

The following mitigation measures were discussed and undertaken by the property owners at the request of the author of this report. These measures were undertaken in order to minimize impacts on the 'consistent scale' of built form that is recognized by the City as a defining feature of the *Malton War-time Housing Cultural Landscape*:

1. Height and pitch of the roofline:

The initial design included a steeply pitched hipped roof. A lower sloped roof was requested by the author of this report. These revisions have been made by the applicant. The revised drawings are included in this report. In addition, a streetscape was prepared at the request of the author, to demonstrate that the scale and roofline of the new house is acceptable given the existing streetscape. (see Appendix D: Development Proposal, elevations and streetscape)

2. Set back from the road:

The proposed design calls for the maximum lot coverage as allowed by current zoning regulations. Maintaining a deep set-back from Churchill Avenue is important for maintaining the character of the streetscape. The proposed set back of 7.95 m (0.45 m greater than the minimum allowable) is acceptable given the existing set-backs on Churchill Avenue. (See Appendix D: Development Proposal, site plan)

3. Front Landscaping:

The development proposal includes landscaping in the front yard. This is consistent with the existing character of the subdivision which is defined by deep set-back and green space in front of the houses. Consideration could be given to what sort of landscape treatment would be appropriate. Existing trees will be removed but they have not been identified as original or significant to the *Malton War-time Cultural Heritage Landscape*.

The mitigation measures proposed above have already been implemented by the applicant and are reflected in the revised designs submitted with this report.

No further mitigation measures are recommended.

## **CONCLUSIONS & RECOMMENDATIONS**

The house at 3032 Churchill Avenue does not meet criteria for individual Designation under the *Ontario Heritage Act*. Since it does not warrant Designation under Part IV and has not been protected under Part V, it is recommended that the city approve this development proposal.

The proposed design of the new house bears little resemblance to the war-time housing in the area but these structures were intended as temporary housing to be relocated or demolished after the war. For various reasons, the removal and replacement of these temporary buildings did not occur immediately after the war.

Much of the original war-time housing stock in Malton has survived without major changes. Some houses have been enlarged or otherwise improved, but others have not been well maintained. The lack of basements and proper foundations has prevented upward additions. Most additions are located at the side or rear. The house at 3032 Churchill Avenue is an example of a house that has retained its original roofline and footprint. It has poorly constructed minor additions including a front and back porch. The interior has been completely altered and has no original finishes. It is one of the smallest house types in the subdivision with a single-storey and no basement or proper foundation. The exterior and interior are generally in poor condition and have not been well maintained.

In order to ensure the ongoing vitality of this area as a residential subdivision comprised of single-family detached homes, a renewal of the housing stock is inevitable. As there are currently no site plan controls or design guidelines in place for new houses in the *Malton War-time Housing Cultural Landscape*, it is recommended that the city approve the proposed new house design for 3032 Churchill Avenue. The proposed design is similar in scale, materials and

style to other new houses that have been built in the area and is typical of new suburban housing throughout the GTA.

It was also noted that the subject property is located near the western boundary of the *Malton War-time Cultural Landscape*. This area has seen the greatest impacts, in terms of demolitions and replacement by new 2-storey homes. This area includes the 1<sup>st</sup> block of Victory Crescent, McNaughton and Churchill Avenue, just to the east of Airport Road. There are already 8 new houses on Victory Crescent, 3 on McNaughton and 3 on Churchill, not including this proposal and one for 3031 Churchill. (Figures 38-41) It is recommended that the City of Mississauga re-assess the integrity of this area and determine whether the increase in development east of Airport Road is likely to spread further east and impact the whole subdivision. If this sort of development pressure is likely to continue then it is recommended that further planning controls and/or design guidelines be implemented to provide better guidance for new development in the *Malton War-time Housing Cultural Heritage Landscape*. The existing planning controls are not adequate for maintaining the character of this district as identified by the City of Mississauga.

## **QUALIFICATIONS**

The author of this report is a member in good standing of the Canadian Association of Heritage Professionals. Formal education includes a Master of Arts in Architectural History from the University of Toronto and a diploma in Heritage Conservation from the Willowbank School of Restoration Arts. Professional experience includes an internship at the Ontario Heritage Trust, three years as Architectural Historian and Conservation Specialist at Taylor Hazell Architects in Toronto, and 5 years in private practice in Ontario as a heritage consultant. Other relevant experience includes teaching art history at the University of Toronto and McMaster University and teaching research methods and conservation planning at the Willowbank School for Restoration Arts in Queenston. In addition to numerous heritage reports, the author has published work in academic journals such as the *Journal of the Society of Architectural Historians* and the *Canadian Historical Review*.

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# Appendix A: Illustrations



Figure 1: The subject property is located in a Mississauga subdivision north of Derry Road and east of Airport Road, north of Toronto International Airport.

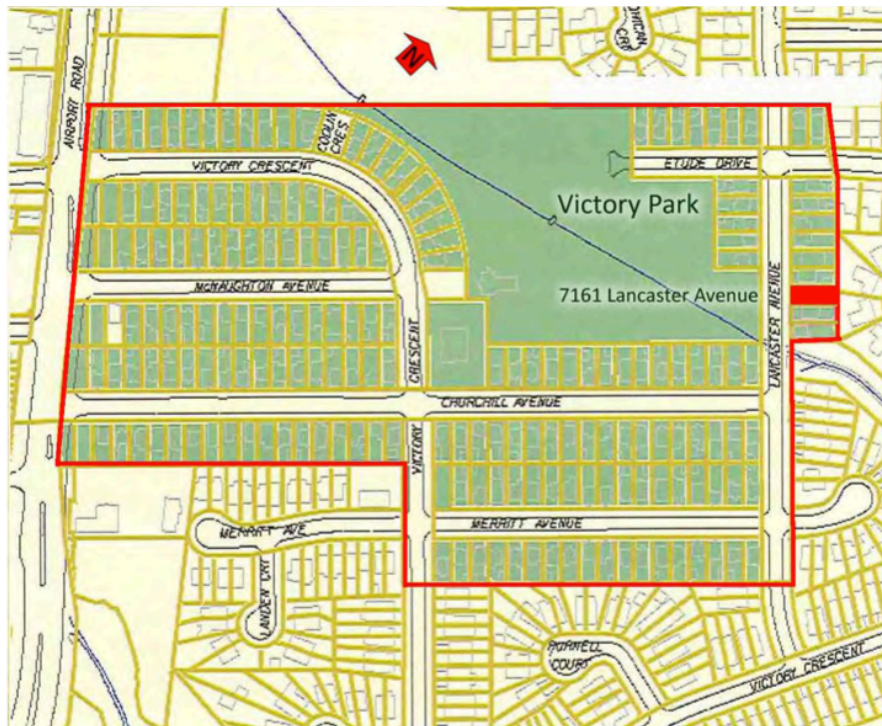
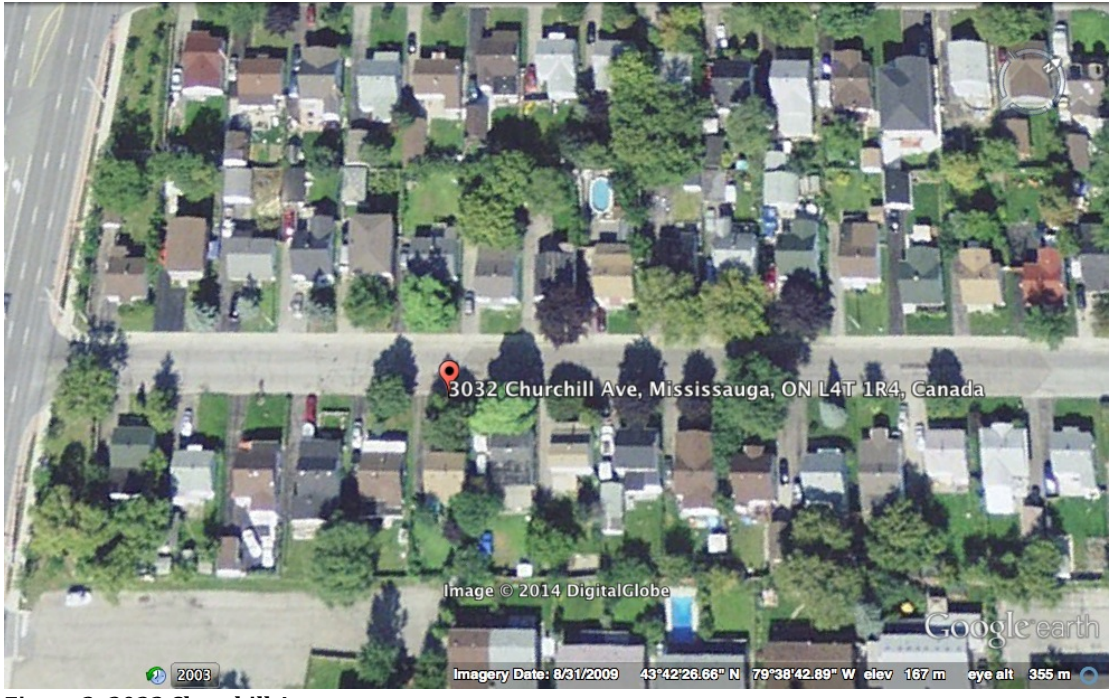


Figure 2; Malton War-time Housing Cultural Landscape Boundary Map {Courtesy of Ann Gillespie}





**Figure 3: 3032 Churchill Avenue**



**Figure 4: 3032 Churchill Avenue, front elevation.**



**Figure 5: 3032 Churchill Avenue, rear elevation**



**Figure 6: 3032 Churchill Avenue, side elevation**



**Figure 7: 3032 Churchill Avenue, back yard shed**



**Figure 8: 3032 Churchill Avenue, front yard**



**Figure 9: 3032 Churchill Avenue, rear yard**



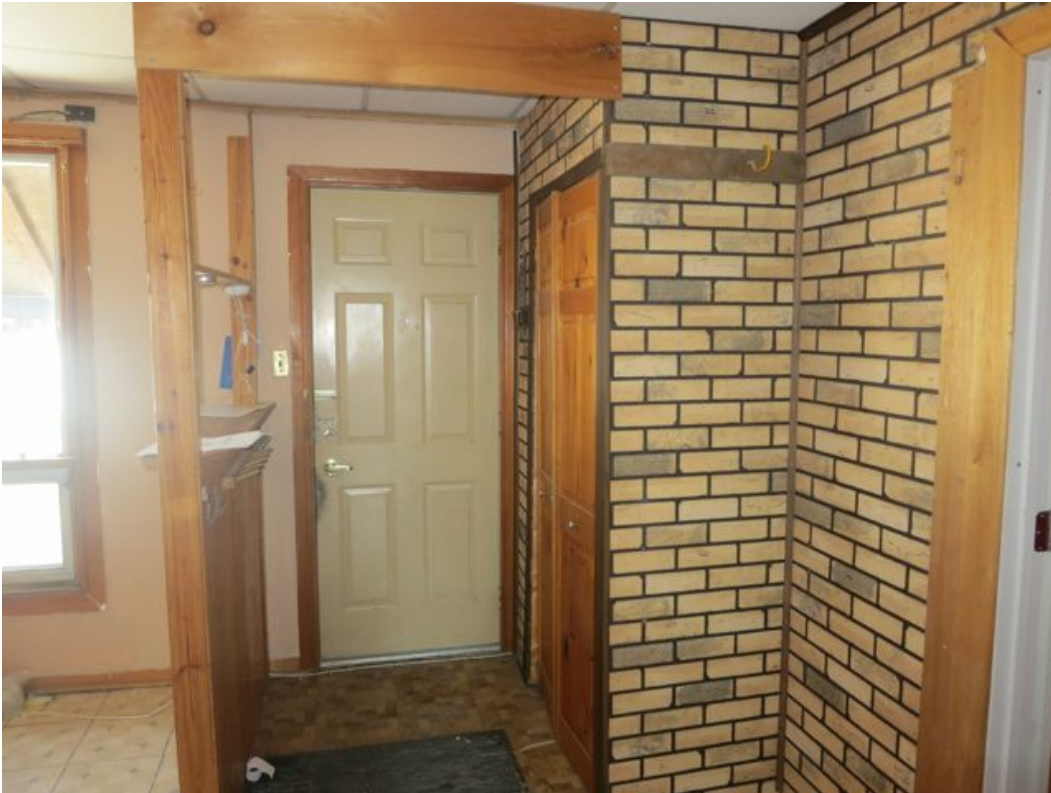
**Figure 10: View down Churchill Avenue looking east.**



**Figure 11: View looking across the street. There is a newer two-storey house to the left. Another two-storey house is currently under review for the lot directly opposite at 3031 Churchill Avenue.**



**Figure 12: 3032 Churchill Avenue, front entrance. Changes to the original design include the metal handrails, metal canopy, wooden porch, paneled front door, picture window and aluminum siding.**



**Figure 13: 3032 Churchill Avenue, entrance hall**



**Figure 14: 3032 Churchill Avenue, wood stove in the entrance hall**



**Figure 15: 3032 Churchill Avenue, living room**



**Figure 16: 3032 Churchill Avenue, front bedroom**



**Figure 17: Churchill Avenue, back bedroom**



**Figure 18: 3032 Churchill Avenue, bathroom**





Figure 19: 3032 Churchill Avenue, kitchen



Figure 20: 3032 Churchill Avenue, breakfast nook



**Figure 21: 3032 Churchill Avenue, the water heater is located in the back entry vestibule**

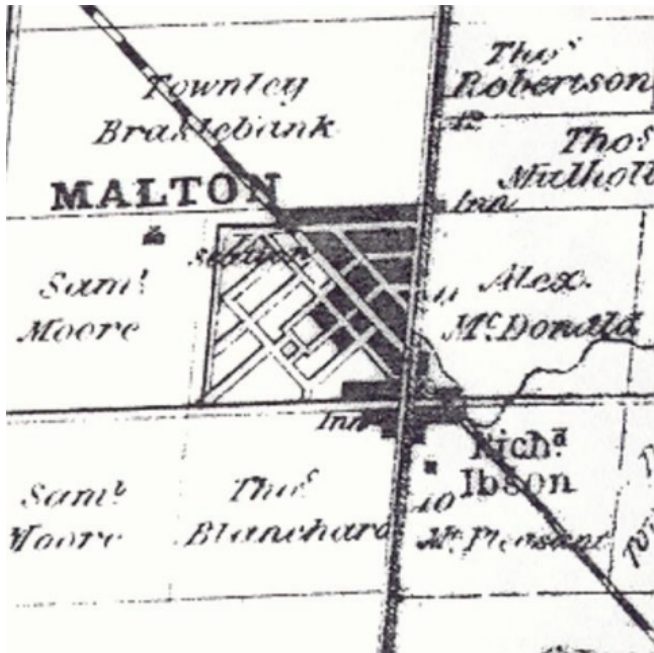


Figure 22: The small crossroads Village of Malton, *Tremaine Map (1859)*. The Malton war-time housing subdivision was built on farmland to the east of the old village. Alex McDonald and his descendants owned this land from 1842 until 1890. In 1890 it was sold to Thomas Codlin and remained in the Codlin family until 1942 when it was expropriated by Wartime Housing Limited.

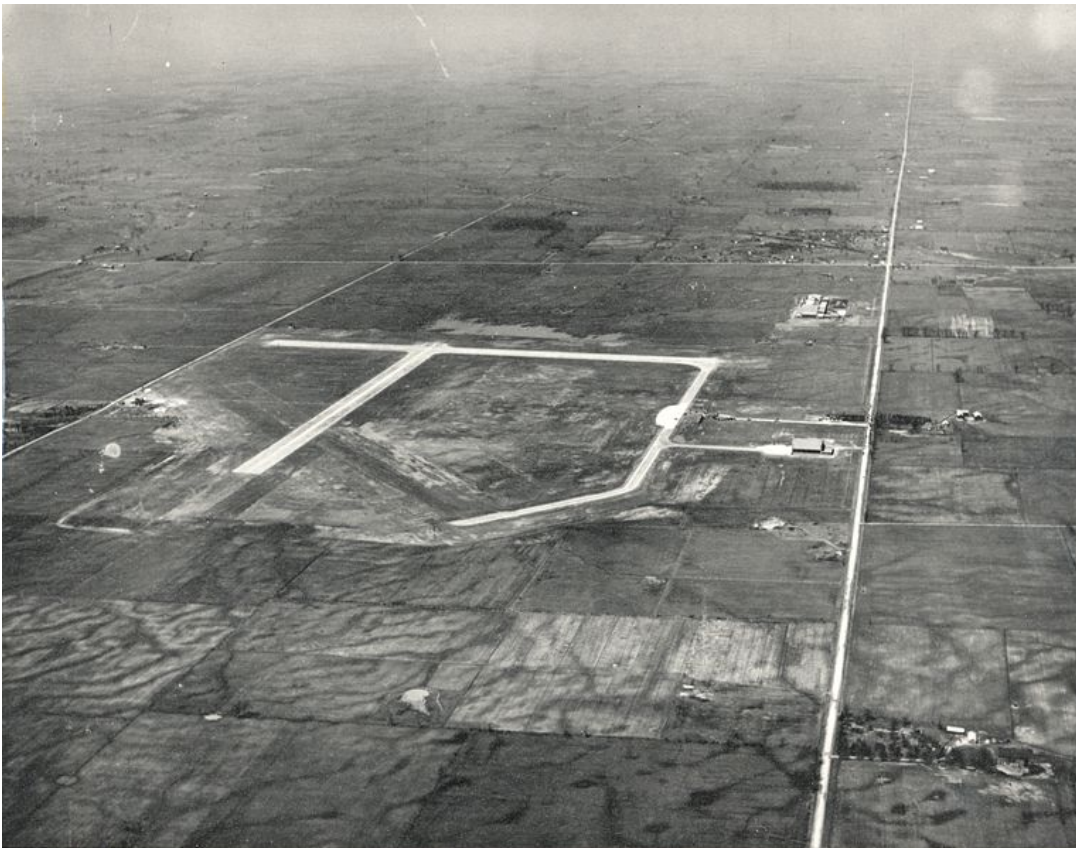


Figure 23: The Malton airport surrounded by farmland.



**Figure 24: War-time workers' housing being assembled from pre-fabricated components**



**Figure 25: War-time workers at the Victory Aircraft Manufacturing Plant in Malton**



Figure 26: Standard house type built by Wartime Housing Limited.



Figure 27: War-time subdivisions typically had generous 40 x 100 ft. lots to allow room for Victory gardens to help alleviate war-time food shortages.

436

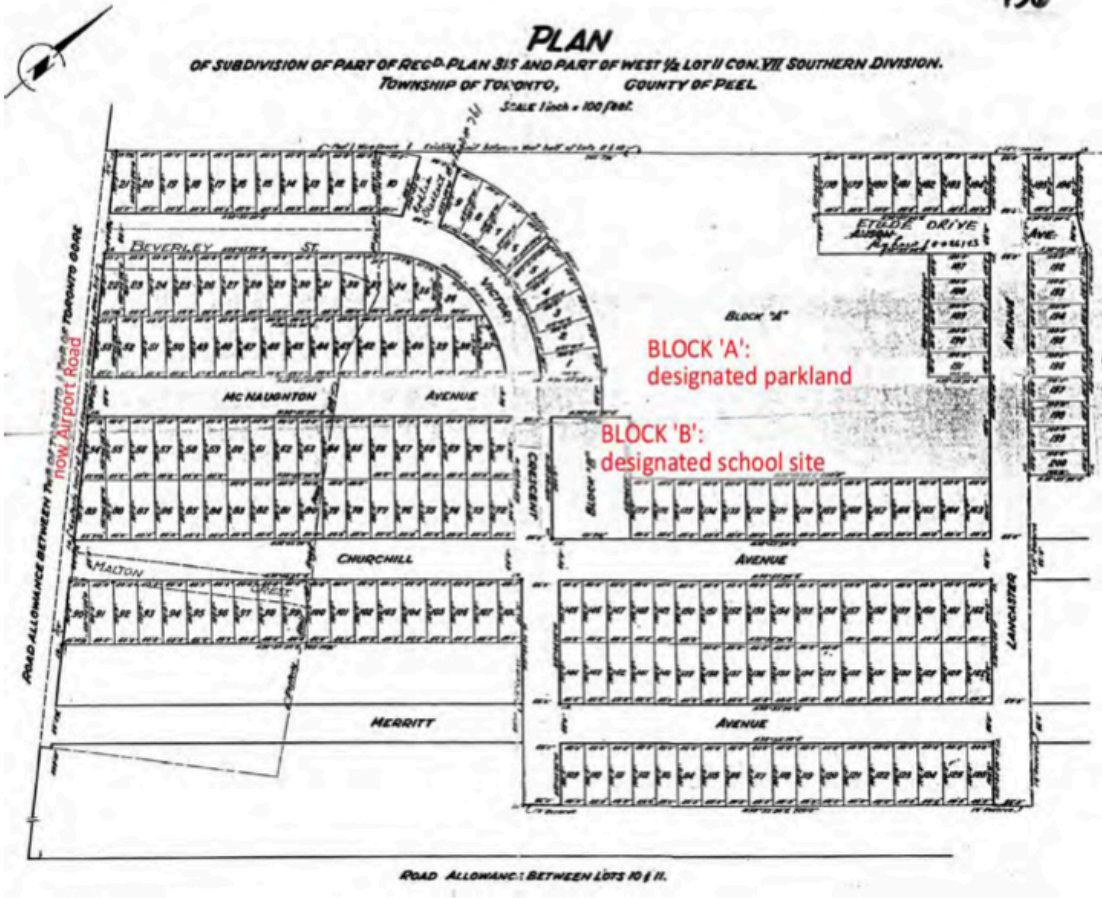


Figure 28: Plan 436; Malton Subdivision [Courtesy of Ann Gillespie]

## Appendix B: Land Registry Records

ADDRESS: 3032 Churchill Avenue, Mississauga


LEGAL DESCRIPTION: LOT 97, Plan 436, Pt. Lot 11, Conc. 7

| INST. NO. | DATE | TYPE                | GRANTOR                                                           | GRANTEE                                       | LANDS                              |
|-----------|------|---------------------|-------------------------------------------------------------------|-----------------------------------------------|------------------------------------|
|           | 1808 | Patent              | Crown                                                             | King's College                                | 200 acres (Lot 11)                 |
| 22051     | 1842 | B&S                 | King's College                                                    | Alexander McDonald                            | 100 acres (NW half)                |
| 30556     | 1842 | Will                | Alexander McDonald                                                | [Mary McDonald, wife]                         | W ½ Lot 11                         |
| 50805     | 1853 | Indenture           | Mary McDonald, widow                                              | Alex McDonald, son                            | "                                  |
| 1808      | 1863 | Will                | Alex McDonald                                                     | Eliza McDonald, relationship not specified    | "                                  |
| 1218      | 1890 | B&S                 | Executor of the Estate of Eliza McDonald                          | Thomas Codlin                                 | W ½ Lot 11, N of the GTR           |
| 2518      | 1913 | Will                | Thomas Codlin                                                     | Fred Codlin                                   | "                                  |
| 2528      | 1918 | B&S                 | James Codlin et. Al. executors                                    | Fred Codlin                                   | "                                  |
| 3306      | 1939 | Agreement           | Fred Codlin                                                       | Egvin Kay Ltd.                                | Land Subdivision (not carried out) |
| 3412      | 1942 | Expropriation Plan  | Wartime Housing Ltd.                                              | Easement for sewer etc.                       | Pt.                                |
| 3431      | 1942 | Grant               | Fred Codlin et ux. (wife)                                         | His Majesty the King in the Right of Canada * | Pt. W ½ and other lands            |
| 436       | 1952 | Plan of subdivision | Central Mortgage and Housing Corporation                          |                                               | "                                  |
| 85689     | 1954 | Grant               | His Majesty the Queen by Central Mortgage and Housing Corporation | Jack E. Gow and Sybil M. Gow                  | Lot 97, Plan 436                   |
| 85690     | 1954 | Grant               | Jack E. Gow and Sybil M. Gow                                      | Mary K. Lewis and William D. Lewis            | "                                  |
| 149839    | 1962 | Grant               | Mary K. Lewis and William D. Lewis                                | Joyce S. O'Connor and James B. O'Connor       | "                                  |
| 579285    | 1966 | Grant               | Joyce S. O'Connor and James B. O'Connor                           | Robert C. Stone and Patricia G. Stone         | "                                  |
| 1144925   | 1969 | Grant               | Robert C. Stone and Patricia G. Stone                             | Alexander Chatham and Sadie Chatham           | "                                  |
| 431091    | 1977 | Grant               | Alexander Chatham                                                 | Sadie Chatham                                 | "                                  |
| 434151    | 1977 | Grant               | Sadie Chatham                                                     | Patrick Smith and Bobbi Bennett               | "                                  |
| 479621    | 1978 | Grant               | Patrick Smith and Bobbie Smith (formerly Bobbie Bennet)           | Donald Wayne Macaulay and Christine Macaulay  | "                                  |
| 574288    | 1981 | Grant               | Donald W. Macaulay and Christine Macaulay                         | Peter C. Smith                                | "                                  |
| 43        | 2013 | Transfer            | Florence Smith and Peter C. Smith                                 | Mariyam Kazi and Jeevan Sharma                | "                                  |

\* Accompanied by a survey plan prepared by the federal Department of Munitions and Supply, Wartime Housing Limited, which shows the 1939 plan of subdivision.

NOTE: Title search performed by Chris Aplin, M.C.A. Paralegal Services

Appendix C: Reasons for Listing (Mississauga Cultural Landscape Inventory Sheet; L-RES-6 Malton War-time Housing Cultural Landscape).



**CITY OF MISSISSAUGA**

## Cultural Landscape Inventory

**War Time Housing (Malton)**

**L-RES-5**

**Location**      Located north of Pearson International Airport bounded by Derry Road on the south and Airport Road on the west

**Heritage or Other Designation**      None

**Landscape Type**      Residential (Neighbourhood)

---

**LANDSCAPE ENVIRONMENT**

- Scenic and Visual Quality
- Natural Environment
- Horticultural Interest
- Landscape Design, Type and Technological Interest

**HISTORICAL ASSOCIATION**

- Illustrates Style, Trend or Pattern
- Direct Association with Important Person or Event
- Illustrates Important Phase in Mississauga's Social or Physical Development
- Illustrates Work of Important Designer


**BUILT ENVIRONMENT**

- Aesthetic/Visual Quality
- Consistent Early Environs (pre-World War II)
- Consistent Scale of Built Features
- Unique Architectural Features/Buildings
- Designated Structures

**OTHER**

- Historical or Archaeological Interest
- Outstanding Features/Interest
- Significant Ecological Interest
- Landmark Value

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3032 CHURCHILL AVENUE\_Mississauga\_HIA\_MHobson\_12 May 2014

32



# Appendix D: Development Proposal (Drawings by Pedro Pimental, Architect)

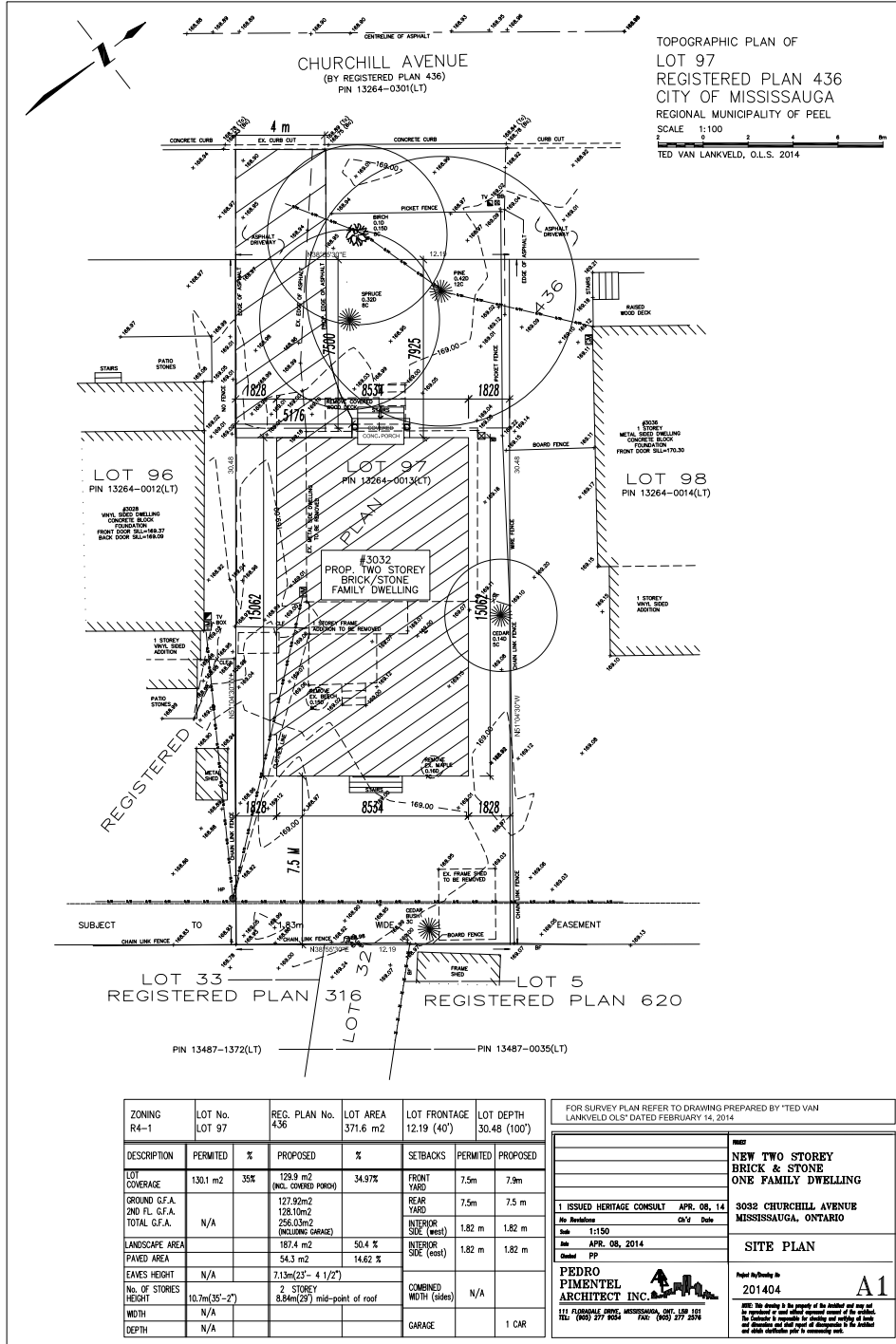


Figure 29: Proposed site plan

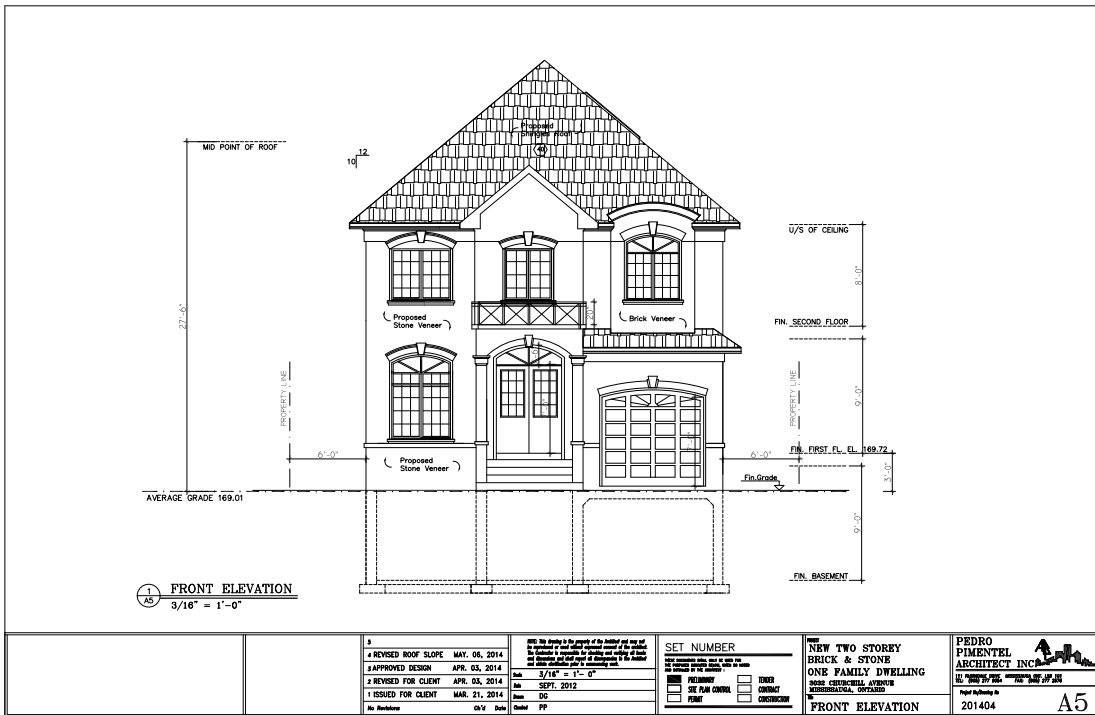


Figure 30: 3032 Churchill Avenue, proposed front elevation

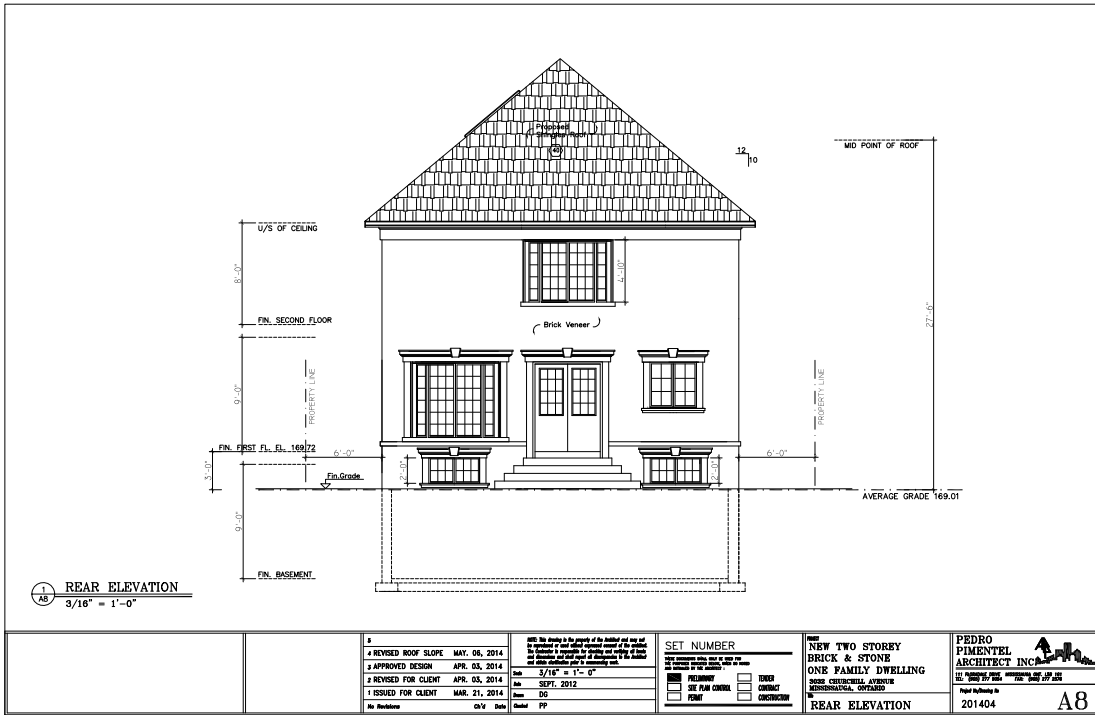


Figure 31: Proposed rear elevation

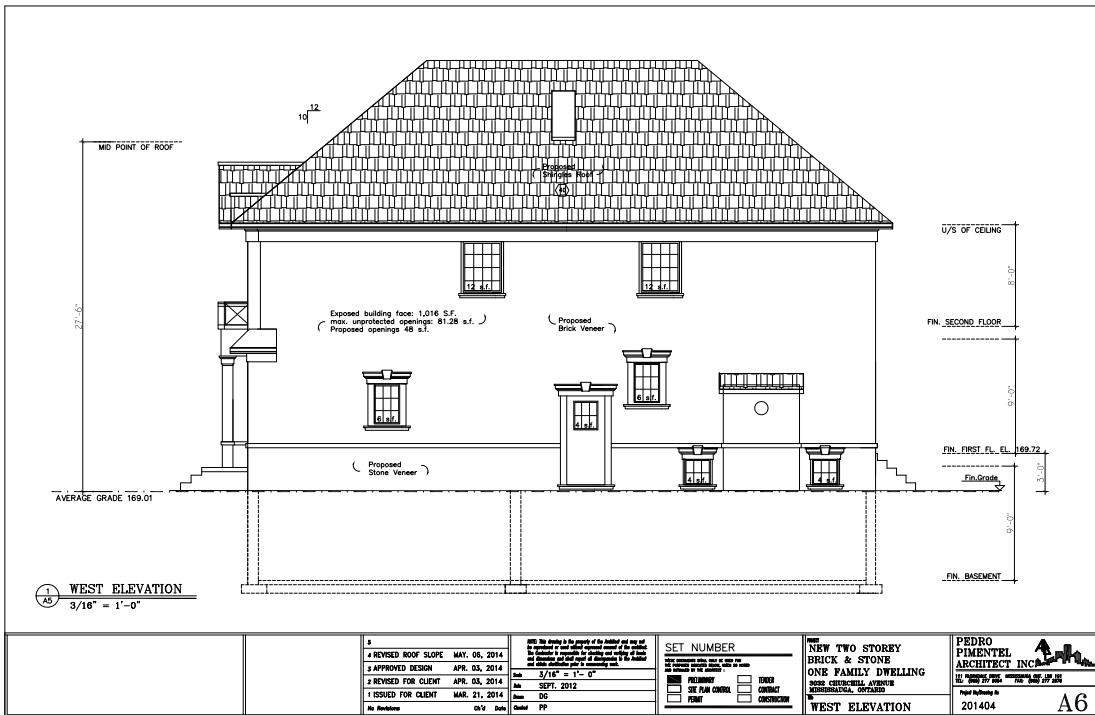


Figure 32: Proposed west elevation

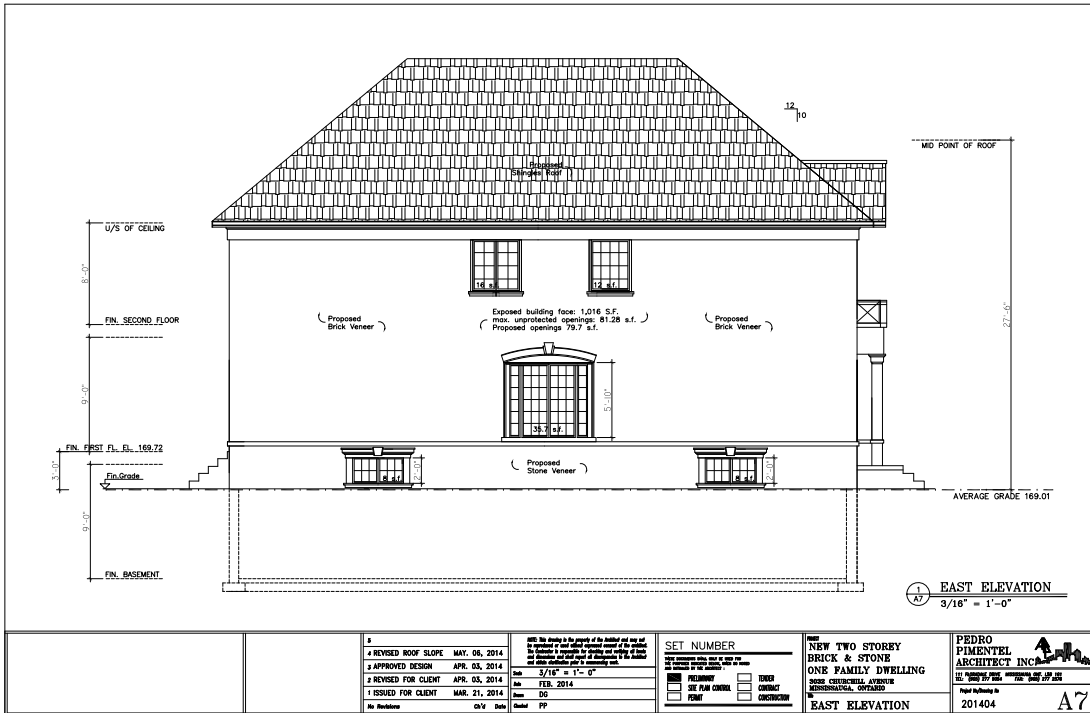
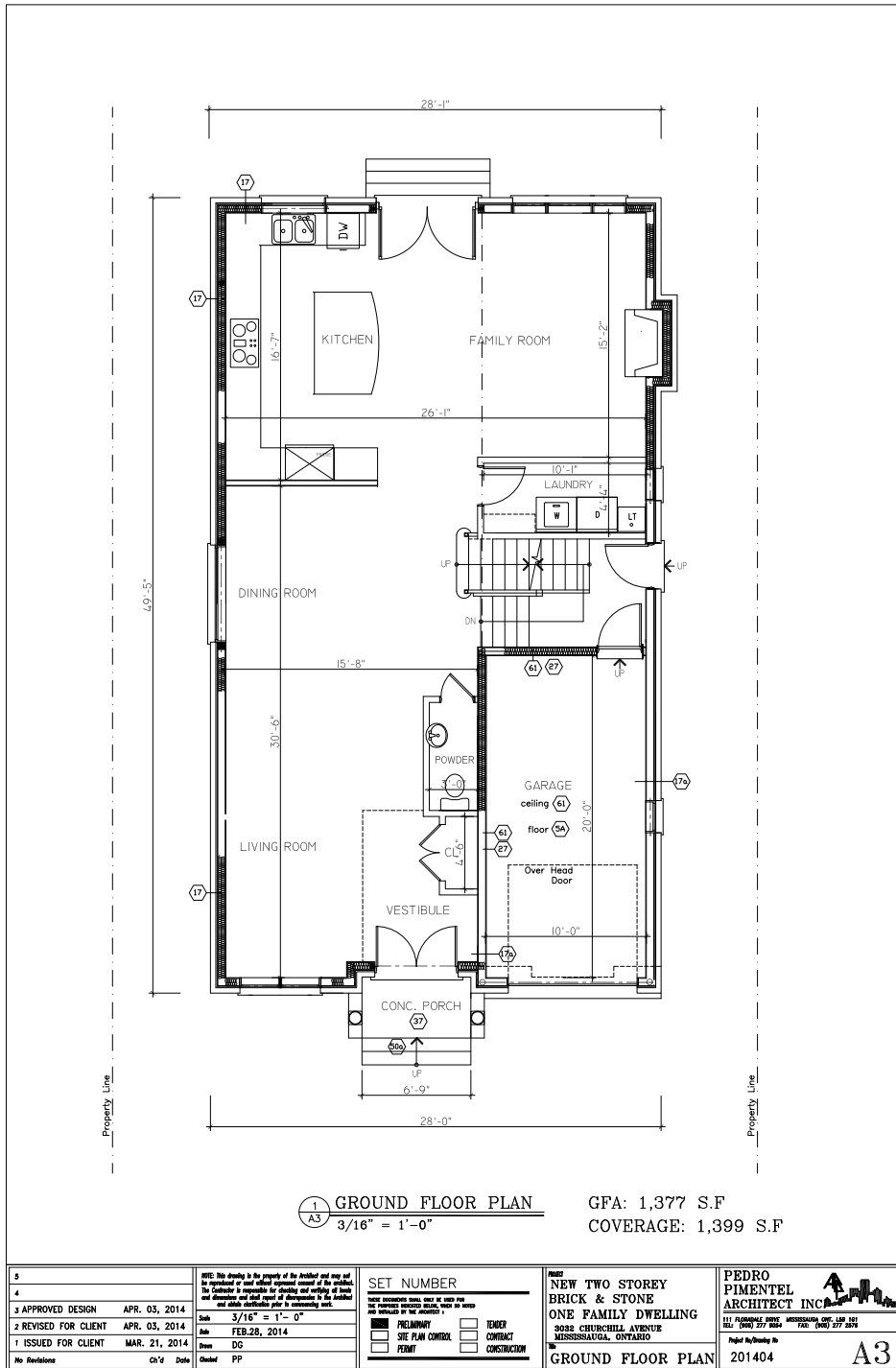


Figure 33: Proposed east elevation



**Figure 34: Proposed 1st floor plan**

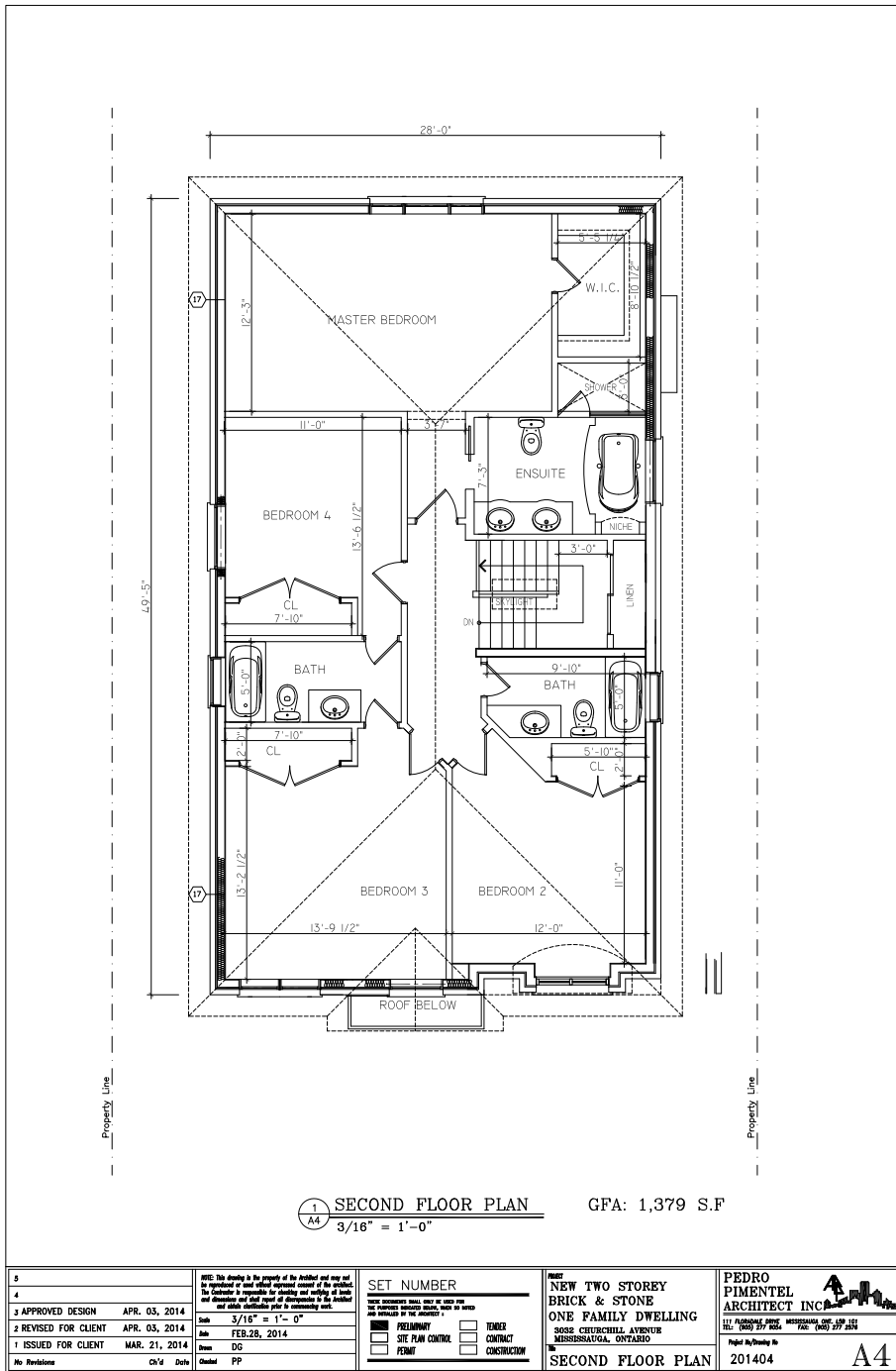


Figure 35: Proposed 2nd floor plan

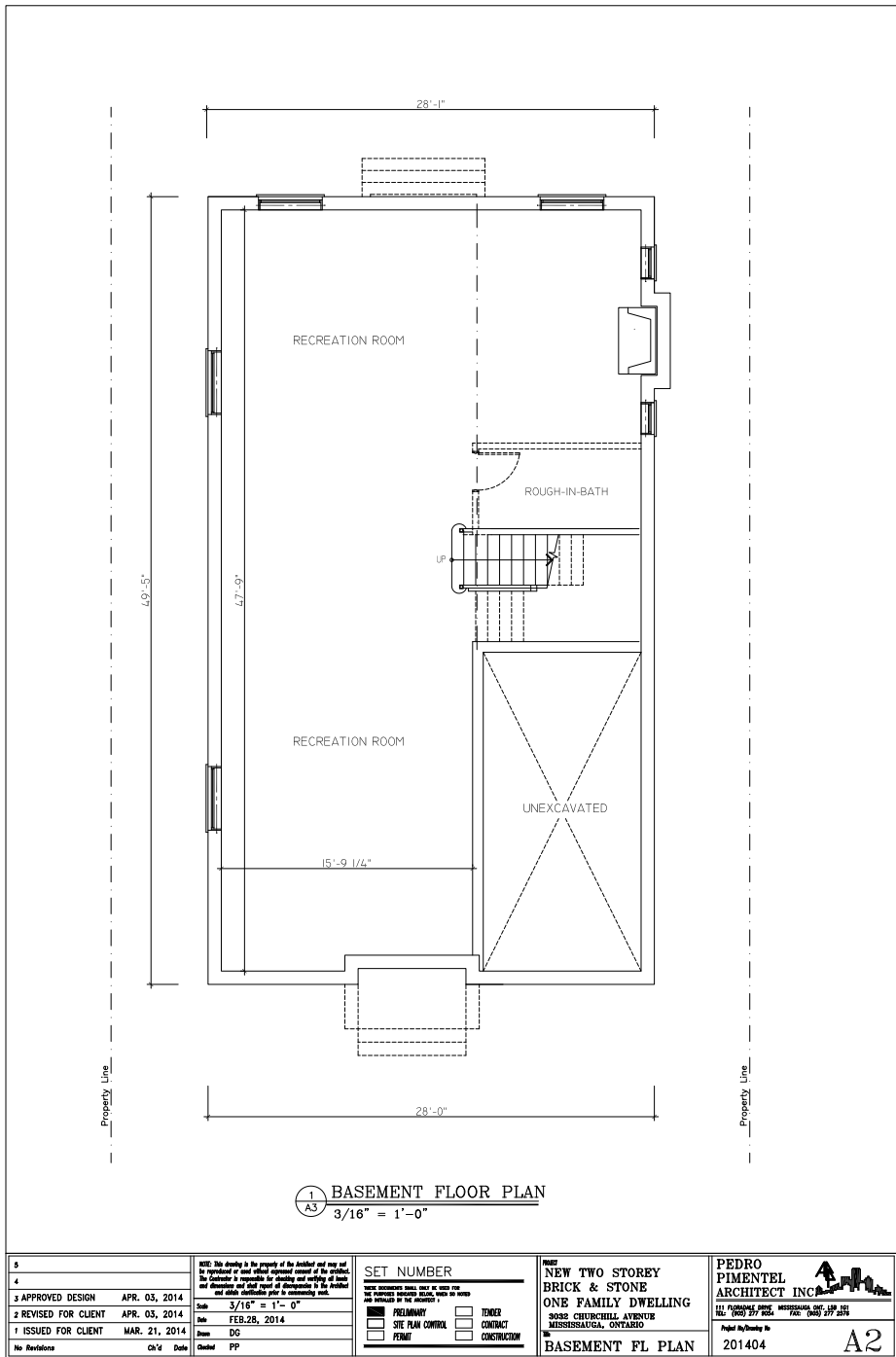
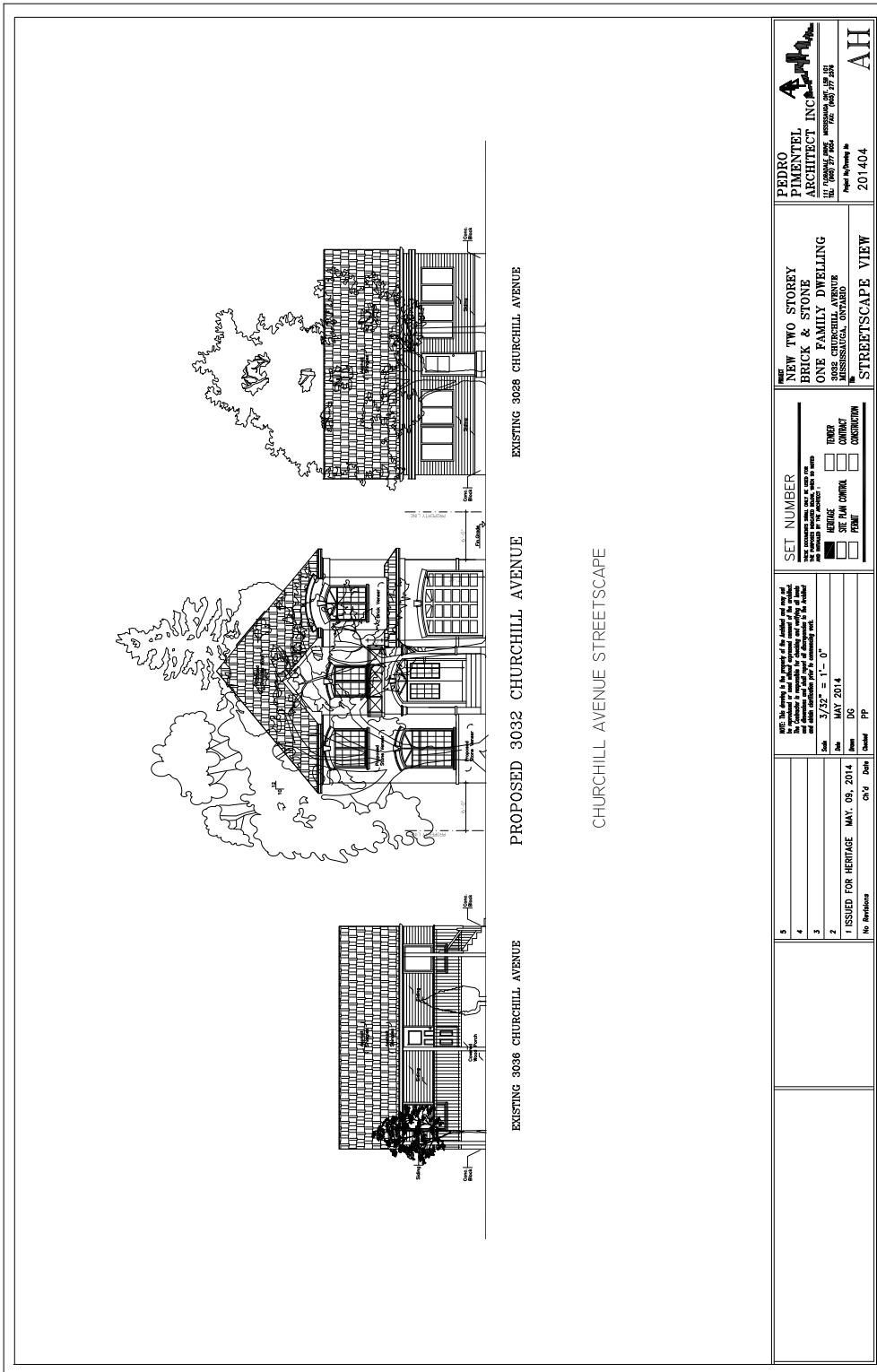


Figure 36: Proposed basement floor plan



|                                                                                                     |                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                 |                                                                             |                                                                                                                                              |                                                                                                                                                                                                                                                                                                 |
|-----------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>5</p> <p>4</p> <p>3</p> <p>2</p> <p>1 ISSUED FOR HERITAGE MAY. 09, 2014</p> <p>No. Revisions</p> | <p>DATE: MAY 2014</p> <p>SCALE: 3/32" = 1'-0"</p> <p>ISSUED FOR HERITAGE MAY. 09, 2014</p> <p>DATE: MAY 2014</p> <p>DESIGNER: DG</p> <p>CHECKER: PP</p> | <p>WITH THE APPROVAL OF THE BOARD OF ARCHITECTS OF THE PROVINCE OF ONTARIO, I HEREBY CERTIFY THAT THE ARCHITECTURE AND ENGINEERING DRAWINGS AND SPECIFICATIONS SUBMITTED TO ME BY THE ABOVE NAMED ARCHITECT AND ENGINEER ARE TRUE AND CORRECT AND THAT I AM A MEMBER OF THE BOARD OF ARCHITECTS OF THE PROVINCE OF ONTARIO.</p> | <p>SET NUMBER</p> <p>REVISIONS</p> <p>DATE</p> <p>BY</p> <p>DESCRIPTION</p> | <p>NEW TWO STOREY BRICK &amp; STONE ONE FAMILY DWELLING</p> <p>3032 CHURCHILL AVENUE</p> <p>MISSISSAUGA, ONTARIO</p> <p>STREETSCAPE VIEW</p> | <p>PEDRO FIMBENTEL ARCHITECT INC.</p> <p>1111 SHEPPARD AVENUE EAST, SUITE 100</p> <p>MISSISSAUGA, ONTARIO L4X 1L3</p> <p>PH: (905) 276-7782</p> <p>FAX: (905) 276-7781</p> <p>Project No./Drawing No.</p> <p>201404</p> <p style="text-align: right; font-size: 2em; font-weight: bold;">AH</p> |
|-----------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

Figure 37: Streetscape showing proposal for 3032 Churchill Avenue and adjacent dwellings

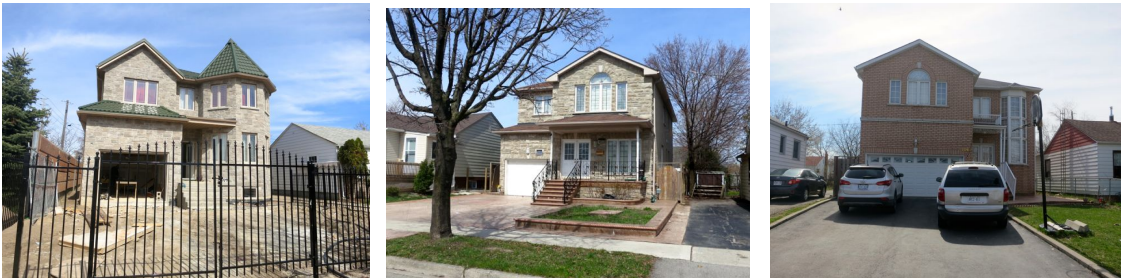




**Figure 38: View to Airport Road from Churchill Avenue**



**Figure 39; 3 newer homes on one block of Churchill Avenue adjacent to Airport Road**



**Figure 40; 3 newer homes on one block of McNaughton Avenue adjacent to Airport Road**





**Figure 41; 8 newer homes on one block of Victory Crescent adjacent to Airport Road**



# Corporate Report

Clerk's Files

Originator's  
Files

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**DATE:** May 12, 2014

**TO:** Chair and Members of the Heritage Advisory Committee  
Meeting Date: June 17, 2014

**FROM:** Paul A. Mitcham, P. Eng, MBA  
Commissioner of Community Services

**SUBJECT:** **Request to Demolish a Heritage Listed Property Within a Cultural  
Landscape  
1407 Stavebank Road,  
(Ward 1)**

---

**RECOMMENDATION:** That the property at 1407 Stavebank Road, which is listed on the City's Heritage Register as part of the Mineola West Neighbourhood Cultural Landscape, is not worthy of heritage designation, and consequently, that the owner's request to demolish the structure be approved and that the appropriate City officials be authorized and directed to take the necessary action to give effect thereto, as described in the Corporate Report dated May 12, 2014 from the Commissioner of Community Services.

**BACKGROUND:** The subject property was Listed on the City's Heritage Register in 2005 as part of the Mineola West Neighbourhood Cultural Landscape, which is noted for its large lots and mature landscaping. The property was part of the original land holdings of the Cotton family, who were one of the early settlers in the Port Credit area, having emigrated from County Roscommon in Ireland in 1837. It remained in the Cotton family until 1943, when it was sold to F.J. Moore Construction Co. Ltd. The current structure was built in the 1930s.

The current property owner has submitted Site Plan application SPI 13/151, in support of an application to remove the existing single detached dwelling and replace it with a new single detached dwelling. A Heritage Impact Statement prepared by Joan Burt Architect (Appendix 1), and an Arborist's Report from Welwyn Consulting. (Appendix 2) have been submitted. Landscaping and urban design matters will be reviewed as part of the Site Plan review process to ensure the project respects the character of the surrounding Cultural Landscape.

**COMMENTS:**

Section 27. (3) of the *Ontario Heritage Act* states that structures or buildings on property listed on the City's Heritage Register cannot be demolished without 60 days' notice to Council. This allows Council time to review the property's cultural heritage value and to determine if the property merits designation, as set out under Regulation 9/06 of the *Ontario Heritage Act*. In order to merit designation, one of the following three criteria must be satisfied:

1. The property has design value or physical value;
2. The property has historical value or associative value;
3. The property has contextual value.

Furthermore, Section 27. (5) of the *Ontario Heritage Act*, states Council may require the applicant to submit plans in support of a demolition application for a property included on the City's Heritage Register. Site Plan application (SPI 13/093 has been submitted.

The Heritage Impact Statement concludes the house at 1232 Vesta Drive is not worthy of heritage designation under Regulation 9/06 of the *Ontario Heritage Act*. The existing structure does not illustrate a style, trend or pattern; have any direct association with an important person or event; illustrate an important phase in the city's social or physical development; nor does it illustrate the work of an important designer.

It is Heritage Planning staff's opinion that the proposed new construction preserves the existing building setbacks; meets height restrictions; is designed to respect the existing vegetation; and preserves the existing grades and drainage patterns of the lot.

Further, the proposed new development strives to protect the property's horticultural attributes and compliments the existing building stock.

**FINANCIAL IMPACT:** There is no financial impact.

**CONCLUSION:** The property owner of 1407 Stavebank Road has requested permission to demolish a structure on a property that is listed within a Cultural Landscape on the City's Heritage Register. The subject property is not worthy of designation and the request for demolition should, therefore, be recommended for approval.

**ATTACHMENTS:** Appendix 1: Heritage Impact Statement by Joan Burt Architect  
Appendix 2: Arborist's Report from Welwyn Consulting



---

Paul A. Mitcham, P. Eng, MBA  
Commissioner of Community Services

*Prepared by: Laura Waldie, A/Senior Heritage Coordinator*

# HERITAGE IMPACT ASSESSMENT



**1407 STAVEBANK ROAD  
MISSISSAUGA, ONTARIO**

Prepared for  
**DAVID W. SMALL DESIGNS INC.**

Prepared by  
**JOAN BURT ARCHITECT**

**MARCH 2014**

**To the Reader**

**Property Owner:**

Linda De Maria  
1407 Stavebank Road  
Mississauga, Ontario

**Project Designer**

David Small Designs  
1440 Hurontario Street ,Suite 200  
Mississauga, Ontario, L5G 3H4  
T - 905 271 9100

**Prepared by:**

Heritage Consultant  
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## HERITAGE IMPACT ASSESSMENT 1407 STAVEBANK ROAD, MISSISSAUGA, ONTARIO

To the Reader

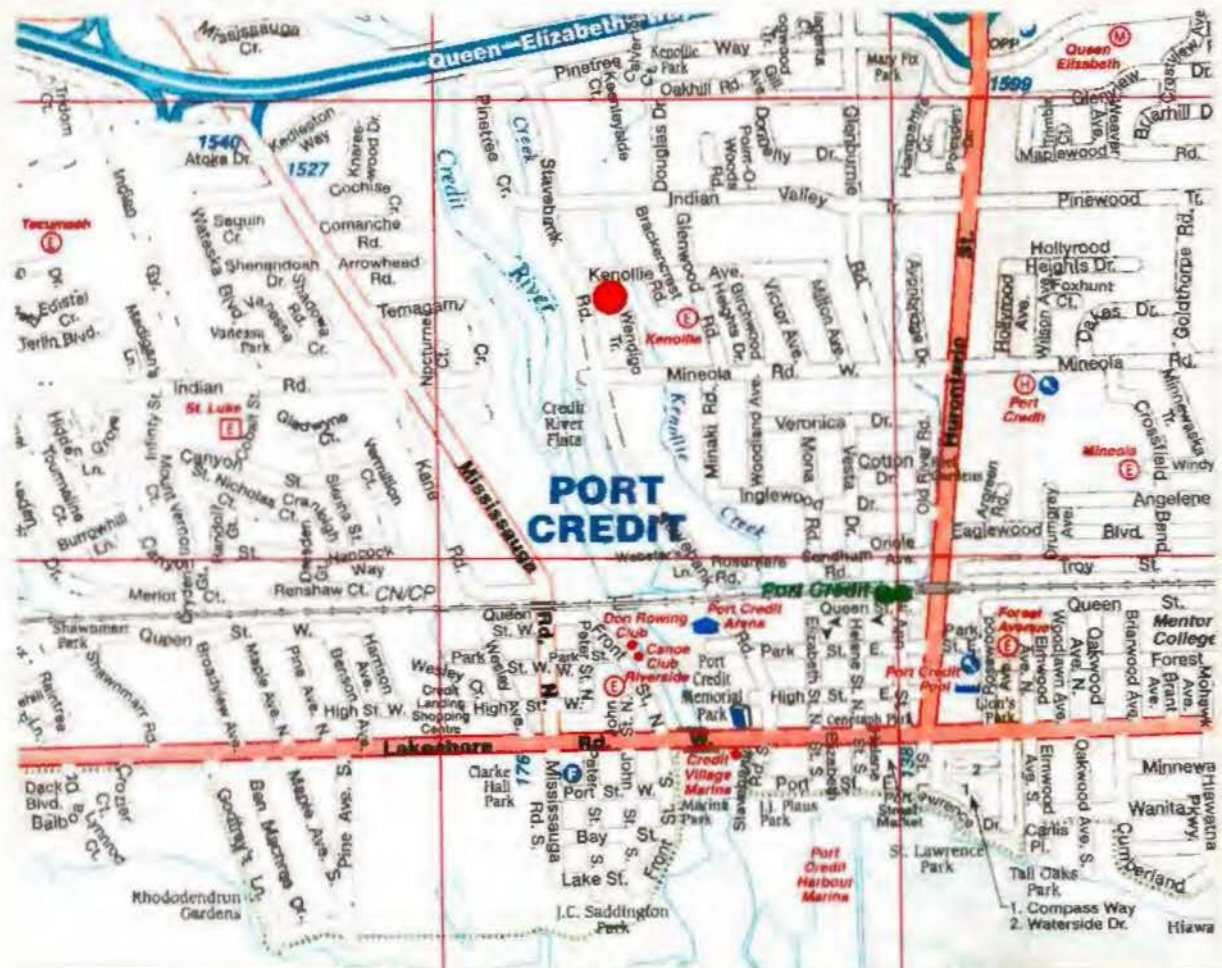
### Table of Contents


|       |                                                            |    |
|-------|------------------------------------------------------------|----|
| 1.0   | Introduction to the Site                                   |    |
| 1.1   | Location Map .....                                         | 1  |
| 1.2   | Legal Description .....                                    | 1  |
| 1.3   | Municipal Ward                                             |    |
| 1.4   | Zoning.....                                                | 1  |
| 1.5   | Cultural Heritage Landscape Inventory Status               | 1  |
| 1.6   | Aerial View of Site and Surroundings .....                 | 2  |
| 2.0   | Site History                                               |    |
| 2.1   | Site Chronology .....                                      | 3  |
| 2.2   | Early Subdivision .....                                    | 3  |
| 2.3   | Pin Map 13457-0024 .....                                   | 4  |
| 2.4   | Establishing the Date of Construction of the Building..... | 5  |
| 3.0   | Mineola Neighbourhood                                      |    |
| 3.1   | Location.....                                              | 6  |
| 3.2   | Background Information .....                               | 6  |
| 3.3   | Mineola General Characteristics .....                      | 7  |
| 4.0   | Present Site Description                                   |    |
| 4.1   | Survey of the Property .....                               | 9  |
| 4.2   | Present Site .....                                         | 10 |
| 4.3   | Present Buildings .....                                    | 10 |
| 4.3.1 | Elevations and Three Quarter views .....                   | 10 |
| 4.3.2 | Architectural Information.....                             | 14 |
| 4.3.3 | Floor Plans.....                                           | 15 |
| 4.3.4 | Interior views & Interior information .....                | 16 |
| 4.3.5 | Conclusion and Mitigating Measures .....                   | 17 |
| 5.0   | Contextual Description                                     |    |
| 5.1   | Streetscapes and Contextual Information.....               | 18 |
| 5.2   | Contextual Conclusion.....                                 | 18 |
| 6.0   | Statement of Cultural Heritage Value or Interest.....      | 19 |
| 7.0   | The Proposed Development.....                              | 21 |
| 8.0   | Comments on the Proposed Development and Conclusion .....  | 25 |
|       | Sources .....                                              | 26 |
|       | Joan Burt Architect Qualifications .....                   | 27 |



## 1.0 INTRODUCTION TO THE SITE

### 1.1 Location Map



 **Site Location:**  
1407 Stavebank Road

### 1.2 Legal Description

PART OF LOT 3, RANGE 2  
CREDIT INDIAN RESERVE  
CITY OF MISSISSAUGA  
REGIONAL MUNICIPALITY OF PEEL

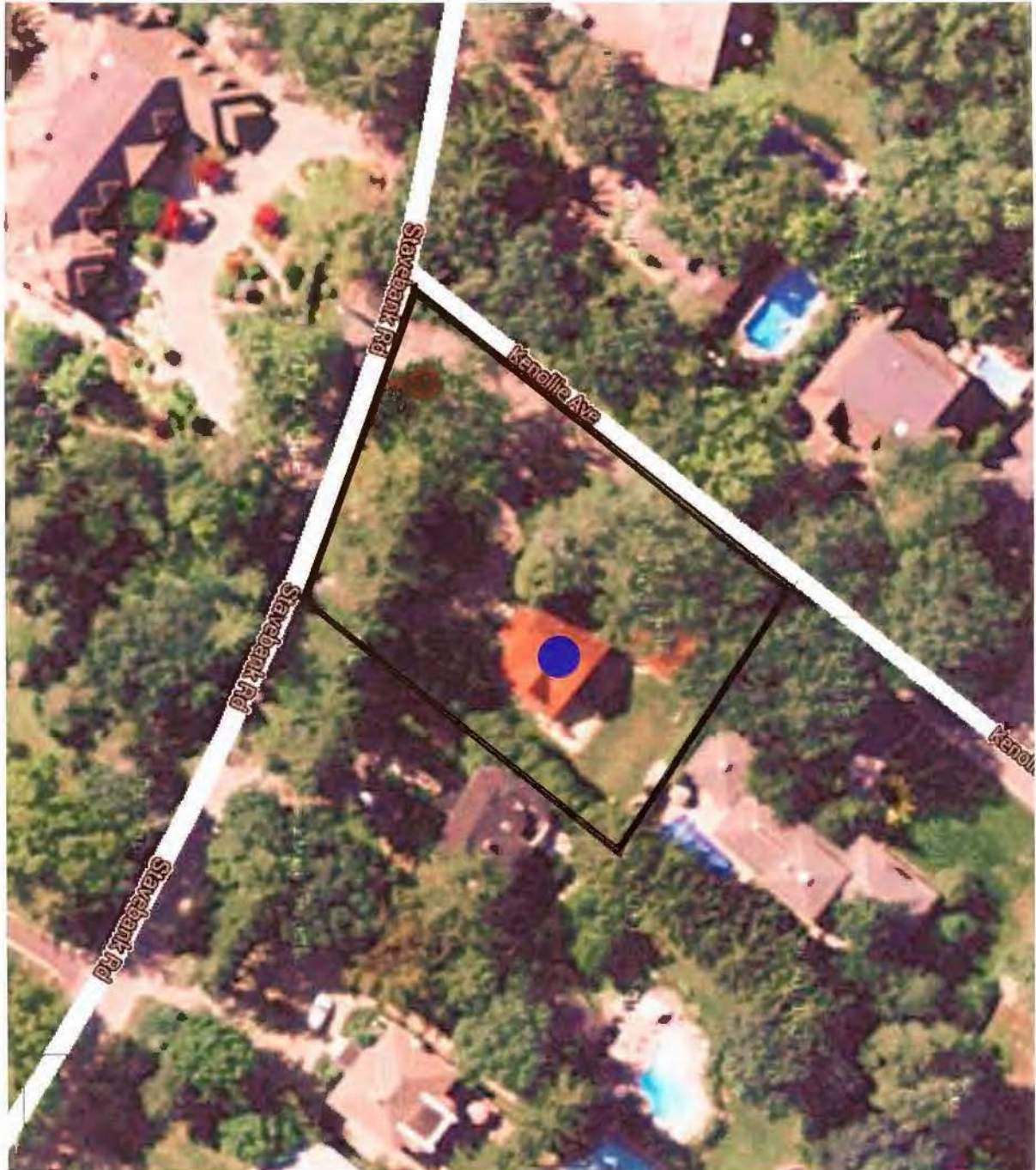
### 1.3 Municipal Ward - 1

### 1.4 Zoning - R1-1 (0225 2007)

### 1.5 Cultural Heritage Landscape Inventory Status - Listed part of Mineola West Cultural Landscape

## 1.6 Aerial View of Site and Surroundings

The aerial view shows the location of 1407 Stavebank Road, located at the south east corner of the intersection of Stavebank Road and Kenollie Avenue. The abundance of mature trees, the lack of curbs allowing a soft transition between roads and lots, as well as the park like ambiance with the houses nestled into the trees, is well illustrated.



● 1407 Stavebank Road

## 2.0 Site History

### 2.1 Site Chronology (Chain of Title)

Pat Lot 3, Range 2, Credit Indian Reserve (NOW PIN 13457-0024)

Note:

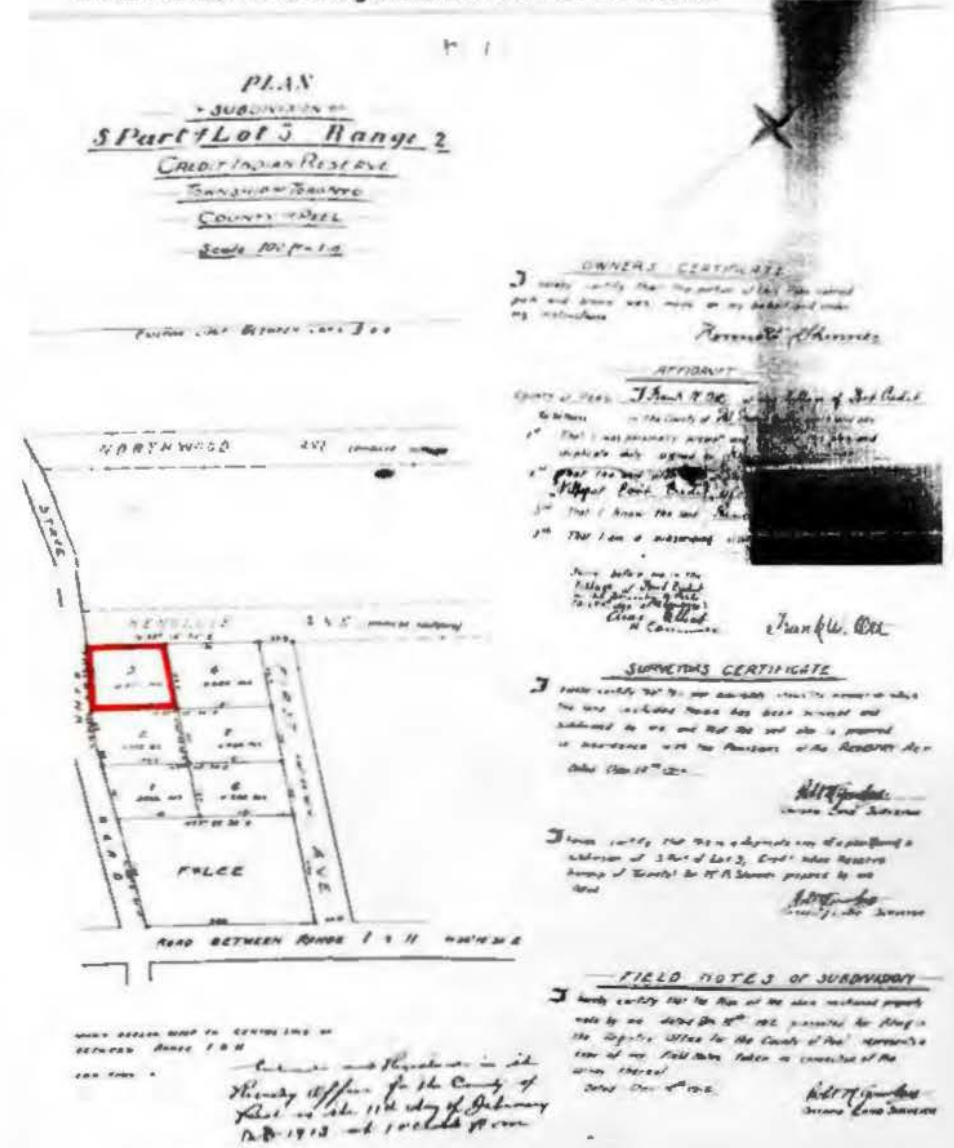
Mineofa Road is a road allowance between Range 1 & 2, C.I.R (See Pin Map)

| Instr. #                      | Instrument & Consideration                     | Dated         | Reg'n Date   | Grantor                                                                                | Grantee                                                                     | Description                                       |
|-------------------------------|------------------------------------------------|---------------|--------------|----------------------------------------------------------------------------------------|-----------------------------------------------------------------------------|---------------------------------------------------|
|                               | Patent                                         | 12 March 1862 |              | Crown                                                                                  | Elizabeth Blakey                                                            | 59 1/2 ac. NE part lot 3, range 2, CIR            |
| 5948<br><i>see copy</i>       | B & S 5836 51                                  |               | 20 Jan. 1887 | Crown                                                                                  | Elizabeth Blakey                                                            | 59 1/2 ac.                                        |
| 6149<br><i>see copy</i>       | Grant \$5,000                                  | 6 Dec. 1886   | 4 June 1887  | Elizabeth Dixon (formerly Elizabeth Blakey)                                            | Johnadab D. Hardy                                                           | 59 1/2 ac.                                        |
| 6150<br><i>see copy</i>       | Grant \$3,400                                  | 1 May 1887    | 4 June 1887  | Johnadab D. Hardy                                                                      | James Payne Farmer                                                          | 59 1/2 ac.                                        |
| 13265                         | Grant \$6,000                                  | 14 Nov. 1908  | 25 Dec. 1908 | George Washington Payne, Executor, Estate of James Payne, deceased (son of James)      | Kenneth Skinner Farmer                                                      | 59 1/2 ac.                                        |
| 34130<br><i>see copy</i>      | Grant \$1,810                                  | 31 Oct. /31   | 7 Nov. /31   | Kenneth Skinner                                                                        | Falten Eige                                                                 | Pl - 148' x 98' on Stavebank Rd. Tog. With r-of-w |
| 161514<br><i>see copy</i>     | Grant \$16,150                                 | 18 Nov. /63   | 24 Dec /63   | Ernest Macaulay Dillon, Executor, Estate of Falten Eige                                | Harold Douglas Lugsdin & Ann Elizabeth Lugsdin                              | As in 34130                                       |
| TT 182920<br><i>see copy</i>  | Grant \$19,900                                 | 2 June /65    | 15 July/65   | Harold Douglas Lugsdin & Ann Elizabeth Lugsdin                                         | Joseph Ethan Thackeray & Brenda June Thackeray                              | As in 34130                                       |
| PR925407                      | Appln. Of Survivorship                         |               | 13 Sep 2005  | Joseph Ethan Thackeray                                                                 | Brenda June Thackeray                                                       | As in 34130                                       |
| PR925408                      | Transmission                                   |               | 13 Sep 2005  | Brenda June Thackeray                                                                  | Jeffrey David Spinks & Brenda June Merrick, Estate of Brenda June Thackeray | As in 34130                                       |
| PR91778<br><i>see copy</i>    | Release of easement in RD 1131587 (see copies) |               | 28 Nov. 2005 | Jeffrey David Spinks & Brenda Jaye Merrick                                             | Allin Ross Mitchell & Davis Leigh Mitchell                                  | PIN 13457-1124<br>COR 43R-10678                   |
| PR 1074086<br><i>see copy</i> | Transfer by personal rep \$799,000             |               | 6 June 2006  | Brenda Jaye Merrick & Jeffrey David Spinks, Executors, Estate of Brenda June Thackeray | Kimberly Anne Carey                                                         | As in 182920                                      |
| PR2426278<br><i>see copy</i>  | Transfer \$1,250,000                           |               | 30 Aug. 2013 | Kimberly Anne Carey                                                                    | Linda De Maria                                                              | As in 1074086                                     |

Note: Documents for the Chain of Title are extensive and are available upon request.

## 2.2 Early Subdivision

prepared by Robert M. Gourlay O.L.S for Kenneth Skinner dated Dec 20, 1912 showing location of 1407 Stavebank Road



2.3 Pin Map 13457-0024



0024 1407 Stavebank Road Property

MINISTRY OF  
 CONSUMER AND  
 COMMERCIAL  
 RELATIONS

MAP SHOWS ALL  
 EXISTING IN  
 - SHEET 1  
 OF 1, 1997



PROPERTY INDEX MAP  
 BLOCK 13457  
 CITY OF MISSISSAUGA  
 REG. MUNICIPALITY OF  
 PEEL  
 (OFFICE 43)

LEGEND

|                                     |      |
|-------------------------------------|------|
| FINANCIAL PROPERTY BOUNDARY         | ---  |
| FINANCIAL PROPERTY BOUNDARY         | ---  |
| NATURAL RESOURCES PROPERTY BOUNDARY | ---  |
| PROPERTY NUMBER                     | 0001 |
| LEASHOLD PROPERTY NUMBER            | 0001 |
| NATURAL RESOURCES PROPERTY NUMBER   | 0001 |
| TOWNSHIP FABRIC                     | ---  |
| STRAUS WAYS                         | ---  |
| UNDER THE FABRIC/CLUSTERS           | ---  |
| UTM GRID                            | ---  |
| LEGEND MAP SYMBOL                   | ---  |

NOTES

MAPS ARE FOR INFORMATION ONLY  
 NOT TO BE USED FOR LEGAL PURPOSES  
 THIS IS NOT A PLAN  
 OF SURVEY

THIS MAP WAS COMPILED FROM PLANS AND  
 RECORDS RECEIVED IN THE LAND REGISTRY  
 SYSTEM AND HAS BEEN PREPARED FOR PROPERTY  
 IDENTIFICATION ONLY

FOR INFORMATION TO PROPERTY OWNERS  
 SEE RELEVANT PLANS AND RECORDS  
 OF THE LAND REGISTRY  
 FOR FURTHER INFORMATION  
 CONTACT THE LAND REGISTRY  
 OFFICE AT 1000

|      |      |
|------|------|
| 0024 | 0024 |
| 0024 | 0024 |

## 2.4 Establishing the Date of Construction of the Building

The property that is now 1407 Stavebank Road was part of a parcel of land 59  $\frac{3}{4}$  acres that was a Patent from the Crown in 1862. In 1908 this parcel was purchased by Kenneth Skinner, who was a farmer. Then in Dec 12 1912, Skinner subdivided part of the land from which 1407 Stavebank would emerge. In 1931, Skinner sold part of this subdivided land (148' by 98' ), on Stavebank Road to Falten Eige for \$1,810.

In 1963 the Estate of Falten Eige sold the property to Harold and Ann Lugsdin for \$16,150. This price was a considerable jump in the property value, indicating that Eige had built a house on the site between 1931 and 1963.

The Mississauga Impac Tax Roll # 05010015165000000 records that the house was built in 1932. The Mississauga Building Department records the house also being built in 1932. The design and architecture of the existing house (which will be examined later in the report) also indicates that the house was built around this date.

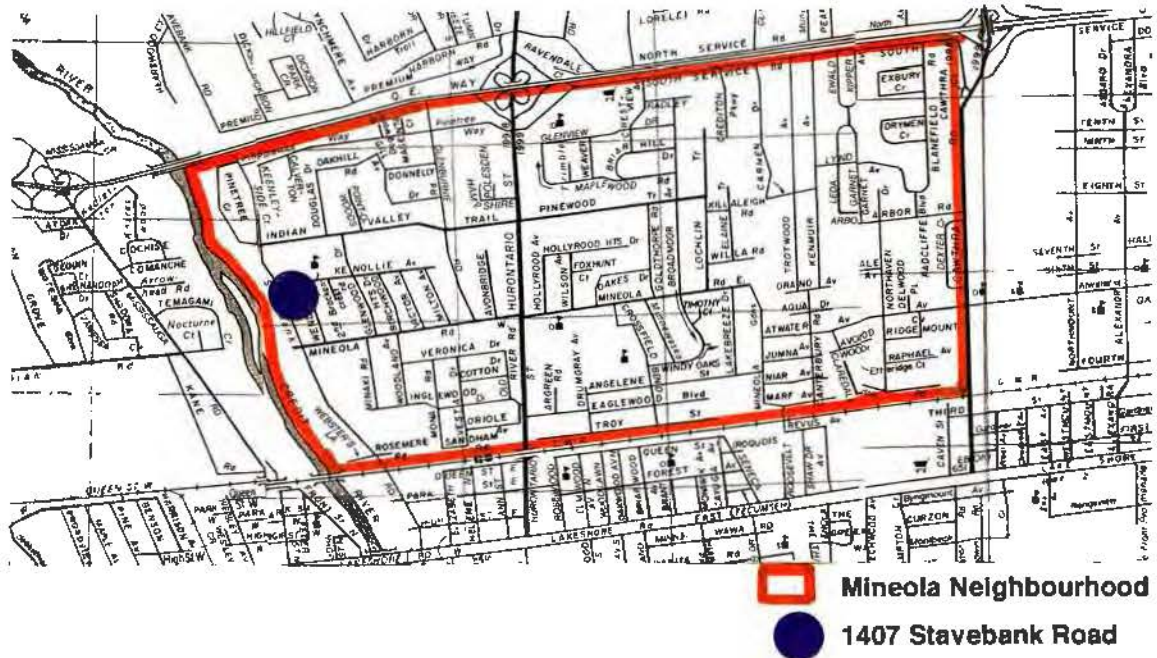


1407 Stavebank Road

### 3.0 Mineola Neighbourhood

#### 3.1 Location

The Mineola Neighbourhood is bounded by the Queen Elizabeth Way on the north, Cawthra on the east, CN Railway tracks on the south and Credit River on the west. 1407 Stavebank Road is located at the westerly side of the Mineola Neighbourhood very near the Credit River.



#### 3.2 Background information

The Mississauga Cultural Landscape Inventory Site Description of Mineola gives an excellent description which captures the character of the area and the historical reasons for the evolution of the ambiance. It is as follows:

*" Mineola was developed before it became standard practice to re-grade top soil into large piles in the early 20th century, level every nuance of natural topography and engineer the complete storm water drainage system artificially. In Mineola a road system was gently imposed on the natural rolling topography of the Iroquois Plain; homes were nestled into slightly larger lots and natural drainage areas were retained. This provided greater opportunity to save existing trees and because the soil and drainage system were minimally impacted, provided fertile ground for the planting of new vegetation, the natural regeneration of native trees and landscaping of the residential landscapes. What has evolved today is a wonderful neighbourhood with a variety of quality housing stock and a rich stimulating landscape that blends the houses with their natural and manicured surroundings. There are no curbs on the roads which softens the transition between street and front yards. The roads wind, rise and fall with the natural topography and houses sit often at odd angles to take advantage of slopes and the location of large trees. A gradual infilling has increased the density over the years and care must be taken to ensure that this does not, in the end, ruin the very quality and character that makes this neighbourhood so appealing and attractive. Of the many neighbourhoods in Mississauga, the Mineola neighbourhood stands out as one of the most visually interesting and memorable. As is often the case, when new development is balanced with the protection of the natural environment, a truly livable and sustainable community evolves. Mineola is an excellent example of this type of community."*

### 3.3 Mineola General Characteristics

The following is a brief visual illustration of the Mineola features contained in the previous 3.2 Background Information and are found in the vicinity of 1407 Stavebank Road.



**Kenollie Avenue Looking East from Stavebank Road**

This typical Mineola Street shows the road following the natural topography, which allows for the saving of existing trees and natural drainage. There are no curbs, which softens the transition between the street and the front yards of the private properties. The houses are, for the most part set back from the road, and are integrated into the landscape. This natural land development strategy clearly makes the landscape the primary concept for Mineola rather than then later engineering concept, which creates a man made topography featuring the individual houses. This does not minimize the significance of houses in Mineola but places them in a secondary role to the significant landscape.

The later engineered subdivisions position all the buildings with their front facades parallel to the street, and with a uniform setback. This approach is more prevalent in towns and cities where space is a consideration. Mineola's land development strategy is more of an Arts and Crafts approach where the buildings are positioned in response to the natural landscape. This often results in the buildings being placed askew to the street thereby making the street and the neighbourhood visually interesting and park like. The houses are not the dominant feature and are set into their own natural environment. This allows for greater design variation and encourages less uniformity in the building architecture, while still blending into the neighbourhood rather than being conspicuous.

Houses of markedly different design set into their natural landscape, clearly illustrate the Mineola land development concept.



This early traditional house is well integrated into the landscape. Although it is a relatively large house it appears to be in scale with the neighbourhood due to its siting and landscaping. Some of the more recently built large houses appear to be out of scale as they do not acknowledge the Mineola design concept.

In the 1950's there were many significant one storey houses with flat or low pitched roofs built in this area notably by the architect William McBain. They too were well integrated into the landscape and fitted the Mineola Concept.

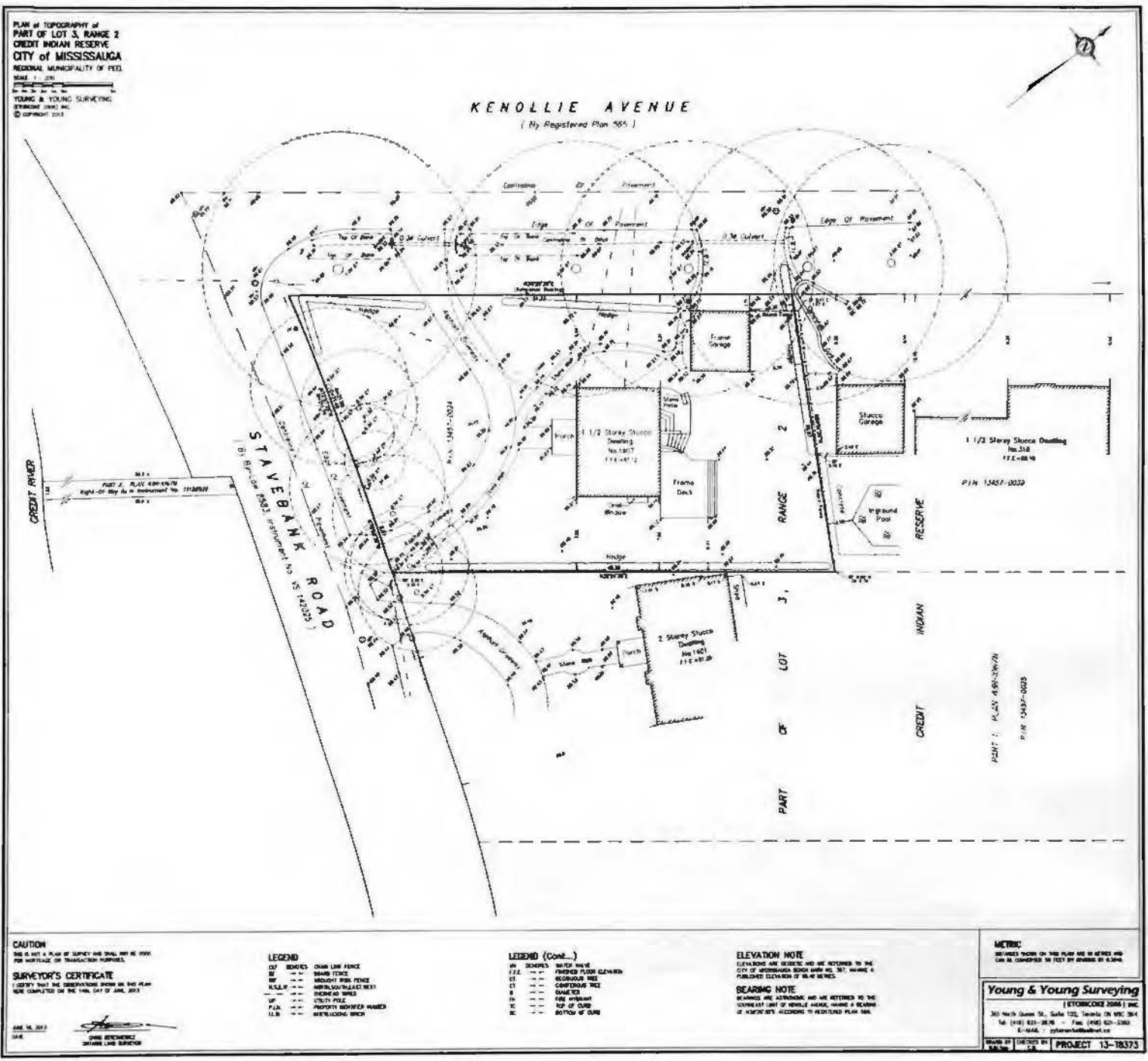


This 1964 house on Kenollie Avenue designed by Phillip Carter for the Canadian yacht designer George Cuthbertson is in a different design idiom than the early houses or the 50's houses, but it too is also comfortable in the landscape and reinforces the concept of the Mineola neighbourhood.

These examples indicate that with careful thought, new and differing design idioms can be a welcome addition to the neighbourhood if they are in scale and follow the Mineola concept.



4.0 Present Site Description  
4.1 Survey of Property



## 4.2 Present Site



1407 Stavebank Road - Showing Property from West Property Line

The following information should be read along with the Survey Plan in Section 4.1

The Site situated at the corner of Stavebank Road and Kenollie Avenue is relatively level at the Stavebank property line and then slopes slightly up towards the house. The Kenollie property line follows the downward slope of the road, thereby making the rear of the house approximately 3 1/2 feet above grade. There is a corner driveway that goes between the two streets.

Although there are few trees on the actual property there is an abundance of mature trees in the boulevard next to the road as well as high hedges. This landscaping provides a very protected feeling to the property. In all, this is a good example of a Mineola site.

## 4.3 Present Buildings

There are two buildings on the site, the house and the garage. The constraints of the site and the landscaping made it difficult to photograph all of the 3/4 views.

### 4.3.1 House Elevations and Three Quarter Views



West Elevation



**East Elevation**

**Photograph by David Small Designs**



**South Elevation**

**Photograph by David Small Designs**



**North Elevation**

**Three Quarter Views**



**South West View**



**North West View**

### **Garage**



**North West View**

### 4.3.2 Architectural Information

#### Exterior

1407 Stavebank is a 1932 Canadian Arts and Crafts Style, one and half storey house. There are several variations of the Canadian Style Arts and Crafts house. The more popular variation has the entry on the none gable side, which allows for a front veranda at the entry within the existing roof. This variation has the main entry on the gabled sided which was more popular in England, and is not unlike the central portion of the 1905 Holly Mount house by Architect CFA Voysey. This broad medium pitched front gabled roof version gives the impression that the house is larger than it actually is. There is a large raised dormer on the south side of the main roof, but not one on the north. Asymmetry was desired in an Arts and Crafts house. There is a substantial overhang on the roof with exposed roof rafters and outriggers. It is probable that the original roofing was cedar shingles.

This house has a generous front entry open porch with low Credit Valley stone walls with stone capping on three sides, and a gable roof of the same pitch as the house roof, making a very pleasant protected entry. To the south of the front entry is a bay window with a hip roof that is connected to the front entry roof.

All of the windows have been replaced with casement type windows. Some of the windows have decorative shutters made of three boards with a 45 degree angle at the top. Whether these were original to the house is under review. The original front door location is asymmetrical to the front porch and the original front door has been replaced.

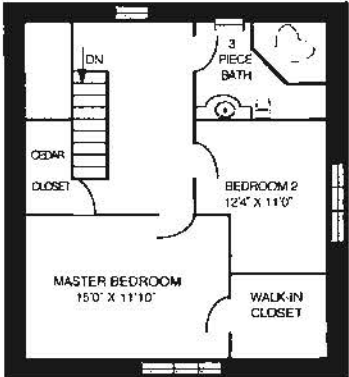
The 1956 Fire Insurance Map indicates that the construction of the house is frame with rough cast stucco. There is very little detail to the building and very few decorative elements, indicating that it was built as a modest house.

The garage is a simple frame structure with a gable roof the same pitch as the house and has original wood bevel siding.

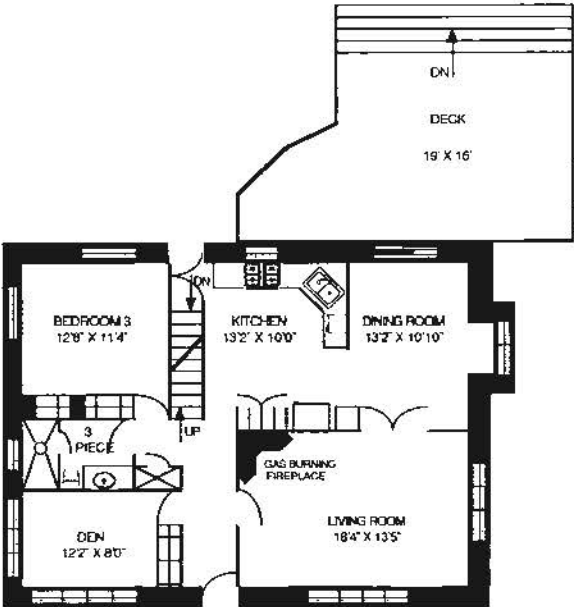


4.3.3 Floor Plans

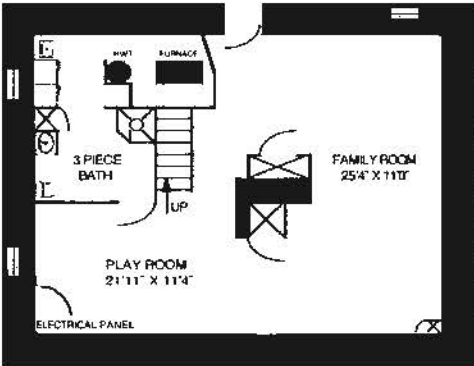
Plan Drawings provided by  
David Small Designs



2ND LEVEL



MAIN LEVEL



LOWER LEVEL

Drawings not to scale

**4.3.4 Interior Views**



**Interior Photo #1 - Living Room**



**Interior Photo #2 - Dining Room**

Photographs provided by  
David Small Designs



### **Interior Information**

The house has a modified slightly off center hall plan with a living room to the right and a den to the left. The hall goes through to the stairs and the kitchen. The dining room is to the right of the kitchen. On the left side of the hall next to the den is a washroom and then a bedroom at the back. There is a door to the back yard off a small hall located at the top of the basement stairs, which are under the stairs to the second floor.

The two principle rooms, the living room and dining room, have the original wood trim and minimal Arts and Crafts detailing. The living room fireplace has been remodeled with new fireplace insert and mantle. The kitchen and washroom are later renovations.

The second floor has two bedrooms and a washroom, as well as low storage at the north wall. All the trim at the windows has been replaced and all the trim on the second floor is painted.

It is quite possible that over the years some of the rooms have been altered and the functions reassigned.

#### **4.3.5 Conclusion and Mitigation Measures.**

1407 Stavebank is a modest 1932 Arts and Crafts Style house. It is not remarkable in any way and does not have sufficient architectural merit or historical interest to merit preservation.

With respect to the salvage of architectural elements and construction materials, none of these have any exceptional value. It is recommended that the Designer and the Contractor make the decision pertaining to the salvaging of components and materials.

## 5.0 Contextual Description

### 5.1 Streetscapes and Contextual Information

The Streetscape Panoramic Views on both Stavebank Road and Kenollie Avenue demonstrate the ideas in the Mississauga Cultural Landscape Inventory Site Description of Mineola as noted in Section 3.2 Background Information. A summary of these ideas are: homes nestled into slightly larger lots, natural drainage areas, natural regeneration of native trees, no sidewalks, houses blending with their natural and manicured surroundings, and houses sit at odd angles to take advantage of slope and location of large trees. The property and house at 1407 Stavebank Road fits well within this description.

#### East Side of Stavebank Road



#### South Side of Kenollie Avenue



### 5.2 Contextual Conclusion

These strong landscape strategies that were also noted in Section 3.3 provide an environment that allows considerable latitude in the design of the houses, which can be seen in the streetscape photograph. Because of these existing landscape features the actual house at 1407, although presently part of the existing streetscape is not necessary or required for the preservation of the Mineola landscape. Any House that is sensitively designed to be in scale and fit the criteria of Mineola would also be suitable.

## 6.0 Statement of Cultural Heritage Value or Interest

The following is an evaluation of the house at 1407 Stavebank Road, Mississauga, based on the previous information carried within this report and with reference to the standard designation criteria prescribed in the Ontario Heritage Act. (Ontario Regulation 9/06).

- **Design or Physical Value**

- **is a rare, unique, representation or early example of a style, type, expression, material or construction method**

This building is a modest 1932 Arts and Crafts Style house, and is not a rare, unique, representation or an early example of a style, type, expression, material or construction method. Therefore it does not meet this Criteria.

It is remarkably similar to 10 Front Street South in Port Credit (with the exception of the front porch), that was recommended for demolition.



10 Front Street South, Port Credit

- **displays a high degree of craftsmanship or artistic merit**

The craftsmanship and artistic merit in this dwelling is typical of the building period and not remarkable in any way. Therefore it does not meet this Criteria.

- **demonstrates a high degree of technical or scientific achievement**

Not applicable to this building - conventional construction methods and materials.

- **Historical or Associative Value**

- **has direct associations with theme, event, belief, person, activity, organization, or institution that is significant to a community**

In this case theme, event, belief, activity, organization or institution are not applicable. Research shows that this house was built by Falten Eige, who had no specific accomplishments in the area. Therefore it does not meet this Criteria.

- **yields, or has potential to yield, information that contributes to an understanding of a community or culture**

No specific contribution to the understanding of either the community or culture was found to be made by this building. Therefore it does not meet this Criteria.

- **demonstrates or reflects the work or ideas of an architect, artist, building designer or theorist who is significant to a community**

None found or revealed in the research.

### **Contextual Value**

- **Is important in defining, maintaining or supporting the character of an area**

It is not important in defining, maintaining or supporting the character of the area as explained in 5.2 Contextual Conclusion. Therefore it does not meet this Criteria.

- **Is physically, functionally, visually or historically linked to its surroundings**

See comments directly above.

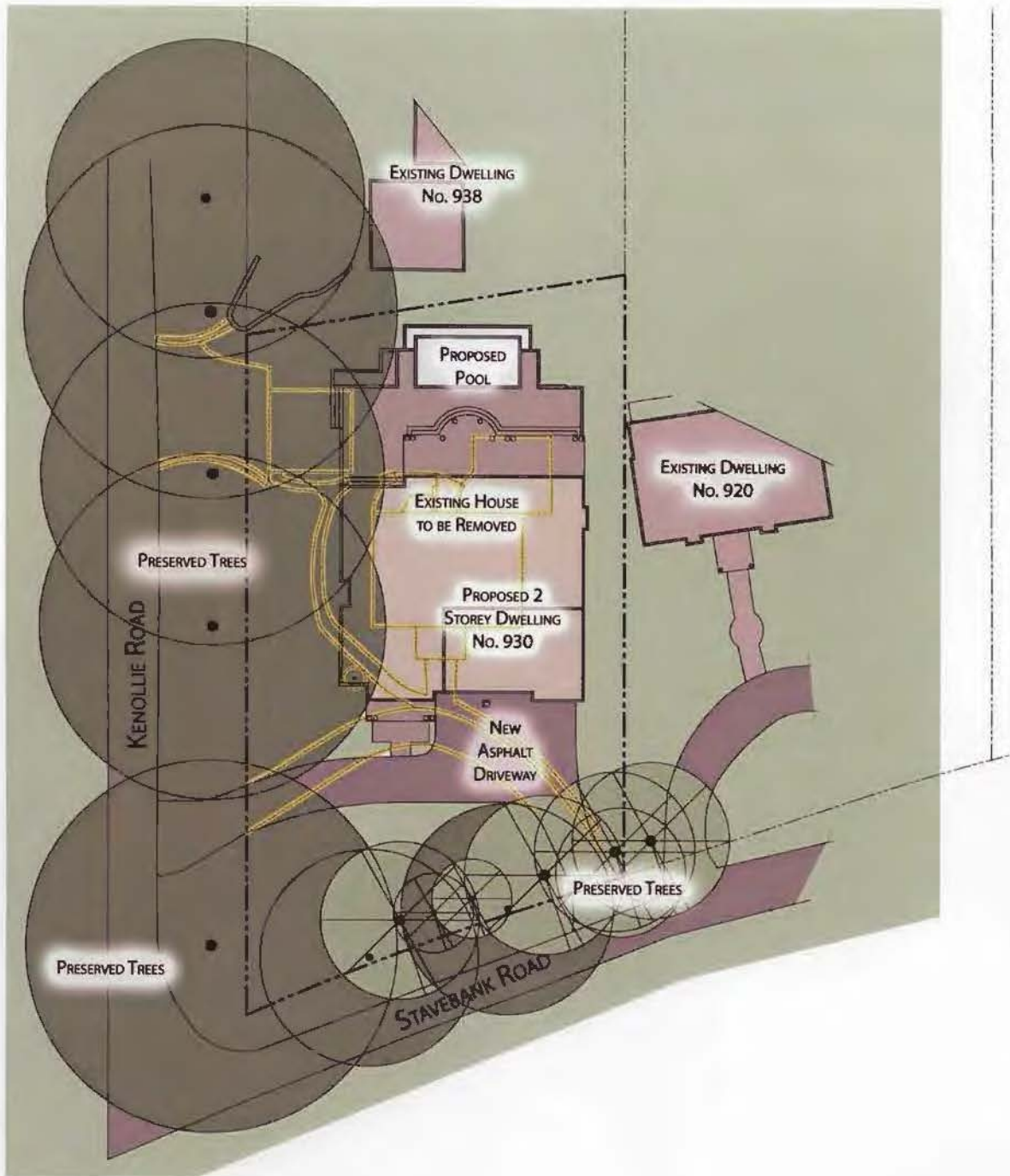
- **is a Landmark**

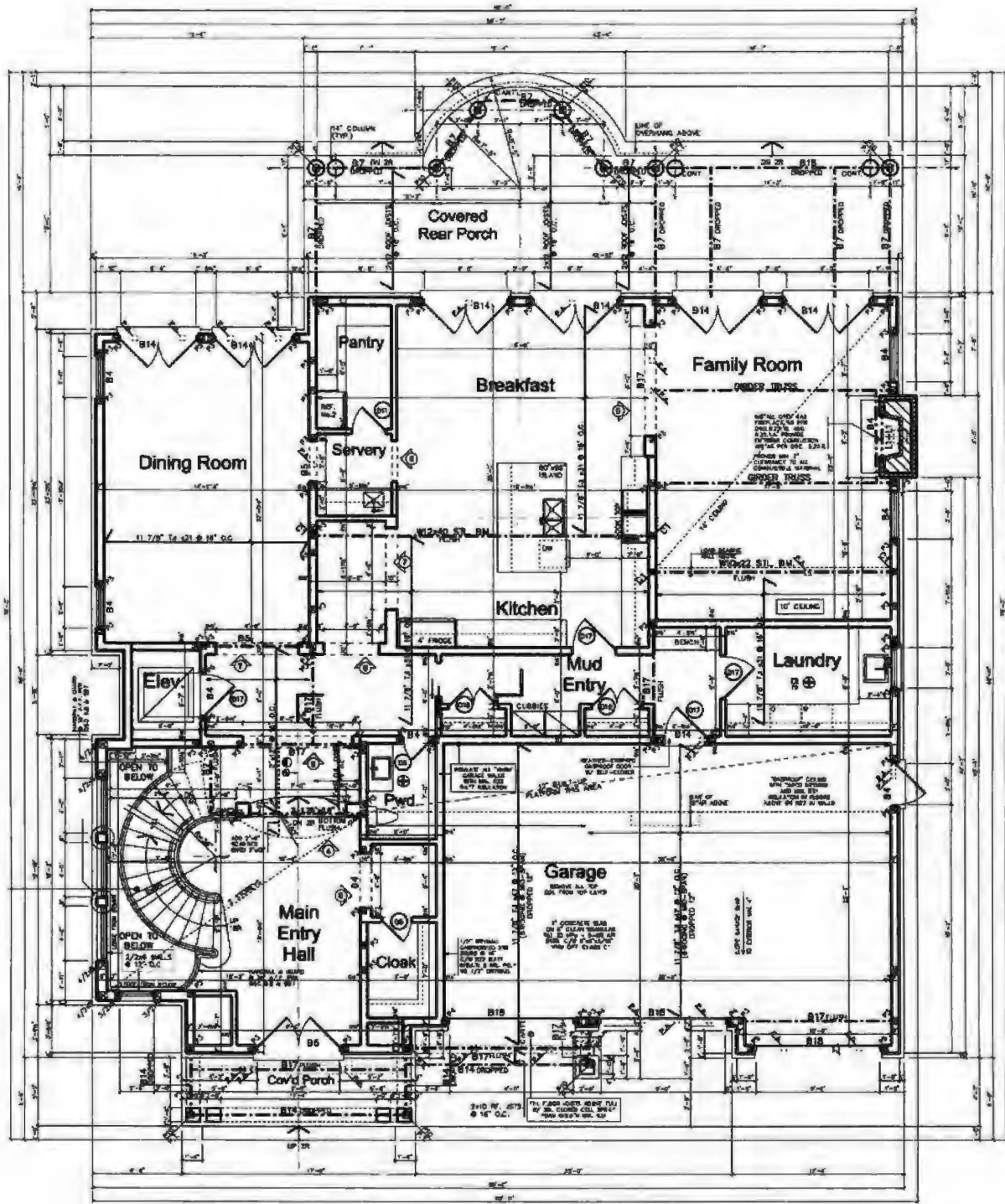
Not a landmark.

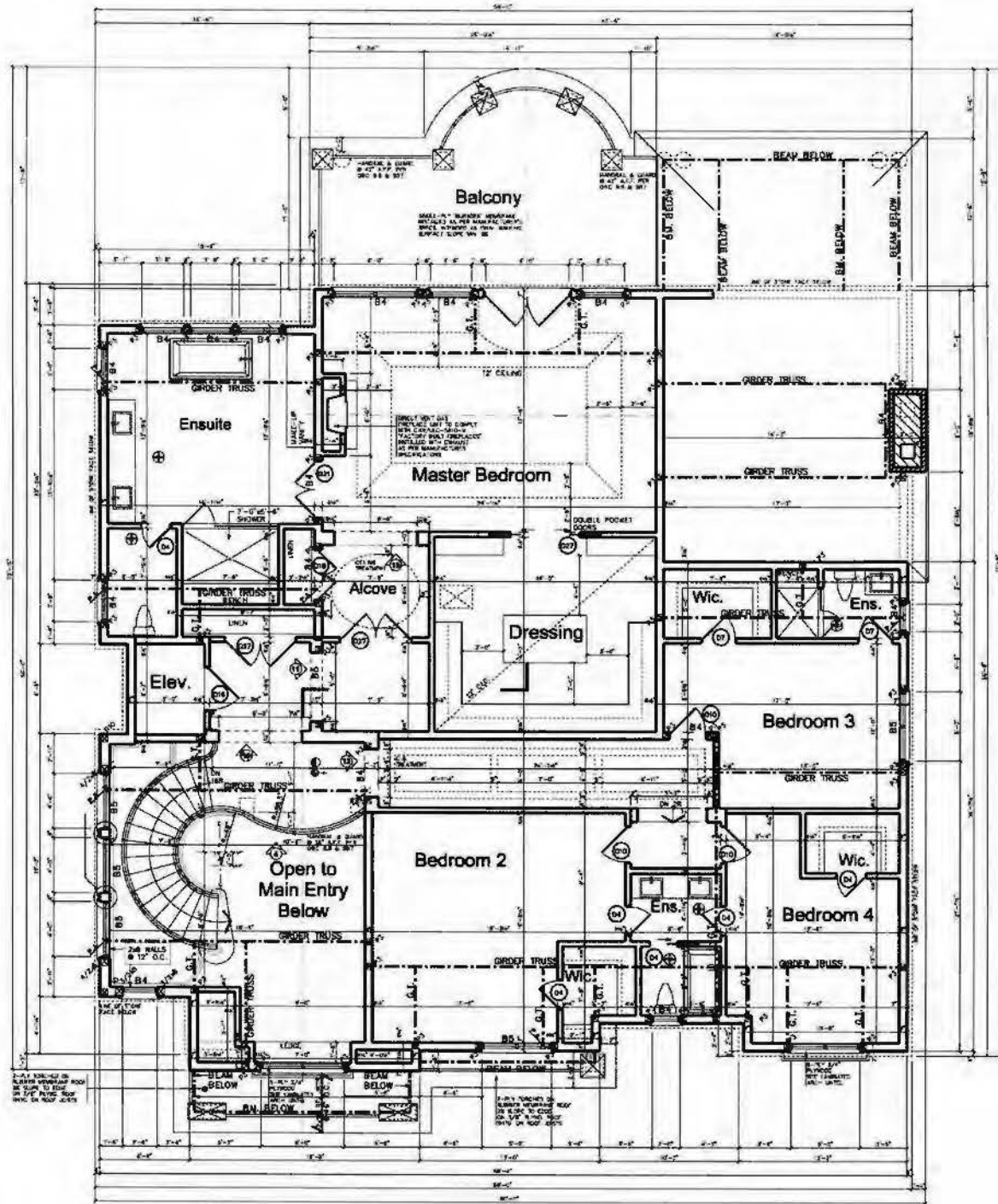
### **CONCLUSION**

1407 Stavebank Road, in Mississauga does not meet the criteria in any of the categories in *"The Criteria for Determining Cultural or Heritage Value or Interest as set forth in the Ontario Heritage Act Ontario Regulation 9/06 "*, and therefore does not merit Conservation.

### 7.0 Proposed Development Site Development Plan









1425 Stavebank Road

1407 Stavebank Road

1401 Stavebank Road

### Streetscape Elevation



Left - Side Elevation



Rear Elevation



Right - Side Elevation



## **8.0 Comments on the Proposed Development and Conclusion**

### **General**

The proposed building is a two - storey single family house with an attached 3 - car garage on the south side of the front elevation facing Stavebank Road. The proposed driveway is approximately in the same location as the existing one, and retains its two access points. The area of the proposed house is approximately twice the area of the existing house.

The original building was built in 1932, and for that time in this location it was a size suited to the times. In 2014, expectations in terms of size have increased greatly, therefore this larger house meets these new expectations.

### **Building Height and Massing**

The proposed building is 2 storeys whereas the existing house is 1 1/2 storeys. Every attempt has been made to bring the building into the scale of 1401 Stavebank, which is an older Mineola house immediately to the south. The designer has incorporated varying roof heights, architectural features and detailing, and modulated the profile of the elevations to decrease the building height and visual mass.

### **Building Set Backs**

The proposed house is set a few feet closer to all property lines. The setback dimensions are not recorded on the plans, but it is assumed that they are in accordance with the City of Mississauga Zoning By laws.

### **Landscape**

As noted earlier in the report the significant landscape for this lot is between the property line and the edge of the road and this is to be preserved.

### **Conclusion**

The proposed design for the new residence will be in keeping with the Mississauga Cultural Landscape Inventory Site Description of Mineola, because of the existing landscape of 1407 Stavebank and the changing scale of the newer houses in the area.

## Sources

- The Ontario Heritage Act
- City of Mississauga Cultural Landscape Inventory
- Mississauga Inventory of Heritage Buildings
- Linda Clark  
Title Searcher
- Peel Land Registry Office
- Standards and Guidelines for the  
Conservation of Historic Places in Canada
- Metro Toronto Reference Library
- City of Mississauga Library
- The Arts and Crafts House - Adrian Tinniswood
- CSA Voysey - Wendy Hitchmough
- Mathew Wilkinson - Historian - Heritage Mississauga



## Joan Burt Architect

### Qualifications

Joan Burt is an architect and a member of the Ontario Association of Architects License # 1466, and The Canadian Association of Heritage Professionals

### Firm's History

The firm of Joan Burt Architect was established in 1958. The firm specializes in a combination of residential, commercial, and heritage work. This includes restoration, renovations and additions, new construction, architectural interiors, as well as planning & development.

Joan Burt Architect has received the following awards and recognition:

- Beautify Toronto Award for work to buildings on Berkeley Street between King and Adelaide including the Klaus Neinkamper Building which was featured in a *Canadian Interiors* publication (City of Toronto Designated List)
- Niagara-on-the-Lake Historical Society recognition for dismantling, relocating and reconstructing an 1840 Port Hope house to 115 Ricardo Street, Niagara-on-the-Lake.
- Plaques for Heritage Buildings, Toronto Historical Board, City of Toronto Sesquicentennial, including Belmont Street, No.'s 4, 14, 16, 18, 20; Alpha Avenue No.'s 4, 9, 11, 13; Beaconsfield Avenue, No.57
- Credited with having started the revitalization of Cabbagetown at a time when the City of Toronto was planning major demolition in the area.

### Project Experience

Joan Burt, principal of the firm, graduated from the University of Toronto School of Architecture, in 1956. At that time the curriculum had a strong basis in a traditional architectural approach. As well as contemporary design there was a strong emphasis on architectural history, and structural design.

From the beginning, the focus of her practice has been the restoration of downtown Toronto districts and buildings. Experience was acquired by locating architecturally significant buildings to restore and renovate, matching a client to the building, performing architectural services that included both exterior facade and the interior spaces and assisting with the marketing of the project.

The firm of Joan Burt Architect has revitalized architecturally significant building areas in Toronto that include: Belmont Street, Cabbagetown, King and Berkeley, King and Jarvis, King and Wilkins, the Beaches and outside of Toronto in Niagara-on-the-Lake, St. Anns and Collingwood, as well as The Dundalk Community Improvement Plan

Joan Burt has 20 years experience as Chair of the Department of Design at the Ontario College of Art. She was the founder of a multi-disciplinary Department of Design that included Environmental Design (Interior Design), Ceramics, Textiles (woven and printed), and Glass. The curriculum that she developed had a strong basis in History of Design and the Decorative Arts.

Because of our interest in interior design and the decorative arts, the firm has also focuses on interior architecture (interior design) for our own architectural client projects, independent client projects, as well as consultant to other architects.

### **Architectural Specialization**

Joan Burt Architect heritage projects provide for contemporary life while retaining the historical architecture of the building. The projects range from small restorations to large Toronto developments. The scope of these projects include all aspects of heritage work including restoration, dismantling heritage buildings and reconstruction, to the restoration of the exterior and interior, as well as making alterations and/or additions to accommodate new living patterns within heritage buildings.

The nature of projects undertaken by our firm requires a major design component and a highly specialized hands-on approach. Consultants are retained as required, such as: architectural historians, structural engineers, landscape architects, and mechanical and electrical engineers, all who have experience with heritage work.

The skills available include: Heritage Impact Statements, historical research and detailing, technical detailing, specification writing, photography, model making, and architectural rendering. The firm has a strong liaison with traditional craftsmen in both architecture and the decorative arts.

### **Contact Information**

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Welwyn Consulting

May 12, 2014

**David W. Small Designs Inc.**  
c/o Larissa Rojenko  
1440 Hurontario Street, Suite 200n  
Mississauga, Ontario  
L5G 3H4

**SUBJECT: Arborist Report and Tree Preservation Plan  
1407 Stavebank Road, Mississauga**

Dear Larissa:

Attached please find the Arborist Report and Tree Preservation Plan that I have prepared for your property.

My report includes an evaluation of all trees on or within 6 metres of the subject site's property lines with a diameter at breast height (DBH) of **15cm or greater**. This evaluation includes the DBH, height, canopy spread, health, and structural condition of all trees that may be affected by the currently proposed site plan. My report also provides a Tree Preservation Plan for the property, including the appropriate Tree Protection Zones (TPZ).

This information complies with The City of Mississauga's *Private Tree Protection By-Law 254-12* and *Site Plan Control By-Law 0293-2006*.

Included in the report (if required) are Valuation Appraisals of any City-owned trees as required by the City of Mississauga to obtain the necessary tree permits.

This letter is part of the Arborist Report and Tree Preservation Plan and may not be used separately. Please feel free to contact me to discuss this report further.

Best regards,

Tom Bradley B.Sc. (Agr)  
ASCA Registered Consulting Arborist #492  
ISA Certified Arborist #ON-1182A  
ISA Certified Tree Risk Assessor  
Butternut Health Assessor #257 (OMNR)  
**Welwyn Consulting**  
[welwvntrees@gmail.com](mailto:welwvntrees@gmail.com)  
(905)301-2925



Welwyn Consulting

# Arborist Report and Tree Preservation Plan

**1407 Stavebank Road, Mississauga**

**Prepared For**

**David W. Small Designs Inc.**

c/o Larissa Rojenko

1440 Hurontario Street, Suite 200n

Mississauga, Ontario

L5G 3H4

**Prepared By**

Tom Bradley

ASCA Registered Consulting Arborist #492

ISA Certified Arborist #ON-1182A

ISA Certified Tree Risk Assessor

Butternut Health Assessor #257 (OMNR)

**Welwyn Consulting**

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Mississauga, Ontario

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**Prepared On**

May 12, 2014



## Table of Contents

|                                                 |    |
|-------------------------------------------------|----|
| Summary                                         | 4  |
| Introduction                                    | 5  |
| Assignment                                      | 5  |
| Limits of Assignment                            | 5  |
| Purpose and Use                                 | 5  |
| Observations and Appendices                     | 6  |
| Trees to Preserve                               | 7  |
| Trees to Remove                                 | 8  |
| Tree Replacement Plan                           | 9  |
| Tree Care Recommendations                       | 10 |
| Cabling                                         | 10 |
| Fertilization                                   | 10 |
| Pruning                                         | 10 |
| Root Pruning                                    | 11 |
| Irrigation                                      | 11 |
| Mulching                                        | 12 |
| Root Zone Aeration Improvements                 | 12 |
| Transplanting                                   | 12 |
| Tree Preservation Plan                          | 13 |
| Hoarding and Installation                       | 13 |
| City of Mississauga TPZ Hoarding Specifications | 14 |
| Tree Preservation Summary                       | 15 |
| I. Pre-Construction                             | 15 |
| II. During Construction                         | 15 |
| III. Post Construction                          | 15 |
| Post Construction Monitoring                    | 15 |
| Assumptions and Limiting Conditions             | 16 |
| Certificate of Performance                      | 17 |
| Appendix A - Proposed Site Plan                 | 18 |
| Appendix B - Tree Survey                        | 19 |
| Appendix C - Tree Valuation Appraisals          | 22 |
| Appendix D - Photos                             | 27 |



### Summary

This Arborist Report and Tree Preservation Plan addresses all trees with a diameter at breast height (D.B.H.) of 15cm or greater and within 6 metres of the subject site that may be affected by the proposed property development and provides recommendations for their preservation and/or removal. This report also includes hoarding distances for the Tree Protection Zones (TPZ) and provides recommendations for current and future tree health care.

Based upon the Tree Inventory for this property, there are 17 trees that may be affected by the proposed site development plan:

- 10 trees on the subject site
- 2 neighbouring trees within 6 metres of the subject site property line
- No shared ownership trees along any of the subject site property lines
- 5 City-owned trees within proximity to the subject site

**Table 1: Tree Preservation and Removal**

| <u>TREES TO PRESERVE</u>   | <u>TREE NUMBER</u>                                 | <u>TOTAL</u> |
|----------------------------|----------------------------------------------------|--------------|
| i) Subject Site Trees      | 6, 7, 8, 9, 11, 13, 15, 17                         | 8            |
| ii) Neighbouring Trees     | 14, 16                                             | 2            |
| iii) City-owned Trees      | 1, 2, 3, 4, 5                                      | <u>5</u>     |
|                            | <b>#of Trees To Be Preserved:</b>                  | <b>15</b>    |
|                            |                                                    |              |
| <u>TREES TO BE REMOVED</u> | <u>TREE NUMBER</u>                                 | <u>TOTAL</u> |
| i) Subject Site Trees      | 10 and 12 (hazard trees)                           | 2            |
| ii) Neighbouring Trees     | 0                                                  | 0            |
| iii) City-owned Trees      | 0                                                  | <u>0</u>     |
|                            | <b>#of Trees To Be Removed:</b>                    | <b>2</b>     |
|                            |                                                    |              |
|                            | <b>Total trees on or adjacent to subject site:</b> | <b>17</b>    |
|                            |                                                    |              |

**Specific tree-related issues on this site:**

- 1.) Trees #10 and 12 (Red Maples – subject site) are in poor structural condition and pose an increased “level of risk” to both pedestrian and vehicular traffic on Stavebank Road. In the interest of public safety, these 2 trees should be scheduled for removal as soon as possible.

Please refer to Page 9 and the photos on Page 27 of this report for further information.





## Introduction

This Arborist Report and Tree Preservation Plan provides the current condition of all trees with a D.B.H of 15cm or greater on or adjacent to the subject site that may be affected by the proposed site development plan, including any City and/or neighbouring trees within 6 metres of the subject site's property lines as indicated by the attached site plan in Appendix A. The intent of the Tree Preservation Plan is to retain as many trees on the site as is reasonable through the use of Tree Protection Zones (TPZ) and other generally recognized arboricultural practices and to minimize the potential impact of construction injury to the trees.

## Assignment

I was contacted by David Small Designs Inc. to provide an Arborist Report and Tree Preservation Plan, as required by the City of Mississauga's *Private Tree Protection By-Law 254-12* and *Site Plan Control By-Law 0293-2006* to minimize the impact that the proposed construction may have on the trees on or adjacent to this property. My report shall list specific trees to be preserved or removed, recommend any immediate maintenance required to create a safer environment for contractors and the property owner and provide a long-term tree preservation and management plan for the site.

## Limits of Assignment

This report is limited to assessing and documenting the health and structural condition of the trees with a D.B.H of 15cm or greater on or 6 metres from the subject site during my site survey on May 6, 2014. My evaluation is based upon a visual inspection of the trees from the ground, and the analysis of photos and any samples taken during that inspection.

### Unless specifically stated in the report:

- 1.) Neither aerial inspections nor root excavations were performed on any trees on site or within 6 metres of the subject site.
- 2.) A Level 2 "Basic" assessment using the 2011 International Society of Arboriculture (I.S.A.) *Best Management Practices* was used for tree evaluations within this report.

## Purpose and Use

The purpose of this report is to document the current health and structural condition of the trees with a D.B.H of 15cm or greater on and within 6 metres of the subject site property, and to provide an Arborist Report and Tree Preservation Plan that complies with the City of Mississauga's *Private Tree Protection By-Law 254-12* and *Site Plan Control By-Law 0293-2006*.

This report is intended for the exclusive use of David Small Designs Inc. Upon submission by and payment to Welwyn Consulting, this report will become the property of David Small Designs Inc. to use at their discretion.



## Observations

The proposed development is located in an established residential area near the intersections of Kenollie Avenue and Stavebank Road within the City of Mississauga. This site presently contains a residential dwelling that will be demolished and replaced with a new home. I visited the site on May 6, 2014 to conduct my tree inventory and take photographs of the trees on site, as well as any neighbouring or City-owned trees that may be affected by the proposed site plan.



Photo #1



Photo #2

**Figure #1:** These 2 photos show the front and back yard of the property at 1407 Stavebank Road as they appeared during the tree inventory conducted on May 6, 2014.

## Appendices

**Appendix A** contains the most current site plan supplied by David Small Designs Inc. and provides the following information:

- The location of the trees on or adjacent to the subject site
- Property lines for the subject site and neighbouring properties
- Property lines for City-owned lands adjacent to the subject site
- All existing buildings and hard surfaces
- An outline of the proposed building

**Appendix B** contains the Tree Inventory for this site. All trees were assigned numbers, and measured for diameter at breast height (DBH=1.4m), height, and canopy spread. The trees' health and structural condition were evaluated, which provides the basis for their recommended preservation or removal.

**Appendix C** contains the Tree Appraisal values for any City-owned trees on municipal property adjacent to the subject site that may be impacted by the proposed site plan.

**Appendix D** contains selected photos of trees on this site.



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## Trees to Preserve (15)

Prior to any work commencing, an on site meeting should take place with the following people to discuss the Tree Preservation Plan:

- A Certified Consulting Arborist
  - A representative from the City of Mississauga's Urban Forestry Department
  - The property owner(s) and any Architects, Engineers, and contractors involved with the project
- **Trees #1-5                      Red Oak and Silver Maples (City trees)**  
These 5 trees are located on City-owned lands in front of the subject site at 1407 Stavebank (#2-5) on the Kenollie Avenue side of the property and the front yard of the neighbour's property to the north (#1). Note that Tree #1 appears to be well outside the scope of the currently proposed site plan for 1407 Stavebank Road.

These 5 City-owned trees must be preserved. Full implementation of the Tree Care Recommendations, Tree Preservation Plan and Tree Preservation Guidelines starting on Page 10 of this report should result in the trees' continued survival.

### NOTES:

- 1.) The existing driveway entrance at the northwest corner of 1407 Stavebank (Kenollie Ave. entrance) adjacent to Trees #2 and 3 is scheduled to be removed and replaced with soil and sod. Excavation for removal of the driveway and sub-grade should be kept to a minimum to reduce the potential for tree root injury.
- 2.) The existing driveway base north of Tree #5 should be re-used and permeable paving materials should be used within the 6m Tree Protection Zone area of this tree to increase the potential of moisture penetration into the tree's root zone area.
- 3.) Gas and hydro servicing is scheduled for placement underneath the driveway north of Tree #5.

- **Trees #6-9 and 17              Sugar Maple, Norway Spruces and Mulberry**  
These 5 subject site trees are located the front yard of 1407 Stavebank Road. Trees #6-9 are near the Stavebank Road side of the property while Tree #17 is located behind a cedar hedge on the Kenollie Avenue side of the property. The root systems and branch canopies of these trees could be injured during the proposed demolition and construction activities on this site so they should be protected.

These 5 trees should be preserved. Full implementation of the Tree Care Recommendations, Tree Preservation Plan and Tree Preservation Guidelines starting on Page 10 of this report should result in the trees' continued survival.



- **Trees #11 and 13**                      **Norway Spruces (subject site)**  
  **Tree #14**                                **Norway Spruce (neighbour)**

These 3 trees are located the front yard of 1407 Stavebank Road and on the neighbour's property to the east and within proximity of the driveway entrance from Stavebank Road. The root systems and branch canopies of these trees could be injured during the proposed demolition and construction activities on this site so they should be protected.

These 3 trees should be preserved. Full implementation of the Tree Care Recommendations, Tree Preservation Plan and Tree Preservation Guidelines starting on Page 10 of this report should result in the trees' continued survival.

**NOTES:**

- 1.) The existing driveway entrance will be re-used. It is recommended that if the driveway is re-surfaced that there should be no excavation of the base which should reduce the potential for tree root injury. Permeable paving materials should be used within the Tree Protection Zones (TPZ) areas of Trees #11 and 13 to increase the potential of moisture penetration into the trees' root zone areas.
- 2.) The proposed 25mm copper water service is scheduled to be installed via horizontal boring beneath the western side of Tree #11's root plate.

- **Tree #15**                                **Cedar Hedge (subject site)**

This hedge is located adjacent to the eastern property line of 1407 Stavebank Road from the front yard to the back yard. The hedge's root system and branch canopy could be injured during the proposed demolition and construction activities on this site so it should be protected.

This hedge should be preserved. Full implementation of the Tree Care Recommendations, Tree Preservation Plan and Tree Preservation Guidelines starting on Page 10 of this report should result in the hedge's continued survival.

- **Tree #16**                                **Norway Spruce (neighbouring tree)**

This tree is located the back yard of the neighbour's property east of 1407 Stavebank Road. The tree's root system and branch canopy could be injured during the proposed demolition and construction activities on this site so it must be protected.

This neighbouring tree must be preserved. Full implementation of the Tree Care Recommendations, Tree Preservation Plan and Tree Preservation Guidelines starting on Page 10 of this report should result in the tree's continued survival.



## Trees to Remove (2)

Prior to construction, all trees scheduled for removal should be removed to grade level to increase the safety for both the property owner and any contractors.

■ **Trees #10 and 12**

**Red Maples (subject site)**

These 2 trees, located in the front yard boulevard area at 1407 Stavebank Road and within close proximity to the roadway, are in poor structural condition and pose an increased "level of risk" to both pedestrian and vehicular traffic. In the interest of public safety, these 2 trees should be scheduled for removal as soon as possible.

## Replacement Tree Planting

Below is the Tree Replacement Plan Policy from The City of Mississauga's *Private Tree Protection By-Law 254-12*:

- (2) Where the planting of a Replacement Tree(s) has been imposed as a condition, the Commissioner may require any one or more of the following:
- (a) the Replacement Tree(s) be located on the same Lot in a location, number, size; and/or species to the satisfaction of the Commissioner;
  - (b) a replanting plan be filed to the satisfaction of the Commissioner;
  - (e) a written undertaking by the Owner to carry out the replacement planting;
  - (f) monies or a letter of credit in a form satisfactory to the Commissioner be delivered to the Commissioner to cover the costs of the Replacement Trees, and the maintenance of the Tree(s) for a period of up to two (2) years; or
  - (g) payment of each Replacement Tree not replanted on the Owner's Lot be made into the City's Replacement Tree Planting Fund. The payment for each such Tree shall be the cost of each street Tree planting as provided in the Fees and Charges By-law.

The City of Mississauga may require the planting of replacement trees at a 1:1 ratio as compensation for any mature trees being removed as a result of re-development of the site at 1407 Stavebank Road. The number of replacement trees is to be in accordance with the Tree By-law and will be specified once the Tree Removal Permit application has been submitted. Replacement trees are to be native in species, a minimum 60mm caliper for deciduous trees and a minimum 1.80m high for coniferous trees.

The payment in lieu of replacement tree planting has been set by the City of Mississauga at \$452.00/tree.



## Tree Care Recommendations

### **Cabling**

Cabling is a practice which provides physical support for trees with structurally weak limbs, co-dominant stems, any branch or trunk unions with included bark, and tree species generally known to be weak-wooded. An aerial inspection of the tree's structural condition should be performed prior to cable installation, and any dead, diseased, or hazardous wood should be removed. Cabled trees should be inspected annually to assess both the cabling hardware and the tree's structural condition. Cabling reduces but does not eliminate a tree's hazard or failure potential.

- **There are no trees to be cabled on this site at this time.**

### **Fertilization**

Current research conducted through the International Society of Arboriculture (I.S.A.) indicates that preserved trees within close proximity of proposed construction activities should not be fertilized during the 1<sup>st</sup> year following construction injury. Uptake of nutrients and water in compacted soils can be reduced and fertilizer salts may actually remove water from a tree's root zone. If and when supplemental fertilization is deemed necessary, products which stimulate root growth should be employed over those that stimulate shoot and foliage growth and be applied at low application rates.

*Supplemental fertilization needs should be assessed by a Certified Consulting Arborist upon completion of all on-site construction activities, and any recommendations should be based on site-specific soil nutrient deficiencies determined primarily through soil testing and secondarily by visual analysis of nutrient deficiencies in foliage, twigs, buds, and roots.*

### **Pruning**

Pruning is a practice which removes dead, diseased, broken, rubbing, crossing, and hazardous limbs 2.5 cm and larger from trees to create a safer working environment and improve tree health and vigor. Pruning also provides an excellent opportunity for an aerial inspection of the structural integrity of the tree(s). All pruning should be completed prior to any site demolition or construction.

#### **Trees #1, 4 and 5: Red Oak and 2 Silver Maples (City trees)**

- **Request the removal of large-caliper hazardous deadwood from these trees**

#### **Trees #6, 11 and 13: Sugar Maple and 2 Norway Spruces (subject site)**

- **Remove large-caliper hazardous deadwood from these trees**



## Root Pruning/Hydro-Vac

Root pruning is performed to minimize a tree's potential loss of structural stability through root removal and/or injury due to excavation within close proximity of its root zone. While not always feasible for all projects, root pruning should occur in late autumn during tree dormancy and ideally one full growing season prior to any on-site construction or demolition to allow for root regeneration. Root pruning should be performed by a Certified Arborist in accordance with generally recognized standards and principles within the field of Arboriculture.

*Hydro-Vac or Air-Spade technologies provide two of the least invasive methods for root zone excavation, and should be performed under the supervision of a Certified Arborist.*

### General Methodology (other than hydro-vac/air spade)

Under the direction of a Certified Consulting Arborist, and using a large excavator, the soil shall be carefully removed starting approximately 4m perpendicular to the edge of the proposed building foundation area. Digging in a line parallel to the roots rather than across them should minimize cracking of any large roots near the tree's base. The soil shall be removed in layers approximately 1.0m deep to minimize the potential for striking any large roots that may have been close to the soil surface.

- **There is no root pruning required on this site at this time.**

## Irrigation

An irrigation plan for preserved trees should be designed and implemented with the assistance of a Certified Consulting Arborist. The amount and frequency of irrigation will depend on factors such as soil type, local and seasonal precipitation patterns, duration of droughts, and the amount of construction activity near specific trees.

The top 30 cm of soil in a tree's root zone should be kept moist without being saturated. Infrequent deep watering produces trees with deeper roots, while frequent shallow watering produces shallow-rooted trees. *When combined with soil aeration improvement techniques such as vertical mulching, drill holes, and radial trenching, an adequate but not excessive supply of moisture to a tree's root zone can be an effective and efficient way to help alleviate construction injury.*

Preserved trees should be monitored at regular intervals by a Certified Consulting Arborist for signs of drought stress or excess irrigation.

- **An irrigation plan will be developed upon determination of tree injury levels after completion of any required root pruning.**



### Mulching

It may be determined by the Certified Consulting Arborist that trees within close proximity of construction activities will require a layer of composted wood chip mulch applied to the root zones inside the TPZ hoarding. Decomposed wood mulch 5–10 cm (2–4 inches) deep applied to a tree's root zone should help to retain soil moisture, regulate soil temperature, and provide a natural organic source of nutrients in their elemental form over time. Piling of mulch against the tree stem should be avoided. Fresh wood chip mulch should be applied to a depth of 20 – 30 cm over steel plates or plywood on vehicle and equipment traffic areas within close proximity to the TPZ to distribute weight on the soil and help reduce potential root zone soil compaction.

- **There are no specific mulching requirements at this time.**

### Root Zone Aeration Improvements

Aeration improvement techniques such as drill holes, vertical mulching, soil fracturing, and radial trenching have the ability to reduce various degrees of soil compaction by increasing the amount of soil macro and micropores. Any form of root zone aeration improvement should be performed post-construction and under the supervision of a Certified Consulting Arborist to help remediate soil compaction caused by construction activity near preserved trees.

- **There are no root zone aeration improvements required on this site at this time.**

### Transplanting

Transplanting of larger caliper trees, through either hand digging or tree spade, allows for relocation and retention of desirable trees that might have otherwise been removed due to conflict with the proposed property construction design. Trees should be tree-spaded out by a reputable operator, and are best transplanted during dormancy in late autumn. No construction activity should take place near re-located trees either before or after transplantation.

Any transplanted trees should be fertilized using a complete fertilizer with a preferred nitrogen/phosphorus/potassium ratio of 1-2-2, with the Nitrogen component in slow release form. A 10 cm layer of composted wood mulch should be applied to the root zone, and the tree should receive regular irrigation for a period of at least one year. The tree may also require staking for a period of 1 year to provide stability while it re-establishes its root system.

- **There are no trees to be transplanted on this site at this time.**





## Tree Preservation Plan

The following Tree Preservation Plan should be implemented prior to any on-site construction activity.

### **Hoarding**

Hoarding is used to define the **Tree Protection Zone (TPZ)**, which protects a tree's root zone, trunk, and branches from injury during both construction and landscaping phases of the project. Hoarding should be installed prior to any construction activity, and remain intact until construction and landscaping is completed. **No** TPZ should be used for the temporary storage of building materials, storage or washing of equipment, or the dumping of construction debris, excess fill, or topsoil.

*As required by the City of Mississauga, hoarding should be constructed of 4x8 plywood sheets using 2x4 top and bottom rail construction supported by 4x4 wooden posts. A TPZ may be constructed of orange safety fencing using 2x4 top and bottom rail construction and supported by t-bar supports when protecting street trees where site line obstruction is a concern. TPZ signage should be posted in visible locations on the TPZ hoarding. T-bar supports for solid hoarding will only be allowed through pre-approval from the City of Mississauga's Development and Design Department.*

The architect of record for the project should update the most current site plan/grading plan to include all existing trees properly plotted and numbered, with TPZ hoarding locations clearly indicated.

### **Hoarding Installation**

A diagram of the proposed hoarding plan for this site can be found in Appendix A on Page 18 of this report. The recommended radial distances from the trunk for installation of TPZ hoarding are listed in Appendix B starting on Page 19 of this report, and the hoarding should be installed using the following guidelines:

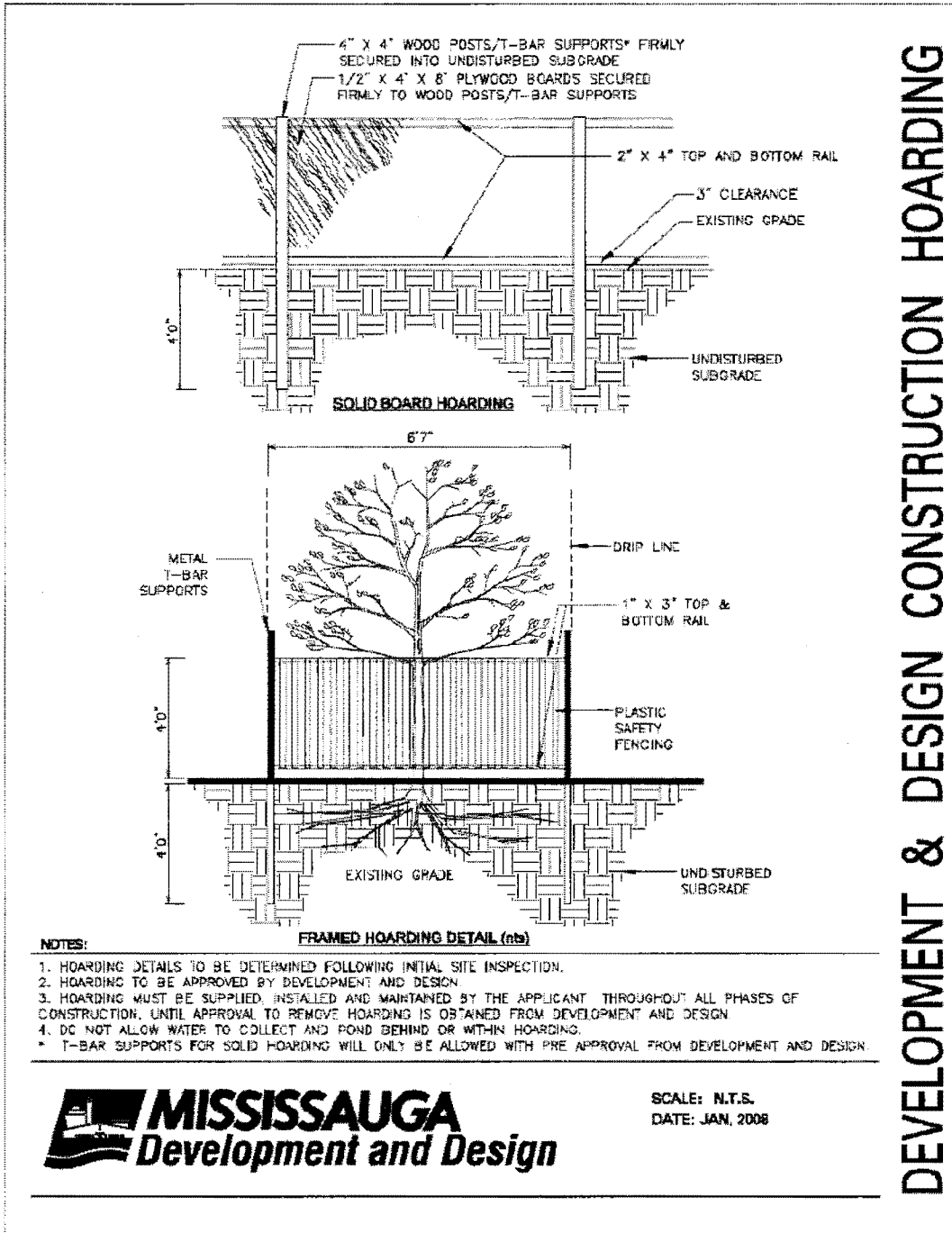
- 1) All TPZ hoarding should be placed at the recommended radial distance from the base of all trees to be protected, or up to all existing and/or proposed hard surfaces to allow for construction.
- 2) Any large numbers of trees that can be grouped together in a closed box or continuous line system for protection should have their TPZ hoarding placed at the recommended radial distance from the base of all of the largest peripheral trees of the system, or up to all existing and/or proposed hard surfaces to allow for construction.
- 3) Encroachment within a tree's TPZ may require a special permit from the City of Mississauga and/or on-site supervision by a Certified Consulting Arborist during any proposed excavation activities for root pruning and assessment.



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## City of Mississauga TPZ Hoarding Specifications

The diagram below provides the City of Mississauga's standards for Tree Protection Zone (T.P.Z) hoarding.





## Tree Preservation Plan Summary

### I.) Pre-Construction Phase

- If necessary, have the Certified Consulting Arborist schedule an on-site meeting with a representative from the City of Mississauga's Urban Forestry Department, the property owner(s), and any Architects, Engineers, and contractors involved with the project to discuss the Tree Preservation Plan.
- Complete all Tree Care Recommendations, including pruning and any required tree removals.
- Install Tree Protection Zone (TPZ) hoarding as required.
- Where required, apply composted wood mulch to tree root zones within the TPZ hoarding, and apply fresh wood mulch over steel plates and/or plywood to any high-traffic areas immediately adjacent to the TPZ hoarding to help reduce soil compaction.
- If feasible, root-prune any preserved trees adjacent to excavation areas prior to construction under the supervision of a Certified Consulting Arborist.
- Establish an irrigation plan with the assistance of a Certified Consulting Arborist.

### II.) Construction Phase

- Maintain and respect TPZ hoarding throughout the construction phase. Do not store or dump materials in this area.
- Continue irrigation plan as directed by a Certified Consulting Arborist.
- Prune any roots exposed during excavation under the supervision of a Certified Consulting Arborist.
- On-going monitoring by a Certified Consulting Arborist to evaluate construction injury/stress and make recommendations.

### III.) Post-Construction Phase

- Remove hoarding only after permission from the City of Mississauga.
- Continue irrigation program as directed by a Certified Consulting Arborist.
- Supplemental fertilizer needs assessment by a Certified Consulting Arborist.
- Post-construction monitoring of all trees by a Certified Consulting Arborist.

#### NOTE:

#### Post-Construction Monitoring

Construction injury may take several years to become apparent. All preserved trees should be inspected by a Certified Consulting Arborist on a semi-annual basis for a period of up to 2 years to pro-actively address any tree health related issues as they occur.



## ASSUMPTIONS AND LIMITING CONDITIONS

Any legal description provided to the consultant/appraiser is assumed to be correct. Any titles and ownerships to any property are assumed to be good and marketable. No responsibility is assumed for matters legal in character. Any and all property is appraised or evaluated as though free and clear, under responsible ownership and competent management. It is assumed that any property is not in violation of any applicable codes, ordinances, statutes, by-laws, or other governmental regulations.

Care has been taken to obtain all information from reliable sources, and all data has been verified insofar as possible. The consultant/appraiser can neither guarantee nor be responsible for the accuracy of information provided by others.

The consultant/appraiser shall not be required to give testimony or to attend court by reason of this report unless subsequent contractual arrangements are made, including payment of an additional fee for such services as described in the fee schedule and contract of engagement.

Loss or alteration of any part of this report invalidates the entire report.

Possession of this report or a copy thereof does not imply right of publication or use for any purpose by anyone other than the person to whom it is addressed without the prior expressed written or verbal consent of the consultant/appraiser.

Neither all nor any part of the contents of this report, nor any copy thereof, shall be conveyed by anyone, including the client, to the public through advertising, public relations, news, sales or other media without the prior expressed written or verbal consent of the consultant/appraiser particularly as to value conclusions, identity of the consultant/appraiser, or any reference to any professional society, institute, or any initialed designation conferred upon the consultant/appraiser as stated in his/her qualification.

This report and the values expressed herein represent the opinion of the consultant/appraiser, and the consultant/appraiser's fee is in no way contingent upon the reporting of a specified value, a stipulated result, the occurrence of a subsequent event, nor upon any finding to be reported.

Sketches, diagrams, graphs, and photographs in this report, being intended as visual aids, are not necessarily to scale and should not be construed as either engineering or architectural reports or surveys.

Unless expressed otherwise: 1) Information contained in this report covers only those items that were examined and reflections the condition of those items at the time of inspection, and 2) the inspection is limited to visual examination of accessible items without dissection, excavation, probing, or coring. There is no warranty or guarantee, expressed or implied, that problems or deficiencies of the plants or property in question may not arise in the future.



## CERTIFICATE OF PERFORMANCE

I, Tom Bradley, certify that:

- I have personally inspected the tree(s) and/or the property referred to in this report, and have stated my findings accurately. The extent of any evaluation or appraisal is stated in the attached report and the Limits of Assignment.
- I have no current or prospective interest in the vegetation of the property that is the subject of this report, and have no personal interest or bias with respect to the parties involved.
- The analysis, opinions and conclusions stated herein are my own, and are based on current scientific procedures and facts.
- My compensation is not contingent upon the reporting of a pre-determined conclusion that favours the cause of the client or any other party, or upon the results of the assessment, the attainment of stipulated results, or the occurrence of any subsequent events.
- My analysis, opinions and conclusions were developed and this report has been prepared according to commonly accepted arboricultural practices.
- No one provided significant professional assistance to the consultant, except as indicated within the report.

I further certify that I am a Registered Consulting Arborist through the American Society of Consulting Arborists (A.S.C.A), and a Certified Arborist with the International Society of Arboriculture (I.S.A). I have been involved in the fields of Arboriculture and Horticulture in a full-time capacity for a period of more than 20 years.

Signed: \_\_\_\_\_

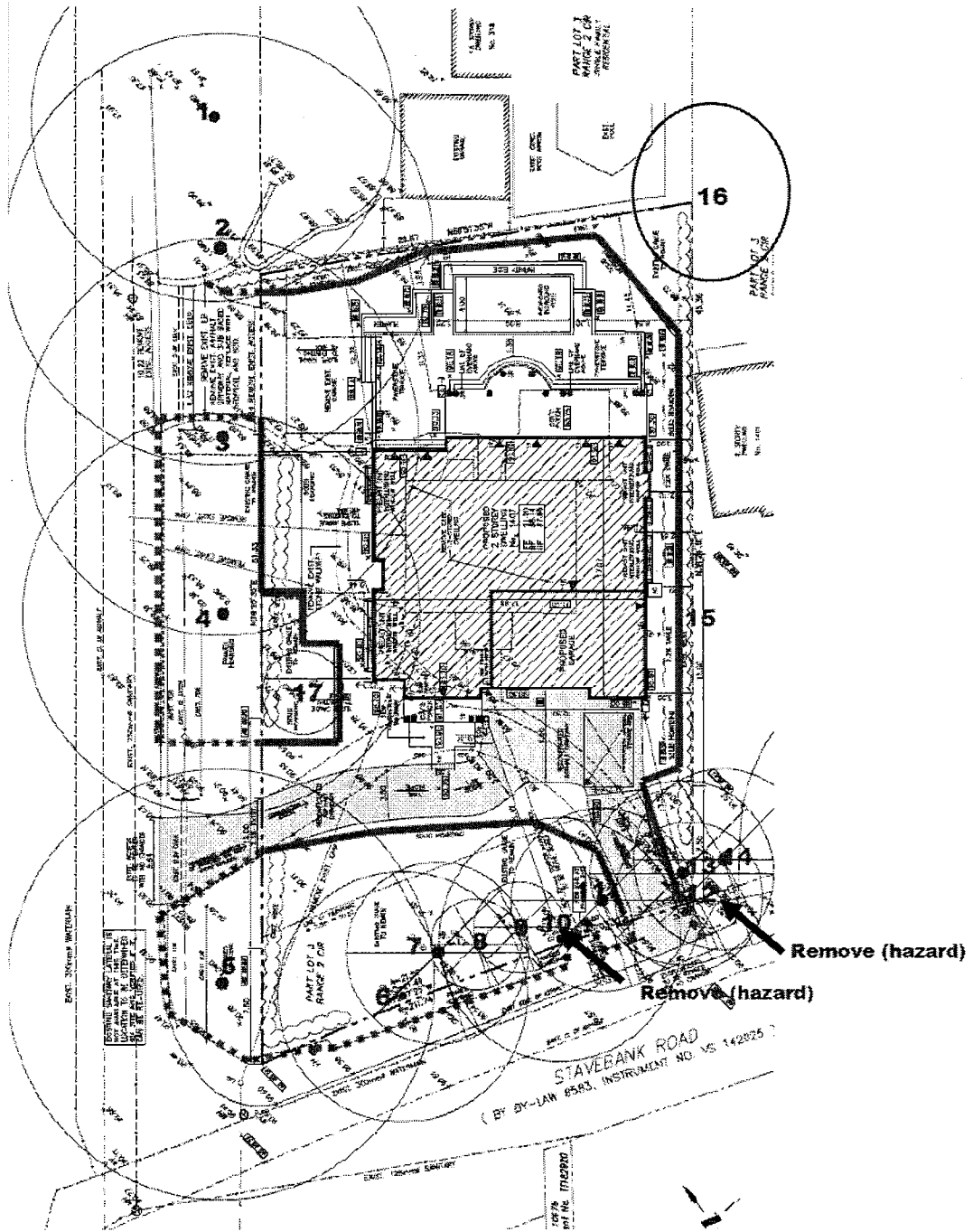
Date: May 12, 2014



Welwyn Consulting

### Appendix A: Proposed Site Plan

Note: The location of Tree #16 is an approximation. The proposed Tree Protection Zone (TPZ) hoarding is shown as green lines and is not to scale on this drawing.



**Legend:**

Solid Hoarding —————

Framed Hoarding - - - - -



**Appendix B: Tree Survey**

| ID # | Owner               | Tree Species<br>Common<br>Name | Tree Species<br>Botanical Name | DBH (cm) | Height (m) | Canopy (m) | Tree Health | Structural<br>Condition | Comments                                                                                                                                                                                                                                                                                                   | Action                                                                      |
|------|---------------------|--------------------------------|--------------------------------|----------|------------|------------|-------------|-------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------|
| 1    | City of Mississauga | Red Oak                        | <i>Quercus rubra</i>           | 72.5     | 24         | 16         | Good        | Fair                    | Large-caliper deadwood in canopy; co-dominant stems with narrow included bark union 12m from tree base, located in front of neighbour's property north of subject site on City road allowance                                                                                                              | Preserve:<br>TPZ = 4.8m                                                     |
| 2    | City of Mississauga | Silver Maple                   | <i>Acer saccharinum</i>        | 107.5    | 24         | 20         | Good        | Poor                    | Small-caliper deadwood in canopy; co-dominant stems with narrow included bark union 4.5m from tree base with response growth on north and south sides of union; branch canopy above 12m; tree base is 2.4m north of existing subject site driveway (driveway to be removed and replaced with soil and sod) | Preserve:<br>TPZ = 6.0m                                                     |
| 3    | City of Mississauga | Silver Maple                   | <i>Acer saccharinum</i>        | 83       | 24         | 20         | Good        | Poor                    | Small-caliper deadwood in canopy; co-dominant stems with narrow included bark union 4m from tree base with branch canopy above 10m; north side of stem adjacent to existing subject site driveway (driveway to be removed and replaced with soil and sod)                                                  | Preserve:<br>TPZ = 5.4m                                                     |
| 4    | City of Mississauga | Silver Maple                   | <i>Acer saccharinum</i>        | 88       | 24         | 20         | Good        | Poor                    | <u>Large-caliper deadwood and hazardous wood in canopy</u> ; co-dominant stems with narrow included bark union 4.5m from tree base with branch canopy above 10m                                                                                                                                            | Preserve:<br>TPZ = 2.4m<br><br>Request pruning by Urban Forestry Department |
| 5    | City of Mississauga | Silver Maple                   | <i>Acer saccharinum</i>        | 107      | 24         | 20         | Good        | Fair                    | Large-caliper deadwood in canopy; co-dominant stems with wide included bark union 2.5m from tree base with branch canopy above 8m from tree base; north tree base 4m from existing subject site driveway                                                                                                   | Preserve:<br>TPZ = 6.0m                                                     |
| 6    | Subject Site        | Sugar Maple                    | <i>Acer saccharum</i>          | 49.5     | 18         | 14         | Good        | Fair                    | Large-caliper deadwood in canopy, branch canopy shaded and reduced on north and east sides                                                                                                                                                                                                                 | Preserve:<br>TPZ = 3.6m                                                     |



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| I.D # | Owner        | Tree Species<br>Common<br>Name | Tree Species<br>Botanical Name | DBH (cm) | Height (m) | Canopy (m) | Tree Health | Structural<br>Condition | Comments                                                                                                                                                                   | Action                                                           |
|-------|--------------|--------------------------------|--------------------------------|----------|------------|------------|-------------|-------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------|
| 7     | Subject Site | Norway Spruce                  | <i>Picea abies</i>             | 57       | 24         | 10         | Good        | Good                    | Small-caliper deadwood in canopy; lower branch canopy clearance pruned 4m from tree base                                                                                   | Preserve:<br>TPZ = 3.6m                                          |
| 8     | Subject Site | Norway Spruce                  | <i>Picea abies</i>             | 21       | 18         | 5          | Good        | Good                    | Small-caliper deadwood in canopy, shaded and suppressed by adjacent tree species                                                                                           | Preserve:<br>TPZ = 2.4m                                          |
| 9     | Subject Site | Norway Spruce                  | <i>Picea abies</i>             | 38       | 24         | 5          | Good        | Good                    | Small-caliper deadwood in canopy; lower branch canopy shaded and reduced to 18m from tree base                                                                             | Preserve:<br>TPZ = 2.4m                                          |
| 10    | Subject Site | Red Maple                      | <i>Acer rubrum</i>             | 47.5     | 17         | 12         | Fair        | Poor                    | Large-caliper deadwood in canopy; live branch canopy above 12m and consists of 5 branches; decay at tree apex and cavities visible at sites of previous branch attachments | <b>Remove:<br/>Potential safety hazard due to poor structure</b> |
| 11    | Subject Site | Norway Spruce                  | <i>Picea abies</i>             | 51       | 24         | 8          | Good        | Good                    | Large-caliper deadwood; lower branch canopy clearance pruned 4m from tree base and shaded on east side, branch canopy extends over east side of driveway                   | Preserve:<br>TPZ = 3.6m                                          |
| 12    | Subject Site | Red Maple                      | <i>Acer rubrum</i>             | 34.5     | 17         | 9          | Fair        | Poor                    | Small-caliper deadwood in canopy; <u>hollow stem at tree base with peeling bark</u>                                                                                        | <b>Remove:<br/>Potential safety hazard due to poor structure</b> |
| 13    | Subject Site | Norway Spruce                  | <i>Picea abies</i>             | 49.5     | 24         | 8          | Good        | Good                    | Large-caliper deadwood in canopy; branch canopy shaded and reduced on south and east sides; branch canopy extends over driveway on west side                               | Preserve:<br>TPZ = 3.0m                                          |
| 14    | Neighbour    | Norway Spruce                  | <i>Picea abies</i>             | 48       | 24         | 8          | Good        | Good                    | Small-caliper deadwood in canopy; branch canopy shaded and reduced on west side; lower branch canopy clearance pruned 6m from tree base                                    | Preserve:<br>TPZ = 3.0m                                          |
| 15    | Neighbour    | Cedar Hedge                    | <i>Thuja occidentalis</i>      | 4-25     | 6-7        | 2          | Good        | Good                    | Small-caliper deadwood in canopy; one large diameter plant (43cm) topped at 6m; privacy screen                                                                             | Preserve:<br>TPZ = 2.4m                                          |
| 16    | Neighbour    | Norway Spruce                  | <i>Picea abies</i>             | 69.5     | 24         | 14         | Good        | Good                    | Small-caliper deadwood in canopy; lower branch canopy clearance pruned 8m from tree base                                                                                   | Preserve:<br>TPZ = 2.4m                                          |





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| I.D # | Owner        | Tree Species<br>Common<br>Name | Tree Species<br>Botanical Name | DBH (cm) | Height (m) | Canopy (m) | Tree Health | Structural<br>Condition | Comments                                                                                                                    | Action                  |
|-------|--------------|--------------------------------|--------------------------------|----------|------------|------------|-------------|-------------------------|-----------------------------------------------------------------------------------------------------------------------------|-------------------------|
| 17    | Subject Site | White<br>Mulberry              | <i>Morus alba</i>              | 25.5     | 9          | 11         | Good        | Fair                    | Small-caliper deadwood<br>and stubbed branches in<br>canopy; cedar hedge<br>growing on south and<br>west sides of tree base | Preserve:<br>TPZ = 2.4m |



Welwyn Consulting

**Appendix C: Tree Valuation Appraisals**

**TREE APPRAISAL  
Trunk Formula Method**

Tree Number: One (1)  
 Address: 318 Kenollie Ave. (north of 1407 Stavebank Rd.)  
 Owner: City of Mississauga  
 Date of Appraisal: May 6, 2014  
 Appraiser: Tom Bradley  
 Certification Number: R.C.A. #492 (A.S.C.A.)

Field Observations (based on *Guide for Plant Appraisal, 9th Edition*)

|   |            |         |                      |
|---|------------|---------|----------------------|
| 1 | Species:   | Red Oak | <i>Quercus rubra</i> |
| 2 | Condition: | 75 %    |                      |
| 3 | DBH:       | 72 cm   |                      |
| 4 | Location:  | 78 %    |                      |

Regional Plant Appraisal Committee Information - *Guide for Plant Appraisal, 9th Edition*

|    |                                |                        |
|----|--------------------------------|------------------------|
| 5  | Species Rating:                | 81 %                   |
| 6  | Replacement Plant Size:        | 9 cm                   |
| 6b | Trunk Area:                    | 63.585 cm <sup>2</sup> |
| 7  | Replacement Plant Cost:        | \$340.00               |
|    | Installation Cost: (1.5x Plant |                        |
| 8  | Cost)                          | \$510.00               |
| 9  | Installed Tree Cost:           | \$850.00               |
| 10 | Unit Tree Cost:                | \$13.37                |

*Calculations by Appraiser Using Field and /or Regional Information*

|    |                                                              |                      |
|----|--------------------------------------------------------------|----------------------|
| 11 | Appraised Trunk Area (using Table 4.6) :                     | 4069 cm <sup>2</sup> |
| 12 | Appraised Tree Trunk Increase (#11 - #6b):                   | 4005 cm <sup>2</sup> |
| 13 | Basic Tree Cost (#12 x #10 + #9) :                           | \$54,394.12          |
| 14 | Appraised Value (#13 x #5 x #2 x #4) :                       | \$25,884.80          |
| 15 | Appraised Value > \$5000.00 is rounded to the nearest \$100. |                      |
| 16 | Appraised Value < \$5000.00 is rounded to the nearest \$10.  |                      |

APPRAISED VALUE: \$25,900



# TREE APPRAISAL Trunk Formula Method

Tree Number: Two (2)  
 Address: 1407 Stavebank Road, Mississauga  
 Owner: City of Mississauga  
 Date of Appraisal: May 6, 2014  
 Appraiser: Tom Bradley  
 Certification Number: R.C.A. #492 (A.S.C.A.)

Field Observations (based on *Guide for Plant Appraisal, 9th Edition*)

|   |            |              |                         |
|---|------------|--------------|-------------------------|
| 1 | Species:   | Silver Maple | <i>Acer saccharinum</i> |
| 2 | Condition: | 72 %         |                         |
| 3 | DBH:       | 107 cm       |                         |
| 4 | Location:  | 77 %         |                         |

Regional Plant Appraisal Committee Information - *Guide for Plant Appraisal, 9th Edition*

|    |                                      |                        |
|----|--------------------------------------|------------------------|
| 5  | Species Rating:                      | 60 %                   |
| 6  | Replacement Plant Size:              | 9 cm                   |
| 6b | Trunk Area:                          | 63.585 cm <sup>2</sup> |
| 7  | Replacement Plant Cost:              | \$295.00               |
| 8  | Installation Cost: (1.5x Plant Cost) | \$442.50               |
| 9  | Installed Tree Cost:                 | \$737.50               |
| 10 | Unit Tree Cost:                      | \$11.60                |

*Calculations by Appraiser Using Field and /or Regional Information*

|    |                                                              |                      |
|----|--------------------------------------------------------------|----------------------|
| 11 | Appraised Trunk Area (using Table 4.6) :                     | 7977 cm <sup>2</sup> |
| 12 | Appraised Tree Trunk Increase (#11 - #6b):                   | 7913 cm <sup>2</sup> |
| 13 | Basic Tree Cost (#12 x #10 + #9) :                           | \$92,522.41          |
| 14 | Appraised Value (#13 x #5 x #2 x #4) :                       | \$30,590.22          |
| 15 | Appraised Value > \$5000.00 is rounded to the nearest \$100. |                      |
| 16 | Appraised Value < \$5000.00 is rounded to the nearest \$10.  |                      |

APPRAISED VALUE: \$30,600



# TREE APPRAISAL Trunk Formula Method

Tree Number: Three (3)  
 Address: 1407 Stavebank Road, Mississauga  
 Owner: City of Mississauga  
 Date of Appraisal: May 6, 2014  
 Appraiser: Tom Bradley  
 Certification Number: R.C.A. #492 (A.S.C.A.)

### Field Observations (based on *Guide for Plant Appraisal, 9th Edition*)

|   |            |              |                         |
|---|------------|--------------|-------------------------|
| 1 | Species:   | Silver Maple | <i>Acer saccharinum</i> |
| 2 | Condition: | 75 %         |                         |
| 3 | DBH:       | 83 cm        |                         |
| 4 | Location:  | 76 %         |                         |

### Regional Plant Appraisal Committee Information - *Guide for Plant Appraisal, 9th Edition*

|    |                                      |                        |
|----|--------------------------------------|------------------------|
| 5  | Species Rating:                      | 60 %                   |
| 6  | Replacement Plant Size:              | 9 cm                   |
| 6b | Trunk Area:                          | 63.585 cm <sup>2</sup> |
| 7  | Replacement Plant Cost:              | \$295.00               |
| 8  | Installation Cost: (1.5x Plant Cost) | \$442.50               |
| 9  | Installed Tree Cost:                 | \$737.50               |
| 10 | Unit Tree Cost:                      | \$11.60                |

### Calculations by Appraiser Using Field and /or Regional Information

|    |                                                              |                      |
|----|--------------------------------------------------------------|----------------------|
| 11 | Appraised Trunk Area (using Table 4.6) :                     | 5408 cm <sup>2</sup> |
| 12 | Appraised Tree Trunk Increase (#11 - #6b):                   | 5344 cm <sup>2</sup> |
| 13 | Basic Tree Cost (#12 x #10 + #9) :                           | \$62,725.49          |
| 14 | Appraised Value (#13 x #5 x #2 x #4) :                       | \$21,452.12          |
| 15 | Appraised Value > \$5000.00 is rounded to the nearest \$100. |                      |
| 16 | Appraised Value < \$5000.00 is rounded to the nearest \$10.  |                      |

APPRAISED VALUE: \$21,500



# TREE APPRAISAL

## Trunk Formula Method

Tree Number: Four (4)  
 Address: 1407 Stavebank Road, Mississauga  
 Owner: City of Mississauga  
 Date of Appraisal: May 6, 2014  
 Appraiser: Tom Bradley  
 Certification Number: R.C.A. #492 (A.S.C.A.)

### Field Observations (based on *Guide for Plant Appraisal, 9th Edition*)

|   |            |              |                         |
|---|------------|--------------|-------------------------|
| 1 | Species:   | Silver Maple | <i>Acer saccharinum</i> |
| 2 | Condition: | 72 %         |                         |
| 3 | DBH:       | 88 cm        |                         |
| 4 | Location:  | 75 %         |                         |

### Regional Plant Appraisal Committee Information - *Guide for Plant Appraisal, 9th Edition*

|    |                                |                        |
|----|--------------------------------|------------------------|
| 5  | Species Rating:                | 60 %                   |
| 6  | Replacement Plant Size:        | 9 cm                   |
| 6b | Trunk Area:                    | 63.585 cm <sup>2</sup> |
| 7  | Replacement Plant Cost:        | \$295.00               |
|    | Installation Cost: (1.5x Plant |                        |
| 8  | Cost)                          | \$442.50               |
| 9  | Installed Tree Cost:           | \$737.50               |
| 10 | Unit Tree Cost:                | \$11.60                |

### Calculations by Appraiser Using Field and /or Regional Information

|    |                                                              |                      |
|----|--------------------------------------------------------------|----------------------|
| 11 | Appraised Trunk Area (using Table 4.6) :                     | 5990 cm <sup>2</sup> |
| 12 | Appraised Tree Trunk Increase (#11 - #6b):                   | 5926 cm <sup>2</sup> |
| 13 | Basic Tree Cost (#12 x #10 + #9) :                           | \$69,475.90          |
| 14 | Appraised Value (#13 x #5 x #2 x #4) :                       | \$22,471.11          |
| 15 | Appraised Value > \$5000.00 is rounded to the nearest \$100. |                      |
| 16 | Appraised Value < \$5000.00 is rounded to the nearest \$10.  |                      |

APPRAISED VALUE: \$22,500



# TREE APPRAISAL Trunk Formula Method

Tree Number: Five (5)  
 Address: 1407 Stavebank Road, Mississauga  
 Owner: City of Mississauga  
 Date of Appraisal: May 6, 2014  
 Appraiser: Tom Bradley  
 Certification Number: R.C.A. #492 (A.S.C.A.)

Field Observations (based on *Guide for Plant Appraisal, 9th Edition*)

|   |            |              |                         |
|---|------------|--------------|-------------------------|
| 1 | Species:   | Silver Maple | <i>Acer saccharinum</i> |
| 2 | Condition: | 75 %         |                         |
| 3 | DBH:       | 107 cm       |                         |
| 4 | Location:  | 77 %         |                         |

Regional Plant Appraisal Committee Information - *Guide for Plant Appraisal, 9th Edition*

|    |                                      |                        |
|----|--------------------------------------|------------------------|
| 5  | Species Rating:                      | 60 %                   |
| 6  | Replacement Plant Size:              | 9 cm                   |
| 6b | Trunk Area:                          | 63.585 cm <sup>2</sup> |
| 7  | Replacement Plant Cost:              | \$295.00               |
| 8  | Installation Cost: (1.5x Plant Cost) | \$442.50               |
| 9  | Installed Tree Cost:                 | \$737.50               |
| 10 | Unit Tree Cost:                      | \$11.60                |

Calculations by Appraiser Using Field and /or Regional Information

|    |                                                              |                      |
|----|--------------------------------------------------------------|----------------------|
| 11 | Appraised Trunk Area (using Table 4.6) :                     | 7977 cm <sup>2</sup> |
| 12 | Appraised Tree Trunk Increase (#11 - #6b):                   | 7913 cm <sup>2</sup> |
| 13 | Basic Tree Cost (#12 x #10 + #9) :                           | \$92,522.41          |
| 14 | Appraised Value (#13 x #5 x #2 x #4) :                       | \$31,920.23          |
| 15 | Appraised Value > \$5000.00 is rounded to the nearest \$100. |                      |
| 16 | Appraised Value < \$5000.00 is rounded to the nearest \$10.  |                      |

APPRAISED VALUE: \$31,900



**Appendix D: Site Photos**



**Photo #3 – Tree #10**



**Photo #4 – Tree #10**



**Photo #5 – Tree #12**



**Photo #6 – Tree #12**

The above photos show the 2 hazard trees recommended for removal at 1407 Stavebank Road. Please refer to Page 9 of this report for further information.



# Corporate Report

Clerk's Files

Originator's  
Files

---

**DATE:** May 12, 2014

**TO:** Chair and Members of the Heritage Advisory Committee  
Meeting Date: June 17, 2014

**FROM:** Paul A. Mitcham, P. Eng, MBA  
Commissioner of Community Services

**SUBJECT:** **Request to Demolish a Heritage Listed Property Within a Cultural Landscape**  
**52 Inglewood Drive**  
**(Ward 1)**

---

**RECOMMENDATION:** That the property at 52 Inglewood Drive, which is listed on the City's Heritage Register as part of the Mineola West Neighbourhood Cultural Landscape, is not worthy of heritage designation, and consequently, that the owner's request to demolish the structure be approved and that the appropriate City officials be authorized and directed to take the necessary action to give effect thereto, as described in the Corporate Report dated May 12, 2014 from the Commissioner of Community Services.

**BACKGROUND:** The subject property was Listed on the City's Heritage Register in 2005 as part of the Mineola West Neighbourhood Cultural Landscape, which is noted for its large lots and mature landscaping. The property was part of the original land holdings of the Cotton family, who were one of the early settlers in the Port Credit area, having emigrated from County Roscommon in Ireland in 1837. The present dwelling was likely constructed in the early 1950s.

The current property owner has submitted Site Plan application SPI 14/040, in support of an application to remove the existing single detached dwelling and replace it with a new single detached dwelling.



Attached as Appendix 1 is the Heritage Impact Statement prepared by Paul DaCunha Architect Inc. which includes an Arborist's Report from Welwyn Consulting. Landscaping and urban design matters will be reviewed as part of the Site Plan review process to ensure the project respects the character of the surrounding Cultural Landscape.

**COMMENTS:**

Section 27. (3) of the *Ontario Heritage Act* states that structures or buildings on property listed on the City's Heritage Register cannot be demolished without 60 days' notice to Council. This allows Council time to review the property's cultural heritage value and to determine if the property merits designation, as set out under Regulation 9/06 of the *Ontario Heritage Act*. In order to merit designation, one of the following three criteria must be satisfied:

1. The property has design value or physical value;
2. The property has historical value or associative value;
3. The property has contextual value.

Furthermore, Section 27. (5) of the *Ontario Heritage Act*, states Council may require the applicant to submit plans in support of a demolition application for a property included on the city's Heritage Register. Site Plan application (SPI 13/093 has been submitted.

The Heritage Impact Statement concludes the house at 52 Inglewood Drive is not worthy of heritage designation under Regulation 9/06 of the *Ontario Heritage Act*. The existing structure does not illustrate a style, trend or pattern; have any direct association with an important person or event; illustrate an important phase in the city's social or physical development; nor does it illustrate the work of an important designer.

It is Heritage Planning staff's opinion that the proposed new construction preserves the existing building setbacks; meets height restrictions; is designed to respect the existing vegetation; and preserves the existing grades and drainage patterns of the lot. Further, the proposed new development strives to protect the property's horticultural attributes and compliments the existing building stock.

**FINANCIAL IMPACT:** There is no financial impact.

**CONCLUSION:** The property owner of 52 Inglewood Drive has requested permission to demolish a structure on a property that is listed within a Cultural Landscape on the City's Heritage Register. The subject property is not worthy of designation and the request for demolition should, therefore, be recommended for approval.

**ATTACHMENTS:** Appendix 1: Heritage Impact Statement by Paul DaCunha Architect Inc.



---

Paul A. Mitcham, P. Eng, MBA  
Commissioner of Community Services

*Prepared by: Laura Waldie, A/Senior Heritage Coordinator*



PAUL DACUNHA  
ARCHITECT INC

# 52 Inglewood Drive Residence Heritage Impact Statement

Prepared December 10, 2013



## Project Design by:

**CULMONE**

**& ASSOCIATES LTD.**

200 EVANS AVE., SUITE 102, ETOBICOKE, ONTARIO  
TEL: (416) 252-9861 or (416) 252-9867  
FAX: (416) 252-1578, EMAIL: culmone@on.aibn.com



PAUL DACUNHA  
ARCHITECT INC

## Table of Contents:

|                                        |    |
|----------------------------------------|----|
| <b>Section 1</b> Property Overview     | 3  |
| <b>Section 2</b> Property Details      | 9  |
| <b>Section 3</b> Building Details      | 12 |
| <b>Section 4</b> Development Proposal  | 23 |
| <b>Section 5</b> Conclusion            | 33 |
| <b>Section 6</b> Author Qualifications | 36 |
| <b>Section 7</b> Bibliography          | 37 |
| <b>Section 8</b> Appendix              | 38 |

## Section 1 Property Overview

### Cultural Landscape Heritage Impact Statement (H.I.S.):

This Heritage Impact Statement (HIS) follows the City of Mississauga Cultural Heritage Landscape Impact Statement Terms of Reference (Appendix 1). The subject property is located within the Mississauga community known as the 'Mineola Neighbourhood'. This neighbourhood is identified and listed on the heritage register, therefore, the property is also listed on the City of Mississauga's heritage registrar. However the specific subject property is not designated. The neighbourhood is defined by the Queen Elizabeth way to the north, the Canadian National Rail Line to the south, the Credit River to the west, and Cawthra Road to the east, refer to figure (2) for neighbourhood extents.



Figure (2) Map outlining the extents of the Mineola Neighbourhood.

The neighbourhood of Mineola is categorized under the Cultural Landscape Inventory. Cultural landscapes are defined as places that serve to enhance a sense of community and place, as well as serving aesthetic value. The following is an excerpt from the City of Mississauga Cultural Landscape Inventory (Appendix 2):

*Mineola was developed before it became standard practice to re-grade top soil into large piles in the early twentieth century, level every nuance of natural topography and engineer the complete storm water drainage system artificially. In Mineola a road system was gently imposed on the natural rolling topography of the Iroquois Plain; homes were nestled into slightly larger lots and natural drainage areas were retained. This provided greater opportunity to save existing trees and because the soils and drainage system were minimally impacted, provided fertile ground for the planting of new vegetation, the natural regeneration of native*



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*trees and landscaping of the residential landscapes. What has evolved today is a wonderful neighbourhood with a variety of quality housing stock and a rich stimulating landscape that blends the houses with their natural and manicured surroundings. There are no curbs on the roads which softens the transition between street and front yards. The roads wind, rise and fall with the natural topography and houses sit often at odd angles to take advantage of slopes and the location of large trees. A gradual infilling has increased the density over the years and care must be taken to ensure that this does not, in the end, ruin the very quality and character that makes this neighbourhood so appealing and attractive. Of the many neighbourhoods in Mississauga, the Mineola neighbourhood stands out as one of the most visually interesting and memorable. As is often the case, when new development is balanced with the protection of the natural environment, a truly livable and sustainable community evolves. Mineola is an excellent example of this type of community.*

*-City of Mississauga Cultural Landscape Inventory Appendix 2*

## **Mineola Neighbourhood Unique Aspects**

The neighbourhood of Mineola is known for a number of unique attributes including the following:

### Vegetation:

A significant attribute of the Mineola area is the abundance of mature trees. Significantly, many of the street edges have been maintained with a line of mature vegetation, thereby creating canopies over properties and road sides. The result of this distinctive urbanism of suburban dwellings set within a 'forest' feel is rather unique to the area of Mineola.

### Engineering Infrastructure:

The neighbourhood does not consist of contemporary "engineered streets". The majority of the roads do not have sidewalks or curbs, and they are also often narrow. In addition, storm water management is predominately dealt through the use of road side ditches. The minimal engineered infrastructure results in a rather pastoral effect and unique charm that Mineola is known for.

### Housing Variety:

The housing variety of the Mineola area is rather distinctive, from the post-war bungalows, to the Arts and Crafts as well as French Chateau inspired dwellings. A range occurs also in both the size of dwellings, as well as age, there exists a wide variety of both these attributes.

## **Historical Significance of Area:**

The residence of 52 Inglewood Drive is located within the community of Mineola. Mineola is bordered by the Queen Elizabeth Way to the North, the Canadian National Rail to the South, the Credit Valley River to the West and Cawthra Road to the East. The History of Mineola dates back to the late 17th century with the purchase of what is presently Mississauga from the native Mississauga Indians. The land was purchased by the British Government in 1805, however the Indians maintained the following conditions:



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*"Receiving for ourselves and the Mississauga nations, the sole right of the Fisheries in the Twelve Mile Creek, the Etobicoke River together with the flats and low ground on the said creeks which we had the right of Fishery on the River Credit and 1 mile on each side of the river."*

*-Chapter 1, At the Mouth of the Credit, by: Betty Clarkson (1977)*

The Natives wished to retain the rights to exclusively fish in the waters, as well as maintain a protected area of reserve in order to live and hunt. In the 1805 Treaty 13A signed on August 2nd, 1805 the native's conditions were enacted. Samuel Wilmot produced the first survey which distributed what is currently southern Mississauga into a series of concessions and maintaining the 1 mile tract on either side of the Credit River as an Indian Reserve, refer to figure (3) below.

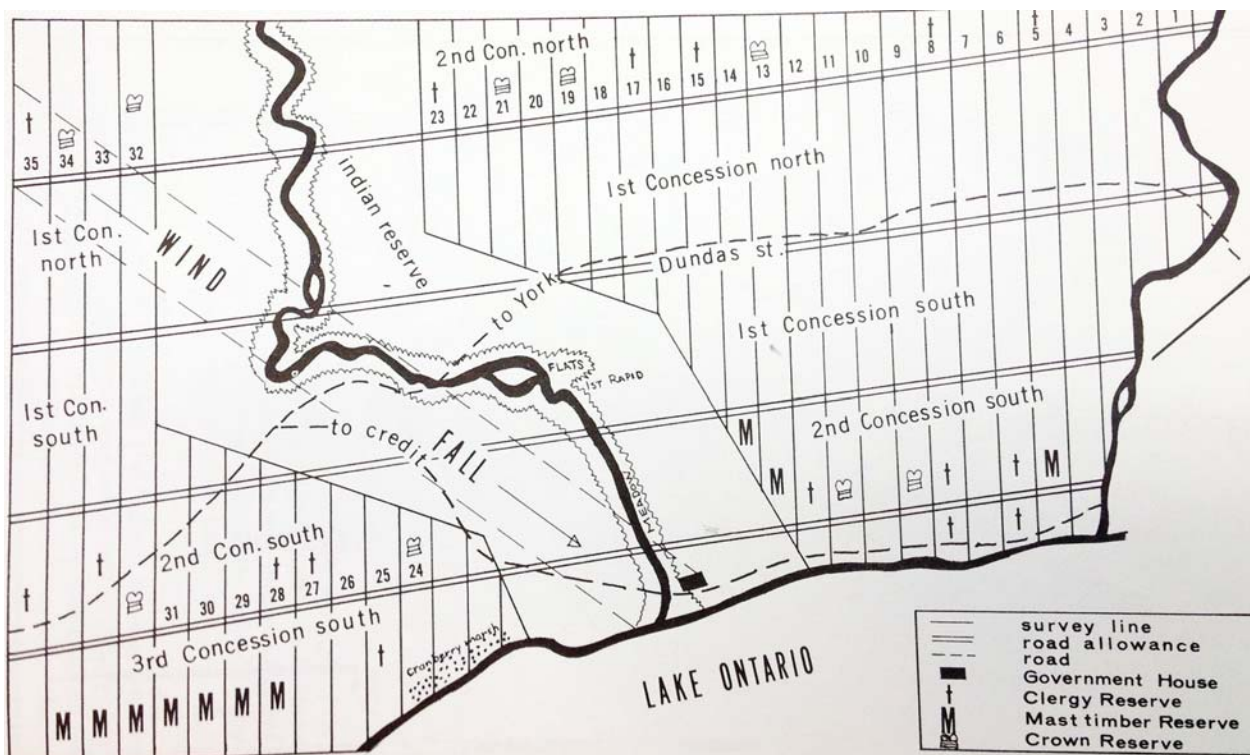


Figure (3) Samuel Wilmot Map, 1805. Port Credit: Past To Present, Kathleen A. Hicks (2007)

Gradually overtime the Native Reserve and their exclusive rights to the Fisheries were surrendered to the British with the signing of Treaty 22 and 23 in 1820. As illustrated in figure (4), the purple outline represents the boundary as signed by the first Treaty in 1805, while the yellow outline represents the reduced boundary as signed in the Second Treaties in 1820, and what became known as the Credit Indian Reserve (C.I.R.), with the area in red representing a 200-acre area reserved for the sole use of the Indians.

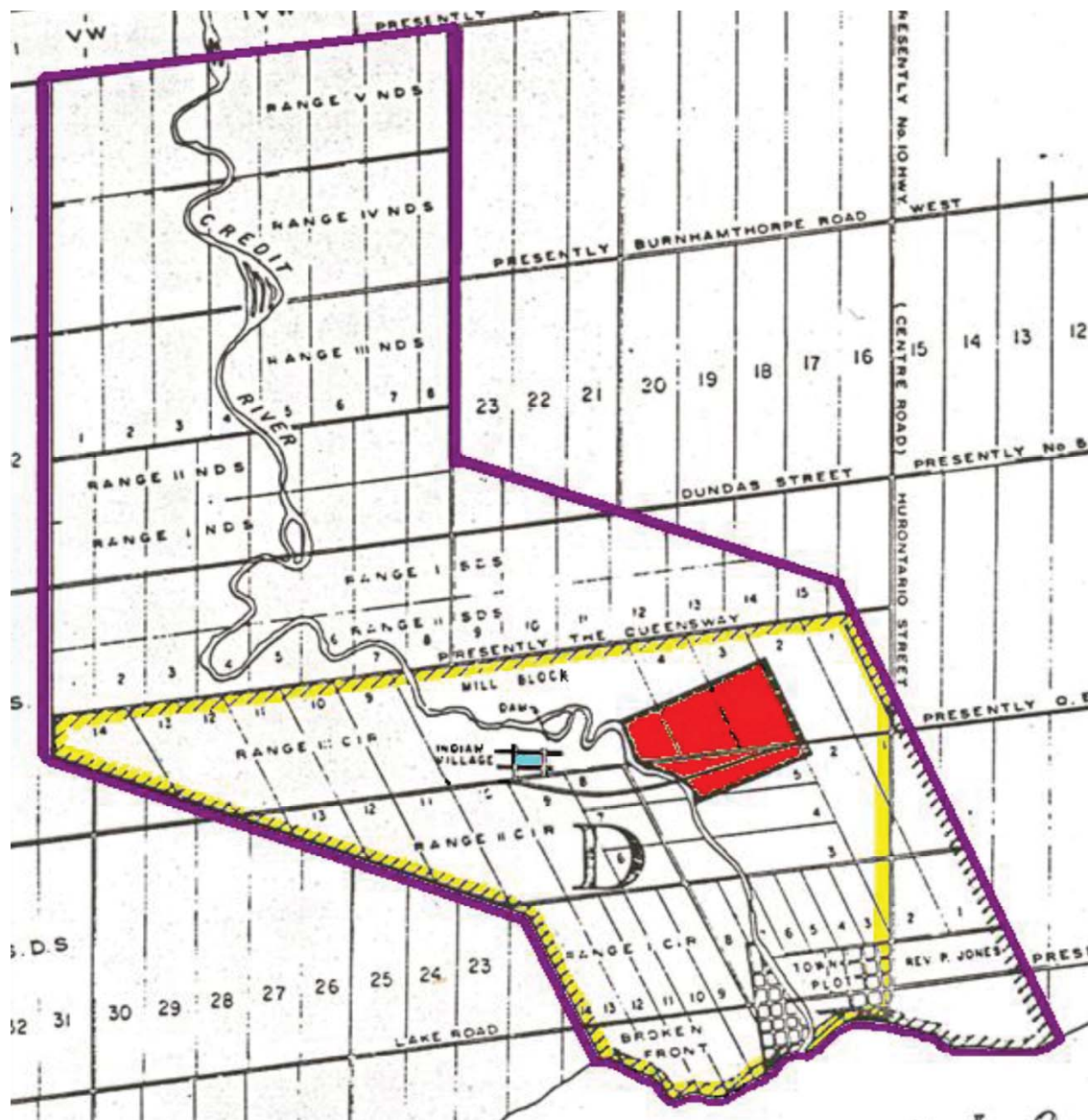


Figure (4): <http://www.heritagemississauga.com/page/Credit-Mission-Maps>

The Mississauga Indians land continued to be surrendered to the British, resulting in the tribe moving to a reserve near Brantford Ontario in the mid-nineteenth Century.

The development of the existing neighbourhood can be attributed to initial land transfer from the Crown to James Cotton in the 1850's. The Cotton family were prominent farmers and merchants, the family originally emigrated from Ireland in 1837. The lands of Mineola remained largely agricultural up until the 1930's. Cyril E. Cotton; a descendant of James Cotton, was prominent in the development and subdivision of the Mineola neighbourhood. Cyril began to sell parcel off the family lands in the 1940's to various construction companies, this brought about the initial subdivision and development of the area. Post-War bungalows which were built after this subdivision are still visible in the neighbourhood, however many have since been rebuilt into larger 2-storey dwellings.





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## Mineola Neighbourhood

Following the resettlement of the Mississauga natives after the signing of the Treaties in 1820 the area of Port Credit and Mineola began to be developed. Following deforestation of the area, much of the land was used for agriculture up until the 1930's. With the growth of the surrounding infrastructure (Queen Elizabeth Way and GO train line), it was inevitable that the neighbourhood would become developed and subdivided into residential dwellings. The subdivision of the area took place over time, as well as by several developers (Appendix 3: 1996 Census Profile: Mineola).



## Cultural Landscape Inventory

### Mineola Neighbourhood

### L-RES-6

**Location** Located north of Lakeshore Road bounded by the Credit River on the west and Hurontario on the east

**Heritage or Other Designation** None

**Landscape Type** Residential (Neighbourhood)

#### LANDSCAPE ENVIRONMENT

- Scenic and Visual Quality
- Natural Environment
- Horticultural Interest
- Landscape Design, Type and Technological Interest

#### HISTORICAL ASSOCIATION

- Illustrates Style, Trend or Pattern
- Direct Association with Important Person or Event
- Illustrates Important Phase in Mississauga's Social or Physical Development
- Illustrates Work of Important Designer

#### BUILT ENVIRONMENT

- Aesthetic/Visual Quality
- Consistent Early Environs (pre-World War II)
- Consistent Scale of Built Features
- Unique Architectural Features/Buildings
- Designated Structures

#### OTHER

- Historical or Archaeological Interest
- Outstanding Features/Interest
- Significant Ecological Interest
- Landmark Value

Figure (5): [http://www5.mississauga.ca/pdfs/Cultural\\_Landscape\\_Inventory\\_Jan05.pdf](http://www5.mississauga.ca/pdfs/Cultural_Landscape_Inventory_Jan05.pdf), page 101.

Due to the neighbourhood's historical, environment and visual quality, Mineola has been identified under the City of Mississauga's Cultural Landscape Inventory. As seen in figure (5) it has been identified in all 4 categories.



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Figure (6): Current map of the City of Mississauga



Figure (7): Map of the West Mineola Neighbourhood, showing the subject property in green.



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## Section 2 Property Details

|                          |                                                                   |
|--------------------------|-------------------------------------------------------------------|
| <b>Municipal Address</b> | 52 Inglewood Drive                                                |
| <b>Legal description</b> | Plan 323 Lot 35                                                   |
| <b>Municipal Ward</b>    | 1                                                                 |
| <b>Zoning</b>            | R 3-1 (0225-2007)                                                 |
| <b>Lot Frontage</b>      | 15.24 m                                                           |
| <b>Lot Depth</b>         | 45.72 m                                                           |
| <b>Lot Area</b>          | 696.77 sqm (0.0697 ha)                                            |
| <b>Orientation</b>       | Front facing North                                                |
| <b>Type</b>              | 1 Storey single family detached dwelling                          |
| <b>Vegetation</b>        | A few mature trees and shrubbery located throughout the property. |
| <b>Access</b>            | Existing linear asphalt driveway.                                 |

Parcel Register:

Information gathered from the Ontario Land Registry office for the Region of Peel indicates the chain of ownership from June 24, 1943 to present day. The information gathered and provided below has been acquired through the use of microfilm archives along with current Land Title search.

| <b>Date of Registration</b> | <b>Grantor:</b>                    | <b>Grantee:</b>                                       |
|-----------------------------|------------------------------------|-------------------------------------------------------|
| June 24, 1943               | Cyril E. Cotton et ux.             | F.J. Moore Construction Co. Ltd.                      |
| November 12, 1946           | F.J. Moore Construction Co. Ltd.   | Sandor Construction Co. Ltd.                          |
| December 15, 1947           | Sandor Construction Co. Ltd.       | Wellington E. Millar Jr.                              |
| April 14, 1949              | Wellington E. Millar Jr., et ux.   | Gavin H. MacKay & Jessie H. MacKay - as joint tenants |
| July 3, 1950<br>(By-Law)    | Land Subdivision Control           |                                                       |
| August 25, 1953             | Gavin H. MacKay & Jessie H. MacKay | John C. Nettleton                                     |
| June 9, 1954<br>(By-Law)    | Land Subdivision Control           |                                                       |
| September 29, 1961          | John C. Nettleton et ux.           | James H. Goodings                                     |
| March 24, 1987              | Estate of Goodings, James H.       | Mary-Joan Kneeshaw                                    |
| July 17, 1987               | Mary-Joan Kneeshaw                 | Suzanne M. Stevens                                    |
| June 5, 2009                | Suzanne M. Stevens                 |                                                       |



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According to the land registry information, the parcel of land was subdivided into NE 1/2 and SW 1/2 components in 1946, Refer to Appendix 4. The subject property is located within the north east 1/2 parcel of the lot. Through the chain of title it can be deduced that the dwelling was constructed in 1947 by Sandor Construction Co. Ltd, with Wellington E. Millar Jr. as the dwellings first resident. The Millar family did not live reside in the dwelling for too long, as in 1949 the property was purchased by Gavin and Jessie MacKay. There was little to no information on the properties first owners, however through a search on ancestry.ca it can be deduced that Wellington Ewart Millar's occupation was a manager, and then later a supervisor, presumably for the CNR. His death in 1950, at the age of 66, may have been the reason for the sale of the property in 1949.

The following owners, the MacKay's, through voters lists on ancestry.ca indicates Gavin's occupation as an insurance agent, and then later an insurance executive, and Jessie as a house wife. No other information could be found on the MacKay family. The Nettleton family who subsequently owned the property also have little historical information. According to voter lists on ancestry.ca John Charles Nettleton was an assistant manager. The following owner, James H. Goodings, according to voters list, was an accountant and later an auditor, he lived in the subject property until his death.

After researching newspaper articles and ancestry.ca, it can be determined that the subject property's owners (1949-1987); the Millar's, the MacKay's, Nettleton's and Goodings, have left little in a way of a "heritage footprint," and therefore have no historical associative value to the property.



## Property heritage details from the City of Mississauga Online Services:

|                  |                    |                  |                          |                         |                 |        |
|------------------|--------------------|------------------|--------------------------|-------------------------|-----------------|--------|
| Property Details | Zoning Information | Building Permits | Development Applications | Committee of Adjustment | <b>Heritage</b> | Map It |
|------------------|--------------------|------------------|--------------------------|-------------------------|-----------------|--------|

### PROPERTY HERITAGE DETAILS

[View Another Property](#)

Please contact the Planning and Heritage office at **905 - 896-5382** for further information.

Address: 52 INGLEWOOD DR  
 Legal Description: PLAN 323 PT LOT 35  
 Roll Number: 21-05-010-016-06300-0000

### Heritage Status

Status: LISTED ON THE HERITAGE REGISTER BUT NOT DESIGNATED  
 Conservation District:  
 Bylaw:  
 Bylaw Date:

### Inventory Item

| INV # | Property Name         | Constructed | Decade | Demolished | Year Demolished |
|-------|-----------------------|-------------|--------|------------|-----------------|
| 1     | Mineola Neighbourhood |             |        | N          |                 |

### Designation Statement

Designation Statement not available

|                  |                    |                  |                          |                         |                 |        |
|------------------|--------------------|------------------|--------------------------|-------------------------|-----------------|--------|
| Property Details | Zoning Information | Building Permits | Development Applications | Committee of Adjustment | <b>Heritage</b> | Map It |
|------------------|--------------------|------------------|--------------------------|-------------------------|-----------------|--------|

### PROPERTY HERITAGE DETAIL

[View Another Property](#)

### Property Heritage Detail

Address: 52 INGLEWOOD DR  
 Type:  
 Style:  
 Area:  
 Reason: CULTURAL LANDSCAPE

### Images



### History

The Mineola Neighbourhood has been identified as a significant cultural landscape due to the development of this area in a time when natural elements respected the lot pattern and road system. These elements include rolling topography, natural drainage and mature trees. The roads wind, rise and fall with the natural topography. There are no curbs. This softens the transition from landscaped yards to the street edge. What has evolved is a neighbourhood with a variety of quality housing stock and a rich stimulating landscape that blends houses with their natural and manicured surroundings. The balance of built form and natural surroundings on generally larger lots has given this neighbourhood a distinct character within Mississauga.



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### Section 3 Building Details

#### Analysis of Existing Structure:

The existing dwelling is a 1 storey bungalow with a basement, it is designed in the post war era vernacular. It is comprised of brick construction and an attached garage. The front facade has been clad in stone since the original construction of the dwelling. The approximate size of the existing dwelling is 1115.14 sq.ft. [103.60 sq.m.] (excluding garage), approximate garage area is 196.39 sq.ft. (18.24 sq.m.) The roof is finished in asphalt shingles, and the windows and door frames are of wood construction. The building does not appear to have had any major renovations since its construction in 1949, there are also no existing permits on file for the property (see chart below).

There does not appear to be any meaningful architectural elements that would be deemed worthy of preservation, see the following section for existing photographs, existing site plan and floor plans. In addition, the dwelling does not appear to display any significance pertaining to a person, event, theme, activity, organization or institution from within the community. The existing dwelling does not appear to be the work of a known architect, designer, artist or builder. Thereby, there is no noteworthy justification for the preservation of the existing dwelling.

#### Building permits on file:

|                  |                    |                         |                          |                         |          |        |
|------------------|--------------------|-------------------------|--------------------------|-------------------------|----------|--------|
| Property Details | Zoning Information | <b>Building Permits</b> | Development Applications | Committee of Adjustment | Heritage | Map It |
|------------------|--------------------|-------------------------|--------------------------|-------------------------|----------|--------|

##### PROPERTY BUILDING PERMITS

[View Another Property](#)

Address: 52 INGLEWOOD DR  
 Legal Description: PLAN 323 PT LOT 35  
 Roll Number: 21-05-010-016-06300-0000

**Building Permits** There is no Building Permits.



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**Exterior Photographs:**



Figure (8): View of front facade (north elevation).



Figure (9): View of entry canopy.



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Figure (10): View of garage.



Figure (11): View of rear facade (south elevation).





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**Interior Photographs:**



Figure (12): View from living room looking towards kitchen and entry hall.



Figure (13): View of from living room looking towards dining room.

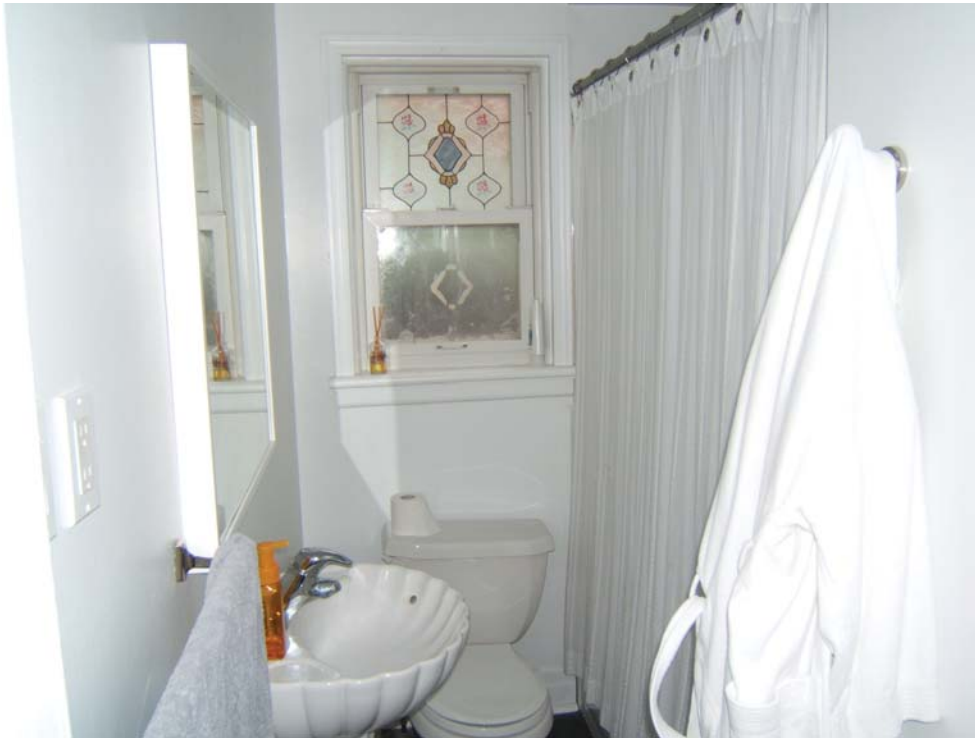


Figure (14): View of ground floor washroom.

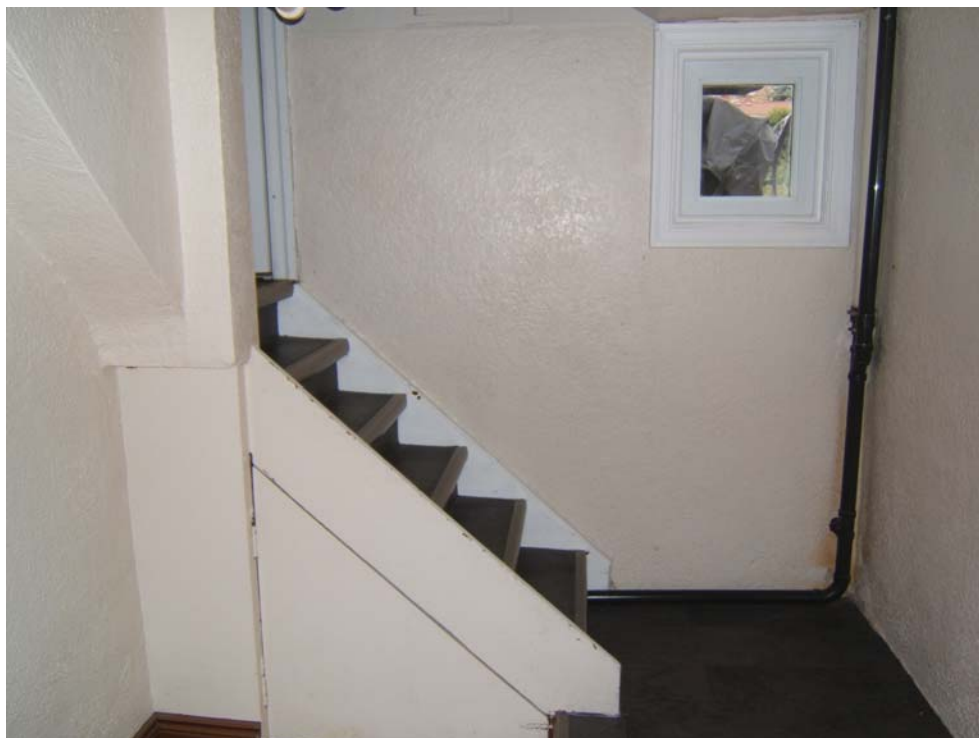


Figure (15): View of basement stairs.



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### Existing Site Plan:

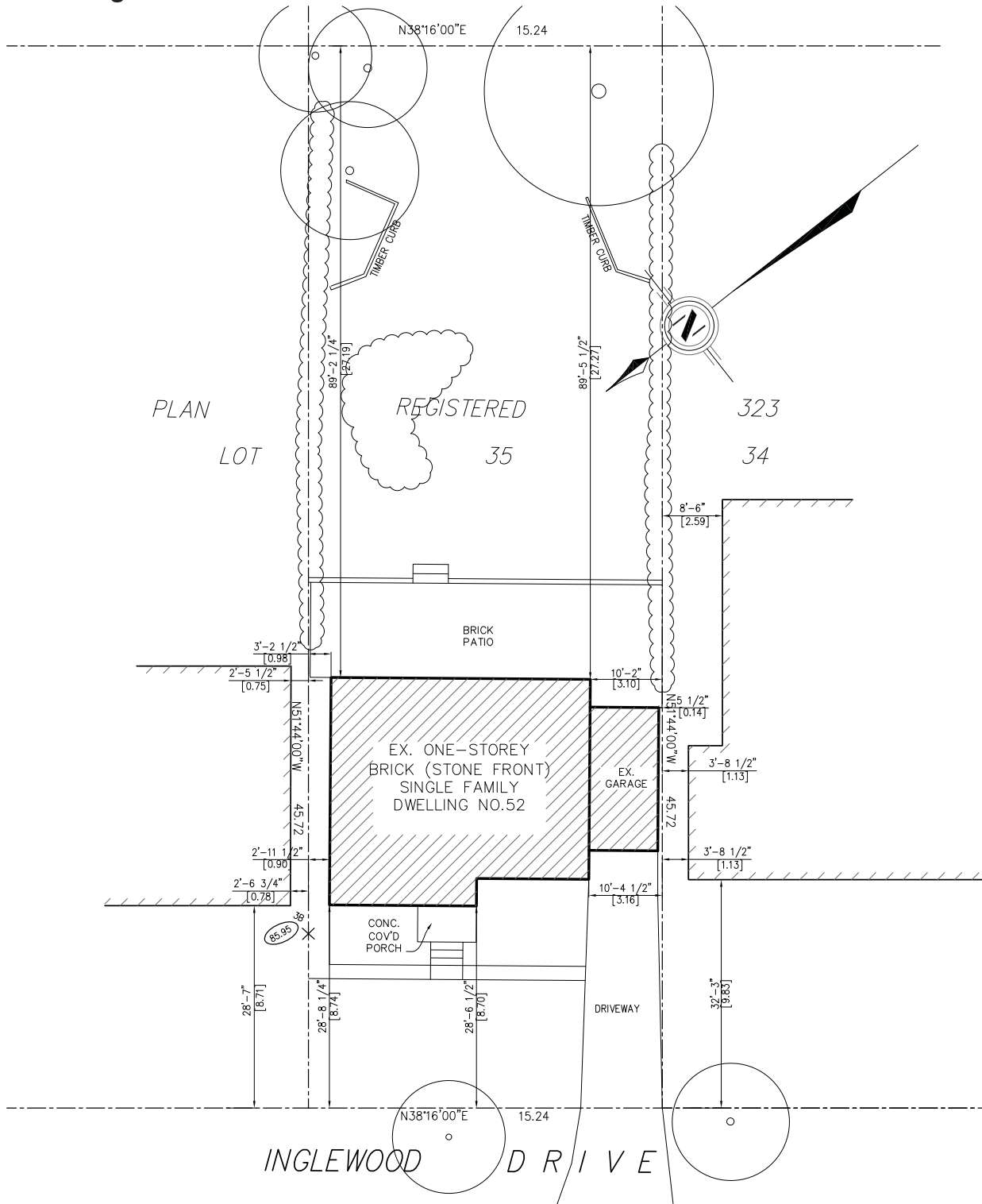


Figure (16): Existing site plan (Scale: N.T.S.)

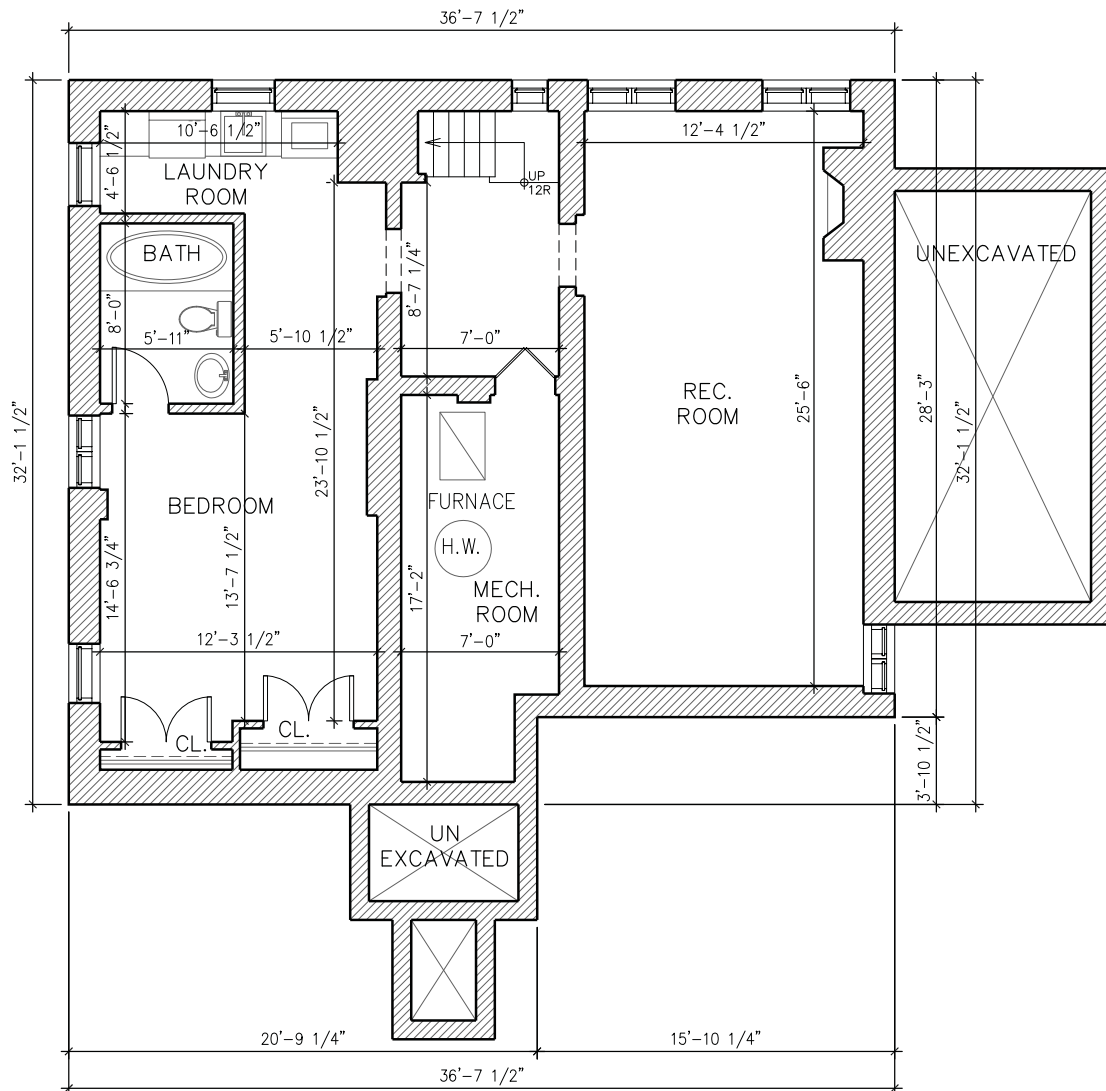


Figure (17): Existing basement floor plan (Scale: 1/8"=1'-0")



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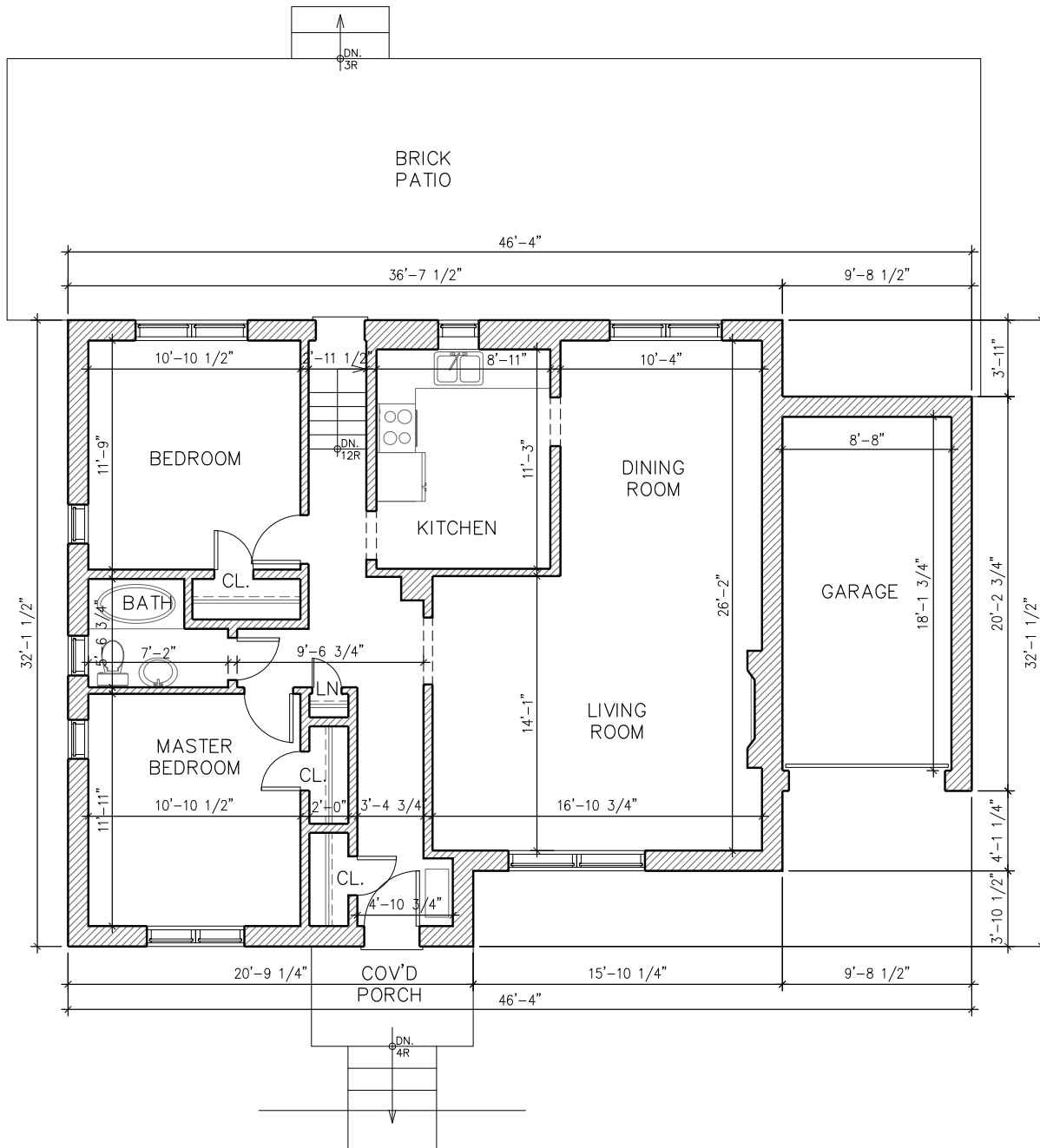


Figure (18): Existing ground floor plan (Scale: 1/8"=1'-0")



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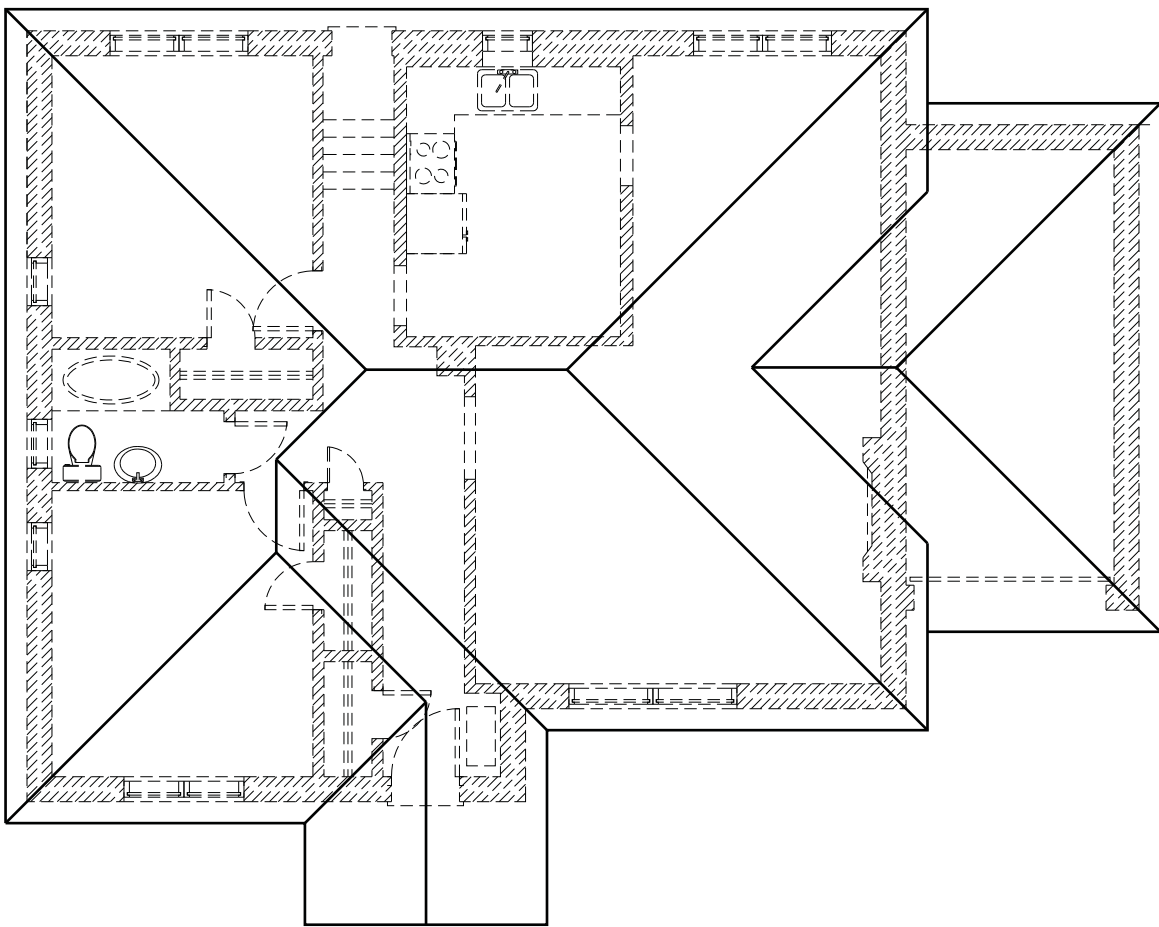


Figure (19): Existing roof plan (Scale: 1/8" = 1'-0")



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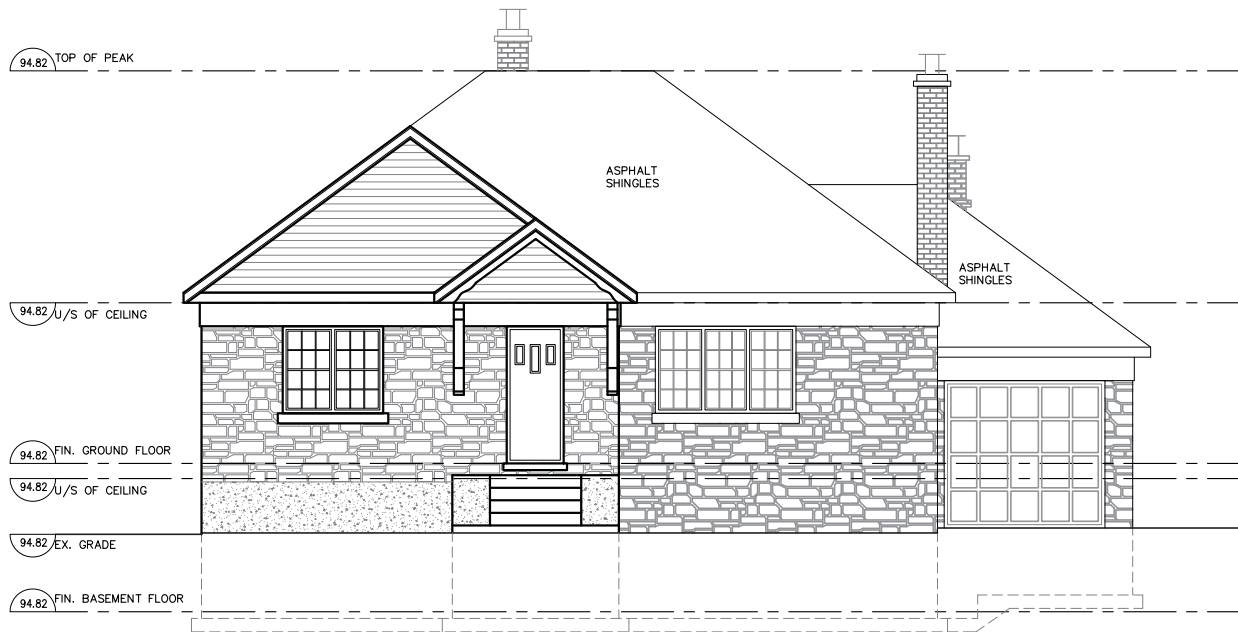


Figure (20): Existing north elevation (Scale: N.T.S.)

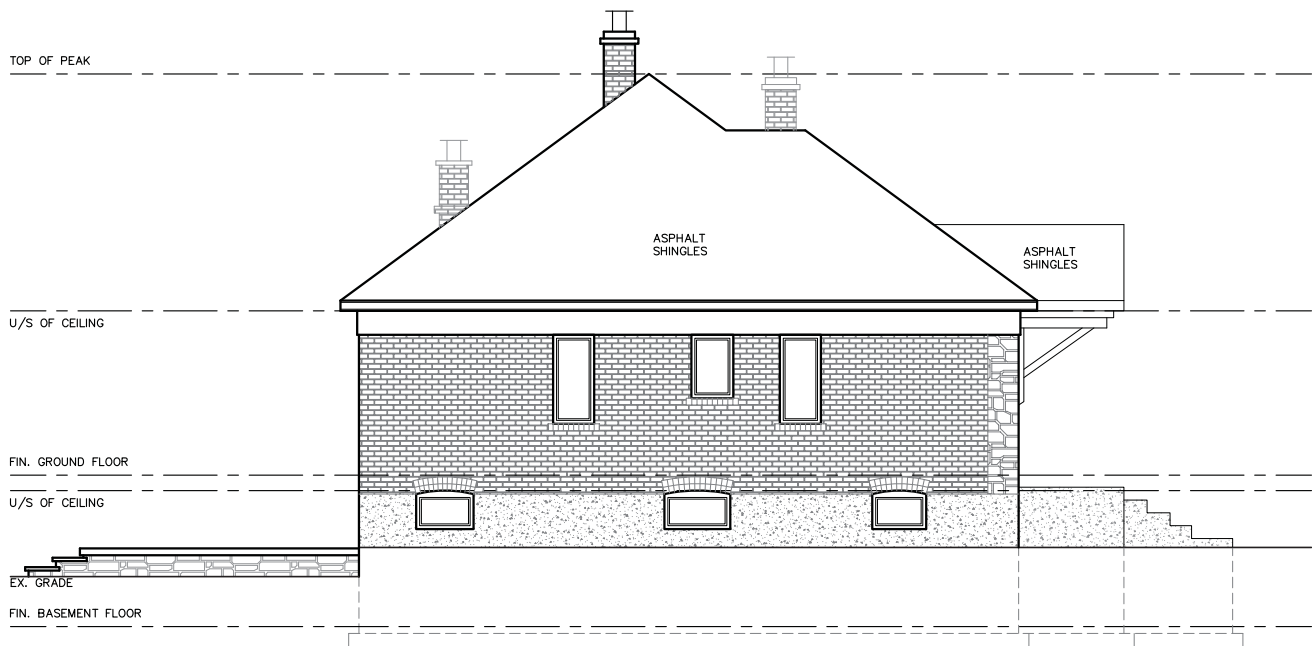


Figure (21): Existing east elevation (Scale: N.T.S.)



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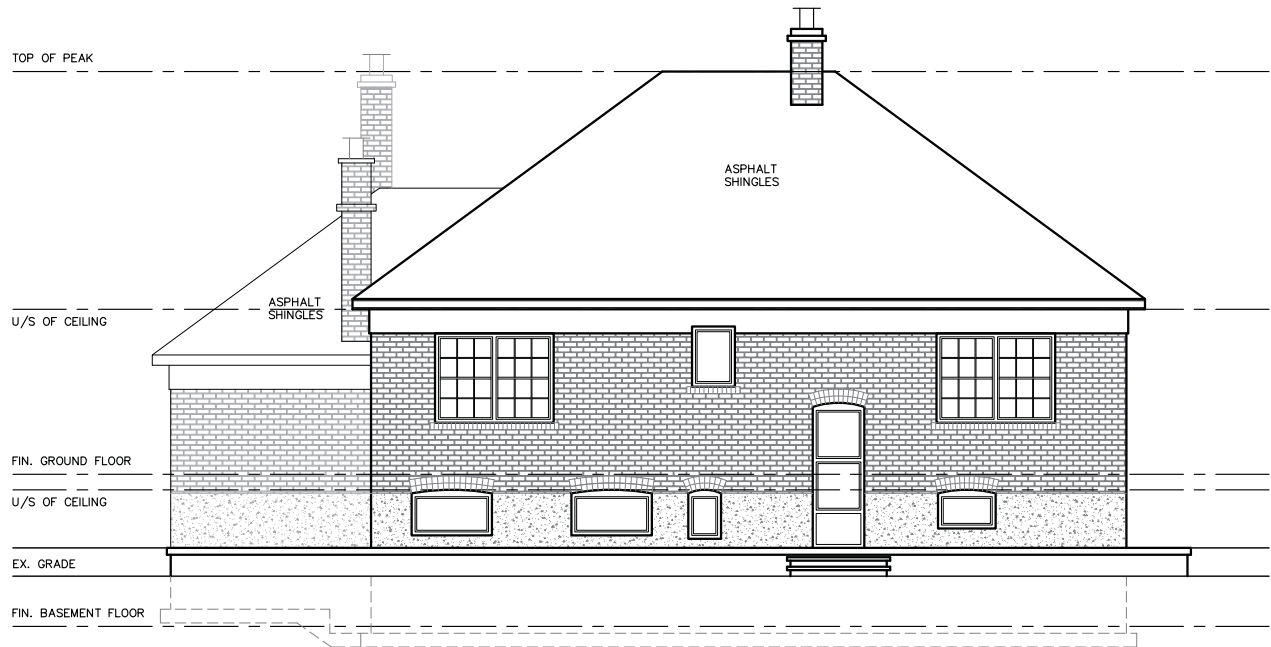


Figure (22): Existing south elevation (Scale: N.T.S.)

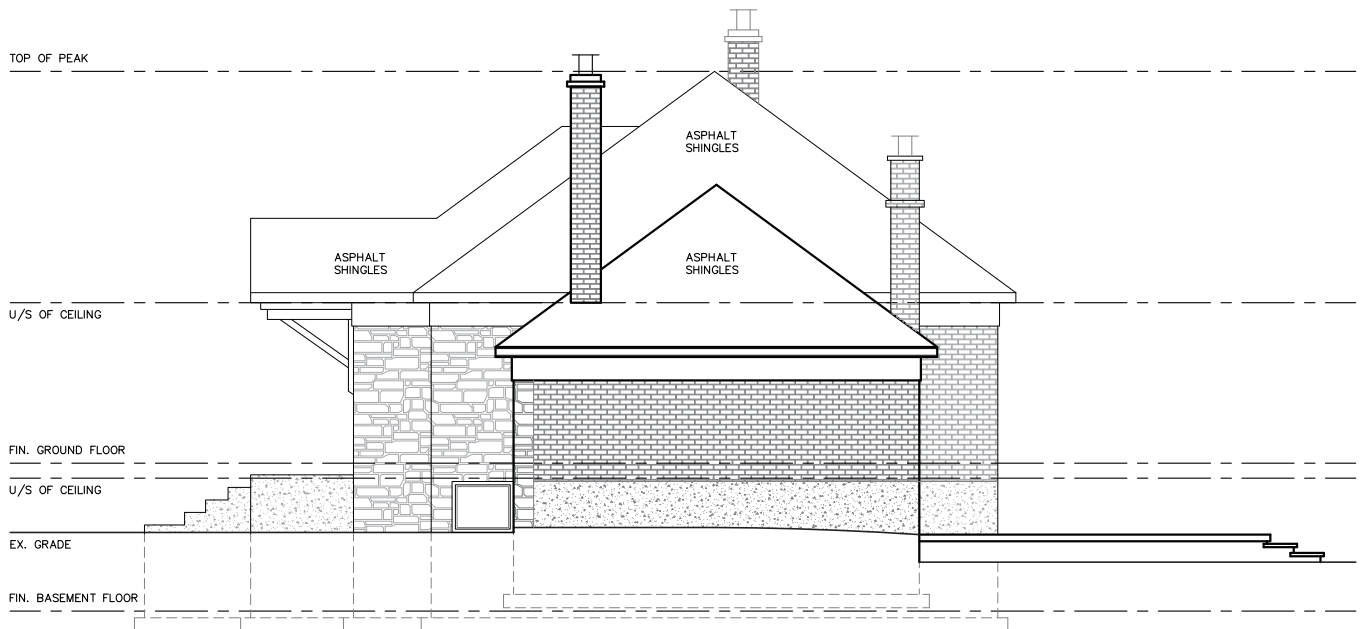


Figure (23): Existing west elevation (Scale: N.T.S.)





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## **Section 4** Development Proposal

### **Proposed Development:**

The proposed development is to demolish the existing 1 storey bungalow, and replace with a new 2 storey single family residential dwelling. The proposed size is in keeping with the general direction of new construction and development in the neighbourhood. In addition, the vernacular of the proposed construction is an expression of contemporary country French aesthetic. The use of stone and wood siding and stone as a proposed building material is in keeping with the existing dwellings in the subject property's adjacent surroundings. The proposed dwelling will serve to add visual interest and will service to enhance the character and charm to the neighbourhood through its aesthetic and charming detailing elements.



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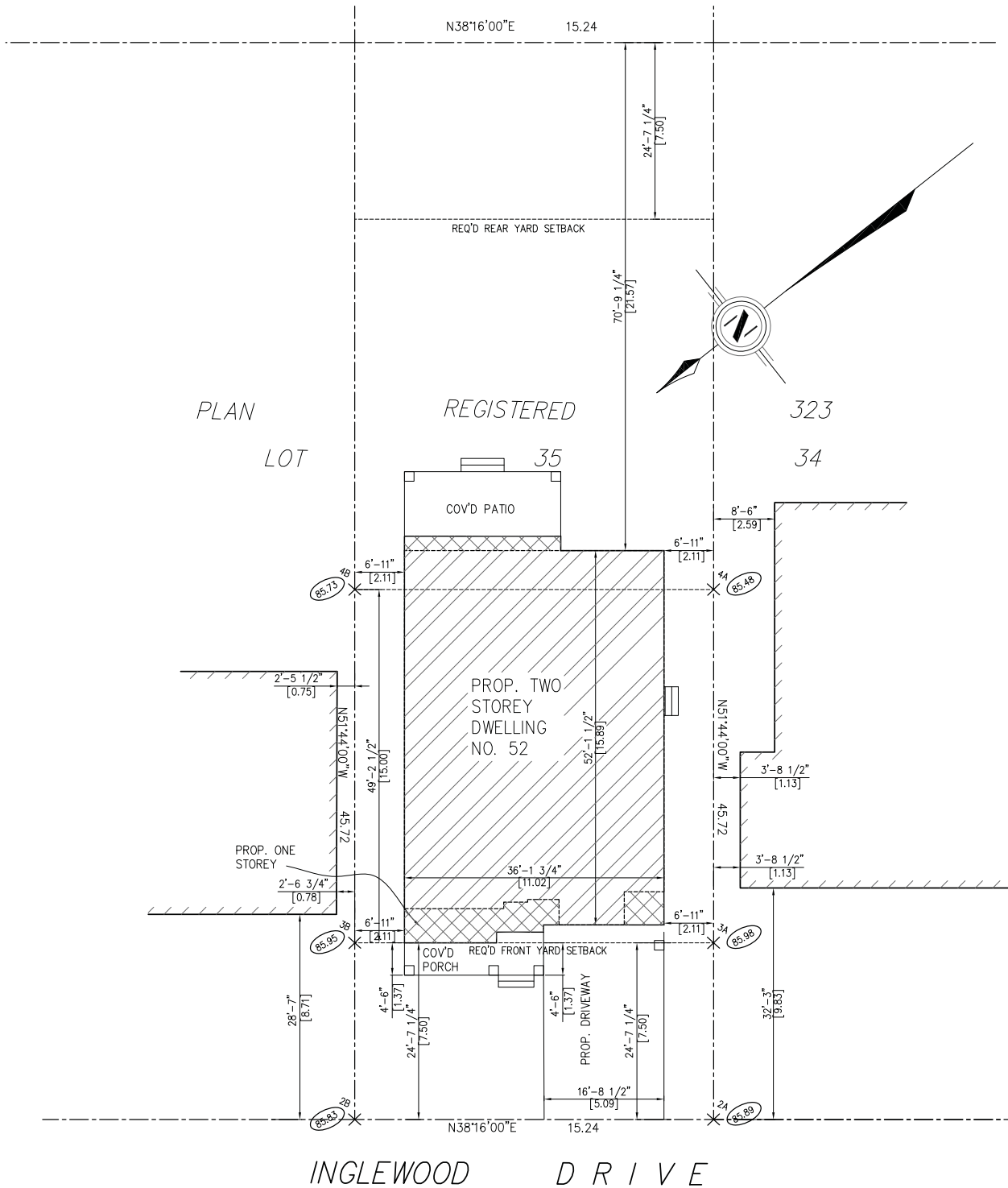


Figure (24): Proposed site plan (Scale: N.T.S.)



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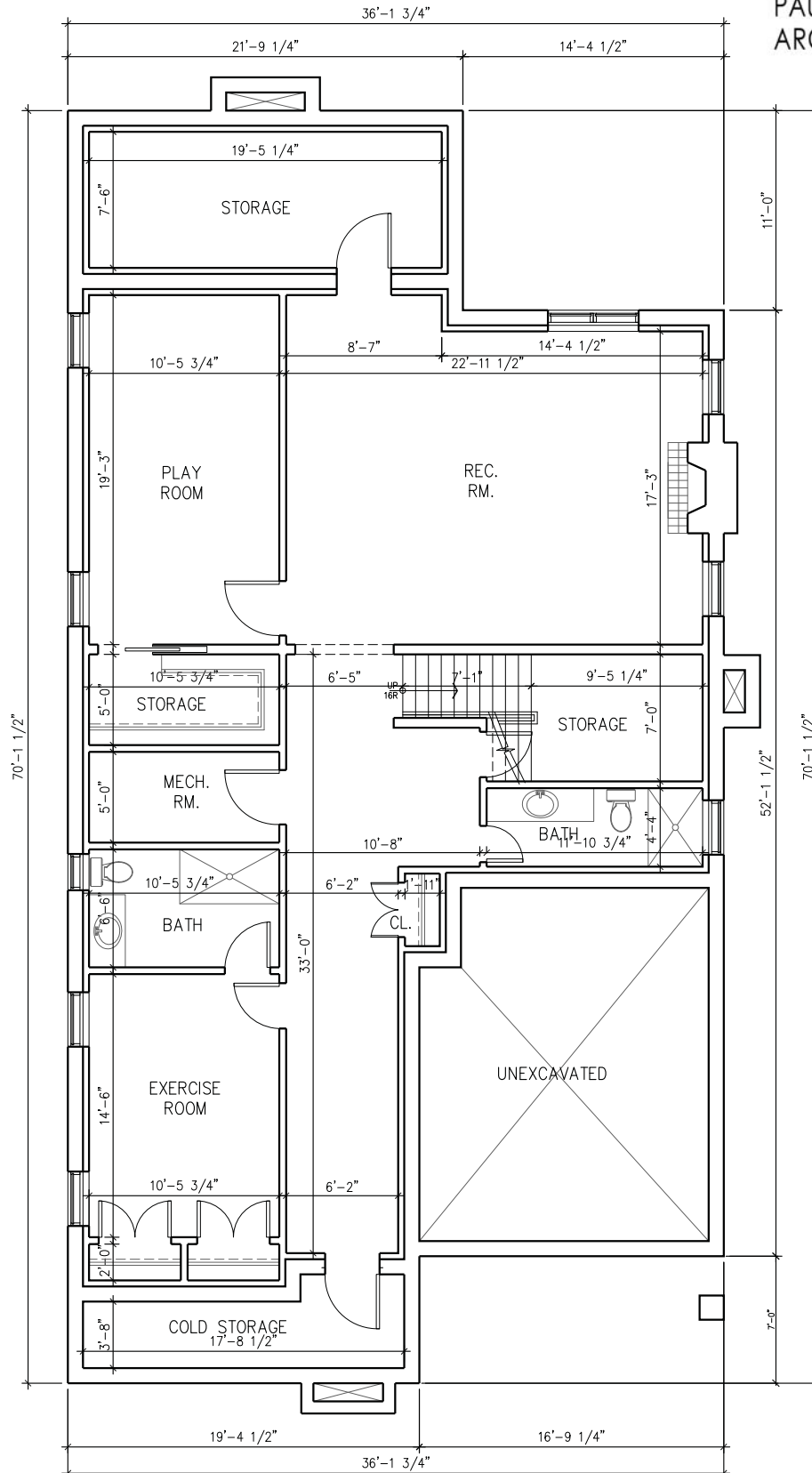


Figure (25): Proposed basement floor plan (Scale: N.T.S.)



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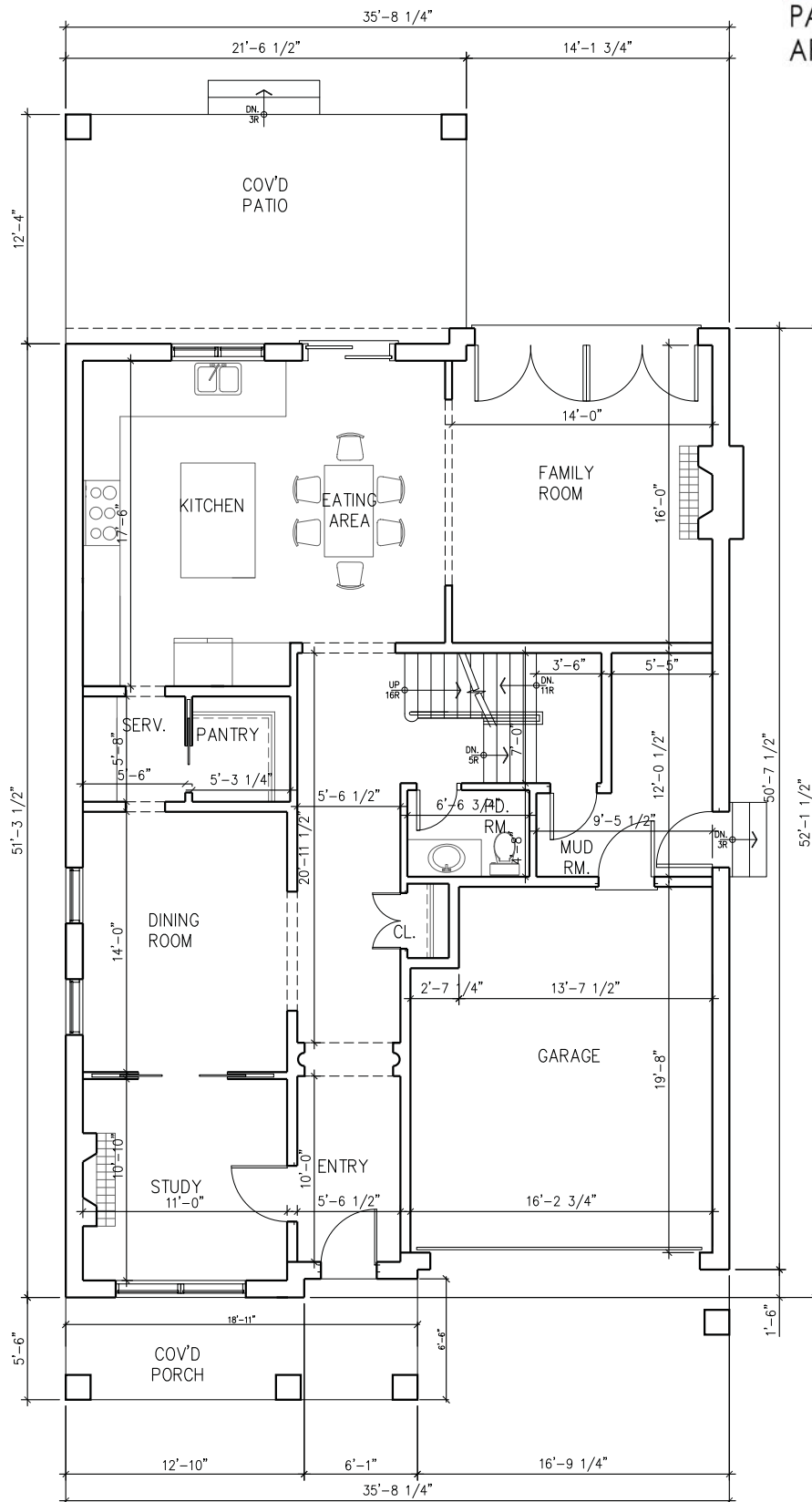


Figure (26): Proposed ground floor plan (Scale: N.T.S.)

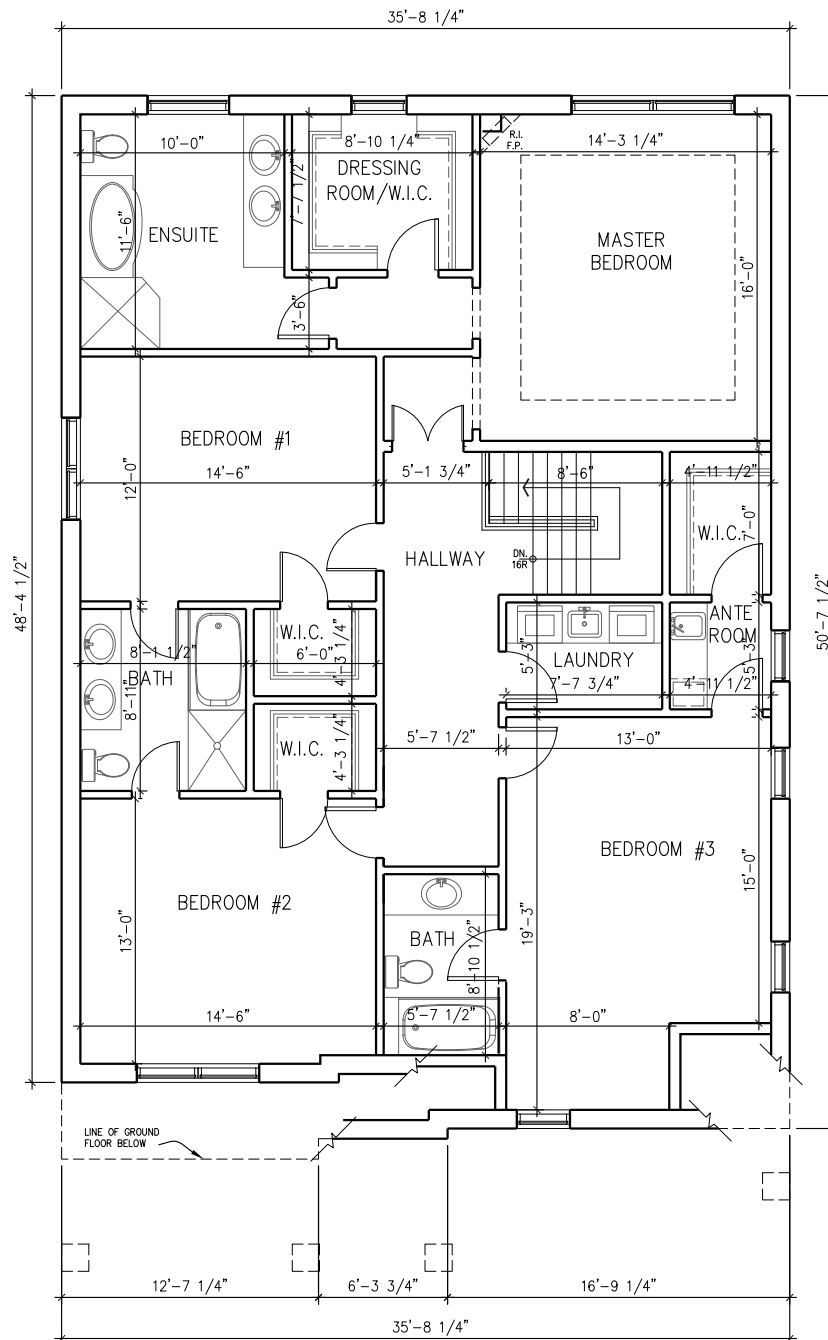


Figure (27): Proposed second floor plan (Scale: N.T.S.)



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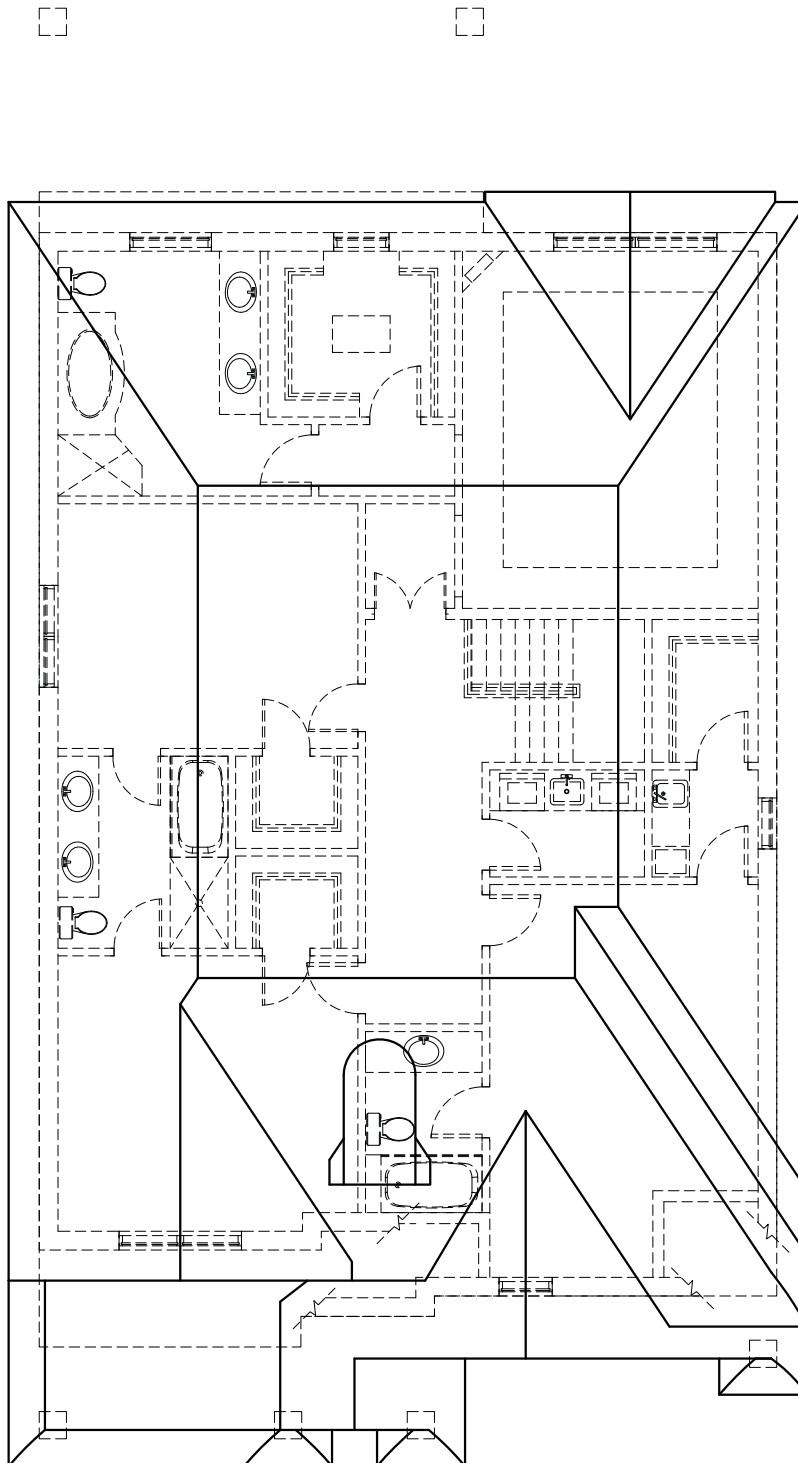


Figure (28): Proposed roof plan (Scale: N.T.S.)



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Figure (29): Proposed north elevation (front facade) (Scale: N.T.S.)

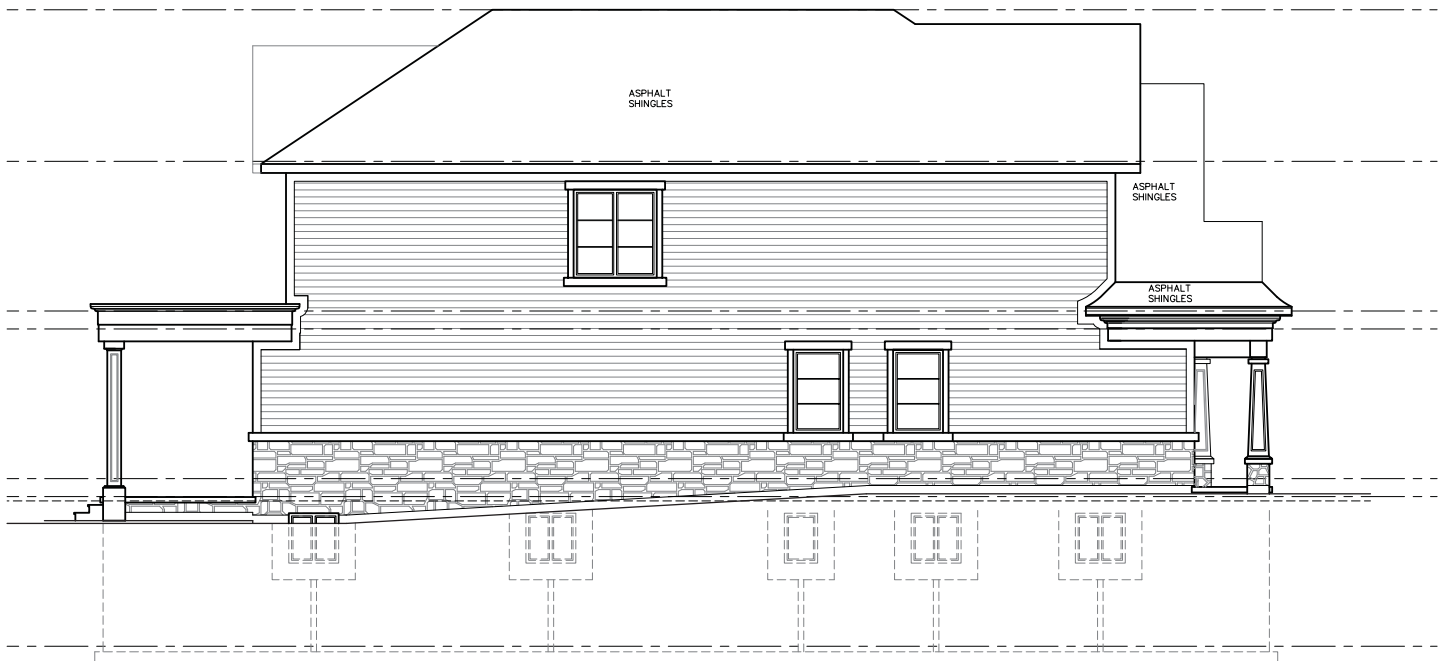


Figure (30): Proposed east elevation (Scale: N.T.S.)



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Figure (31): Proposed south elevation (rear facade) (Scale: N.T.S.)

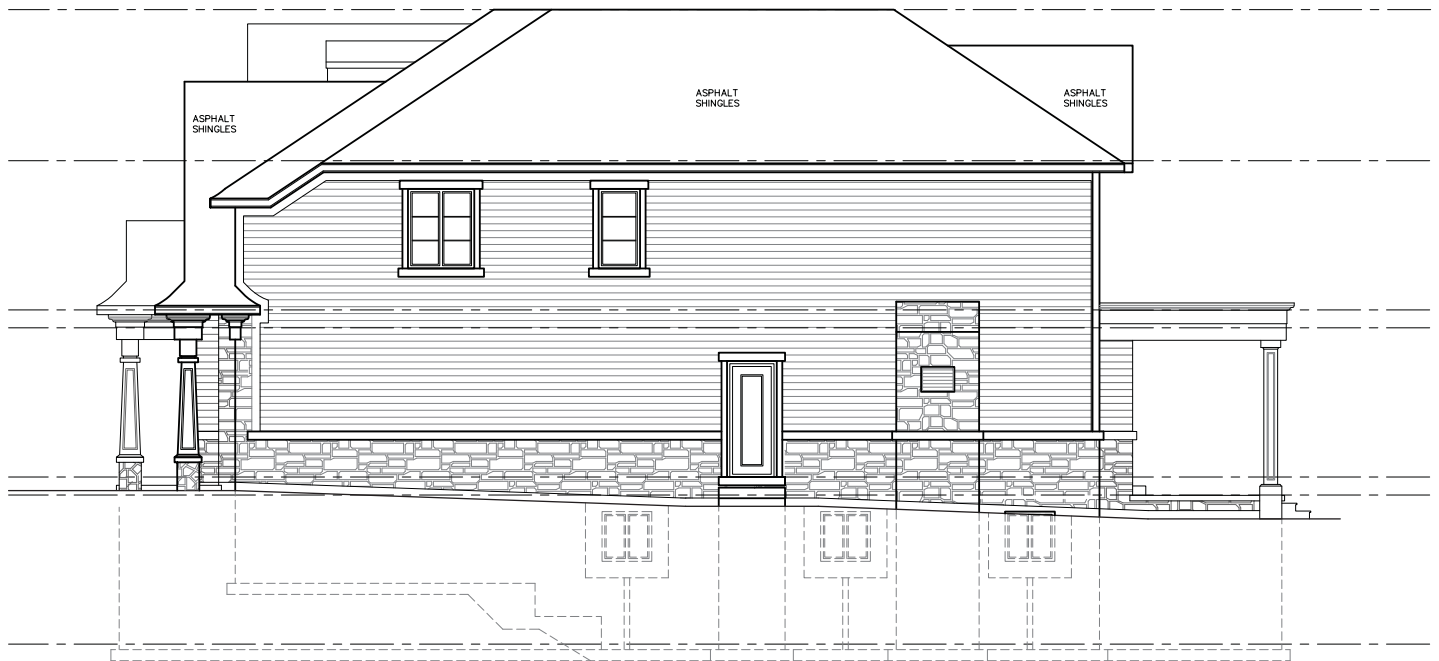


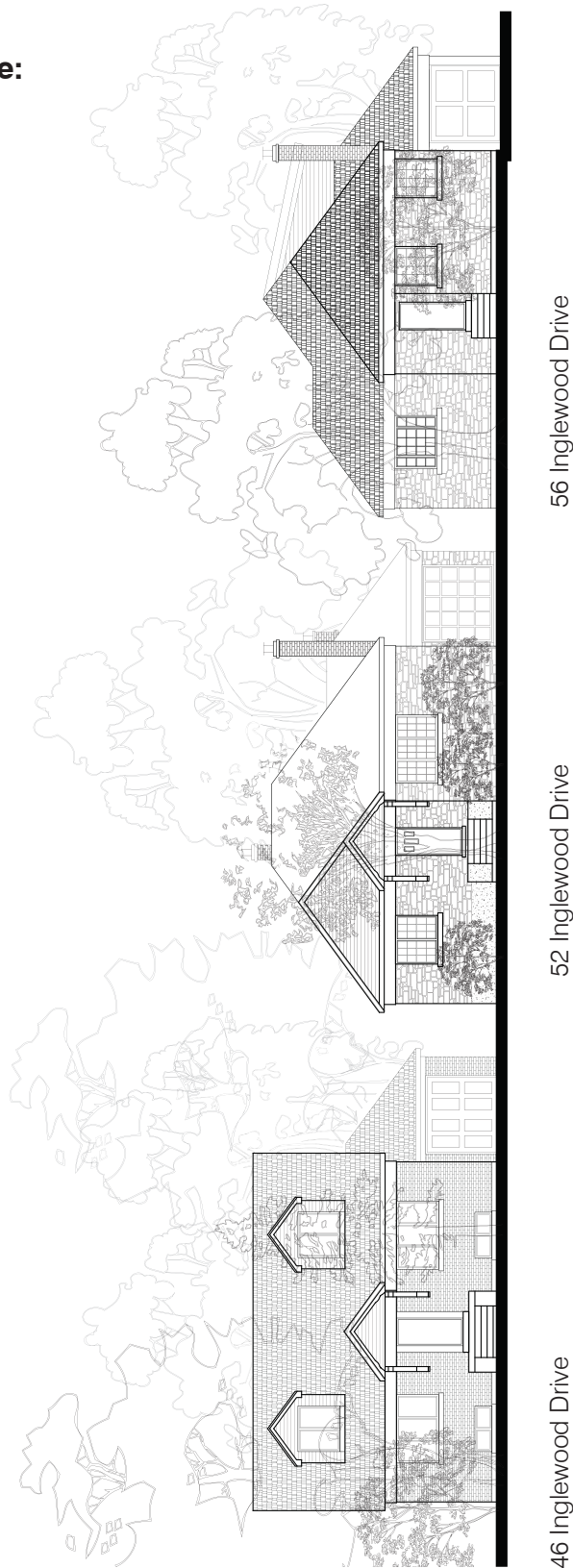
Figure (32): Proposed west elevation (Scale: N.T.S.)





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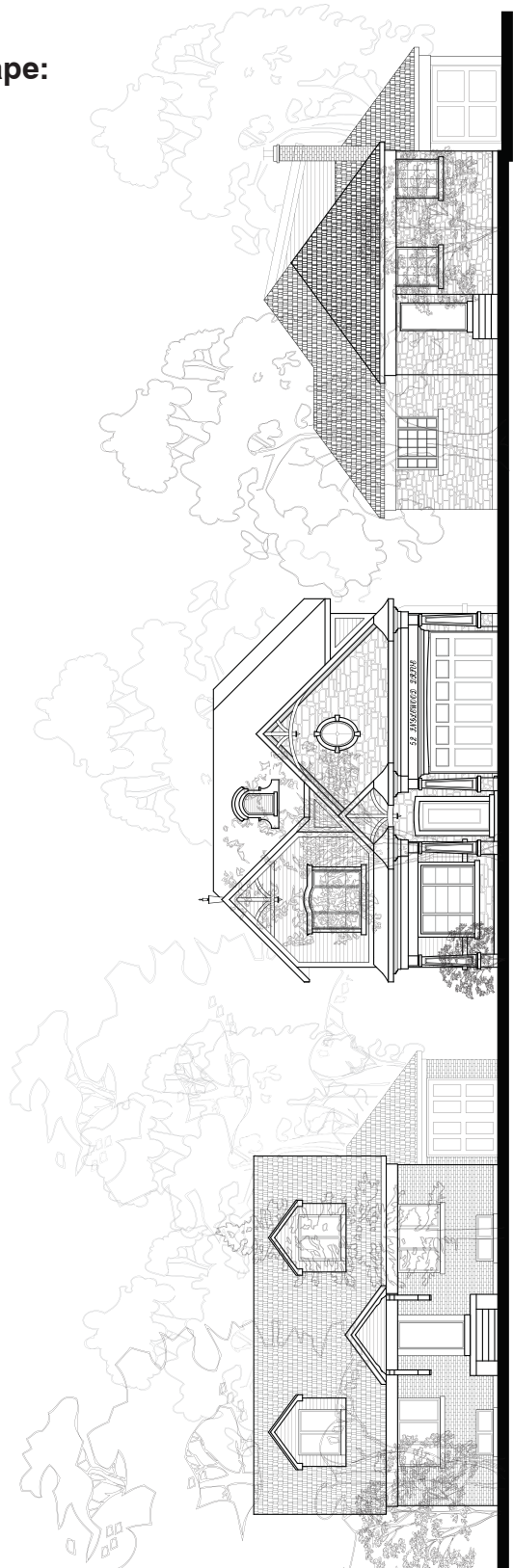
**Existing Streetscape:**





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**Proposed Streetscape:**



56 Inglewood Drive

52 Inglewood Drive

46 Inglewood Drive

## Section 5 Conclusion

### Ontario Regulation 9/06:

Under Ontario regulation 9/06 part of the Ontario Heritage Act, the following criteria are considered in the determination of a specific property's cultural value or Interest. There are nine criteria for this evaluation including the following:

*"1. The property has design value or physical value because it,  
i. is a rare, unique, representative or early example of a style, type, expression, material or construction method,"*

The existing dwelling is comprised of a post-war era housing type from the original subdivision of the Mineola neighbourhood from the 1950's. It is a typical subdivision house with little to no apparent architectural or historic interest. Being a subdivision dwelling, it neither contributes to a rare or unique design, nor possesses any physical value worthy of preservation. The existing dwelling is listed on the heritage registrar, due its location within the Mineola Neighbourhood, however the dwelling itself has not been specifically designated.

*"1 ii. displays a high degree of craftsmanship or artistic merit, or..."*

The house is not known to be of any artistic or historic merit. In addition, it does not appear to possess a high degree of craftsmanship or artistic merit. There are no readily apparent aspects of the existing dwelling worth preserving as the house is not known to represent any significance related to theme, events, beliefs, persons, activities or organizations or institutions in the community.

*"1 iii. demonstrates a high degree of technical or scientific achievement."*

The existing dwelling does not demonstrate a high degree of technical or scientific achievement. It is built following traditional construction methodologies of the post war era, as it is comprised of a brick and frame construction.

*"2. The property has historical value or associative value because it,  
i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community,"*

The existing dwelling has no direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community.

*"2 ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or..."*

The existing dwelling does not contribute to any information that may contribute to a better understanding of the Mineola neighbourhood and community in which it is located within.

*"2 iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community."*

The house is not known to be designed by an architect, artist, builder, designer or theorist who is significant to the community. The existing dwelling is a typical subdivision plan type and is thereby not attributed to anyone specifically.

*“3. The property has contextual value because it,  
i. is important in defining, maintaining or supporting the character of an area,”*

The design of the existing dwelling is not important in defining, maintaining or supporting the character of the area of Mineola. As the neighbourhood is in a state of transition and new development, the current aesthetic of the existing dwelling is no longer on trend with the existing character of the neighbourhood of Mineola.

*“3 ii. is physically, functionally, visually or historically linked to its surroundings, or...”*

The house is not physically, functionally or visually linked to its surroundings.

*“3 iii. is a landmark.”*

The existing dwelling is not considered a landmark in the community.

## **Addressing the Cultural Landscape or Feature Criteria**

(Proposed Development)

### Landscape Environment:

#### *- Scenic and visual quality:*

The proposed construction will result in an increase in height as well as lot coverage. The increase in height is in keeping with the existing 2-storey dwelling to the east of the subject property, as well as several new dwellings on Inglewood Drive. The scale of the proposed dwelling is in keeping with the massing of new dwellings on Inglewood Drive, as well as the Mineola West Neighbourhood as a whole. The proposed coverage of the new dwelling is 30.92%.

#### *- Natural Environment:*

The subject property has one mature tree in the front yard, which will be maintained. The construction of the proposed dwelling will not disrupt or affect any trees on the subject property or adjacent properties. In addition, the existing site is rather flat, and there will be no changes to the existing topography.

#### *- Landscape Design:*

There will be minimal impact on the existing topography. The existing property manages water on site, and the same is proposed for the new dwelling.

### Built Environment:

#### *-Aesthetic/ visual quality:*

The character and quality of the proposed design will serve to integrate into the existing housing stock as well as the natural ‘rural’ feel the Mineola West Neighbourhood maintains. The proposed dwelling borrows from a contemporary interpretation of French country aesthetic.

#### *-Consistent scale of built features:*

The scale of the proposed dwelling is in keeping with the adjacent dwellings in the neighbouring, it serves to harmoniously integrate itself within the ruralist landscape of the neighbourhood.



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*Other:*

*-Significant Ecological Interest:*

The proposed dwelling will have a minimal impact on the existing topography. The preservation of the trees, existing as well as new landscaping will be incorporated.

## **Conclusion**

Based on the review of the 9 criteria noted above, the existing dwelling does not convey cultural or historical value or interest, and is thereby appropriate for demolition as the existing dwelling does not warrant conservation. The removal of the existing dwelling will have no impact on the Mineola Cultural Landscape. The Mineola landscape is in fact currently undergoing a transition from post-war bungalows, to new larger 2 storey dwellings. The proposed dwelling will serve to add to this growing aesthetic and character of the neighbourhood. Therefore, it is recommended that the existing structure be demolished in favour of the proposed dwelling which will serve to enhance the Mineola Cultural Landscape.

## Section 6 Author Qualifications

**Paul J. DaCunha**, B.Tech, Dipl.Arch, OAA, MRAIC, ARIDO, NCIDQ  
<<http://pauldacunhaarchitect.com/>>

### Architect and Interior Designer

Paul DaCunha is a graduate in Architectural Science (1986) from Ryerson Polytechnical Institute and a graduate in Architecture (1996) from the Royal Architectural Institute of Canada Syllabus. Paul is Principal Architect and Interior Designer with Paul DaCunha Architect Inc. since he established the firm in 2003.

Paul is a member of the Ontario Association of Architects, The Royal Architectural Institute of Canada, the Toronto Society of Architects and a member of the Association of Registered Interior Designers of Ontario.

Paul has extensive experience leading the design of residential projects, to complex multifaceted projects through his twenty-seven years of experience. His career history includes work in architectural practices such as Crang & Boake, Clarke Darling Downey, Robin Clarke Architect, and TD Architects and as an associate with Atkins Architects. Paul has also consulted for the practices of Harry Christakis, Rod Rowbotham and Rocco Maragna Architect, where Paul participated in the award winning design for an international competition for a museum in Damascus and the West Kentucky Visitors Centre.

Paul has also been a member of the faculty of Interior Design at Sheridan College in Oakville. He taught the Technical Design course sharing his broad experience and passion for architecture and interior design with his second year classes. Paul has also been a guest critic at Ryerson University and the University of Toronto School of Architecture at both the Bachelor and Master level programs.

Paul is extremely interested in maintaining the historical integrity through the preservation of existing details and motifs when historically challenging project arise. He is an avid traveller that counts New York, Chicago, Paris, London, Athens Lisbon, Porto, Barcelona, Bilbao, Nice, Vienna, Venice, Pisa, Rome and Florence among the many locations that he has visited and photographed extensively. His interests in architecture of the pre-modern era are found in the work of Sir Edwin Lutyens, Charles Vosey, Charles Rennie Macintosh, Stanford White, The Green Brothers, Otto Wagner, Adolf Loos and of course Frank Lloyd Wright.

Paul is currently working on the restoration of a 13,000 sq.ft., circa 1900s's single family Victorian residential dwelling and its associated carriage house in the Rosedale area. This project has required Paul's continued involvement with the Heritage department in the City of Toronto and challenged him to integrate the details of this historical home into a truly updated home with all of the features of a newly built home.



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## Section 6 Bibliography

City of Mississauga Cultural Landscape Inventory

<<http://www.mississauga.ca/portal/residents/culturallandscapeinventory>>

< [http://www5.mississauga.ca/pdfs/Cultural\\_Landscape\\_Inventory\\_Jan05.pdf](http://www5.mississauga.ca/pdfs/Cultural_Landscape_Inventory_Jan05.pdf)

City of Mississauga Services Online – eMaps

<<http://www.mississauga.ca/portal/services/maps>>

City of Mississauga – Heritage Mississauga

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## Section 8 Appendix

### Appendix 1

[http://www.mississauga.ca/file/COM/Cultural\\_Landscape\\_Heritage\\_Impact\\_Statement\\_Terms\\_of\\_Reference\\_2013.pdf](http://www.mississauga.ca/file/COM/Cultural_Landscape_Heritage_Impact_Statement_Terms_of_Reference_2013.pdf)

**Culture Division**  
**Community Services Department**  
**City of Mississauga**  
201 City Centre Dr, Suite 202  
MISSISSAUGA ON L5B 2T4  
[www.mississauga.ca](http://www.mississauga.ca)

Leading today for tomorrow



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## Cultural Landscape Heritage Impact Statement Terms of Reference

### Introduction

The City of Mississauga adopted a Cultural Landscape Inventory in 2005. Cultural landscapes include neighbourhoods, roadways, waterways and more. The Cultural Landscape Inventory is available online at [http://www5.mississauga.ca/pdfs/Cultural\\_Landscape\\_Inventory\\_Jan05.pdf](http://www5.mississauga.ca/pdfs/Cultural_Landscape_Inventory_Jan05.pdf).

All of the properties listed on the Cultural Landscape Inventory are listed on the City's Heritage Register. As such, as per section 7.4.1.10 of the Mississauga Official Plan, applications to develop such property require a Heritage Impact Statement. Properties adjacent to a property identified on the City's Heritage Register as a cultural heritage landscape may also require a Heritage Impact Statement.

### 1. General requirements include:

- A location map
- A site plan of existing conditions, to include buildings, structures, roadways, driveways, drainage features, trees and tree canopy, fencing, and topographical features
- A written and visual inventory (legible photographs – we suggest no more than two per page) of all elements of the property that contribute to its cultural heritage value, including overall site views. For buildings, internal photographs and floor plans are also required.
- A site plan and elevations of the proposed development
- For cultural landscapes or features that transcend a single property, a streetscape plan is required, in addition to photographs of the adjacent properties
- Qualifications of the author completing the report
- Four hard copies and a PDF

The City reserves the right to require further information, or a full Heritage Impact Statement. These terms of reference are subject to change without notice.





## 2. Addressing the Cultural Landscape or Feature Criteria

Cultural Heritage Landscape Inventory Heritage Impact Statements must demonstrate how the proposed development will conserve the criteria that render it a cultural heritage landscape and/or feature. Each cultural heritage landscape and feature includes a checklist of criteria. The Heritage Impact Statement need only address the checked criteria for the pertinent cultural heritage landscapes or features. (Please note: some properties constitute more than one cultural heritage landscape.) Criteria include the following:

### Landscape Environment

- scenic and visual quality
- natural environment\*
- horticultural interest
- landscape design, type and technological interest

### Built Environment

- aesthetic/visual quality
- consistent with pre World War II environs
- consistent scale of built features
- unique architectural features/buildings
- designated structures

### Historical Associations

- illustrates a style, trend or pattern
- direct association with important person or event
- illustrates an important phase of social or physical development
- illustrates the work of an important designer

### Other

- historical or archaeological interest\*\*
- outstanding features/interest
- significant ecological interest
- landmark value

Descriptions of these criteria are available in the Cultural Landscape Inventory document (pages 13 to 16).

\*For cultural landscapes or features noted for their **natural environment** (i.e. checked off in the Cultural Landscape Inventory document), and when also required as part of the Planning process, a copy of a certified arborist's report will be included as part of the scope of the Heritage Impact Statement.

\*\*For cultural landscapes or features noted for their **archaeological interest** (i.e. checked off in the Cultural Landscape Inventory document), and when also required as part of the Planning process, a stage 1 archaeological assessment is required.

### 3. Property Information

The proponent must include a list of property owners from the Land Registry office. Additional information may include the building construction date, builder, architect/designer, landscape architect, or personal histories. Please note: Heritage Impact Statements are published online on the City's Heritage Advisory Committee agenda. As such, personal information may be redacted to ensure that reports comply with the Freedom of Information and Protection of Privacy Act.

### 4. Impact of Development or Site Alteration

An assessment identifying any impact the proposed development or site alteration may have on the cultural heritage resource(s). Negative impacts on a cultural heritage resource(s) as stated in the *Ontario Heritage Tool Kit* include, but are not limited to:

- Destruction of any, or part of any, significant heritage attributes or features
- Removal of natural heritage features, including trees
- Alteration that is not sympathetic, or is incompatible, with the historic fabric and appearance
- Shadows created that alter the appearance of a heritage attribute or change the viability of an associated natural feature, or plantings, such as a garden
- Isolation of a heritage attribute from its surrounding environment, context or a significant relationship
- Direct or indirect obstruction of significant views or vistas within, from, or of built and natural features
- A change in land use where the change in use negates the property's cultural heritage value
- Land disturbances such as change in grade that alter soils, and drainage patterns that adversely affect cultural heritage resources

The proponent must demonstrate how the new proposed built form reflects the values of the identified cultural landscape and its characterizations that make up that cultural landscape.

### 5. Mitigation Measures

The Heritage Impact Statement must assess alternative development options and mitigation measures in order to avoid or limit the negative impact on the cultural heritage resources. Methods of minimizing or avoiding negative impact on cultural heritage resources, noted by the Ministry of Culture, include but are not limited to the following:

- Alternative development approaches
- Isolating development and site alteration from the significant built and natural heritage features and vistas
- Design guidelines that harmonize mass, setback, setting and materials
- Limiting height and density
- Allowing only compatible infill and additions
- Reversible alterations

## 6. Qualifications

The qualifications and background of the person(s) completing the Heritage Impact Statement will be included in the report. The author(s) must demonstrate a level of professional understanding and competence in the heritage conservation field of study. The Statement will also include a reference for any literature cited, and a list of people contacted during the study and referenced in the report.

## 7. Recommendation

The consultant should provide a recommendation as to whether the subject property is worthy of heritage designation in accordance with the heritage designation criteria per Regulation 9/06, *Ontario Heritage Act*. Should the consultant not support heritage designation then it must be clearly stated as to why the subject property does not meet the criteria as stated in Regulation 9/06.

The following questions should be answered in the final recommendation of the report:

- Does the property meet the criteria for heritage designation under Ontario Regulation 9/06, *Ontario Heritage Act*?
- If the subject property does not meet the criteria for heritage designation then it must be clearly stated as to why it does not
- Regardless of the failure to meet criteria for heritage designation, does the property warrant conservation as per the definition in the Provincial Policy Statement:

**“Conserved:** means the identification, protection, use and/or management of cultural heritage and archaeological resources in such a way that their heritage values, attributes and integrity are retained. This may be addressed through a conservation plan or heritage impact assessment.”

Please note that failure to provide a clear recommendation as per the significance and direction of the identified cultural heritage resource will result in the rejection of the Heritage Impact Statement.

## 8. Approval Process

Four copies of the Heritage Impact Statement will be provided to Heritage staff, along with a PDF version. Hard copies must be single sided and pages must be no larger than 11 x 17 inches. Staff will ensure that copies are distributed to the Planning and Building Department and relevant staff and stakeholders within the Corporation. The Heritage Impact Statement will be reviewed by City staff to determine whether all requirements have been met and to evaluate the preferred option(s). The applicant will be notified of Staff’s comments and acceptance, or rejection of the report.

All Heritage Impact Statements will be sent to the City Heritage Advisory Committee for information. I.e. please note: Heritage Impact Statements are included on the City's Heritage Advisory Committee agendas, which are published online.

An accepted Heritage Impact Statement will become part of the further processing of a development application under the direction of the Planning and Building Department. The recommendations within the final approved version of the Heritage Impact Statement will be incorporated into development related legal agreements between the City and the proponent at the discretion of the municipality.

**References:**

Applicants looking for professional assistance may wish to refer to the Canadian Association of Heritage Professionals website: [www.caphc.ca](http://www.caphc.ca).

Interpretation Services: <http://www.mississauga.ca/portal/cityhall/languages>

For more information on Heritage Planning at the City of Mississauga, visit us online at [www.mississauga.ca/heritageplanning](http://www.mississauga.ca/heritageplanning).



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## Appendix 2

[http://www5.mississauga.ca/pdfs/Cultural\\_Landscape\\_Inventory\\_Jan05.pdf](http://www5.mississauga.ca/pdfs/Cultural_Landscape_Inventory_Jan05.pdf)



# Cultural Landscape Inventory

## Mineola Neighbourhood

L-RES-6

**Location** Located north of Lakeshore Road bounded by the Credit River on the west and Hurontario on the east

**Heritage or Other Designation** None

**Landscape Type** Residential (Neighbourhood)

### LANDSCAPE ENVIRONMENT

- Scenic and Visual Quality
- Natural Environment
- Horticultural Interest
- Landscape Design, Type and Technological Interest

### HISTORICAL ASSOCIATION

- Illustrates Style, Trend or Pattern
- Direct Association with Important Person or Event
- Illustrates Important Phase in Mississauga's Social or Physical Development
- Illustrates Work of Important Designer

### BUILT ENVIRONMENT

- Aesthetic/Visual Quality
- Consistent Early Environs (pre-World War II)
- Consistent Scale of Built Features
- Unique Architectural Features/Buildings
- Designated Structures

### OTHER

- Historical or Archaeological Interest
- Outstanding Features/Interest
- Significant Ecological Interest
- Landmark Value





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## Cultural Landscape Inventory

### Mineola Neighbourhood

### L-RES-6

#### SITE DESCRIPTION

Mineola was developed before it became standard practice to regrade top soil into large piles in the early twentieth century, level every nuance of natural topography and engineer the complete stormwater drainage system artificially. In Mineola a road system was gently imposed on the natural rolling topography of the Iroquois Plain; homes were nestled into slightly larger lots and natural drainage areas were retained. This provided greater opportunity to save existing trees and because the soils and drainage system were minimally impacted, provided fertile ground for the planting of new vegetation, the natural regeneration of native trees and landscaping of the residential landscapes. What has evolved today is a wonderful neighbourhood with a variety of quality housing stock and a rich stimulating landscape that blends the houses with their natural and manicured surroundings. There are no curbs on the roads which softens the transition between street and front yards. The roads wind, rise and fall with the natural topography and houses sit often at odd angles to take advantage of slopes and the location of large trees. A gradual infilling has increased the density over the years and care must be taken to ensure that this does not, in the end, ruin the very quality and character that makes this neighbourhood so appealing and attractive. Of the many neighbourhoods in Mississauga, the Mineola neighbourhood stands out as one of the most visually interesting and memorable. As is often the case, when new development is balanced with the protection of the natural environment, a truly livable and sustainable community evolves. Mineola is an excellent example of this type of community.





### Appendix 3

[http://www5.mississauga.ca/research\\_catalogue/B-28\\_mineola1.PDF](http://www5.mississauga.ca/research_catalogue/B-28_mineola1.PDF)

# 1996 Census Profile

February, 1999

1996 Census of Canada, Statistics Canada

## Mineola

### History

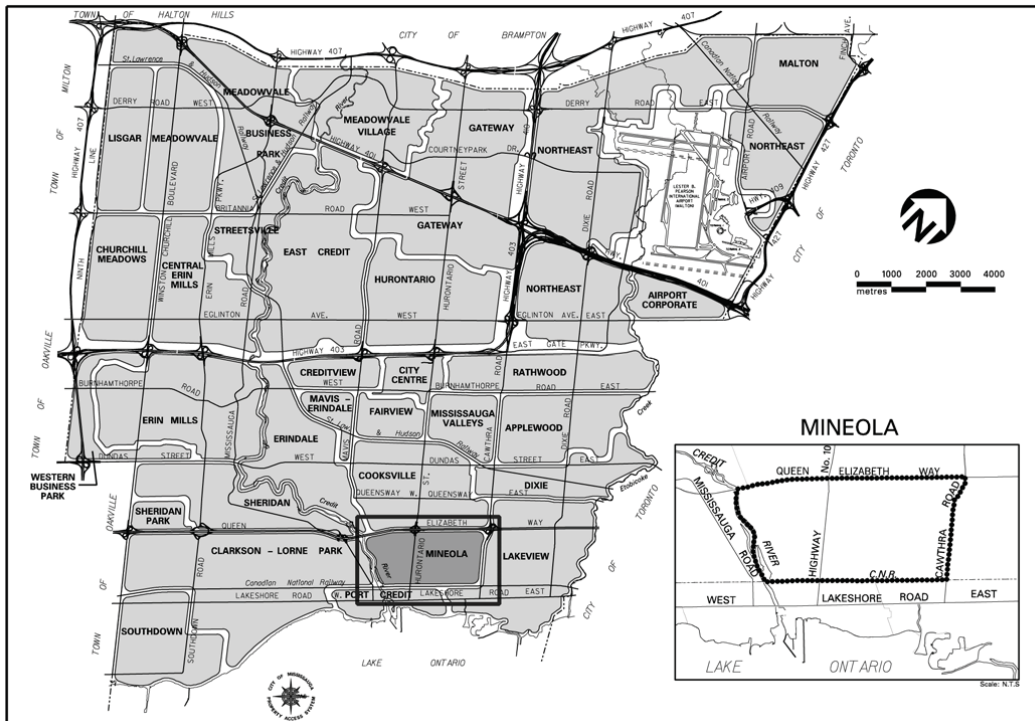
From the late 17th century to the early 19th century, the Credit River Valley was the exclusive domain of the Mississauga's, a band of the Ojibway. They were nomadic hunters and fishers who travelled the entire length of the Credit River from Lake Ontario to Georgian Bay. In 1805, they relinquished most of their holdings to the British Government, with the exception of a strip of land one mile on each side of the Credit River - the Credit Indian Reserve, which now comprises part of Mineola, as we know it today. As settlement occurred, the Mississaugas sold most of the Credit Indian Reserve to the Crown in 1820.

Following deforestation, the lands in Mineola were used for agriculture up to the 1930's. Growth pressures of Port Credit, together with construction of the Queen Elizabeth Way, including Canada's first "clover leaf" interchange at Hurontario Street, provided the impetus for development. Consequently, Mineola underwent suburban residential development on several parcels of land throughout the 1940's and 50's, and by 1950 newer homes along with older farmhouses lined Hurontario Street almost continuously from Port Credit to Cooksville. Since that time, infill

development has continued to take place, abetted by the widening of Hurontario Street, and the introduction of GO train service in 1967.

Table 1 - 1996 Total Population

|                               | Total Population | Male    | Female  |
|-------------------------------|------------------|---------|---------|
| Mineola                       | 9,725            | 4,820   | 4,900   |
| Mississauga                   | 544,380          | 268,205 | 276,180 |
| Mineola as a % of Mississauga | 1.8%             | 1.8%    | 1.8%    |



*Mississauga, Leading Today for Tomorrow*



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## Appendix 4

Ontario Land Registry Documents

Date Plan Registered 24 June 1943  
 Owners C.E. Cotton  
 Lots subdivided Pts. 2.3.4. & 5. R. C.I.R.

### Abstract Index Répertoire par lot

Lot 35 Plan/Concession 323 Page 1

Inglewood



| Registration Number<br>Numero<br>d'enregistrement | Instrument Type<br>Type d'acte | Registration Date<br>Date d'enregistrement |          |          | Parties from<br>Parties                     | Parties to<br>Parties                                         | Consideration<br>Contrepartie | Land/Remarks<br>Bien-fonds/Observations |
|---------------------------------------------------|--------------------------------|--------------------------------------------|----------|----------|---------------------------------------------|---------------------------------------------------------------|-------------------------------|-----------------------------------------|
|                                                   |                                | YY<br>AA                                   | MM<br>MM | DD<br>JJ |                                             |                                                               |                               |                                         |
| 43007                                             | Grant                          | 24                                         | JUNE     | 1943     | Cyril E. Cotton etux                        | F.J. Moore Construction Co Ltd                                | 20000.00                      | Ati & O.L.                              |
| 48904                                             | Grant                          | 12                                         | NOV      | 1946     | F.J. Moore Construction Co. Ltd.            | Sandor Construction Co. Ltd.                                  | \$1.00 & C                    | NE 1/2 restrictions                     |
| 48905                                             | Grant                          | 12                                         | NOV      | 1946     | F.J. Moore Construction Co. Ltd.            | Sandor Construction Co. Ltd.                                  | \$1.00 & C.                   | SW 1/2 restrictions                     |
| 51543                                             | Grant                          | 15                                         | DEC      | 1947     | Sandor Construction Co. Ltd.                | Wellington E. Millar Jr.                                      | \$2.00 & C.                   | NE 1/2                                  |
| 52003                                             | Grant                          | 17                                         | MAR      | 1948     | Sandor Construction Co. Limited             | Cuthbert V. Morden<br>& Catherine I. Morden- as joint tenants | \$1.00 & C                    | SW 1/2                                  |
| 55189                                             | Grant                          | 14                                         | APR      | 1949     | Wellington E. Millar Jr., etux              | Gavin H. MacKay &<br>Jessie H. MacKay- as joint tenants       | \$2.00 & C.                   | NE 1/2                                  |
| 366                                               | BY-LAW                         | 3                                          | JULY     | 50       | RE SUBDIV. CONTROL                          |                                                               |                               |                                         |
| 76119                                             | Grant                          | 25                                         | AUG      | 1953     | Gavin H. MacKay &<br>Jessie H. MacKay       | John C. Nettleton                                             | \$1.00 & C.                   | NE 1/2                                  |
| 78035                                             | Grant                          | 23                                         | NOV      | 1953     | Cuthbert V. Morden &<br>Catherine I. Morden | C. Clifford Morrow<br>& Bessie R. Morrow as joint tenants     | \$1.00 & C                    | SW 1/2                                  |
| 426                                               | BY-LAW                         | 9                                          | JUNE     | 54       | RE SUBDIV. CONTROL                          |                                                               |                               |                                         |
| 140674                                            | Grant                          | 29                                         | SEPT     | 1961     | John E. Nettleton etux                      | James H. Goodings                                             | \$2.00 & c                    | NE 1/2                                  |
| 28317vs                                           | Grant                          | 16                                         | DEC.     | 1966     | C. Clifford Morrow &<br>Bessie R. Morrow    | Donald A. Kletke &<br>Nora J. Kletke as joint tenants         | 1.00 & C.                     | SW 1/2                                  |
| vs 417474                                         | Grant                          | 5                                          | JAN      | 1977     | Donald A. Kletke and<br>Nora J. Kletke      | Donald A. Kletke                                              | 2.00 & c                      | S.W 1/2                                 |

Continued on Suite à la page 2

10321 (86)

FORM 1





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Abstract Index  
Répertoire par lot

Lot 35 Plan/Concession 323 Page 2

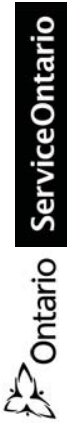
Inglewood



DAY MON YR

| Registration Number<br>Numero d'enregistrement | Instrument Type<br>Type d'acte | Registration Date<br>Date d'enregistrement<br>YY MM JJ | Parties from<br>Parties                               | Parties to<br>Parties                     | Consideration<br>Contrepartie | Land/Remarks<br>Bien-fonds/Observations                                            |
|------------------------------------------------|--------------------------------|--------------------------------------------------------|-------------------------------------------------------|-------------------------------------------|-------------------------------|------------------------------------------------------------------------------------|
| <del>690597</del>                              | <del>Mort</del>                | <del>17 08 84</del>                                    | <del>KLETKE, Donald A</del>                           | <del>Bank of Montreal</del>               | <del>35,000.00</del>          | <del>SW 1/2</del><br><b>Discharged by #0997096 Asst. Dep. Land Reg. 02/02/07</b>   |
| <del>727293</del>                              | <del>Agt.</del>                | <del>17 09 85</del>                                    | <del>KLETKE, Donald A.<br/>KLETKE, Nora J.</del>      | <del>BANK of Montreal</del>               |                               | <del>Amending Mort. No. 690597</del><br><b>AD 92/02/07.</b>                        |
| 792155                                         | Grant                          | 24 03 87                                               | Estate of GOODINGS, James H.                          | KNEESHAW, Mary-Joan.                      |                               | NE 1/4                                                                             |
| 809235                                         | Grant                          | 17 07 87                                               | KNEESHAW, Mary-Joan                                   | STEVENS, Suzanne M                        |                               | NE 1/4                                                                             |
| R0992961                                       | Grant                          | 91 12 20                                               | KLETKE, Donald Adolf                                  | KLETKE, Donald Adolf<br>KLETKE, Nora Jean | 2.00 NLA                      | SW 1/2                                                                             |
| <del>R0992962</del>                            | <del>Mort</del>                | <del>91 12 20</del>                                    | <del>KLETKE, Donald Adolf<br/>KLETKE, Nora Jean</del> | <del>BANK of Montreal</del>               | <del>40,000.00</del>          | <del>SW 1/2</del><br><b>Discharged by #01141584 Asst. Dep. Land Reg. 097/05/08</b> |
| R01134771                                      | Charge                         | 97 02 06                                               | KLETKE, Donald Adolf<br>KLETKE, Nora Jean             | BANK OF MONTREAL                          | \$56,000.00                   | SW 1/2                                                                             |

NOTICE  
All Document/Instruments  
submitted to  
MAR 16 at 97/03/07  
are recorded in the abstract  
index set out in subsection 21(5) of the  
REGISTRY ACT



PARCEL REGISTER (ABBREVIATED) FOR PROPERTY IDENTIFIER

PAGE 1 OF 1  
 PREPARED FOR ANN KSTAZKIEWICZ  
 ON 2013/11/19 AT 08:36:13

13461-0124 (LFT)

\* CERTIFIED BY LAND REGISTRAR IN ACCORDANCE WITH LAND TITLES ACT \* SUBJECT TO RESERVATIONS IN CROWN GRANT \*

PROPERTY DESCRIPTION: PT LT 35, PL 323, AS IN R0809235, MISSISSAUGA

PROPERTY REMARKS:

RECENTLY:  
 RE-ENTRY FROM 13461-0282  
 CAPACITY SHARE  
 JTEN  
 JTEN

EIN\_CREATION\_DATE:  
 1998/02/23

| REG. NUM.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | DATE | INSTRUMENT TYPE | AMOUNT | PARTIES FROM | PARTIES TO | CERT/CHKD |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|-----------------|--------|--------------|------------|-----------|
| ***EFFECTIVE 2000/07/29 THE NOTATION OF THE "BLOCK IMPLEMENTATION DATE" OF 1997/03/18 ON THIS PIN**<br>**WAS REPLACED WITH THE "PIN CREATION DATE" OF 1998/02/23**<br>** PRINTOUT INCLUDES ALL DOCUMENT TYPES (DELETED INSTRUMENTS NOT INCLUDED) **<br>**SUBJECT, ON FIRST REGISTRATION UNDER THE LAND TITLES ACT, TO:<br>SUBSECTION 44 (1) OF THE LAND TITLES ACT, EXCEPT PARAGRAPH 11, PARAGRAPH 14, PROVINCIAL SUCCESSION DUTIES *<br>AND ESCHEATS OR FORFEITURE TO THE CROWN.<br>THE RIGHTS OF ANY PERSON WHO WOULD, BUT FOR THE LAND TITLES ACT, BE ENTITLED TO THE LAND OR ANY PART OF<br>IT THROUGH LENGTH OF ADVERSE POSSESSION, PRESCRIPTION, MISDESCRIPTION OR BOUNDARIES SETTLED BY<br>CONVENTION.<br>ANY LEASE TO WHICH THE SUBSECTION 70 (2) OF THE REGISTRY ACT APPLIES.<br>**DATE OF CONVERSION TO LAND TITLES: 1998/02/24 **<br>PR1650058 2009/06/05 TRANSFER \$605,000 STEVENS, SUZANNE MARIE C<br>REMARKS: PLANNING ACT STATEMENTS<br>PR2251687 2012/08/22 CHARGE \$200,000 THOMPSON, ALAN BRUCE C<br>THOMPSON, JACQUELINE MARIANNE<br>PR2251690 2012/08/22 CHARGE \$368,000 THOMPSON, ALAN BRUCE C<br>THOMPSON, JACQUELINE MARIANNE |      |                 |        |              |            |           |



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NOTE: ADJOINING PROPERTIES SHOULD BE INVESTIGATED TO ASCERTAIN DESCRIPTIVE INCONSISTENCIES, IF ANY, WITH DESCRIPTION REPRESENTED FOR THIS PROPERTY.  
 NOTE: ENSURE THAT YOUR PRINTOUT STATES THE TOTAL NUMBER OF PAGES AND THAT YOU HAVE PICKED THEM ALL UP.



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**Appendix 3** Neighbouring Context:



Dwelling immediately east of subject property: 46 Inglewood Drive.



Dwelling immediately west of subject property: 56 Inglewood Drive.



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60 Inglewood Drive.



66 Inglewood Drive.



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76 Inglewood Drive.



76 Inglewood Drive - front facade.



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80 Inglewood Drive.



142 Inglewood Drive.



Welwyn Consulting

April 29, 2014

**Culmone & Associates Ltd.**  
c/o Mr. Dino Giulietti  
200 Evans Avenue, Suite 102  
Toronto, Ontario  
M8Z 1J7

**SUBJECT: Arborist Report and Tree Preservation Plan  
52 Inglewood Drive, Mississauga**

Dear Dino:

Attached please find the Arborist Report and Tree Preservation Plan that I have prepared for your property.

My report includes an evaluation of all trees on or within 6 metres of the subject site's property lines with a diameter at breast height (DBH) of **15cm or greater**. This evaluation includes the DBH, height, canopy spread, health, and structural condition of all trees that may be affected by the currently proposed site plan. My report also provides a Tree Preservation Plan for the property, including the appropriate Tree Protection Zones (TPZ).

This information complies with The City of Mississauga's *Private Tree Protection By-Law 254-12* and *Site Plan Control By-Law 0293-2006*.

Included in the report (if required) are Valuation Appraisals of any City-owned trees as required by the City of Mississauga to obtain the necessary tree permits.

This letter is part of the Arborist Report and Tree Preservation Plan and may not be used separately. Please feel free to contact me to discuss this report further.

Best regards,

Tom Bradley B.Sc. (Agr)  
ASCA Registered Consulting Arborist #492  
ISA Certified Arborist #ON-1182A  
ISA Certified Tree Risk Assessor  
Butternut Health Assessor #257 (OMNR)  
Welwyn Consulting  
[welwyntrees@gmail.com](mailto:welwyntrees@gmail.com)  
(905)301-2925



Welwyn Consulting

# Arborist Report and Tree Preservation Plan

## 52 Inglewood Drive, Mississauga

### Prepared For

**Culmone & Associates Ltd.**  
c/o Dino Giulietti  
200 Evans Avenue, Suite 102  
Toronto, Ontario  
M8Z 1J7

### Prepared By

Tom Bradley  
ASCA Registered Consulting Arborist #492  
ISA Certified Arborist #ON-1182A  
ISA Certified Tree Risk Assessor  
Butternut Health Assessor #257 (OMNR)  
Welwyn Consulting  
1222 Welwyn Drive  
Mississauga, Ontario  
L5J 3J3

### Prepared On

April 29, 2014





## Table of Contents

|                                                 |    |
|-------------------------------------------------|----|
| Summary                                         | 4  |
| Introduction                                    | 5  |
| Assignment                                      | 5  |
| Limits of Assignment                            | 5  |
| Purpose and Use                                 | 5  |
| Observations and Appendices                     | 6  |
| Trees to Preserve                               | 7  |
| Trees to Remove                                 | 8  |
| Tree Replacement Plan                           | 9  |
| Tree Care Recommendations                       | 10 |
| Cabling                                         | 10 |
| Fertilization                                   | 10 |
| Pruning                                         | 10 |
| Root Pruning                                    | 11 |
| Irrigation                                      | 11 |
| Mulching                                        | 12 |
| Root Zone Aeration Improvements                 | 12 |
| Transplanting                                   | 12 |
| Tree Preservation Plan                          | 13 |
| Hoarding and Installation                       | 13 |
| City of Mississauga TPZ Hoarding Specifications | 14 |
| Tree Preservation Summary                       | 15 |
| I. Pre-Construction                             | 15 |
| II. During Construction                         | 15 |
| III. Post Construction                          | 15 |
| Post Construction Monitoring                    | 15 |
| Assumptions and Limiting Conditions             | 16 |
| Certificate of Performance                      | 17 |
| Appendix A - Proposed Site Plan                 | 18 |
| Appendix B - Tree Survey                        | 19 |
| Appendix C - Tree Valuation Appraisals          | 21 |
| Appendix D - Photos                             | 23 |



## Summary

This Arborist Report and Tree Preservation Plan addresses all trees with a diameter at breast height (D.B.H.) of 15cm or greater and within 6 metres of the subject site that may be affected by the proposed property development and provides recommendations for their preservation and/or removal. This report also includes hoarding distances for the Tree Protection Zones (TPZ) and provides recommendations for current and future tree health care.

Based upon the Tree Inventory for this property, there are **8 trees** that may be affected by the proposed site development plan:

- 3 trees on the subject site
- 2 neighbouring trees within 6 metres of the subject site property line
- 1 shared ownership tree (subject site and neighbour north of subject site)
- 2 City-owned trees within proximity to the subject site

**Table 1: Tree Preservation and Removal**

| <u>TREES TO PRESERVE</u>    | <u>TREE NUMBER</u>                                 | <u>TOTAL</u> |
|-----------------------------|----------------------------------------------------|--------------|
| i) Subject Site Trees       | 6                                                  | 1            |
| ii) Neighbouring Trees      | 3, 8                                               | 2            |
| iii) Shared-ownership Trees | 7                                                  | 1            |
| iv) City-owned Trees        | 1, 2                                               | <u>2</u>     |
|                             | <b>#of Trees To Be Preserved:</b>                  | <b>6</b>     |
|                             |                                                    |              |
| <u>TREES TO BE REMOVED</u>  | <u>TREE NUMBER</u>                                 | <u>TOTAL</u> |
| i) Subject Site Trees       | 4, 5 (EAB infested)                                | 2            |
| ii) Neighbouring Trees      | 0                                                  | 0            |
| iii) Shared-ownership Trees | 0                                                  | 0            |
| iv) City-owned Trees        | 0                                                  | <u>0</u>     |
|                             | <b>#of Trees To Be Removed:</b>                    | <b>2</b>     |
|                             |                                                    |              |
|                             | <b>Total trees on or adjacent to subject site:</b> | <b>8</b>     |

### **Specific tree-related issues on this site:**

- 1.) Two large Green Ash trees (Trees #4 and 5) in the back yard of 52 Inglewood Drive are heavily infested with Emerald Ash Borer (E.A.B.) and should be removed prior to the commencement of construction activities on this site.

Please refer to Page 8 and the photo on Page 23 for further information.



## Introduction

This Arborist Report and Tree Preservation Plan provides the current condition of all trees with a D.B.H of 15cm or greater on or adjacent to the subject site that may be affected by the proposed site development plan, including any City and/or neighbouring trees within 6 metres of the subject site's property lines as indicated by the attached site plan in Appendix A. The intent of the Tree Preservation Plan is to retain as many trees on the site as is reasonable through the use of Tree Protection Zones (TPZ) and other generally recognized arboricultural practices and to minimize the potential impact of construction injury to the trees.

## Assignment

I was contacted by Dino Giulietti of Culmone and Associates Ltd. to provide an Arborist Report and Tree Preservation Plan, as required by the City of Mississauga's *Private Tree Protection By-Law 254-12* and *Site Plan Control By-Law 0293-2006* to minimize the impact that the proposed construction may have on the trees on or adjacent to this property. My report shall list specific trees to be preserved or removed, recommend any immediate maintenance required to create a safer environment for contractors and the property owner and provide a long-term tree preservation and management plan for the site.

## Limits of Assignment

This report is limited to assessing and documenting the health and structural condition of the trees with a D.B.H of 15cm or greater on or 6 metres from the subject site during my site survey on April 27, 2014. My evaluation is based upon a visual inspection of the trees from the ground, and the analysis of photos and any samples taken during that inspection.

### Unless specifically stated in the report:

- 1.) Neither aerial inspections nor root excavations were performed on any trees on site or within 6 metres of the subject site.
- 2.) A Level 2 "Basic" assessment using the 2011 International Society of Arboriculture (I.S.A.) *Best Management Practices* was used for tree evaluations within this report.

## Purpose and Use

The purpose of this report is to document the current health and structural condition of the trees with a D.B.H of 15cm or greater on and within 6 metres of the subject site property, and to provide an Arborist Report and Tree Preservation Plan that complies with the City of Mississauga's *Private Tree Protection By-Law 254-12* and *Site Plan Control By-Law 0293-2006*.

This report is intended for the exclusive use of Culmone and Associates Ltd. Upon submission by and payment to Welwyn Consulting, this report will become their property to use at their discretion.



## Observations

The proposed development is located in an established residential area near the intersections of Hurontario Street and Inglewood Drive within the City of Mississauga. This site presently contains a residential dwelling that will be demolished and replaced with a new home. I visited the site on April 27, 2014 to conduct my tree inventory and take photographs of the trees on site, as well as any neighbouring or City-owned trees that may be affected by the proposed site plan.



**Photo #1**



**Photo #2**

**Figure #1:** These 2 photos show the front and back yard of the property at 52 Inglewood Drive as they appeared during the tree inventory conducted on April 27, 2014.

## Appendices

**Appendix A** contains the most current site plan supplied by Culmone and Associates Ltd. and provides the following information:

- The location of the trees on or adjacent to the subject site
- Property lines for the subject site and neighbouring properties
- Property lines for City-owned lands adjacent to the subject site
- All existing buildings and hard surfaces
- An outline of the proposed building

**Appendix B** contains the Tree Inventory for this site. All trees were assigned numbers, and measured for diameter at breast height (DBH=1.4m), height, and canopy spread. The trees' health and structural condition were evaluated, which provides the basis for their recommended preservation or removal.

**Appendix C** contains the Tree Appraisal values for any City-owned trees on municipal property adjacent to the subject site that may be impacted by the proposed site plan.

**Appendix D** contains selected photos of trees on this site.



## Trees to Preserve (6)

Prior to any work commencing, an on site meeting should take place with the following people to discuss the Tree Preservation Plan:

- A Certified Consulting Arborist
- A representative from the City of Mississauga's Urban Forestry Department
- The property owner(s) and any Architects, Engineers, and contractors involved with the project

▪ **Trees #1 and 2** **Linden and Magnolia (City trees)**

These 2 trees are located in the front yards of 56 and 52 Inglewood Drive on lands owned by the City of Mississauga.

These 2 City-owned trees must be preserved. Full implementation of the Tree Care Recommendations, Tree Preservation Plan and Tree Preservation Guidelines starting on Page 10 of this report should result in the trees' continued survival.

▪ **Tree #3** **Norway Maple (neighbour)**

This tree is located in the back yard of the neighbour's property at 56 Inglewood Drive south of the subject site at 52 Inglewood Drive. The tree is separated from the subject site by a chain-link fence and the tree's base is approx. 6m south of this fence. This tree appears to be outside the scope of the currently proposed subject site plan.

This neighbouring tree must be preserved. Full implementation of the Tree Care Recommendations, Tree Preservation Plan and Tree Preservation Guidelines starting on Page 10 of this report should result in the tree's continued survival.

▪ **Tree #6** **Siberian Elm (subject site)**

This tree is located in the northeast corner of the back yard at 52 Inglewood Drive. While it appears to be outside the scope of the currently proposed site plan, this tree should still be protected.

This tree should be preserved. Full implementation of the Tree Care Recommendations, Tree Preservation Plan and Tree Preservation Guidelines starting on Page 10 of this report should result in the tree's continued survival.



- **Tree #7** **Black Locust (shared ownership)**  
This tree is located in the northeast corner of the back yard at 52 Inglewood Drive. While it appears to be outside the scope of the currently proposed site plan, this tree must still be protected.

All shared trees must be preserved unless their removal is agreed upon in a “Letter of Agreement” signed by all owners. Full implementation of the Tree Care Recommendations, Tree Preservation Plan and Tree Preservation Guidelines starting on Page 10 of this report should result in the tree’s continued survival.

- **Tree #8** **Norway Maple (neighbour)**  
This tree is located in the back yard of the neighbour’s property at 46 Inglewood Drive north of the subject site at 52 Inglewood Drive. The tree is separated from the subject site by a chain-link fence and the tree’s base is approx. 6m south of this fence. This tree appears to be outside the scope of the currently proposed subject site plan.

This neighbouring tree must be preserved. Full implementation of the Tree Care Recommendations, Tree Preservation Plan and Tree Preservation Guidelines starting on Page 10 of this report should result in the tree’s continued survival.

### Trees to Remove (2)

Prior to construction, all trees scheduled for removal should be removed to grade level to increase the safety for both the property owner and any contractors.

- **Trees #4 and 5** **Green Ash (subject site)**  
These 2 trees are heavily infested with Emerald Ash Borer and pose an increased safety hazard. These 2 trees should be safely removed to grade level prior to the commencement of on-site construction activities.

**NOTE:**

Upon removal of these 2 trees, the TPZ hoarding for Trees #6 and 7 should be installed to its full size of 3.6m



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## Replacement Tree Planting

Below is the Tree Replacement Plan Policy from The City of Mississauga's *Private Tree Protection By-Law 254-12*:

- (2) Where the planting of a Replacement Tree(s) has been imposed as a condition, the Commissioner may require any one or more of the following:
  - (a) the Replacement Tree(s) be located on the same Lot in a location, number, size; and/or species to the satisfaction of the Commissioner;
  - (b) a replanting plan be filed to the satisfaction of the Commissioner;
  - (e) a written undertaking by the Owner to carry out the replacement planting;
  - (f) monies or a letter of credit in a form satisfactory to the Commissioner be delivered to the Commissioner to cover the costs of the Replacement Trees, and the maintenance of the Tree(s) for a period of up to two (2) years; or
  - (g) payment of each Replacement Tree not replanted on the Owner's Lot be made into the City's Replacement Tree Planting Fund. The payment for each such Tree shall be the cost of each street Tree planting as provided in the Fees and Charges By-law.

The City of Mississauga may require replacement trees to be planted as compensation for the mature trees being removed as a result of re-development of the site at 52 Inglewood Drive. The number of replacement trees is to be in accordance with the Tree By-law and will be specified once the Tree Removal Permit application has been submitted. Replacement trees are to be native in species, a minimum 60mm caliper for deciduous trees and a minimum 1.80m high for coniferous trees. The payment in lieu of replacement tree planting has been set by the City of Mississauga at \$452.00/tree.

**NOTE:**

The City of Mississauga's policy is to grant the removal of Ash tree species infested with Emerald Ash Borer.



## Tree Care Recommendations

### Cabling

Cabling is a practice which provides physical support for trees with structurally weak limbs, co-dominant stems, any branch or trunk unions with included bark, and tree species generally known to be weak-wooded. An aerial inspection of the tree's structural condition should be performed prior to cable installation, and any dead, diseased, or hazardous wood should be removed. Cabled trees should be inspected annually to assess both the cabling hardware and the tree's structural condition. Cabling reduces but does not eliminate a tree's hazard or failure potential.

#### **Tree #8: Norway Maple (neighbouring tree)**

- **The neighbour should be notified of their tree's poor structural condition and be recommended to have an approved Dynamic Cabling System installed to help support the tree's 2 large co-dominant stems.**

### Fertilization

Current research conducted through the International Society of Arboriculture (I.S.A.) indicates that preserved trees within close proximity of proposed construction activities should not be fertilized during the 1<sup>st</sup> year following construction injury. Uptake of nutrients and water in compacted soils can be reduced and fertilizer salts may actually remove water from a tree's root zone. If and when supplemental fertilization is deemed necessary, products which stimulate root growth should be employed over those that stimulate shoot and foliage growth and be applied at low application rates.

*Supplemental fertilization needs should be assessed by a Certified Consulting Arborist upon completion of all on-site construction activities, and any recommendations should be based on site-specific soil nutrient deficiencies determined primarily through soil testing and secondarily by visual analysis of nutrient deficiencies in foliage, twigs, buds, and roots.*

### Pruning

Pruning is a practice which removes dead, diseased, broken, rubbing, crossing, and hazardous limbs 2.5 cm and larger from trees to create a safer working environment and improve tree health and vigor. Pruning also provides an excellent opportunity for an aerial inspection of the structural integrity of the tree(s).

All pruning should be completed prior to any site demolition or construction.

#### **Trees #6 (subject site) and #7 (shared)**

- **Remove large-caliper hazardous deadwood from both these trees.**





## Root Pruning/Hydro-Vac

Root pruning is performed to minimize a tree's potential loss of structural stability through root removal and/or injury due to excavation within close proximity of its root zone. While not always feasible for all projects, root pruning should occur in late autumn during tree dormancy and ideally one full growing season prior to any on-site construction or demolition to allow for root regeneration. Root pruning should be performed by a Certified Arborist in accordance with generally recognized standards and principles within the field of Arboriculture.

*Hydro-Vac or Air-Spade technologies provide two of the least invasive methods for root zone excavation, and should be performed under the supervision of a Certified Arborist.*

### General Methodology (other than hydro-vac/air spade)

Under the direction of a Certified Consulting Arborist, and using a large excavator, the soil shall be carefully removed starting approximately 4m perpendicular to the edge of the proposed building foundation area. Digging in a line parallel to the roots rather than across them should minimize cracking of any large roots near the tree's base. The soil shall be removed in layers approximately 1.0m deep to minimize the potential for striking any large roots that may have been close to the soil surface.

- **There is no root pruning required on this site at this time.**

## Irrigation

An irrigation plan for preserved trees should be designed and implemented with the assistance of a Certified Consulting Arborist. The amount and frequency of irrigation will depend on factors such as soil type, local and seasonal precipitation patterns, duration of droughts, and the amount of construction activity near specific trees.

The top 30 cm of soil in a tree's root zone should be kept moist without being saturated. Infrequent deep watering produces trees with deeper roots, while frequent shallow watering produces shallow-rooted trees. *When combined with soil aeration improvement techniques such as vertical mulching, drill holes, and radial trenching, an adequate but not excessive supply of moisture to a tree's root zone can be an effective and efficient way to help alleviate construction injury.*

Preserved trees should be monitored at regular intervals by a Certified Consulting Arborist for signs of drought stress or excess irrigation.

- **An irrigation plan will be developed upon determination of tree injury levels after completion of any required root pruning.**



## Mulching

It may be determined by the Certified Consulting Arborist that trees within close proximity of construction activities will require a layer of composted wood chip mulch applied to the root zones inside the TPZ hoarding. Decomposed wood mulch 5–10 cm (2–4 inches) deep applied to a tree's root zone should help to retain soil moisture, regulate soil temperature, and provide a natural organic source of nutrients in their elemental form over time. Piling of mulch against the tree stem should be avoided. Fresh wood chip mulch should be applied to a depth of 20 – 30 cm over steel plates or plywood on vehicle and equipment traffic areas within close proximity to the TPZ to distribute weight on the soil and help reduce potential root zone soil compaction.

- **There are no specific mulching requirements at this time.**

## Root Zone Aeration Improvements

Aeration improvement techniques such as drill holes, vertical mulching, soil fracturing, and radial trenching have the ability to reduce various degrees of soil compaction by increasing the amount of soil macro and micropores. Any form of root zone aeration improvement should be performed post-construction and under the supervision of a Certified Consulting Arborist to help remediate soil compaction caused by construction activity near preserved trees.

- **There are no root zone aeration improvements required on this site at this time.**

## Transplanting

Transplanting of larger caliper trees, through either hand digging or tree spade, allows for relocation and retention of desirable trees that might have otherwise been removed due to conflict with the proposed property construction design. Trees should be tree-spaded out by a reputable operator, and are best transplanted during dormancy in late autumn. No construction activity should take place near re-located trees either before or after transplantation.

Any transplanted trees should be fertilized using a complete fertilizer with a preferred nitrogen/phosphorus/potassium ratio of 1-2-2, with the Nitrogen component in slow release form. A 10 cm layer of composted wood mulch should be applied to the root zone, and the tree should receive regular irrigation for a period of at least one year. The tree may also require staking for a period of 1 year to provide stability while it re-establishes its root system.

- **There are no trees to be transplanted on this site at this time.**



## Tree Preservation Plan

The following Tree Preservation Plan should be implemented prior to any on-site construction activity.

### Hoarding

Hoarding is used to define the **Tree Protection Zone (TPZ)**, which protects a tree's root zone, trunk, and branches from injury during both construction and landscaping phases of the project. Hoarding should be installed prior to any construction activity, and remain intact until construction and landscaping is completed. **No** TPZ should be used for the temporary storage of building materials, storage or washing of equipment, or the dumping of construction debris, excess fill, or topsoil.

*As required by the City of Mississauga, hoarding should be constructed of 4x8 plywood sheets using 2x4 top and bottom rail construction supported by 4x4 wooden posts. A TPZ may be constructed of orange safety fencing using 2x4 top and bottom rail construction and supported by t-bar supports when protecting street trees where site line obstruction is a concern. TPZ signage should be posted in visible locations on the TPZ hoarding. T-bar supports for solid hoarding will only be allowed through pre-approval from the City of Mississauga's Development and Design Department.*

The architect of record for the project should update the most current site plan/grading plan to include all existing trees properly plotted and numbered, with TPZ hoarding locations clearly indicated.

### Hoarding Installation

A diagram of the proposed hoarding plan for this site can be found in Appendix A on Page 18 of this report. The recommended radial distances from the trunk for installation of TPZ hoarding are listed in Appendix B starting on Page 19 of this report, and the hoarding should be installed using the following guidelines:

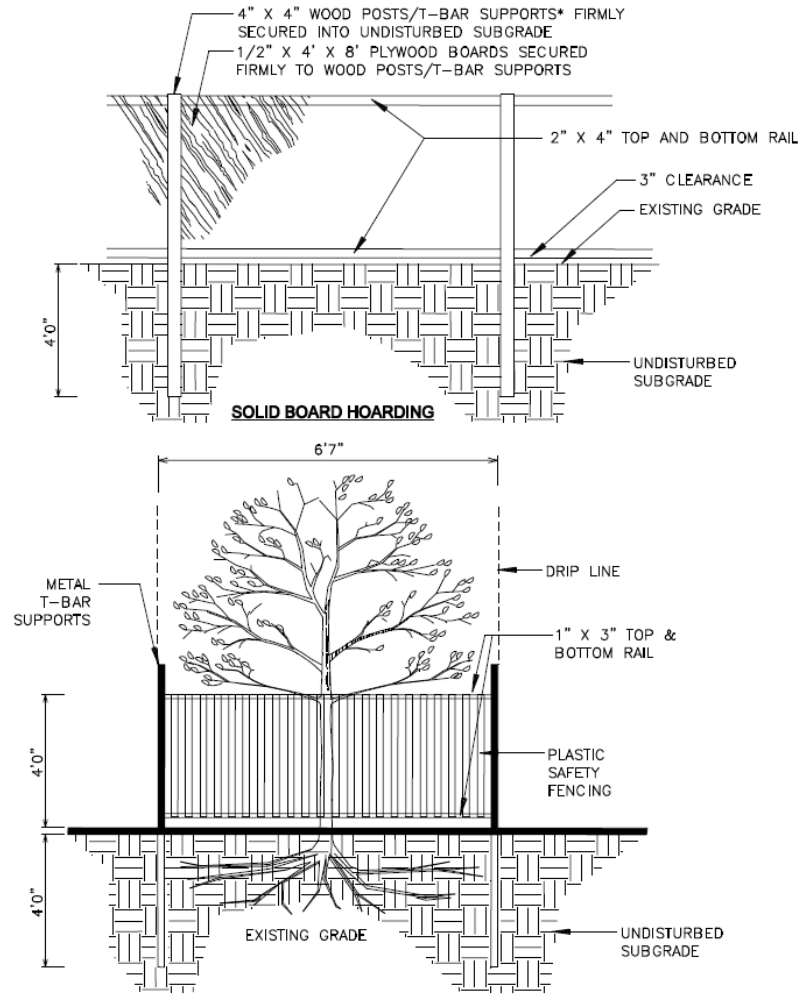
- 1) All TPZ hoarding should be placed at the recommended radial distance from the base of all trees to be protected, or up to all existing and/or proposed hard surfaces to allow for construction.
- 2) Any large numbers of trees that can be grouped together in a closed box or continuous line system for protection should have their TPZ hoarding placed at the recommended radial distance from the base of all of the largest peripheral trees of the system, or up to all existing and/or proposed hard surfaces to allow for construction.
- 3) Encroachment within a tree's TPZ may require a special permit from the City of Mississauga and/or on-site supervision by a Certified Consulting Arborist during any proposed excavation activities for root pruning and assessment.



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## City of Mississauga TPZ Hoarding Specifications

The diagram below provides the City of Mississauga's standards for Tree Protection Zone (T.P.Z) hoarding.



**NOTES:**

1. HOARDING DETAILS TO BE DETERMINED FOLLOWING INITIAL SITE INSPECTION.
  2. HOARDING TO BE APPROVED BY DEVELOPMENT AND DESIGN.
  3. HOARDING MUST BE SUPPLIED, INSTALLED AND MAINTAINED BY THE APPLICANT THROUGHOUT ALL PHASES OF CONSTRUCTION, UNTIL APPROVAL TO REMOVE HOARDING IS OBTAINED FROM DEVELOPMENT AND DESIGN.
  4. DO NOT ALLOW WATER TO COLLECT AND POND BEHIND OR WITHIN HOARDING.
- \* T-BAR SUPPORTS FOR SOLID HOARDING WILL ONLY BE ALLOWED WITH PRE APPROVAL FROM DEVELOPMENT AND DESIGN.



SCALE: N.T.S.  
DATE: JAN, 2008

**DEVELOPMENT & DESIGN CONSTRUCTION HOARDING**



## Tree Preservation Plan Summary

### I.) Pre-Construction Phase

- If necessary, have the Certified Consulting Arborist schedule an on-site meeting with a representative from the City of Mississauga's Urban Forestry Department, the property owner(s), and any Architects, Engineers, and contractors involved with the project to discuss the Tree Preservation Plan.
- Complete all Tree Care Recommendations, including pruning and any required tree removals.
- Install Tree Protection Zone (TPZ) hoarding as required.
- Where required, apply composted wood mulch to tree root zones within the TPZ hoarding, and apply fresh wood mulch over steel plates and/or plywood to any high-traffic areas immediately adjacent to the TPZ hoarding to help reduce soil compaction.
- If feasible, root-prune any preserved trees adjacent to excavation areas prior to construction under the supervision of a Certified Consulting Arborist.
- Establish an irrigation plan with the assistance of a Certified Consulting Arborist.

### II.) Construction Phase

- Maintain and respect TPZ hoarding throughout the construction phase. Do not store or dump materials in this area.
- Continue irrigation plan as directed by a Certified Consulting Arborist.
- Prune any roots exposed during excavation under the supervision of a Certified Consulting Arborist.
- On-going monitoring by a Certified Consulting Arborist to evaluate construction injury/stress and make recommendations.

### III.) Post-Construction Phase

- Remove hoarding only after permission from the City of Mississauga.
- Continue irrigation program as directed by a Certified Consulting Arborist.
- Supplemental fertilizer needs assessment by a Certified Consulting Arborist.
- Post-construction monitoring of all trees by a Certified Consulting Arborist.

#### NOTE:

#### Post-Construction Monitoring

Construction injury may take several years to become apparent. All preserved trees should be inspected by a Certified Consulting Arborist on a semi-annual basis for a period of up to 2 years to pro-actively address any tree health related issues as they occur.



## ASSUMPTIONS AND LIMITING CONDITIONS

Any legal description provided to the consultant/appraiser is assumed to be correct. Any titles and ownerships to any property are assumed to be good and marketable. No responsibility is assumed for matters legal in character. Any and all property is appraised or evaluated as though free and clear, under responsible ownership and competent management. It is assumed that any property is not in violation of any applicable codes, ordinances, statutes, by-laws, or other governmental regulations.

Care has been taken to obtain all information from reliable sources, and all data has been verified insofar as possible. The consultant/appraiser can neither guarantee nor be responsible for the accuracy of information provided by others.

The consultant/appraiser shall not be required to give testimony or to attend court by reason of this report unless subsequent contractual arrangements are made, including payment of an additional fee for such services as described in the fee schedule and contract of engagement.

Loss or alteration of any part of this report invalidates the entire report.

Possession of this report or a copy thereof does not imply right of publication or use for any purpose by anyone other than the person to whom it is addressed without the prior expressed written or verbal consent of the consultant/appraiser.

Neither all nor any part of the contents of this report, nor any copy thereof, shall be conveyed by anyone, including the client, to the public through advertising, public relations, news, sales or other media without the prior expressed written or verbal consent of the consultant/appraiser particularly as to value conclusions, identity of the consultant/appraiser, or any reference to any professional society, institute, or any initialed designation conferred upon the consultant/appraiser as stated in his/her qualification.

This report and the values expressed herein represent the opinion of the consultant/appraiser, and the consultant/appraiser's fee is in no way contingent upon the reporting of a specified value, a stipulated result, the occurrence of a subsequent event, nor upon any finding to be reported.

Sketches, diagrams, graphs, and photographs in this report, being intended as visual aids, are not necessarily to scale and should not be construed as either engineering or architectural reports or surveys.

Unless expressed otherwise: 1) Information contained in this report covers only those items that were examined and reflections the condition of those items at the time of inspection, and 2) the inspection is limited to visual examination of accessible items without dissection, excavation, probing, or coring. There is no warranty or guarantee, expressed or implied, that problems or deficiencies of the plants or property in question may not arise in the future.



## CERTIFICATE OF PERFORMANCE

I, Tom Bradley, certify that:

- I have personally inspected the tree(s) and/or the property referred to in this report, and have stated my findings accurately. The extent of any evaluation or appraisal is stated in the attached report and the Limits of Assignment.
- I have no current or prospective interest in the vegetation of the property that is the subject of this report, and have no personal interest or bias with respect to the parties involved.
- The analysis, opinions and conclusions stated herein are my own, and are based on current scientific procedures and facts.
- My compensation is not contingent upon the reporting of a pre-determined conclusion that favours the cause of the client or any other party, or upon the results of the assessment, the attainment of stipulated results, or the occurrence of any subsequent events.
- My analysis, opinions and conclusions were developed and this report has been prepared according to commonly accepted arboricultural practices.
- No one provided significant professional assistance to the consultant, except as indicated within the report.

I further certify that I am a Registered Consulting Arborist through the American Society of Consulting Arborists (A.S.C.A), and a Certified Arborist with the International Society of Arboriculture (I.S.A). I have been involved in the fields of Arboriculture and Horticulture in a full-time capacity for a period of more than 20 years.

Signed: \_\_\_\_\_

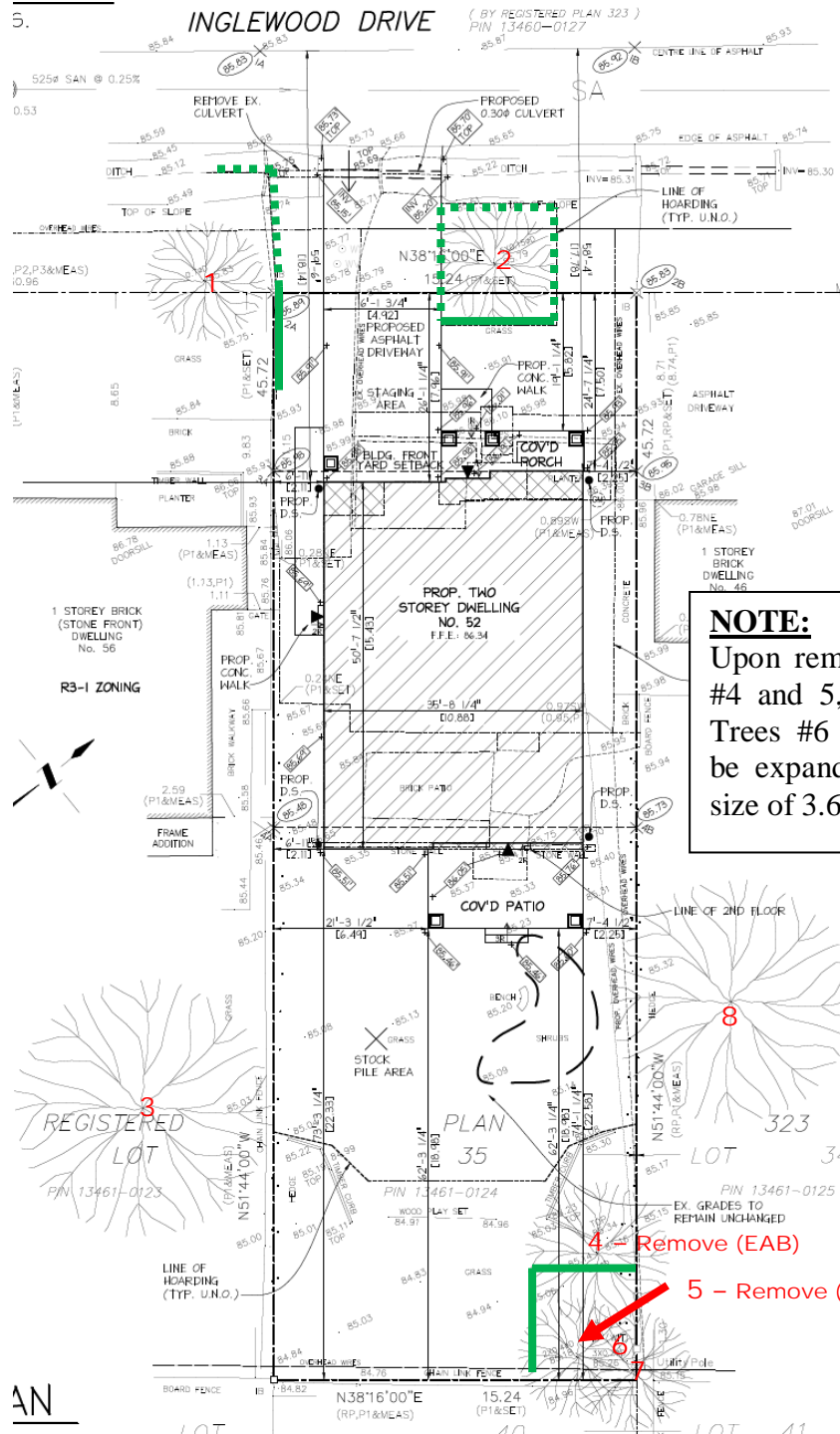
Date: April 29, 2014



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# Appendix A: Proposed Site Plan

Note: The locations of Trees #3 and 8 are approximations. The proposed Tree Protection Zone (TPZ) hoarding is shown as green lines and is not to scale on this drawing.



**NOTE:**  
 Upon removal of Trees #4 and 5, the TPZ for Trees #6 and 7 should be expanded to its full size of 3.6m

### Legend:

Solid Hoarding

Framed Hoarding





## Appendix B: Tree Survey

| I.D # | Owner               | Tree Species<br>Common<br>Name | Tree Species<br>Botanical Name | DBH (cm)                    | Height (m) | Canopy (m) | Tree Health | Structural<br>Condition | Comments                                                                                                                                                                                                                                                              | Action                                                                                                      |
|-------|---------------------|--------------------------------|--------------------------------|-----------------------------|------------|------------|-------------|-------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------|
| 1     | City of Mississauga | Linden                         | <i>Tilia cordata</i>           | 71                          | 16         | 12         | Good        | Good                    | Small-caliper deadwood in canopy; co-dominant stems with included bark union 7m from tree base; lower stem swollen (response growth); branch canopy clearance pruned on west side from overhead utility lines at 6m; tree base is 2.8m south of subject site driveway | Preserve:<br>TPZ = 4.8m<br><br>(2.8m available on north side of tree due to adjacent subject site driveway) |
| 2     | City of Mississauga | Saucer Magnolia                | <i>Magnolia xsoulangiana</i>   | 14, 16, 20, 17, 18.5 (38.5) | 9          | 12         | Good        | Good                    | Small-caliper deadwood and branch stubs in lower canopy; co-dominant stems with included bark unions at tree base; lower branch canopy clearance pruned 2m from tree base; tree base is 5.5m north of existing subject site driveway                                  | Preserve:<br>TPZ = 2.4m                                                                                     |
| 3     | Neighbour           | Norway Maple                   | <i>Acer platanoides</i>        | 60                          | 17         | 16         | Good        | Good                    | Small-caliper deadwood in canopy; lower branch canopy clearance pruned 3m from tree base; tree base is 6m south of subject site back yard and separated by a chain-link fence                                                                                         | Preserve:<br>TPZ = 3.6m                                                                                     |
| 4     | Subject Site        | Green Ash                      | <i>Fraxinus pennsylvanica</i>  | 52                          | 25         | 10         | Poor        | Fair                    | Large-caliper deadwood in canopy; co-dominant stems with narrow included bark union 12m from tree base; appears to be heavily infested with Emerald Ash Borer                                                                                                         | Remove:<br>Heavily infested with Emerald Ash Borer                                                          |
| 5     | Subject Site        | Green Ash                      | <i>Fraxinus pennsylvanica</i>  | 68.5                        | 25         | 12         | Poor        | Poor                    | Large-caliper deadwood in canopy; co-dominant stems with narrow included bark union 0.5m from tree base; appears to be heavily infested with Emerald Ash Borer                                                                                                        | Remove:<br>Heavily infested with Emerald Ash Borer                                                          |
| 6     | Subject Site        | Siberian Elm                   | <i>Ulmus pumila</i>            | 27, 30.5 (41)               | 16         | 16         | Good        | Fair                    | Large-caliper deadwood in canopy; 2 stems addressed at 1.4m and growing adjacent to west base of Tree #7; branch canopy shaded and reduced on north and south sides                                                                                                   | Preserve:<br>TPZ = 3.0m                                                                                     |



| I.D # | Owner            | Tree Species<br>Common<br>Name | Tree Species<br>Botanical Name | DBH (cm) | Height (m) | Canopy (m) | Tree Health | Structural<br>Condition | Comments                                                                                                                                                                                                                                                               | Action                                                                                                   |
|-------|------------------|--------------------------------|--------------------------------|----------|------------|------------|-------------|-------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------|
| 7     | Shared-ownership | Black Locust                   | <i>Robinia pseudoacacia</i>    | 58       | 24         | 12         | Good        | Fair                    | Large-caliper deadwood and hazardous hanging branches in upper canopy; branch canopy begins 10m from tree base; Tree #6 growing adjacent to west side of tree base; branch canopy shaded and reduced on south side                                                     | Preserve:<br>TPZ = 3.6m                                                                                  |
| 8     | Neighbour        | Norway Maple                   | <i>Acer platanoides</i>        | 75       | 19         | 21         | Good        | Poor                    | Large-caliper deadwood and stubbed branches in canopy; lower branch canopy clearance pruned 7m from tree base; co-dominant stems with narrow included bark union 1.8m from tree base; tree base is approx. 6m north of subject site back yard and separated by a fence | Preserve:<br>TPZ = 4.8m<br><br><b>Consider installation of Dynamic cabling system – notify neighbour</b> |



**Appendix C: Tree Valuation Appraisals**

**TREE APPRAISAL  
Trunk Formula Method**

Tree Number: One (1)  
 Address: 56 Inglewood Drive, Mississauga  
 Owner: City of Mississauga  
 Date of Appraisal: April 27, 2014  
 Appraiser: Tom Bradley  
 Certification Number: R.C.A. #492 (A.S.C.A.)

Field Observations (based on *Guide for Plant Appraisal, 9th Edition*)

|   |            |                   |                        |
|---|------------|-------------------|------------------------|
| 1 | Species:   | Linden (Basswood) | <i>Tilia americana</i> |
| 2 | Condition: | 72 %              |                        |
| 3 | DBH:       | 71 cm             |                        |
| 4 | Location:  | 72 %              |                        |

Regional Plant Appraisal Committee Information - *Guide for Plant Appraisal, 9th Edition*

|    |                                      |                        |
|----|--------------------------------------|------------------------|
| 5  | Species Rating:                      | 63 %                   |
| 6  | Replacement Plant Size:              | 9 cm                   |
| 6b | Trunk Area:                          | 63.585 cm <sup>2</sup> |
| 7  | Replacement Plant Cost:              | \$240.00               |
| 8  | Installation Cost: (1.5x Plant Cost) | \$360.00               |
| 9  | Installed Tree Cost:                 | \$600.00               |
| 10 | Unit Tree Cost:                      | \$9.44                 |

*Calculations by Appraiser Using Field and /or Regional Information*

|    |                                                              |                      |
|----|--------------------------------------------------------------|----------------------|
| 11 | Appraised Trunk Area (using Table 4.6) :                     | 3957 cm <sup>2</sup> |
| 12 | Appraised Tree Trunk Increase (#11 - #6b):                   | 3893 cm <sup>2</sup> |
| 13 | Basic Tree Cost (#12 x #10 + #9) :                           | \$37,339.00          |
| 14 | Appraised Value (#13 x #5 x #2 x #4) :                       | \$12,117.09          |
| 15 | Appraised Value > \$5000.00 is rounded to the nearest \$100. |                      |
| 16 | Appraised Value < \$5000.00 is rounded to the nearest \$10.  |                      |

APPRAISED VALUE: \$12,100



# TREE APPRAISAL

## Trunk Formula Method

Tree Number: Two (2)  
 Address: 52 Inglewood Drive, Mississauga  
 Owner: City of Mississauga  
 Date of Appraisal: April 27, 2014  
 Appraiser: Tom Bradley  
 Certification Number: R.C.A. #492 (A.S.C.A.)

### Field Observations (based on *Guide for Plant Appraisal, 9th Edition*)

|   |            |                 |                              |
|---|------------|-----------------|------------------------------|
| 1 | Species:   | Saucer Magnolia | <i>Magnolia xsoulangiana</i> |
| 2 | Condition: | 78 %            |                              |
| 3 | DBH:       | 38 cm           |                              |
| 4 | Location:  | 73 %            |                              |

### Regional Plant Appraisal Committee Information - *Guide for Plant Appraisal, 9th Edition*

|    |                                      |                        |
|----|--------------------------------------|------------------------|
| 5  | Species Rating:                      | 74 %                   |
| 6  | Replacement Plant Size:              | 7 cm                   |
| 6b | Trunk Area:                          | 38.465 cm <sup>2</sup> |
| 7  | Replacement Plant Cost:              | \$215.00               |
| 8  | Installation Cost: (1.5x Plant Cost) | \$322.50               |
| 9  | Installed Tree Cost:                 | \$537.50               |
| 10 | Unit Tree Cost:                      | \$13.97                |

### Calculations by Appraiser Using Field and /or Regional Information

|    |                                                              |                      |
|----|--------------------------------------------------------------|----------------------|
| 11 | Appraised Trunk Area (using Table 4.6) :                     | 1134 cm <sup>2</sup> |
| 12 | Appraised Tree Trunk Increase (#11 - #6b):                   | 1096 cm <sup>2</sup> |
| 13 | Basic Tree Cost (#12 x #10 + #9) :                           | \$15,846.22          |
| 14 | Appraised Value (#13 x #5 x #2 x #4) :                       | \$6,718.14           |
| 15 | Appraised Value > \$5000.00 is rounded to the nearest \$100. |                      |
| 16 | Appraised Value < \$5000.00 is rounded to the nearest \$10.  |                      |

APPRAISED VALUE: \$6,700



**Appendix D: Site Photos**



**Photo #3**

**Figure #2:** E.A.B infested trees recommended for removal at 52 Inglewood Dr.

The above photo shows Trees #4 and 5 in the back yard of 52 Inglewood Drive. Both trees are heavily infested with Emerald Ash Borer (E.A.B) and their removal is recommended prior to the commencement of construction activities on this site.

Please refer to Page 8 of this report for further information.

**STATUS OF OUTSTANDING ISSUES FROM THE HERITAGE ADVISORY COMMITTEE**  
**Prepared by Mumtaz Alikhan, Legislative Coordinator, for the June 17, 2014 Heritage Advisory Committee Agenda**

| <b>Property Name or General Issue</b>                                         | <b>Property Address</b>                                                  | <b>HAC Recommendation or Council Resolution (if passed)</b> | <b>Latest Status</b>                                                                                                                                                                                                                                                                                                                                         |
|-------------------------------------------------------------------------------|--------------------------------------------------------------------------|-------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| N/A                                                                           | 3650 Eglinton Avenue West                                                | Council Resolution 0041-2014                                | That the request to demolish a portion of the structure at 3650 Eglinton Avenue West, which is listed on the City's Heritage Register, be deferred until a Site Plan Approval application has been filed with the Planning and Building Department, at which point Heritage Planning will submit formal comments on the application.                         |
| <b>Clarkson General Store and William Clarkson House</b>                      | 1130-1132 Clarkson Road North and 1140 Clarkson Road North, respectively | HAC-0103-2013                                               | That Heritage staff prepare a Cultural Heritage Assessment to designate the Clarkson General Store and William Clarkson House properties located at 1130-1132 and 1140 Clarkson Road North, respectively, for consideration at a future Heritage Advisory Committee meeting once the ownership of the properties has been determined by the judicial system. |
| <b>Grand Duchess Olga and her Connections to Camilla Road and Mississauga</b> | 2130 Camilla Road                                                        | HAC-0008-2014                                               | In response to the Chair, Ms. Eigl said that she was working on a Corporate Report for consideration at a future Committee meeting regarding Ms. Fisher's suggestion for the City to formally recognize Grand Duchess Olga's time in the City in some way.                                                                                                   |

May 16, 2014

Ms. Julie Lavertu  
Legislative Coordinator  
Mississauga Heritage Advisory Committee  
300 City Centre Drive, 2nd Floor  
Mississauga, ON L5B 3C1

Dear Ms. Julie Lavertu:

**Regarding: Notice of Public Information Centre (PIC) #2  
Municipal Class Environmental Assessment Study for Second Line West  
Pedestrian/Cyclist Crossing of Highway 401**

The Second Line West vehicular crossing of Highway 401 is being removed to accommodate the widening of Highway 401. As part of the approved Transportation Environmental Study Report prepared for the widening of Highway 401, from the Highway 410/403 interchange to east of the Credit River, a replacement structure will not be provided. In 2010, the City of Mississauga's Cycling Master Plan identified a pedestrian/cyclist connection for Second Line West across Highway 401. As such, the City of Mississauga has initiated a Class Environmental Assessment (Class EA) Study, including preliminary design, to investigate needs and opportunities and pursue recommendations for a north-south pedestrian/cyclist connection crossing Highway 401, upon removal of the existing structure.

The preliminary preferred solution is a pedestrian/cyclist overpass to be constructed within the existing Second Line West right of way, across Highway 401.

This Class EA study is being conducted in accordance with the planning and design process for 'Schedule C' projects as outlined in the Municipal Engineers Association "Municipal Class Environmental Assessment," (October 2000, as amended in 2011), which is approved under the *Ontario Environmental Assessment Act*.

**PUBLIC CONSULTATION**

Public consultation is a vital component to this study. Public Information Centre (PIC) #2 will be held in an open house format to receive agency and public input on the design options for the pedestrian/cyclist overpass and other subjects being addressed in the Class EA. Representatives from the City and the project consulting team will be available to answer questions and discuss the details of the study. Additional information is provided in the enclosed Notice.

The PIC will be held as follows:

**Date: Thursday, June 5, 2014**

**Time: 5:30 p.m. to 8:00 p.m.**

**Location: Meadowvale Village Hall - 6970 Second Line West, Mississauga, ON**



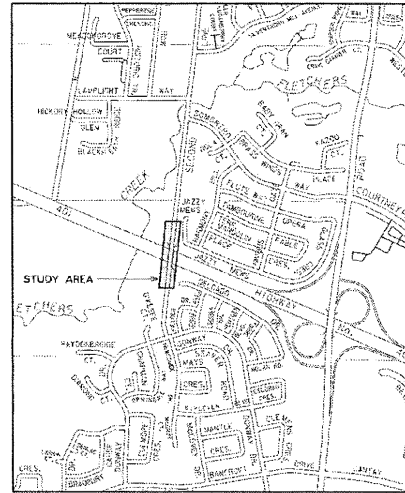
## CITY OF MISSISSAUGA NOTICE OF PUBLIC INFORMATION CENTRE #2

### Municipal Class Environmental Assessment Study for Second Line West Pedestrian/Cyclist Crossing of Highway 401

#### THE STUDY:

The Second Line West vehicular crossing of Highway 401 is being removed to accommodate the widening of Highway 401. The need for the removal of the bridge was documented by the Ontario Ministry of Transportation in a Transportation Environmental Study Report for the ultimate widening of Highway 401 from the Highway 403/410 interchange to the Credit River, with environmental approval in 2007. In 2010, City of Mississauga's Cycling Master Plan identified a plan for a form of pedestrian/cyclist connection for Second Line West across Highway 401.

In response, the City of Mississauga has initiated a Class Environmental Assessment (Class EA) Study 'Schedule C', including preliminary design, to pursue recommendations for a north-south pedestrian/cyclist connection across Highway 401 at Second Line West, upon removal of the existing bridge. As part of a separate process, the City is reviewing the existing transportation operation conditions in the vicinity of the study area to identify mitigating measures for enhanced traffic management.



#### PROCESS:

The study will be conducted in accordance with the planning and design process for 'Schedule C' projects, as outlined in the Municipal Engineers Association "Municipal Class Environmental Assessment," (October 2000, as amended in 2011), which is approved under the *Ontario Environmental Assessment Act*. The Class EA process includes public/external agency consultation, an evaluation of alternative solutions and alternative design concepts, an assessment of potential impacts associated with proposed improvements and development of measures to mitigate identified impacts. Upon completion of the study, an Environmental Study Report (ESR) will be prepared and made available for public review and comment.

#### PUBLIC CONSULTATION:

Public consultation is a vital component of the Class EA process. Public Information Centre #1 (PIC) was held on April 16, 2014. That PIC presented existing conditions, needs and opportunities and the alternative solutions for a pedestrian/cyclist crossing of Highway 401 at Second Line West.

The preliminary preferred solution is a pedestrian/cyclist overpass to be constructed within the existing Second Line West right of way, across Highway 401.

Public Information Centre #2 is being held in an open house format to receive public input on the design options for the pedestrian/cyclist overpass crossing and other subjects being addressed in the Class EA. At this meeting, an updated list of public inquiries and the City's responses will be provided. Representatives from the City of Mississauga and the consulting team will be available to answer questions and discuss the details of the study.

Public Information Centre #2 will be held:

**Date:** Thursday June 5, 2014

**Time:** 5:30 p.m. to 8:00 p.m.

**Location:** Meadowvale Village Hall - 6970 Second Line West, Mississauga, ON

#### COMMENTS INVITED:

If you would like to provide us with your comments, require additional information, or would like to be placed on the study mailing list please contact:

**Farhad Shahla, M.Eng., P.Eng., PTOE**  
**Project Manager**  
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Comments and information are being collected to assist in meeting the requirements of the *Environmental Assessment Act*. With the exception of personal information, all comments shall become part of the public record.

Notice First Posted: May 21, 2014.